

# Urban Design Brief

Zoning By-law Amendments – Revised Proposal  
Re: 6096 Regional Road 25, Milton, ON  
Mattamy (Milton West) Limited – 27 March 2024



**Acronym**

Urban Design & Planning

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## 1. Introduction

This Urban Design Brief ('the Brief') has been prepared by Acronym Urban Design and Planning on behalf of Mattamy (Milton West) Limited ("the Applicant") in order to illustrate the revised proposed design of a new, multi building mixed-use development (the "Revised Proposal"). The Revised Proposal is located at 6096 Regional Road 25 in the Town of Milton ("the Subject Property").

### 1.1. Structure of the Urban Design Brief

The structure and contents of this Brief are based on the Town's Terms of References for preparing Urban Design Briefs.

The Brief contains a contextual analysis of the Subject Property and its environs, and provides a comprehensive design for the Revised Proposal. It also explains how the Revised Proposal concept achieves key urban design principles and conforms to relevant municipal policies and satisfies the intent of applicable guidelines, as well as how the design fits within the existing and future context, its urban design, landscape, access and sustainability. This Brief will establish design principles to ensure a high standard of architecture and public realm design that will be attractive, conveniently accessible and human in scale.

The Brief is being submitted in support of an application for a Zoning By-law Amendment to facilitate the Revised Proposal. A number of reports, plans and drawings have been prepared in support of the Revised Proposal, filed under separate cover, that should be reviewed in conjunction with this Brief.

## 2. Design Vision, Guiding Principles, and Objectives

The Applicant's aim is to deliver a high-quality new multi building residential development at the southern edge of Milton's *Urban Area*, along a *Regional Intensification Corridor*, in a designated *Major Node* in the Boyne Secondary Plan, with an identity derived from:

- Providing much needed new housing in a form that is compatible with the existing and planned context of the area and supports the Town's intensification objectives;
- Providing architectural and landscape designs that utilize high quality materials and features which will create engaging living and amenity spaces for residents and visitors;
- Creating appropriate relationships between proposed private open spaces and the natural heritage system ("the NHS") that forms the west edge of the Subject Property;
- Framing existing public streets to form an urbanized streetscape with appropriate setbacks;
- Providing attractive streetscapes on Regional Road 25, Britannia Road and Etheridge Drive that exhibit continuity of design elements, provide an appealing aesthetic for the development, contribute to neighbourhood safety, and provide strong pedestrian connections to the overall network;

- Provision of creative, active street frontages, with retail uses along both sides of Etheridge Drive, which also wrap around onto the RR 25 frontages in order to fully activate the two corners;
- Encouraging pedestrian movement and creating opportunities for community interaction and gathering; and
- Providing high-density residential development in proximity to existing transit services (GO Bus), sidewalks, and the active transportation network.



Figure 1 View from South – South Block South Plaza (CORE Architects)

### 3. Subject Property and Context Analysis

The Subject Property occupies the north west corner Regional Road 25 and Britannia Road.

The Subject Property is located in an area that is currently former agricultural lands that has been prepared for development. The lands immediately to the west of the subject property is a linear component of the designated natural heritage system (NHS). Further to the west is a neighbourhood of single detached houses and townhouses known as.

The Boyne Survey Secondary Plan Land Use Plan designates lands to the west and to the north, and north east, on the east side of Regional Road 25 as *Residential Area*. Single detached homes and townhouses are anticipated in these areas. The north east corner of Regional Road 25 and Britannia Road, opposite the south block is designated Secondary *Mixed Use Node*, similar to the Subject Property.

South of the Subject Property, the lands on the south side of Britannia Road are designated *Agricultural* in the Official Plan.

The Subject Property itself consists of two urban blocks that are generally rectangular in shape, facing Regional Road 25 and bisected by Etheridge Avenue, a collector road that connects to Farmstead Drive to the west and beyond. The south block has an area of approximately 24,003 square metres. The north block has an area of approximately 17,507 square metres and wraps around an existing property at 6110 Regional Road 25 which is not part of the Subject Property. The total Site Area is 41,511 square metres (10.26 Acres)



Figure 2 Aerial Context View (Google)

The general topography within the Subject Property slopes gently from north to south.

