

# URBAN DESIGN BRIEF



## MILTON NORTH BUSINESS PARK

PREPARED ON BEHALF OF  
ORLANDO CORPORATION

Town of Milton

OCTOBER 2021

 **GSAI**  
Glen Schnarr & Associates Inc.



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INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Orlando Corporation who shall be herein be referred to as the ‘proponent’, to assist in obtaining the necessary planning approvals to permit the redevelopment of two properties which are generally located in the north-east corner of the Town of Milton’s Urban Boundary. These two properties shall be referred to as the ‘Subject Lands’ and/or the ‘Milton North Business Park’, however for the purpose of this report, each property will be described separately.

The first property will be referenced in this document as the ‘West Block’ and is generally located south of No. 5 Sideroad, east of the Canadian National (CNR) Railway, west of Boston Church Road, and approximately 400 meters north of James Snow

Parkway. The West Block is legally described as Part Lot 5, Con. 3, Designated Part 1, 20R-16815; Milton/Esquesing. The second property which shall herein be referred to as the ‘East Block’ is generally located north of James Snow Parkway, east of Boston Church Road, west of Esquesing Line, and approximately 500 meters south of No. 5 Sideroad. The East Block is legally described as Part Lots 3 & 4, Con. 4 Esquesing, Parts 1 & 2, 20R20540, Town of Milton (refer to Figure 1 – Aerial Context Plan).

The proponent is proposing to develop the Subject Lands for employment uses to include several large industrial buildings, surface parking areas, landscaped areas, public and private right of ways,

storm water management facilities, and natural heritage features. Furthermore, there is an existing heritage dwelling on the East Block which the proponent is proising to relocate and preserve on the Subject Lands which shall be herein referred to as the ‘Aitken-Snow House’. The development of these lands shall be herein referenced to as the ‘proposed development’. Details on the proposed development will be outlined in Part 3 of this document.

This document is a companion document to the Planning Justification Report, also prepared by Glen Schnarr & Associates Inc., which sets out the planning rationale for the proposed development applications. The Urban Design Brief provides information on the design direction and strategy that has been pursued in order to ensure that the proposed development can effectively create an attractive and viable employment district that can be integrated into the surrounding community with minimal disruption to the existing community character. The Urban Design Brief also ensures that the proposed development meets the intent of the policies and design strategies outlined in the applicable policy frameworks.

The Urban Design Brief has been prepared in a collaborative effort between Orlando Corporation, Studio TLA, and Glen Schnarr & Associates Inc. at the request of the proponent.



Figure 1: Aerial Context Plan

# 1 | DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

## 1.1 VISION

The intent of this development proposal is to contribute to the Town of Milton's vision for the 401 Industrial/Business Park Secondary Plan area through the development of a comprehensively planned, high quality employment district comprised of various industrial and employment land uses. The proposed development represents a pivotal step in the creation of a development which reflects Milton's strong sense of community, environment, and unique Escarpment context by providing a gateway to Milton's Urban Area.

The proposal will feature the development of five individual industrial buildings, one retained heritage building, and the preservation of existing natural heritage features across the northern limit of the East Block. The proposed development's layout will include upgraded amenity spaces, including pathways along the stormwater management ponds, open space, and an abundance of landscaping. In addition, the proposed development will include the relocation, retention and preservation of the Aitken-Snow House which is currently located at 8350 Esquesing Line within the East Block. The Aitken-Snow House has been included on the Town of Milton's Updated Heritage List (May 26, 2019). As part of the development proposal, prominent buildings are proposed to include a high level of architectural and urban design standards to reinforce the Town of Milton's positive image and provide an attractive entrance to the community.

As mentioned above, the proposed development will include two separate Blocks, the West Block and the East Block. The preliminary design of the West Block will include three, industrial buildings, which collectively include approximately 1,488,836 sq.ft. (138,317 sq.m) of Gross Floor Area (GFA). The West Block consists of one large Industrial Block on the Draft Plan of Subdivision, with two proposed access points onto No. 5 Sideroad and three proposed access points onto Boston Church Road. Private driveway/road networks are being proposed internal to the site which will provide access to each building. The proposed development will also include landscaping areas, a bioswale, and a storm water management pond which is located at the south west corner of the Block.

The preliminary design of the East Block will include two, industrial buildings, and one relocated and retained heritage building which will collectively include approximately 213,341 sq.m. (2,296,387 square feet) of Gross Floor Area (GFA). Figure 2 – Site Rendering – East Block demonstrates an example of one of the industrial buildings in the East Block. The East Block will also include two public roads - Street 'A' which is a cul-de-sac located off Boston Church Road and Street 'B' which is a crescent traversing the hydro

lands. A private internal road network providing access and circulation to each of the buildings is also provided. The site layout will also include landscaping, natural heritage areas, a storm water management pond, and the relocation, retention and preservation of Aitken-Snow House. The natural areas will include the realignment of the existing headwater drainage features on the site into a new naturalized channel feature. The Aitken-Snow House will be relocated to the southeast corner of the East Block, at the corner of the intersection of Esquesing Line and James Snow Parkway. The stormwater management pond will also be located at the south east corner of the Block, adjacent to the Aitken-Snow House. The Aitken-Snow House and the stormwater management pond have been strategically located adjacent to one another in order to facilitate an attractive development at the intersection of Esquesing Line and James Snow Parkway. Additional landscaping and design considerations will be given to the heritage and storm water management Blocks as these features will act as a focal point for the proposed development. Refer to Figure 3 – Concept Plan for site layout details.

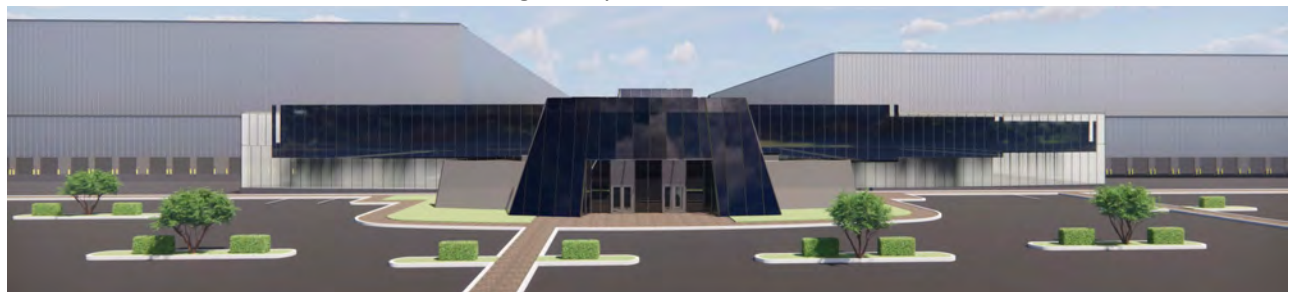


Figure 2: Site Rendering - East Block

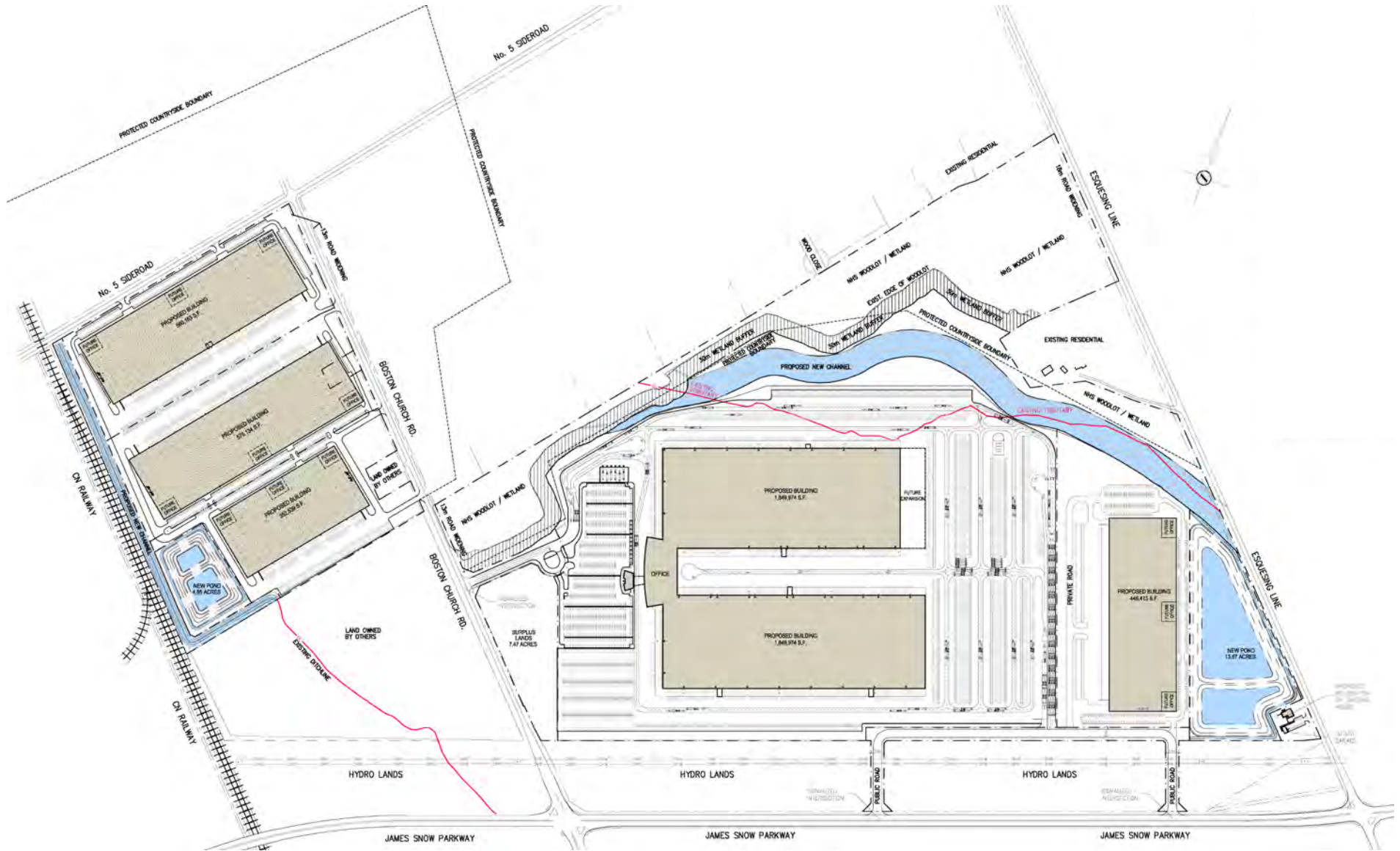


Figure 3: Concept Plan

1.2 GUIDING PRINCIPLES

The Town of Milton’s current policy framework strives to achieve a high standard of physical design of the built and natural environment in the Urban Areas of Milton. This section of the Urban Design Brief will provide an overview of the urban design vision, objectives and principles outlined in the applicable Town of Milton documents, including the Town of Milton Official Plan, which includes the Milton 401 Industrial/Business Park Secondary Plan, and the Milton 401 Industrial/Business Park Urban Design Guidelines.

*Town of Milton Policy Documents:*

The Town of Milton’s Official Plan (OPA 31) contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the Town should grow. The Official Plan incorporates upper level planning policies of the

Provincial Policy Statement (2020), the Growth Plan (2020) and the Region of Halton Official Plan (2018). Official Plan Amendment (OPA 31) is an amendment to bring the Town’s Official Plan into conformity with the Growth Plan and with the Region’s Sustainable Halton process. While there have been several appeals to this Official Plan Amendment, it is considered by Milton staff to be the ‘in effect’ Official Plan for lands that are not affected by the appeals. Considering the Subject Lands are not affected by any appeals to OPA 31, the objectives and policy directives contained within OPA 31 have been considered for the proposed development.

The majority of the Subject Lands were brought into the Town of Milton ‘Urban Area’ by Halton Region Official Plan Amendment No. 38 (ROPA38) to accommodate employment growth to 2031. These lands are required to be part of a Secondary Plan prior to their development.

Accordingly, a Town-initiated Official Plan Amendment (LOPA No. 67) was Adopted by Town of Milton Council on August 23, 2021. This LOPA logically brought the Subject Lands into the ‘Milton 401 Industrial/Business Park Secondary Plan District’. Refer to Figure 4: Town of Milton Official Plan (LOPA 67) Schedule B - Urban Area - Land Use Plan for current land use designations on the Subject Lands.

The current 2031 ‘Urban Area’ limit for the Town of Milton traverses the Subject Lands and excludes a portion (or ‘northern sliver’) of the Subject Lands that are otherwise located outside of the Greenbelt Plan’s “Protected Countryside” and within the Province’s “Provincially Significant Employment Zone” (PSEZ) area. This ‘northern sliver’ of land should logically be included within the “Urban Area”. Accordingly, following the Town-initiated Official Plan Amendment process, privately initiated planning applications are being submitted to include both a Regional Official Plan Amendment (“ROPA”) application and a Local Official Plan Amendment (“LOPA”) application, which will bring the ‘northern sliver’ into the Regional and Local “Urban Areas” and into the Milton 401 Industrial/Business Park Secondary Plan.

The Town of Milton’s Official Plan (OPA 31) is a policy document which is intended to serve as the basis for making land use decisions and managing change and the effects on social, economic, and natural environment within the Town’s municipal boundaries. Section 2.8 of the Town of Milton Official Plan (OPA 31) outlines the Town’s Urban Design strategy through overarching goals, objectives, and strategic policies which provide direction on the physical design of the

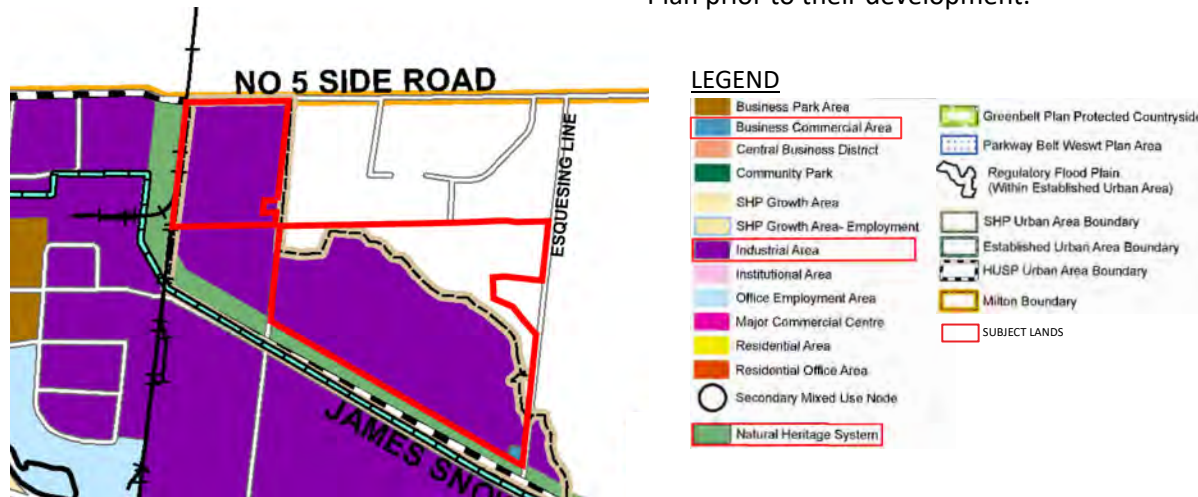


Figure 4: Town of Milton Official Plan(LOPA 67) Schedule B - Urban Area - Land Use Plan

built and natural environment in the Urban Areas of Milton. This section further outlines strategic policies which implement broader goals and design objectives. The notable design objectives in this section which the proposed development has incorporated into its design include the following:

2.8.2.1

*To practice sustainable urban development by adhering to sustainable design principles and standards which respect the natural bioregion, reinforce natural processes, and conserve natural resources.*

2.8.2.2

*To achieve a consistently high standard of design in the built environment that is complementary to and compatible with existing development and the Town’s natural and cultural heritage in all areas including site, building and landscape design.*

2.8.2.8

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

2.8.2.9

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

2.8.2.11

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

2.8.2.13

*To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics.*

2.8.2.22

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

The proposed development incorporates a high quality of architectural design and landscaping features which reflect unique character of the 401 Industrial/Business Park. The proposed development adheres to the sustainable design/natural heritage preservation principles outlined above as the woodland and unevaluated wetland areas identified on the Subject Lands will be preserved and protected by providing a 30-meter buffer from the feature. Enhanced landscaping features and walkways along the stormwater management pond features help strengthen the area's user experience and accessibility by improving linkages and creating unique amenity areas.

The relocation and preservation of the Aitken-Snow House helps the proposed development achieve a high standard of design that is complementary and compatible with the Town’s natural and cultural heritage. The retention of the Aitken-Snow House will also enhance the unique character of the employment district (Refer to Figure 5 – Heritage Building Rendering for a rendering of the Aitken-Snow House).



Figure 5 - Heritage Building Rendering



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The industrial buildings included in the proposed development have been purposefully oriented so the office/entrance portions of the buildings are facing the main public roads. Enhanced landscaping and architectural features will also be provided along these areas in order to encourage the screening of parking and loading activities. These efforts will also aid in enhancing the comfort and urban experience through incorporating a human scale design that will provide a more inviting and user-friendly experience. Design details such as street furniture, building, and street will be promoted, however these items will be addressed through the Site Plan Application process.

While the existing public transportation options around the Subject Lands are fairly limited, the proposed development provides an opportunity to expand the Town's existing transit network, allowing an improved connection between people and jobs.

Moreover, the following Design Guidelines are applicable:

### 2.8.3.5

*Ease of human understanding of buildings and spaces shall be promoted through design measures such as:*

- a) *the placement of continuous horizontal projections from the building facade within the first few storeys adjacent to street level;*

- b) *the visible exterior expression of building components such as floors, columns, and windows and the avoidance of continuous reflective curtain walls; and,*

- c) *the use of plant materials to enclose streets and other open spaces so that scale may be more easily understood.*

### 2.8.3.12

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

### 2.8.3.18

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

The proposed buildings located in the West Block will incorporate enhanced architectural treatments along the portions of the buildings which front onto the public roads (Boston Church Road and No. 5 Sideroad). The human understanding of the design will be promoted by the building facades being divided, varied and enhanced through various use of premium materials, spandrel glazing and articulated surface panels. The office portions of the proposed

buildings will also face the public roads which will add an enhanced public view.

The primary building materials of the buildings in the West Block along the front façades consists of insulated metal panels and precast concrete panels oriented vertically. Longer stretches of horizontal facades will be articulated with vertical glass elements at regular intervals. The glazing and metal panel elements at the building corners return around the corners to provide depth to the front facade. Moreover, vehicular parking spaces have been provided along the frontages of the buildings to minimize the distance of barrier free path of travel to the access ramps that provide access to the office entrances. The proposed industrial buildings in the East Block are well separated and buffered from the public roads already due to their placement in relation to the Block 2 lands on the East Block Draft Plan, the Hydro Lands, the Stormwater Management Pond, and the Aitken-Snow House. Additional landscaping will be provided along Boston Church Road, James Snow Parkway, and Esquesing Line to ensure the loading areas and blank walls are screened from the public realm. It is our opinion the proposed development is in line with the goals and design objectives outlined in the Town of Milton Official Plan.

The recently adopted LOPA 67 brought the majority of the Subject Lands into the established Milton 401 Industrial/Business Park Secondary Plan area and a privately initiated application will bring the remaining northern sliver of the lands into the Secondary Plan area. Following their incorporation into the Secondary Plan Area, the majority of the Subject Lands are designated "Industrial Area" with portions of the East Block to be designated as "Natural Heritage System".

Refer to Figure 6 - schedule C.2B - Milton 401 Industrial/Business Park Secondary Plan (LOPA 67) Land Use Plan for LOPA 67 land use designations on the subject lands. "Industrial Areas" permit a full range of light and general industrial uses, including accessory service, wholesale, retail and office uses directly related to the industrial use. The "Natural Heritage System" designation permits the preservation of existing natural heritage features, non-intensive recreation, essential transportation and utilities, accessory buildings and structures, and incidental uses.

In addition, a "Business Commercial Area" designation has also been added through the adopted LOPA 67 process on the portion of the East Block to be occupied by the Aitkin Farmhouse to facilitate a variety of Business Commercial uses which include but are not limited to; business and professional office uses. Additionally, it should be

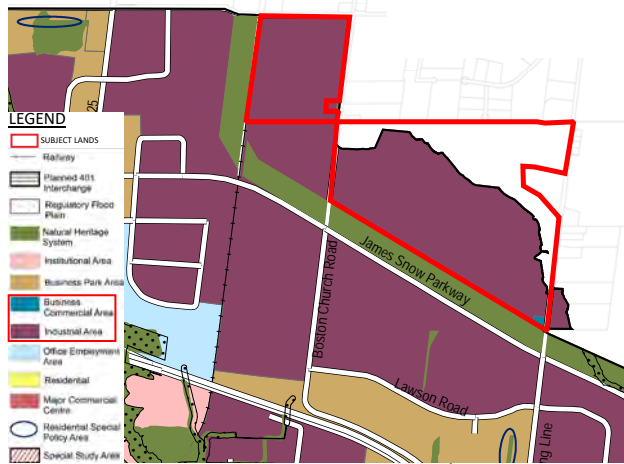


Figure 6: Schedule C.2B - Milton 401 Industrial/Business Park Secondary Plan(LOPA 67) Land Use Plan

noted that the portions of the Subject Lands which are proposed to be developed for industrial uses are the portions of the Blocks which are shown as "Industrial" on Figure 6: Schedule C.2B - Milton 401 Industrial/Business Park Secondary Plan (LOPA 67) Land Use Plan.