#### 4. The Revised Proposal

The built form of the Revised Proposal consists of a phased development of a group of seven buildings, all of which are considered to be “tall buildings” because their heights are all more than 9 storeys. Each includes a base building that contributes to the creation of: internal, mid-block courtyard spaces; a strong built form presence along the major streets in the vicinity, framed by building faces; and tall building elements that satisfy the recommendations of the town’s Tall building Guidelines, with regard to floor plate sizes, separation distances and other measures.

A proposed Natural Heritage System Promenade is located on the west part of the Subject Property adjacent to the NHS itself and mirrors the multi-use path on the west side of the existing Natural Heritage System.



Figure 3 View from the South West, NHS Promenade (CORE Architects)

Access to the Revised Proposal is to be from:

- Two driveways on the south block; one a right-in right-out facility from RR25 serving primarily Buildings 2, 3 and 4; and a second full movement facility on Etheridge Avenue serving primarily Building 1. These driveways are linked to one another through a mid-block circulation system through at grade parking facilities located in the proposed courtyard spaces.
- Two driveways on the north block: one full movement facility on Etheridge Avenue serving Building 5; a second right-in right-out facility from RR25 serving Buildings 6 and 7. These driveways are linked to one another through a mid-block circulation system, similar that of the south block that runs west of the “hold out property” between buildings 5 and 6.
- The ramps to underground parking on each of the north and south blocks are linked below grade as well, allowing use of either both proposed ramps on the respective block to be used for ingress and egress when the block is complete.

The driveways connect to building entrances and consolidated pick-up and drop off spaces, entrance/exits ramps to 2, 2-storey underground parking garages and to loading spaces for the proposed buildings.

The driveways from RR25 on both the south and north blocks connect to a driveway on the west side of the Subject Property that runs parallel to NHS, providing access to two lay-by drop off areas on the west side of Buildings 2 and 3 and 6 and 7 and a drop off plaza located between

Buildings 3 and 4. The driveways from Etheridge Drive provide access to drop off areas on the west sides of Building 1 and 5 respectively. These driveways connect to the north/south driveways parallel to the NHS described above.

Outdoor amenity uses are generally accommodated in shared at-grade spaces, within the proposed NHS Promenade, facing the NHS itself. A South Plaza is proposed in the roughly triangular space, south of Building 4, that faces the intersection of RR25 and Britannia Road and wraps around to the west to occupy a space that is an extension of the proposed NHS Promenade.

Shared Indoor amenity spaces are located at grade: on the south face of Building 1; on the east face of Building 3; on the south face of Building 5; and on the north face of Building 7.



Figure 4 View of South Retail Forecourt and Building 1 (CORE Architects)