Section C.2.2 and Section C.2.3 of the Milton 401 Industrial/Business Park Secondary Plan also outlines guidelines and objectives related to the Town's urban design strategy for lands within the Secondary Plan area. The proposed development has taken the following design objectives and principles from the Milton 401 Industrial/Business Park Secondary Plan into consideration:

C.2.2.1.1.b)

*ensuring that development fronting on major roads, and the road allowances, achieve high urban design standards to reinforce the Town's image and provide an attractive entrance to the community;*

C.2.2.1.1.d)

*creating a linked open space system within the Planning District which is linked to the natural heritage system in other areas of the Town;*

C.2.2.1.1.f)

*providing for the potential of features and/or community facilities within the Planning District*

*which may serve as landmarks or focal points for the Industrial/Business Park, its employees and also for all Town residents; and,*

C.2.2.1.1.g)

*recognizing, that within the general vision for the Industrial/Business Park, individual areas may develop their own specific character.*

C.2.2.2.1 a) *Linked Open Space System*

*An essential basis for the creation of a strong sense of community and environment, is the development of a natural/open space system which protects key environmental features and is connected, where feasible, to the open space system in the rest of the Urban Area, as well as to the surrounding rural area. Open space linkages along stream and utility corridors will be supplemented by pedestrian and bicycle links along key roads. In addition, where parks are proposed, or it is feasible to preserve hedgerows as development proceeds, these features can be integrated into the natural/open space system.*

c) *Connectivity/Accessibility*

*Improved external and internal access including roads and pedestrian/bicycle paths, strengthens the area's accessibility and marketability. It also improves integration with the rest of the community, as well as*

f) *Significant Character Buildings*

*There are no designated heritage buildings in the Secondary Plan. However, there are a very limited*

*number of buildings which have an architectural quality that contributes to the character of the area. Consideration should be given to their re-use and/or incorporation into future development where feasible.*

C.2.3.2.6

*To preserve existing natural and cultural heritage features wherever feasible and provide for the potential of community facilities or the creation of other landmark features which may serve as focal points for the Industrial/Business Park, employees and Town residents.*

The proposed development meets the intent of the urban design objectives outlined in the Milton 401 Industrial/Business Park Secondary Plan as the buildings included in the proposed development which front onto major public roads (No. 5 Sideroad, Boston Church Road, Esquesing Line, and the Hydro Corridor adjacent to James Snow Parkway) will include enhanced architectural and landscaping treatments to achieve a high urban design standards and mitigate any undesirable views from the public.

The proposed industrial buildings on the East Block are well separated and buffered from the public roads already due to their placement in relation to the Block 2 lands on the East Block Draft Plan, the Hydro Lands, the Stormwater Management Pond, and the Aitken-Snow House, however, additional landscaping has been provided along Boston Church Road, James Snow Parkway, and Esquesing Line to ensure the loading areas and blank walls of the industrial buildings are screened from the

public realm. Moreover, the proposed development provides enhanced landscaped subdivision entrance features at the southwest intersection of No. 5 Sideroad/Boston Church Road, the southeast corner of the intersection of C.N. Rail Corridor/No. 5 Sideroad, and the southeast corner of the intersection of Boston Church Road/the Hydro Corridor. In addition, the Aitken-Snow House will be relocated to the southeast corner of the intersection at Esquesing Line/Hydro Corridor which will also provide attractive entrance to the community. These features will allow the proposed Industrial/Business Park to develop its own specific character.

Furthermore, the realigned channel and associated 30 meter wetland buffer which are being proposed on the East Block, travers along the northeast portion of the parcel and eventually connects the hydro corridor adjacent to James Snow Parkway. This feature provides an established linked open space system that connects to other natural heritage system to help create a strong sense of community and environment (refer to Figure 7 – Landscape Concept Plan for details). There may be an opportunity to provide walkways along the channel and stormwater management pond features on the West Block and along the stormwater management pond features on the East Block. These features could help strengthen the area's accessibility and also significantly enhancing its gateway function by creating a unique amenity area.

The relocated Aitken-Snow House being proposed on the East Block will provide the 401 Industrial/Business Park with a unique landmark and focal point which the employees of the proposed development can utilize and enjoy. The preservation of this building will also assist in the preservation of the community's cultural heritage while allowing the industrial park to develop its own site-specific character.

Section 2.4.5 regards the Urban Design Strategy and Guidelines for the Milton 401 Industrial/Business Park. The following policies are relevant to the subject proposal:

C.2.4.5.2

*Further to, and in accordance with the provisions of subsection 2.4.5.1, development shall also be designed in accordance with the following general design principles:*

- a) *Creation of a well-connected Industrial/Business Park both visually and physically including transit supportive urban design; and,*
- b) *Creation of a unique, place specific Industrial/Business Park as a gateway to the Urban Area.*

The proposed development will incorporate a high level of architectural design and landscaping treatments along the portions of the proposed buildings which front onto the public roads to ensure the proposal provides a pleasing visual aesthetic from the public realm. Moreover, the proposed development provides enhanced landscaped entrance features at all of the prominent intersection on the site. These features will help reinforce the Town's image and provide an attractive

entrance to the community. These features will ensure that the proposed development can effectively provide an attractive and viable employment district that can be integrated into the surrounding community with minimal disruption to the existing community character while also creating a unique gateway to the Town's urban area.

James Snow Parkway which abuts the hydro corridor, south of the Subject Lands, is designated as 'Gateway Street/Enhanced Streetscape Design' on Schedule C.2.A of the Milton 401 Industrial/Business Park Secondary Plan – Structure Plan. The Milton 401 Industrial/Business Park Secondary Plan provides the following Urban Design direction for development along roads with this designation:

*Section C.2.4.5.8*

*Regional Road 25, Steeles Ave., No. 5 Sideroad and James Snow Parkway all represent major access routes into and through the community. In addition, each of these roads has a significant role in the community. These roads shall all be designed with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, bike paths and boulevards having regard for the Urban Design Guidelines.*

*In addition, the Town shall through the zoning by-law and site plan approval process, control development along these roads to ensure both a high quality of site design and use. In particular:*

- a) buildings shall be designed to front the road with the highest priority in the defined road hierarchy. Facades and yards abutting lower priority roads shall be attractive through appropriate architectural treatments and landscaping;*
- b) parking will be at least partially screened by berms and landscaping; and,*
- c) service, loading and open storage facilities shall not be permitted in the yard abutting these major roads and shall be screened from these roads.*

The West Block will include additional architectural and landscaping treatments along the buildings which front onto No. 5 Sideroad and Boston Church Road. The proposed buildings will provide enhanced architectural treatments along the office portions of the buildings and various landscape treatments will also be provided along the roads to screen the vehicular parking areas and enhance the sites visual aesthetics.

The proposed industrial buildings on the East Block do not directly front onto any major public roads as they are separated by the Block 2 lands on the East Block Draft Plan, east of Boston Church Road, the Hydro Lands north of James Snow Parkway, the Stormwater Management Pond, and the Aitken-Snow

House west of Esquesing Line. While we recognize that the proposed buildings in the East Block do not immediately front onto a public road, efforts have been taken in the sites design to screen the servicing and loading areas from the public view by providing enhanced landscaping along the Block 2 lands, the Hydro Lands, the Stormwater Management Pond and the Aitken-Snow House. These enhanced features will help facilitate the Town's vision for James Snow Parkway becoming a major access route that plays a significant role in the community.

Lastly in regards to Urban Design, Policy 2.4.5.9 addresses Significant Character Buildings:

*C.2.4.5.9*

*Prior to the development of a site which includes a significant character building as designated on Schedule "C.2.A", the character building shall be evaluated by the Town in consultation with the owner, to determine its feasibility for preservation. Where preservation of the building is feasible consideration should be given to its re-use.*

While the current C.2.A Schedule outlined in the Town's Official Plan does not currently identify any significant character buildings on the subject lands, the Aitken-Snow House building was determined to retain heritage value. As such, the Aitken-Snow House will be relocated to the southeast corner of the East Block at the intersection of James Snow Parkway and Esquesing Line. The retention and re-use of the heritage building on site will assist in the preservation of the existing heritage while also creating a landmark feature which will serve as a focal point of the Industrial/Business Park.

Furthermore, lands that are included in the Milton 401 Industrial/Business Park Secondary Plan are also subject to specific Milton 401 Industrial/Business Park Design Guidelines (prepared by in 2000 by Cochrane Brook Urban Planning and Design). These guidelines build on the policies in

the Official Plan and Secondary Plan to describe the physical design concepts that will support the overall vision for the area as a high quality, integrated physical urban employment environment. There are several guidelines that are relevant to the proposed development

which have been used to inform the design of the site. Part 3 of this Urban Design Brief will further discuss how the proposed development implements these design objectives outlined in the above noted documents.



Figure 7: Landscape Plan

### 1.3 OBJECTIVES

The Milton 401 Industrial/Business Park is a comprehensively planned, high quality, industrial/business park that accommodates a mixture of industrial and office space uses. The proposed development will achieve these measures while maintaining the functionality and operations of a successful industrial/business park. Figure 8: West Block Rendering shows an example of the high quality building which could be included on the Subject Lands. In order to facilitate a comprehensively planned, high quality, industrial/business park, the Subject Lands will be developed to achieve the following objectives:

- Establish a logical expansion to the Milton 401 Industrial/Business Park for the Town of Milton;

- Preserve the natural and cultural heritage of the surrounding lands through heritage preservation, enhanced landscape areas, protection and buffering of the natural heritage system, and provision of enhanced stormwater management features;
- Enhance the streetscape treatments by creating a landscape identity through berming, trees, shrubs and hardscaping throughout the site, particularly along James Snow Parkway;
- Incorporate a high standard of building and site design that addresses the Town of Milton’s 401

- Industrial/Business Park Design Guidelines;
- Implement site features that will minimize visual impact on the public realm;
  - Encourage building and site design that provides connectivity to the external markets; and,
  - Mitigate impacts on the adjacent rural residential and agricultural uses through design and the establishment of appropriate setbacks/buffering, while recognizing that the primary and long term use of the area is for employment development.



Figure 8: West Block Render from Boston Church Road

# 2 | SITE & CONCEPT ANALYSIS

## 2.1 SITE DESCRIPTION

As mentioned above, the Subject Lands are comprised of two properties which are generally located in the north-east corner of the Town of Milton's Urban Boundary and are herein referred to as the West and East Blocks.

The West Block parcel of land is a rectangular shaped property with a total area of 30.34 hectares (74.97 acres). The West Block is currently occupied by three existing residential lots with associated dwelling units (Municipal Address: 8802, 8830, and 8872 Boston Church Road) and an agricultural farm operation which occupies a majority of the West Block lands (Municipal Address: 8880 Line 3). All the existing structures are intended to be demolished and removed as part of the proposed development. The West Block parcel of land generally consists of flat topography and frontage is provided on both Sideroad No. 5 and on Boston Church Road, where vehicular access to the existing dwelling units and farm operations are provided. Refer to Figure 9 - West Draft Plan of Subdivision for Block Plan details.

The East Block parcel of land is an irregular shaped property with a total area of approximately 106.13 hectares (262.25 acres). The East Block is currently occupied by an existing agricultural operation which includes a residential dwelling and four accessory agricultural structures which are being used in conjunction with the agricultural operation (Municipal Address: 8350 Esquesing Line). The residential dwelling associated with the agricultural

operation is known as the Aitken-Snow House and is proposed to be preserved and relocated to the south east corner of the East Block parcel, while the other associated accessory buildings will be removed. Furthermore, there are a number of headwater drainage features associated with the Sixteen Mile Creek identified on the East Block lands, each of which traverse the lands from east to west. As outlined in the Comprehensive Environmental and Servicing Study prepared by TMIG et al., the realignment of the two headwater drainage features from the East Block will incorporate natural channel design methods to further enhance and protect the Sixteen Mile Creek Natural Heritage System, while creating additional wildlife benefits. The northwest and northeast portions of the property, abutting Boston Church Road and Esquesing Line, are occupied by Woodland and Unevaluated Wetland areas which will be protected. Refer to Figure 10 - East Draft Plan of Subdivision for Block Plan details.

## 2.2 CHARACTER & SURROUNDING CONTEXT

Areas surrounding the Subject Lands consist generally of agricultural and rural lands. The rural lands are developed primarily as one and two storey rural residential dwellings of varying architectural styles and aesthetics. There are also industrial uses to the west and south of the Subject Lands within the Milton 401 Industrial/Business Park Secondary Plan Area. The lot fabric of the

areas surrounding the Subject Lands vary significantly. The agricultural farmland to the north and east of the Subject Lands include parcels that range from approximately 50 acres to 200 acres in area, the industrial uses south of the Subject Lands include parcels that range from 1 hectare to 26 hectares, and the lot fabric of the rural residential dwelling lots to the north and east of the Subject Lands range from approximately 2 acres to 15 acres in area.

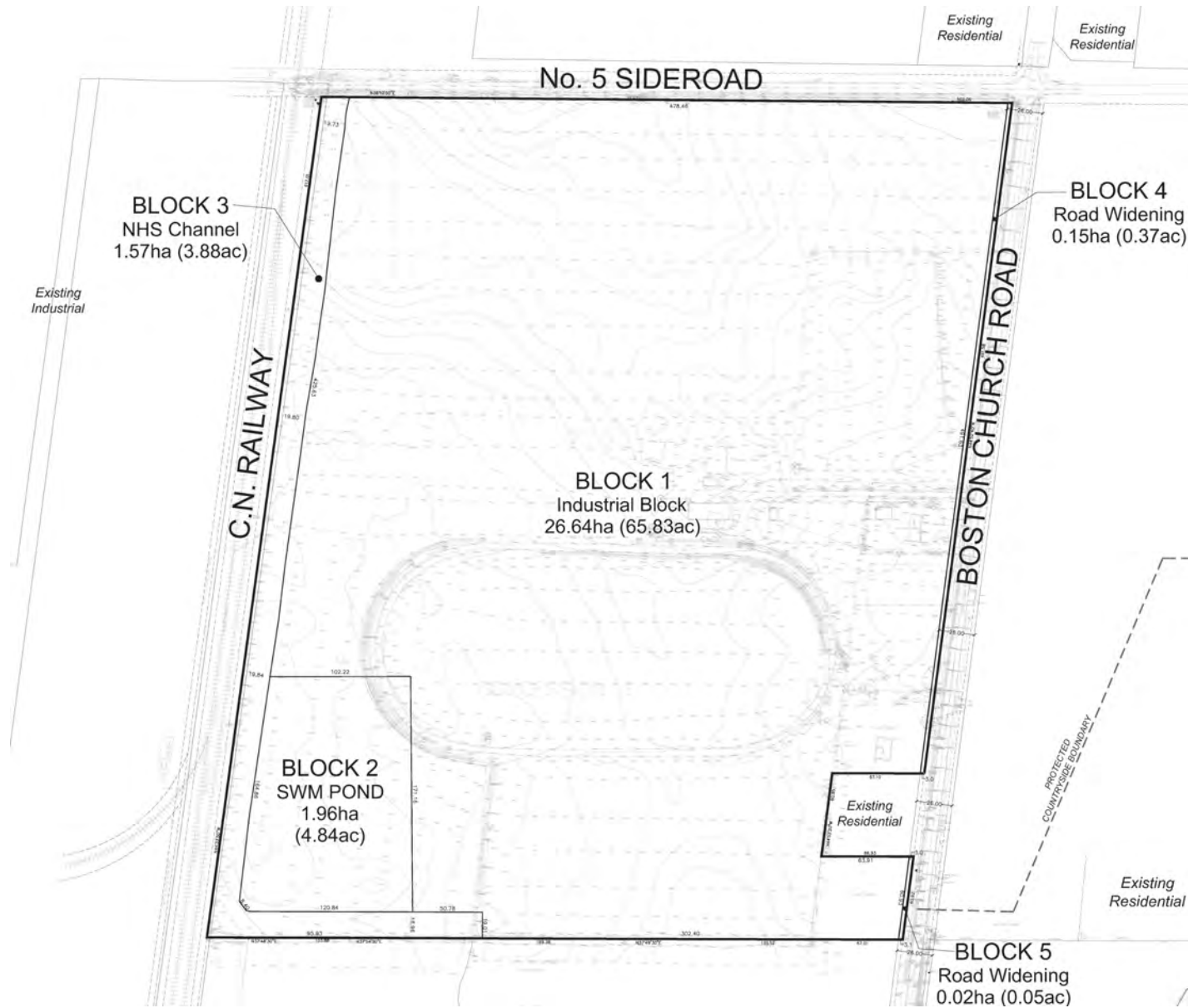


Figure 9: West Draft Plan of Subdivision (West Block - August 25, 2021)



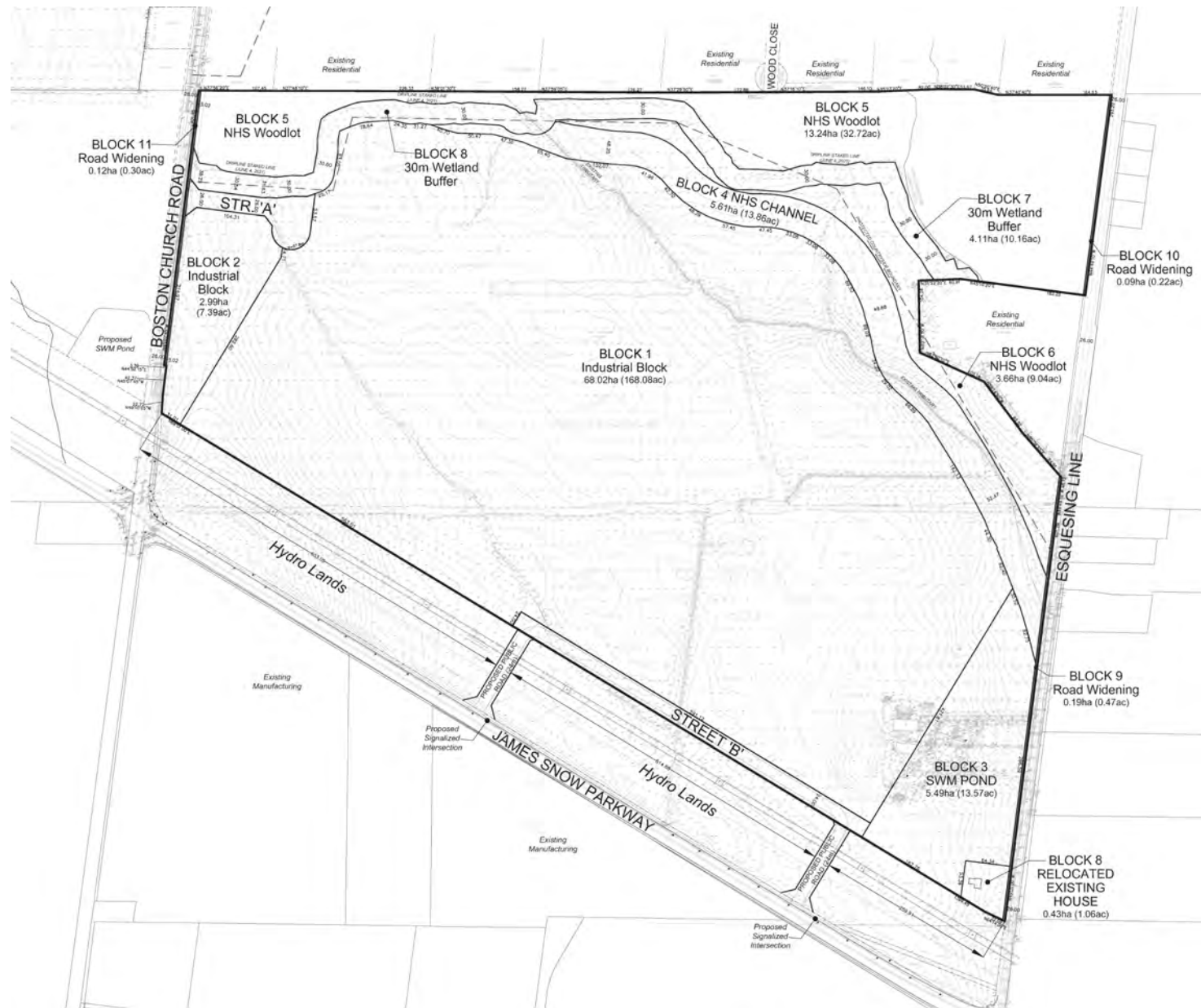


Figure 10: East Draft Plan of Subdivision (East Block - September 16, 2021)

## 2.2 CHARACTER & SURROUNDING CONTEXT

### Surrounding Land Uses:

North: Lands located immediately to the north of the West Block consist primarily of a combination of woodlands, rural residential dwelling units, and agricultural lands. Refer to Figure 11 for a visual image.



Figure 11: North Site Image

East: Esquesing Line abuts the East Block. Similar to the areas to the north, beyond Esquesing Line to the east there are woodlands, rural residential lots and agricultural lands. Figure 12 is looking north along Esquesing Line, showing the woodlands, rural residential lots and agricultural lands. Refer to Figure 12 for a visual image.