#### 4.1. South Block

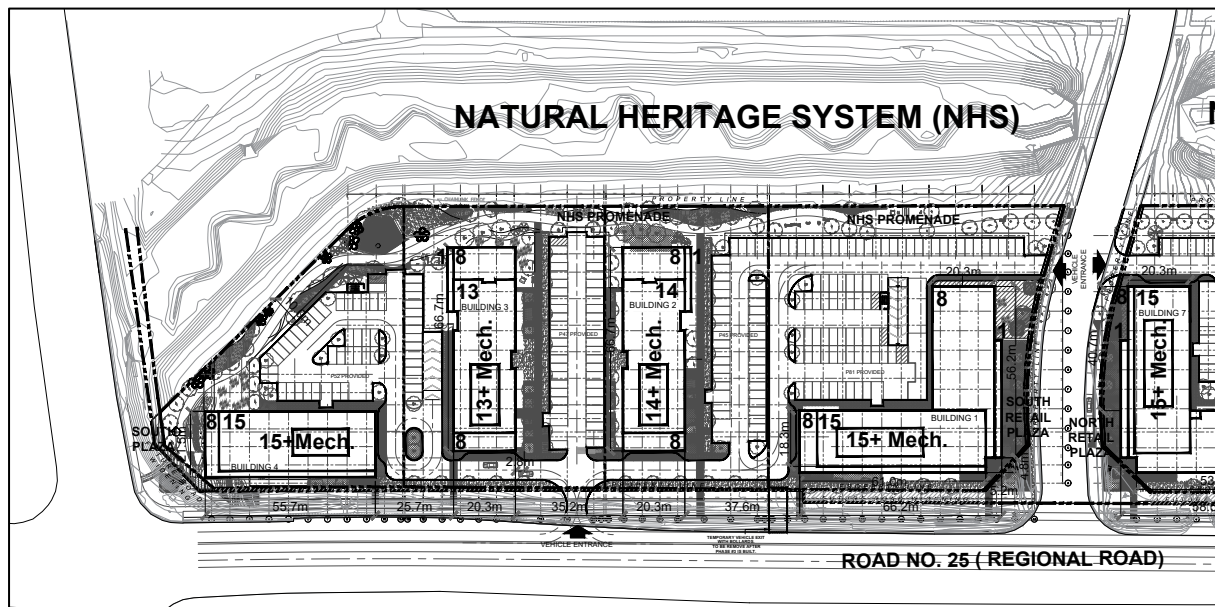


Figure 5 South Block Site Plan (CORE Architects)

**Building 1**, on the north part of the south block, is an “L” shaped building, 15 storeys in total height including a 1-storey base building which runs east west and an 8-story base facing RR25. The 15-storey element is aligned with RR25 and frames both the RR25 street edge and the South Retail Plaza at the corner of RR25 and Etheridge Drive.

Building 1 includes: a lobby on its west face, facing onto the mid-block drop off area; interior amenity spaces on the south face with additional exposure on the corner of RR25 and Etheridge Avenue. A retail space is proposed along the north face of Building 1 facing Etheridge Drive. The South Retail Forecourt is located to the west of Building 1 and acts as an extension of the South Retail Plaza facing Etheridge Avenue.

A group of five grade related dwelling units in the east face of the base building face onto RR25. An additional two grade related dwelling units face south.

The 15-storey element runs north south, parallel to RR25 and perpendicular to Building 2. It has a floor plate of approximately 1,000 square metres on floors 9-15.

A drop off plaza is located at the inside corner of the building.

Access to a ramp to the shared underground parking is located on the west side of Building 1 facing west onto the west driveway. A Type G loading space, that is shared by Buildings 1-4 is located adjacent to the parking ramp with access from the west driveway.

A Type C loading space and a move in room are located on the west face of the building to accommodate garbage and moving activities.