Figure 12: East Site Image

South: An Ontario Hydro Utility corridor abuts the East Block to the immediate south. Beyond the hydro corridor is James Snow Parkway and further south are established industrial uses pursuant to the Milton 401 Industrial / Business Park Secondary Plan.



Figure 13: South Site Image

West: Canadian National (CN) Railway abuts the West Block. Lands along Boston Church Road are primarily made up of woodlands, rural residential lots and agricultural lands. Refer to Figure 14 for a visual image.



Figure 14: West Site Image

## 2.3 TRANSPORTATION NETWORKS

As noted above, the Subject Lands are generally bound by CN Railway to the west, No. 5 Sideroad to the north, Esquesing Line to the east and James Snow Parkway to the south. Boston Church Road separates the West and East Blocks. James Snow Parkway is designated as a 'Major Arterial'. Boston Church Road and Esquesing Line are designated as 'Collector' roads south of the and within the Secondary Plan boundary area. The Subject Lands will have convenient access to the 401 Highway via existing Highway interchanges at two other Major Arterials – James Snow Parkway and Regional Road 25. As such, the Subject Lands are well serviced by existing public road networks which ensure a maximum degree of physical vehicular connection to Milton's Existing Urban Areas and other key markets.

There is currently a shared bicycle and pedestrian trail adjacent to the Subject Lands, located along the south side of James Snow Parkway. This pedestrian trail network is intended to connect the Subject Lands to the Town of Milton's greater Trail and On-Street Bike System network. The nearest public transit stops to the Subject Lands are located approximately 600 meters south of the site, along Lawson Road. While the existing public transportation options around the Subject Lands are fairly limited, the proposed development provides an opportunity to expand the Town's existing transit network, allowing an improved connection between people and jobs. Refer to Figure 15: Schedule C.2.A - Milton 401 Industrial/Business Park Secodry Plan (LOPA 67) Structure Plan for details.

## 2.4 CONTEXT ANALYSIS

The existing land use pattern of the immediate area is largely industrial (to the west and south) and rural/agricultural (to the north and east). The existing streetscape along Esquesing Line and Boston Church Road which are the two public rights-of-ways which generally bound the Subject Lands are currently characterized by their existing rural/agricultural landscapes. These roads consist

currently of narrow single lanes with minimal shoulders and no sidewalks.

To the south of the Subject Lands, across the road from James Snow Parkway is the Milton 401 Industrial/Business Park Secondary Plan area. This area is primarily characterized by lands that are designated “Industrial Area” and “Business Park Area” and are zoned “Business Park” (M1) and “General Industrial” (M2) in the Town’s Zoning By-Law No. 016-2014. These

zones generally permit a variety of employment type uses such as warehouses, distribution centres, and industrial uses. The existing built form in this area is primarily one and two storey buildings which include surface parking buffered by generous landscaped areas. Given the Subject Land’s location adjacent to the existing built up Milton 401 Industrial/Business Park Secondary Plan area, the proposed development is a logical extension of, and is consistent with, the surrounding areas and is consistent with the Region of Halton and Town of Milton vision for employment growth within the northeast quadrant of the Town of Milton.

### PLAN AMMENDMENT NO. 67

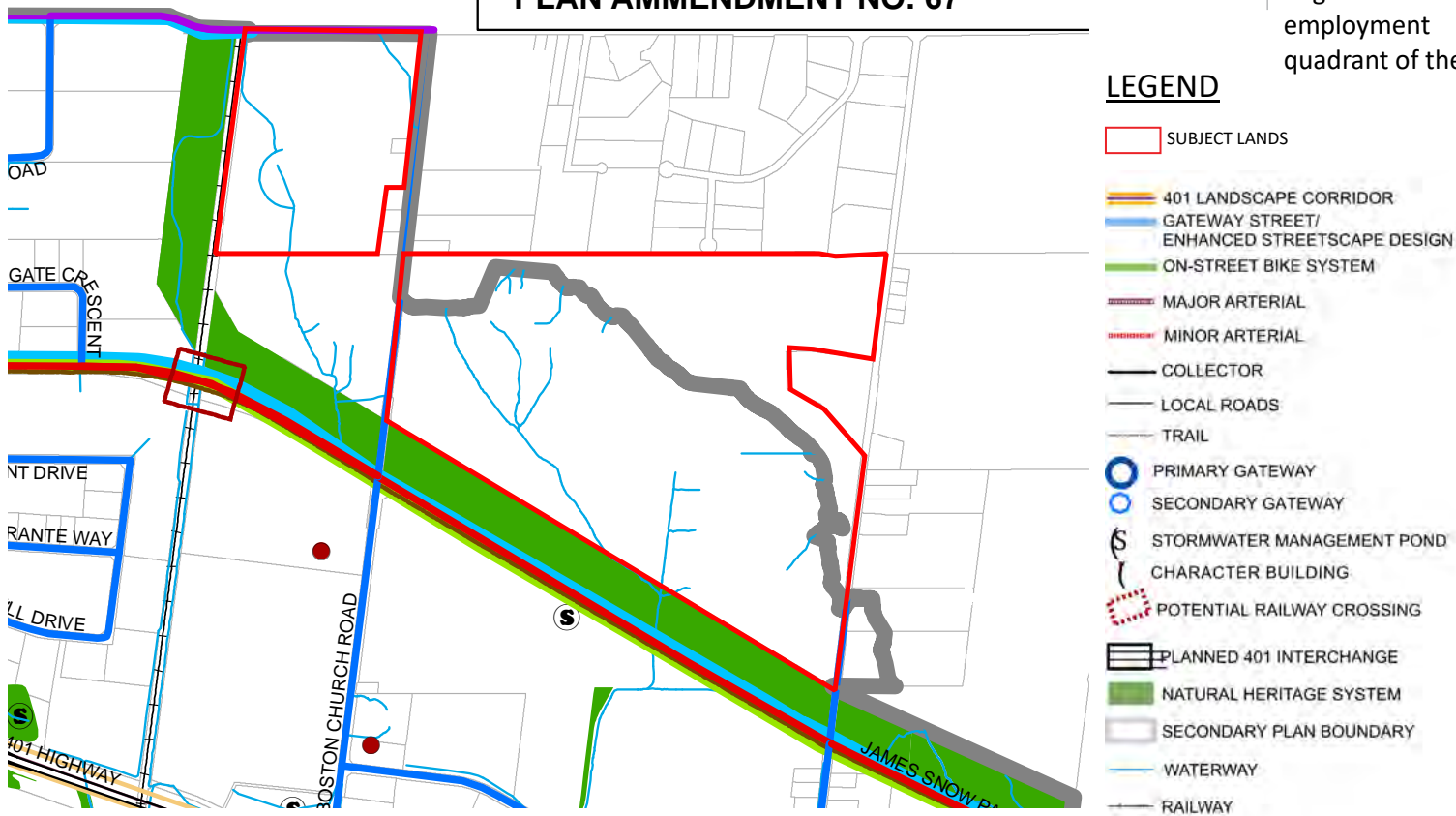


Figure 15: Schedule C.2.A - Milton 401 Industrial/Business Park Secondary Plan (LOPA 67) - Structure Plan

### 3.1 SITE LAYOUT & DESIGN

#### 3.1.1 Orientation:

Building orientation is an important element which impacts the pedestrian realm and the building’s relationship to the streetscape. The proposed development has been conceptually organized in a linear block pattern to maximize the developable area of the lands, while providing an orientation that helps promote the enhanced streetscape design objectives outlined in the 401 Industrial/Business Park Urban Design Guidelines. The following Built Form, Architectural Character, and Public Safety guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the orientation of the proposed development:

##### Section 4.1.1

- *To enhance building visibility and quality, built form and massing should emphasize key elements including building entrances and forecourts, in particular, variations in articulation of the building envelope are encouraged.*
- *Corner buildings should be located with smaller setbacks to reinforce their focal role. Entrances should be located at or close to the corner.*

##### Section 4.2.5

- *Entrances to buildings should be prominent and visible and co-ordinated with the placement of pedestrian walkways.*
- *Building access ramps should be located as close as possible to the most direct, barrier-free path of travel.*

##### Section 4.9

- *Section Buildings and principal entrances should, where possible, front onto the public street, to encourage a pedestrian-orientated streetscape to maximize public surveillance of the street.*

The buildings located in the West Block have been purposefully oriented so the main entrances, office areas and glazing features of the buildings front onto the public streets in order to create a more defined urban street edge and maximize the public surveillance of the street. Enhanced landscape measures were also

provided at various intersections in order to reinforce the proposed development as a focal point of the community. Moreover, vehicular parking spaces have been provided along the frontages of the buildings to minimize the distance of barrier free path of travel to the access ramps that provide access to the office entrances.

As noted previously, the industrial buildings located within the East Block are fairly separated from public view by the Block 2 lands on the East Block Draft Plan, the Hydro Lands north of James Snow Parkway, the Stormwater Management Pond, and the Aitken-Snow House west of Esquesing Line. As such, efforts have been taken to screen the proposed servicing and loading areas from the public view and provide an enhanced entranceways/building frontages. The larger industrial building being proposed on the East Block provides a prominent and visible entrance off Boston Church Road (Refer to Figure 16: Site Rendering – south east view). As shown on the

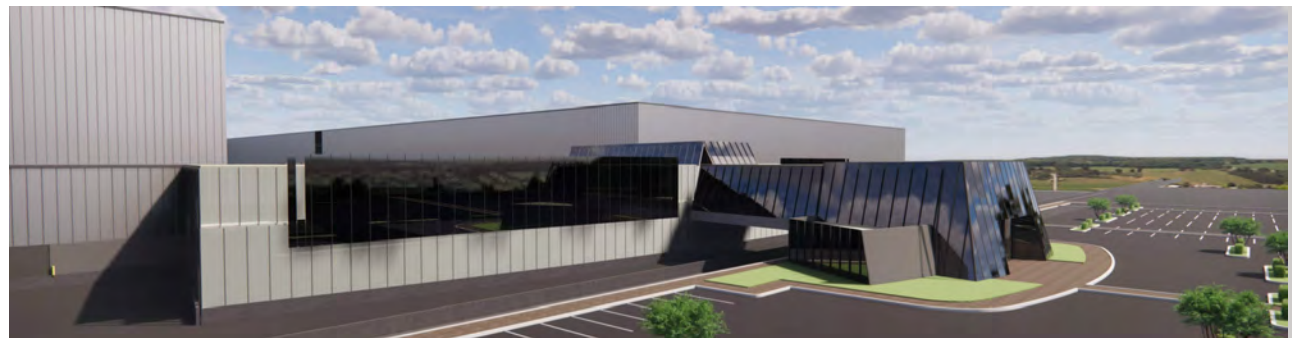


Figure 16: East Block Rendering - South East View

Landscape Concept Plan, the entrance to the larger industrial building within the East Block is also well coordinated with a walkway that connect the building entrance to Boston Church Road. The proposed developments design is in line with the guidelines outlined above.

### 3.1.2 Servicing, Loading and Storage:

The 401 Industrial/Business Park Urban Design Guidelines indicate that service and loading areas should be designed to operate efficiently while reasonably screening visually unattractive areas, including storage, loading, and garage handling areas. The following Service Area guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the service areas of the proposed development:

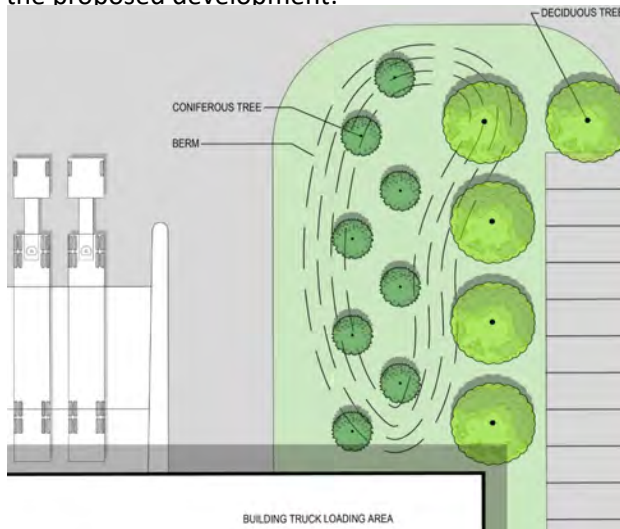


Figure 17: Screening of Loading and Storage Areas.

#### Section 4.7

- *Service area entrances visible from the public road is discouraged. It is preferable to locate these off side streets or service driveways.*
- *Service areas should be separated from pedestrian amenity areas and walkways*
- *Screening, as required, is encouraged to use building and/or landscape materials similar to those used for the main buildings*

In order to advance these objectives, the West Block entrances to the trailer parking, loading, and servicing areas have been purposefully located internal to the site, along the side of each building to minimize visibility from the public roads. This layout also provides separation from the service areas, loading, and storage areas and the potential walkways and amenity areas around the stormwater management ponds, which succeeds in enhancing pedestrian safety on site. Furthermore, the servicing, loading, and storage areas will be set back far enough from the public roads and screened with landscaping measures so that there will be little visual impact on the public realm. Refer to Figure 17: Screening of Loading and Storage Areas for a general example of how these guidelines will be applied.

While the proposed industrial buildings in the East Block are well separated and buffered from the public roads already due to their placement in relation to the Block 2 lands on the East Block Draft Plan, the Hydro Lands, the Stormwater Management Pond, and the

Aitken-Snow House, additional landscaping has been provided along Boston Church Road, James Snow Parkway, and Esquesing Line to ensure the proposal provides a pleasing visual aesthetic from the public realm.

### 3.1.3 Parking:

The 401 Industrial/Business Park Urban Design Guidelines provide specific direction on the design of parking facilities in order to prevent surface parking areas from becoming a dominant physical element of a development. The following Parking guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the parking of the proposed development:

#### Section 4.6.1

- *Parking lots should be subdivided using planting strips and planted traffic islands with a minimum width of 2.0 metres (6.5 feet) and a maximum width of 4.5 metres (15 feet). High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.*
- *Major internal vehicular routes should be defined by raised and curbed traffic islands.*

As shown on the Landscape Concept Plan, the vehicular parking areas included in the proposed development have been subdivided by using planting strips and traffic islands, which breaks up the parking areas and improves the visual impact and compatibility of the site. Furthermore, the internal private road network being proposed has been defined by raised curbed and traffic islands which aids in the functionality and circulation of the site by providing the users of the proposed development with clear directions on how to navigate throughout the site.

### 3.1.4 Vehicle Access and Circulation:

A hierarchy of roads is identified within the Milton 401 Industrial/Business Park Secondary Plan area. The road hierarchy surrounding the proposed development is as follows:

- James Snow Parkway is a Major Arterial road, and generally forms the southern boundary of the Subject Lands;
- No. 5 Sideroad is a Minor Arterial road and generally forms the northern boundary of the Subject Lands;



Figure 18: East Block Rendering

- Boston Church Road and Esquesing Line generally border the Subject Lands from the west and east. Both roads are identified as Collector Roads as part of LOPA 67 Structure Plan.

Both the West and East Block of the proposed development include several proposed vehicular access points which will provide access to the industrial lands.

Access to the West Block is proposed from three access points along Boston Church Road and two access points off No. 5 Sideroad. Internal circulation of the West Block industrial lands will be facilitated through an internal road/driveway network as illustrated on the Concept Plan. In order to promote the development as a high quality industrial park, entry features will be provided at the prominent intersections of the lands. This feature will include additional landscaping elements, such as a mixture of trees, a shrubs bed, and a subdivision entry sign.

Access to the East Block will be provided from two points off James Snow Parkway along the southern limit of the site. As well, one access point is proposed

from the west off Boston Church Road. Internal circulation of the East Block industrial lands is proposed through an internal private road/driveway network. The following Site Access and Circulation guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the layout of the proposed development:

#### Section 4.4

- *Landscaped traffic islands should be used to delineate and enhance main driveways, subdivide parking areas into smaller "courts", and improve edge conditions between the public road, buildings, open space areas and adjoining properties.*

Several landscaping traffic islands have been included in the vehicular parking areas in order to delineate the parking areas to assist the users to be able to efficiently navigate throughout the site. Refer to Figure 18: East Block Rendering for a visual representation.

### 3.2 PUBLIC REALM FRAMEWORK

#### 3.2.1 Landscape Berming and Pedestrian Oriented Development:

The Milton 401 Industrial/Business Park Urban Design Guidelines indicates that landscape treatments within private properties will have a significant role in establishing the image of the entire Industrial/Business Park Area. In order for the proposed development to address the 401 Industrial/Business Park Urban Design Guidelines, the following Landscape and Parking guidelines have been taken into consideration:

##### Section 4.3

- Landscaping and grading should be used to screen and enhance parking areas, access and service roads, loading areas, and dissimilar uses on adjacent properties.

##### Section 4.6.1

- Alternatives should be considered for screening parking facilities, such as depressing

lots from the street level, or creating landscaped enclosures of low walls, hedges or berms with a maximum height of 1.2 metres (4 feet).

The development is proposing to establish high quality berming and landscaping treatment where possible on the site, particularly along James Snow Parkway. High branching street trees will be located in various locations throughout the proposed development. These features are intended to screen the office parking and loading areas from the public view. For examples of the high branching street tree treatments, refer to Figure 19 – Street 'A' - East Block Road Section

facing west. The proposed berming and landscaping will also serve to effectively enhance and screen the office parking and loading areas from the adjacent uses as per the Town of Milton Official Plan and 401 Industrial/Business Park Urban Design Guidelines. Examples of the berming and landscaping have been provided in Figure 20 - Truck Loading and Servicing Screening.

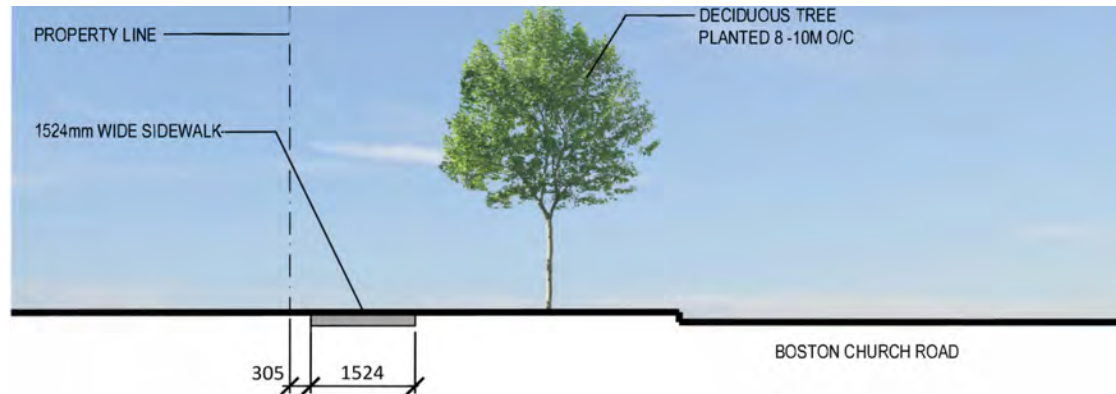


Figure 19: Street 'A' - East Block Road Section facing West

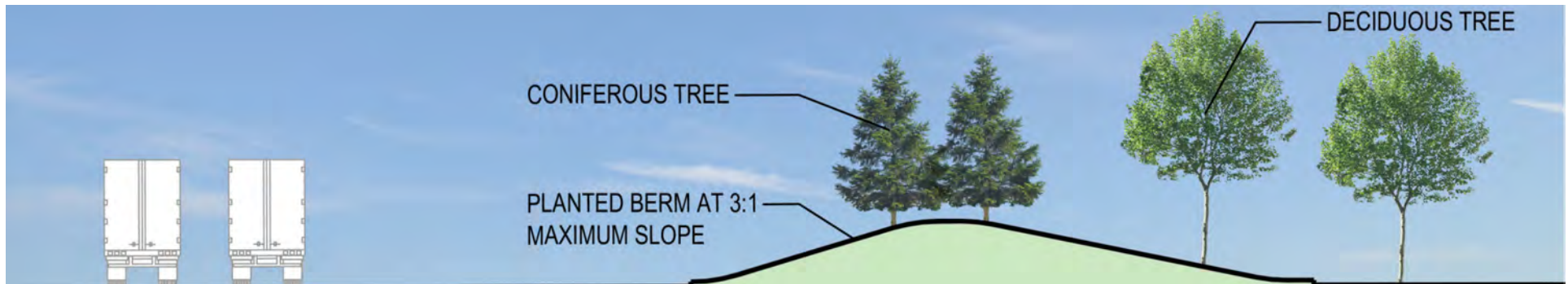


Figure 20: Truck Loading & Servicing Screening

## 3.2.2 Open Space & Green Space:

The Open Space System of the Milton 401 Industrial/Business Park Urban Design Guidelines are intended to provide open space and recreational opportunities as an amenity for both employees and visitors to the 401 Industrial/Business Park. The following Linked Open Space System guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the Open Space & Greenspace areas of the proposed development:

### Section 3.2

- *Create an open space system that is place-specific through the preservation and incorporation of significant natural and cultural features and Escarpment views.*

- *Create connections between open space areas including woodlots, stream corridors and stormwater management facilities through the placement of these elements where appropriate (e.g. stormwater facility in proximity to stream corridor and trail) or by providing links between them through recreational trail or street networks.*
- *Drop-off and small parking areas should be located at strategic entrances to recreational trail areas. These parking areas should be well landscaped.*

A 30 meter wide natural channel is being proposed along the western boundary of the West Block of the proposed development to convey stormwater management flows downstream and offsite. There may be an opportunity to provide pedestrian pathways along the channel and stormwater management pond features on the West Block to help create unique amenity areas and improve linkage between the trails and street networks.