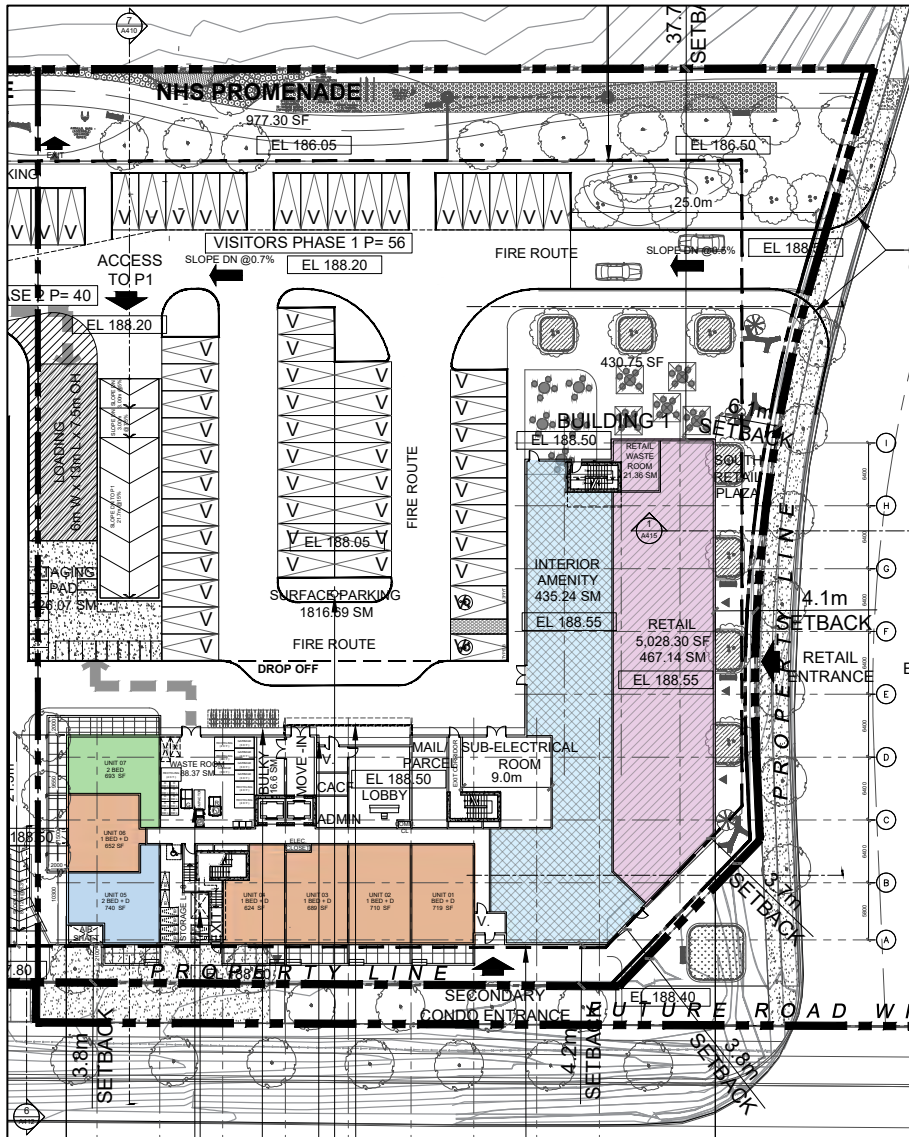


Figure 6 Ground Floor Plan Building 1 (CORE architects)

**Building 2**, on the middle part of the south block, is a linear building which runs east west, 12 storeys in total height including an 8-storey base building. The 8/12 storey building frames both a linear courtyard formed with Building 3 and the south edge of a larger courtyard formed with Building 1. Building 2 includes a lobby facing a lay-by drop-off area on the west driveway. A group of eight grade related dwelling units face south onto the courtyard between Buildings 2 and 3. Two grade related dwelling units face onto RR25.

The 12-storey element runs east west, perpendicular to RR25 and parallel to Building 3. It has a floor plate of 1,000 square metres on floors 9-12.

A Type C loading space and a move in room are located on the north face of the building to accommodate garbage and moving activities.