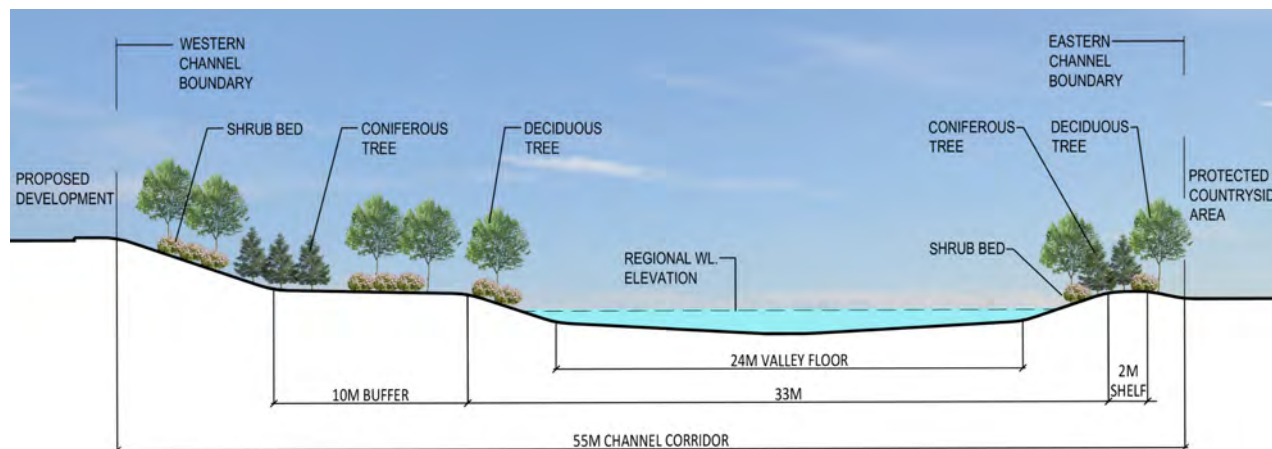


Figure 21: Conceptual Channel Section

A natural channel is being proposed at the northeast portion of the East Block of the proposed development to realign the existing headwater drainage features which are to be relocated within the East Block. It is anticipated that the realigned channel being proposed will be located within the Natural Heritage System Block and be zoned as Greenlands "A" (GA) in the Town of Milton Zoning By-law. Protecting these features aligns with the Milton 401 Industrial/Business Park Secondary Plan objectives of protecting key environmental features and providing opportunities to connect open space areas. For details see Figure 21 - Typical Channel Section. Moreover, the entrance to the East Block located off of Boston Church Road provides a drop off location which includes trail connections to the main entrance of the large industrial building and enhanced landscaping features.

## 3.2.3 Stormwater Management Facilities:

Two new stormwater management facilities are being contemplated as part of the proposed development, one on the East Block and the other on the West Block. The following Stormwater Management guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the stormwater management areas of the proposed development:

### Section 3.2.2

- *Stormwater Management (SWM) facilities should be integrated with the linked open*



space system and be complementary and accessible to surrounding development. In particular SWM facilities should be contiguous with natural areas, especially stream corridors.

- Fencing around facilities should be avoided. Safety issues can be addressed through shallow slope grading adjacent to pooled areas.
- Trails and public access can be incorporated into facility design.



Figure 22: Stormwater Management Pond

The stormwater management ponds on the Subject Lands will provide a focal points for the future Industrial/Business Park as they provide opportunities for enhanced landscape features which can be enjoyed by tenants and the public

alike. The stormwater management facilities on the West Block will be contiguous to the natural channel being proposed along the western portion of the block. The stormwater management facilities on the East Block will also be contiguous to the new channel being proposed, therefore facilitating an integrated Natural Heritage System. Refer to Figure 22: Stormwater Management Pond – East Block for details. Furthermore, there may be opportunities to provide walkways along each storm water management pond which will provide recreational opportunities for the public.

### 3.2.4 Heritage House:

As mentioned previously in this report, there is an existing 1 ½ storey dwelling on the East Block lands located on the west side of Esquesing Line, approximately 350 meters north of James Snow Parkway. This dwelling is known as the Aitken-Snow House. As outlined in the Heritage Impact Assessment, prepared by AREA Ltd., it has been determined that the Aitken-Snow House has cultural heritage or interest as a unique example of a 1 ½ storey 19<sup>th</sup> century Georgian

style residence, for its high degree of craftsmanship, artistic merit, and its historic association with the locally important Snow family. Based on the results of archival research, the building was determined to retain heritage value. As a result, it was identified that the structure is included on the Town of Milton’s Updated Heritage List (May 26, 2019). Refer to Figure 24: Heritage Building Rendering for a visual of the Aitken-Snow House.



Figure 23: East Elevation of Aitken-Snow House



Figure 24: Heritage Building

## URBAN DESIGN BRIEF

As part of the proposed development, the Aitken-Snow House will be relocated to the southeast corner of the East Block at the intersection of James Snow Parkway and Esquesing Line. The retention of the heritage building on site will implement the guidelines outlined in the 401 Industrial/Business Park Urban Design Guidelines document by preserving the existing heritage while also creating a landmark feature which will serve as a focal point of the Industrial/Business Park.

### Section 4.1

- *To preserve and enhance existing buildings and structures of heritage or cultural significance.*

The Heritage Impact Assessment, prepared by AREA Ltd., outlines several recommendations to adequately preserve the cultural heritage of the Aitken-Snow House. The following recommendations outlined in the Heritage Impact Assessment are as follows; prepare a Heritage Conservation Plan, designate the Aitken-Snow House and associated lot under the Ontario Heritage Act, and officially name the building the 'Aitken-Snow House' and install an associated commemorative plaque. For fulsome details of the preservation's recommendations, refer to the Heritage Impact Assessment.

Furthermore, it should be noted that future tenants of the Aitken-Snow House have not yet been secured. Accordingly, the precise future use(s) of this structure has not been identified. In this regard, as noted earlier, it is confirmed through

LOPA 67 that this Block is included into the "Business Commercial Area" land use designation in the Secondary Plan and to seek a mix of uses within the implementing zoning by-law, to maintain flexibility through a range of possible adaptive re-uses for this structure.

The following Stormwater Management guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the stormwater management areas of the proposed development:



Figure 25: View Analysis - Heritage Building

### Section 3.2.2

- Facilities should be designed as features within the Industrial/Business Park.

A view analysis was conducted by Orlando Corporation by mimicking the views of the relocated Aitken-Snow House on the Subject Lands. As shown in the photo renderings, the additional landscape treatment around the Aitken-Snow House and stormwater management pond will contribute to the creation of a focal point for the Industrial/Business Park. Refer to Figures 23, 24, and 25 – Heritage Building for visual representation.



Figure 26: View Analysis - Heritage Building



Figure 27: Site Plan View of Heritage House

## 3.3 BUILT FORM

### 3.3.1 Building Height and Massing

The 401 Industrial/Business Park area has evolved with a variety of building types and architectural expressions. Buildings must demonstrate a high quality of architectural design that reflects their context and function. The following Built Form guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the buildings included in the proposed development:

#### Section 4.1.1

- *To enhance building visibility and quality, built form and massing should emphasize key elements including building entrances and forecourts, in particular, variations in articulation of the building envelope are encouraged.*
- *The scale of the building should be compatible with neighbouring properties, particularly adjacent to open space or where dissimilar land uses abut.*
- *Building massing should minimize impacts on neighbouring properties with respect to privacy, noise and sunlight access.*

#### Section 4.2.4

- *Roof forms should be generally compatible with the rooflines, massing and height of adjacent buildings.*

The buildings located in the West Block have been purposefully oriented so the main entrances, office areas and glazing features of the buildings front onto the public streets in order to emphasize the visibility of the proposed buildings key elements. The buildings located in the West Block have been purposefully designed to include a maximum height of 15 metres to accommodate the industrial/warehouse activities internal to the proposed buildings. The perceived height of the buildings in the West Block will be mitigated by arranging the window glazing at the prominent building locations to give the appearance of 1 storey buildings.

The buildings located in the East Block include a maximum height of 35 metres to accommodate the industrial/warehouse activities internal to the proposed buildings. The buildings in the East Block are well screened and setback from the public view so visual impacts from the building heights are not anticipated.

Efforts will be made at the detailed design stage to include roof top mechanical units which will not be visible from the street as they will be sufficiently set back from the roof edge and be screened by the building parapet. The parapet features may offer a slight increased height in order to provide additional architectural articulation.

In order to analyze the impacts of the massing of the proposed development would have on the adjacent properties, a shadow study was completed. As outlined in the Town of Milton Shadow Impact Analysis Guidelines, the shadow impact analysis was

conducted during the September 21<sup>st</sup> date. The analysis concludes that the anticipated shadows created by the proposed development onto adjacent properties, street, sidewalks and public spaces will meet or exceed the criteria outlined in the Town's guidelines. Moreover, as outlined in the Noise Report prepared by HGC, the proposed development is expected to comply with the applicable limits for non-impulsive and impulsive sound levels at neighboring receptors. Refer to Figures 28, 29, 30, and 31 for visual representation from the Shadow Study. Based on these items, it is our opinion the proposed development will satisfy the guidelines note above.

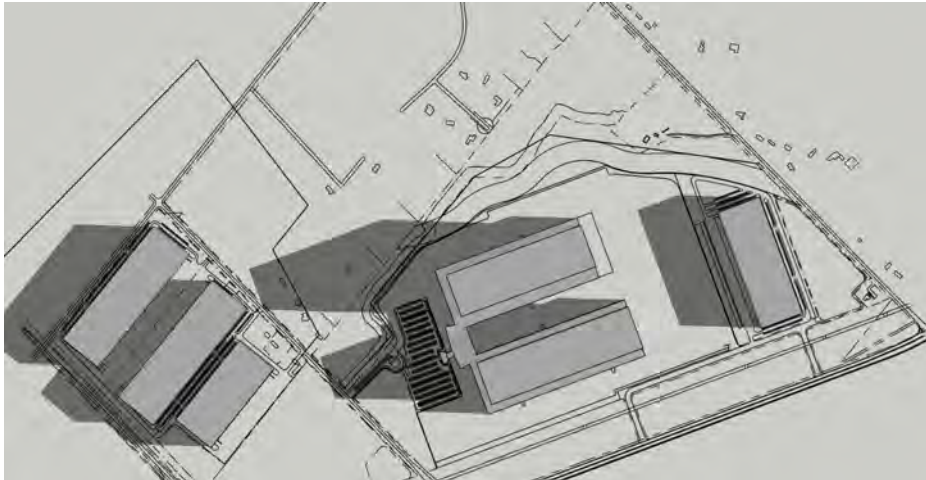


Figure 28: Shadow Study: September 21 – 7:30am

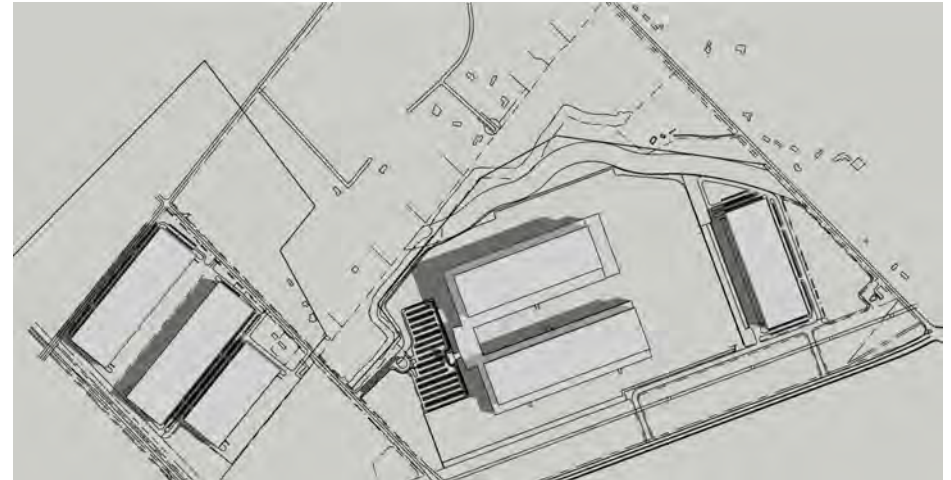


Figure 30: Shadow Study: September 21 – 8:30am

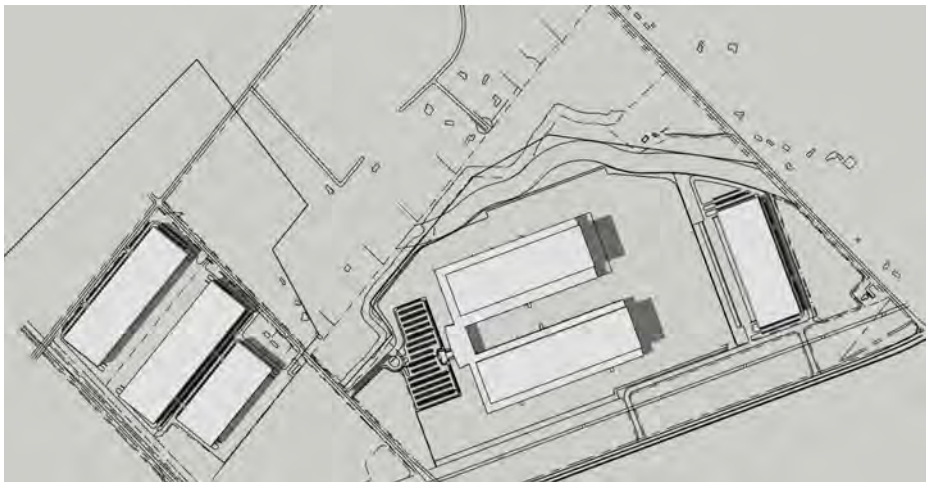


Figure 29: Shadow Study: September 21 – 5:30pm

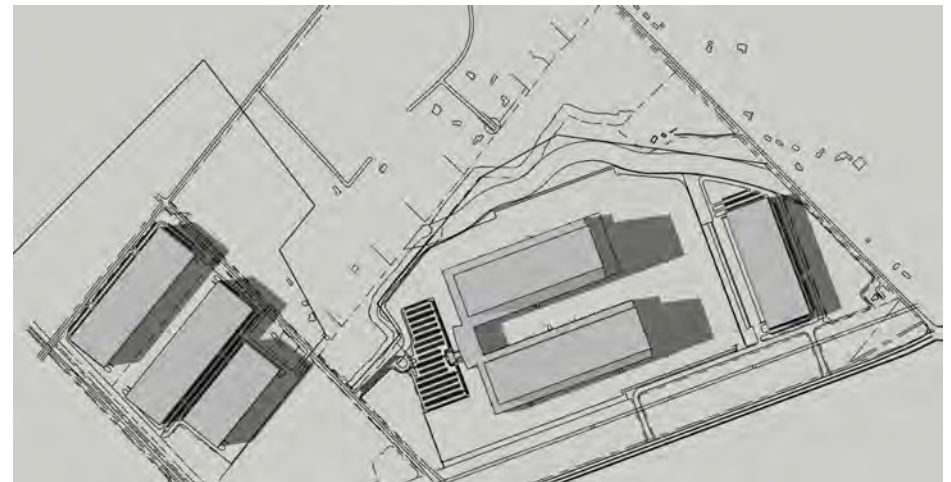


Figure 31: Shadow Study: September 21 – 6:30pm

### 3.3.2 Building and Architectural Design:

The 401 Industrial/Business Park Urban Design Guidelines document indicates that buildings are encouraged to demonstrate a high quality of architectural design that reflects their context and function. As such, the following Industrial Areas Buildings and Building Facade guidelines from the 401 Industrial/Business Park Urban Design Guidelines document have been taken into consideration when designing the buildings included in the proposed development:

#### Section 4.1.3

- *The most substantial treatments to the building should be applied to the facade fronting the public street.*
- *To enhance building quality visible from the public street, built form and massing should emphasize key elements (e.g. building*

*entrances and forecourts) through design approaches including colour and material, windows and variations in articulation of the front building envelope.*

- *Loading and service areas should be located on the rear or side facades, and should be screened from public view through architectural screening, landscape buffering, berming or a combination of these treatments.*

#### Section 4.2.1

- *Blank or single material facades that extend the entire length of the building parallel to the public street should not be permitted.*
- *Blank walls in other locations that are visible to the public should incorporate additional architectural detailing including articulation of the building wall or changes in building material or colour.*

#### Section 4.2.4

- *Where appropriate, parapets should be used to screen rooftop mechanical units.*

The buildings located in the West Block will incorporate enhanced architectural treatments along the portions of the buildings which front onto the public roads (Boston Church Road and No. 5 Sideroad). The building facades have been divided, varied and enhanced through various use of premium materials, spandrel glazing and articulated surface panels. The office portions of the proposed buildings will also face the public roads which will add an enhanced public view.

As shown in Figure 32: Site Rendering – West Block looking North, the primary building materials of the buildings in the West Block along the front façades consists of insulated metal panels and precast concrete panels oriented vertically. Longer stretches of horizontal facades will be articulated with vertical glass elements at regular intervals. The glazing and metal panel elements at the building corners return around the corners to provide depth to the front facade. The side and rear elevations will incorporate premium vertically oriented insulated wall panels with the addition of precast concrete panels along the loading areas to protect the loading doors and to also act as façade articulation.

While the proposed industrial buildings in the East Block are well separated and buffered from the public roads already due to their placement in relation to the Block 2 lands, the Hydro Lands, the



Figure 32: Site Rendering - West Block looking North

Stormwater Management Pond, and the Aitken-Snow House, additional landscaping has been provided along Boston Church Road, James Snow Parkway, and Esquesing Line to ensure the loading areas and blank walls are screened from the public realm.

### 3.3.3 Entrances:

Entrances to buildings express the importance of the connection between the interior and exterior of a building. In order to address the Building Entrance objectives of the 401 Industrial/Business Park Urban Design Guidelines, the following design elements have been incorporated.

#### Section 4.2.5

- *Entrances to buildings should be prominent and visible and co-ordinated with the placement of pedestrian walkways.*
- *Main entrances to buildings should be emphasized through entrance canopies, awnings, and other architectural elements.*

The West Block of the proposed development orients the main building entrances and associated office components towards the public streets (Boston Church Road and No. 5 Sideroad) in order to maximize tenant exposure and promote active street fronts. The main entrances of all buildings included in the West Block will also be accentuated through the use of horizontal canopies or a framed metal surround to create a focal point on facades

that front the streetscape. Entrances to buildings will be prominent and visible as they will be co-ordinated with the placement of walkways which are located along the front on the buildings fronting to Boston Church Road, Esquesing Line, and No. 5 Sideroad. The building and architectural design treatments on the East Block have been focused towards the main entrance of the large industrial building which has access provided from Boston Church Road. As shown in Figure 33: East Block

Rendering – Facing East, a high level of architectural design is being proposed to emphasize the proposed buildings main entrance which faces Boston Church Road.



Figure 33: East Block Rendering Facing East

## CONCLUSION

This Urban Design Brief has provided an overview of the guiding design principles for Orlando Corporation’s proposed employment development on the Subject Lands. This Brief outlines how the proposed employment development meets the vision and intent of the applicable Town of Milton Official Plan, Milton 401 Industrial/Business Park Secondary Plan and 401 Industrial/Business Park Urban Design Guidelines. Based on our review of these documents, the proposed development represents an optimal design scenario which satisfies the following design objectives:

- Meeting the intent of the Town of Milton’s Planning Policies and Urban Design Requirements;
- Establishing a future Industrial/Business Park for the Town of Milton and contributes to the Town’s ability to meet long-term Provincial employment growth targets;

- Preservation of the natural and cultural heritage through the preservation of the natural heritage areas and heritage building on site;
- Providing a unique landmark and focal point for the Milton 401 Industrial/Business Park through preserving the Aitken-Snow House;
- Improving the streetscape design by providing enhanced landscaping features to minimize the visual impact on the public realm and land uses;
- Providing high quality of architectural design features which reflect unique character of the 401 Industrial/Business Park and create a gateway to the Urban Area;
- Providing enhanced landscape treatments along James Snow Parkway to help facilitate the Town’s vision for James Snow Parkway of becoming a major access route that plays a significant role in the community;

- Providing enhanced amenity areas in the form of well-designed storm water management ponds, naturalize channels, and stormwater management features; and,
- Mitigating impacts on the adjacent residential and agricultural uses through design and the establishment of appropriate setbacks/buffering, while recognizing that the primary and long term use of the area is for employment development.



Figure 34: Site Rendering - West Block looking North

Respectfully Submitted,

GLEN SCHNARR & ASSOCIATES INC.

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Karen Bennett, MCIP, RPP,  
Senior Associate

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Patrick Pearson, MCIP, RPP  
Planner