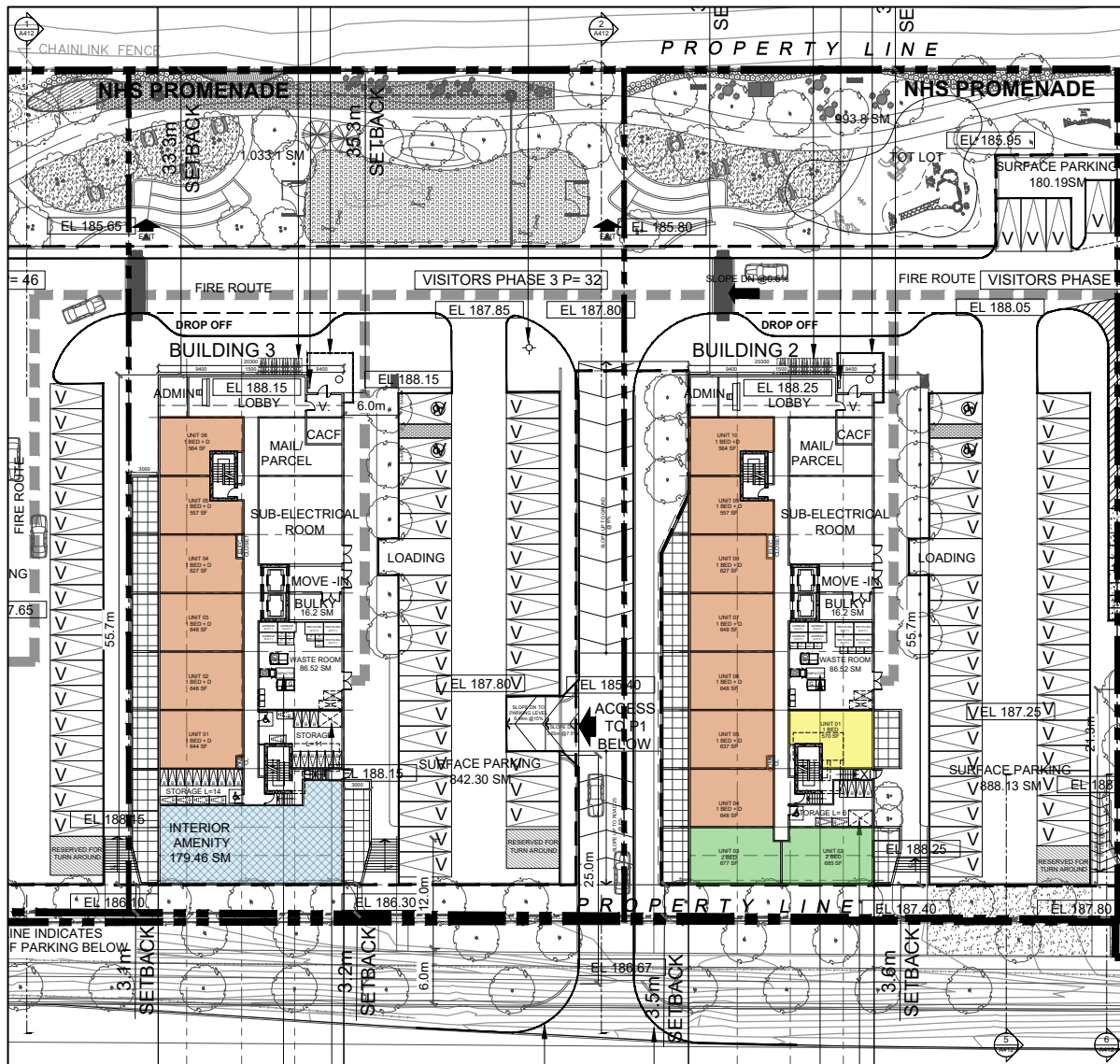


Figure 7 Ground Floor Plan Buildings 2 and 3 (CORE Architects)

**Building 3**, also on the middle part of the south block, is a linear building which runs east west, 10 storeys in total height including an 8-storey base building. The 8/10 storey building frames both a linear courtyard formed with Building 2 and the north edge of a larger courtyard formed with Building 4. Building 3 includes a lobby facing a lay-by drop-off area on the west driveway. A shared interior amenity space on the ground floor faces RR25. A group of six grade related dwelling units face north onto the courtyard between Buildings 3 and 4.

The 10-storey element runs east west, perpendicular to RR25 and parallel to Building 3. It has a floor plate of 1,000 square metres on floors 9-10.

A Type C loading space and a move in room are located on the north face of the building to accommodate garbage and moving activities.

A shared Type G loading space is located within the at-grade parking area in the courtyard between Buildings 2 and 3.

**Building 4**, on the south part of the south block, is a linear building which runs north south, 13 storeys in total height including an 8-storey base building. The 8/13 storey building frames a courtyard formed with Building 3 and includes the South Plaza along Britannia Road which connects to the NHS.

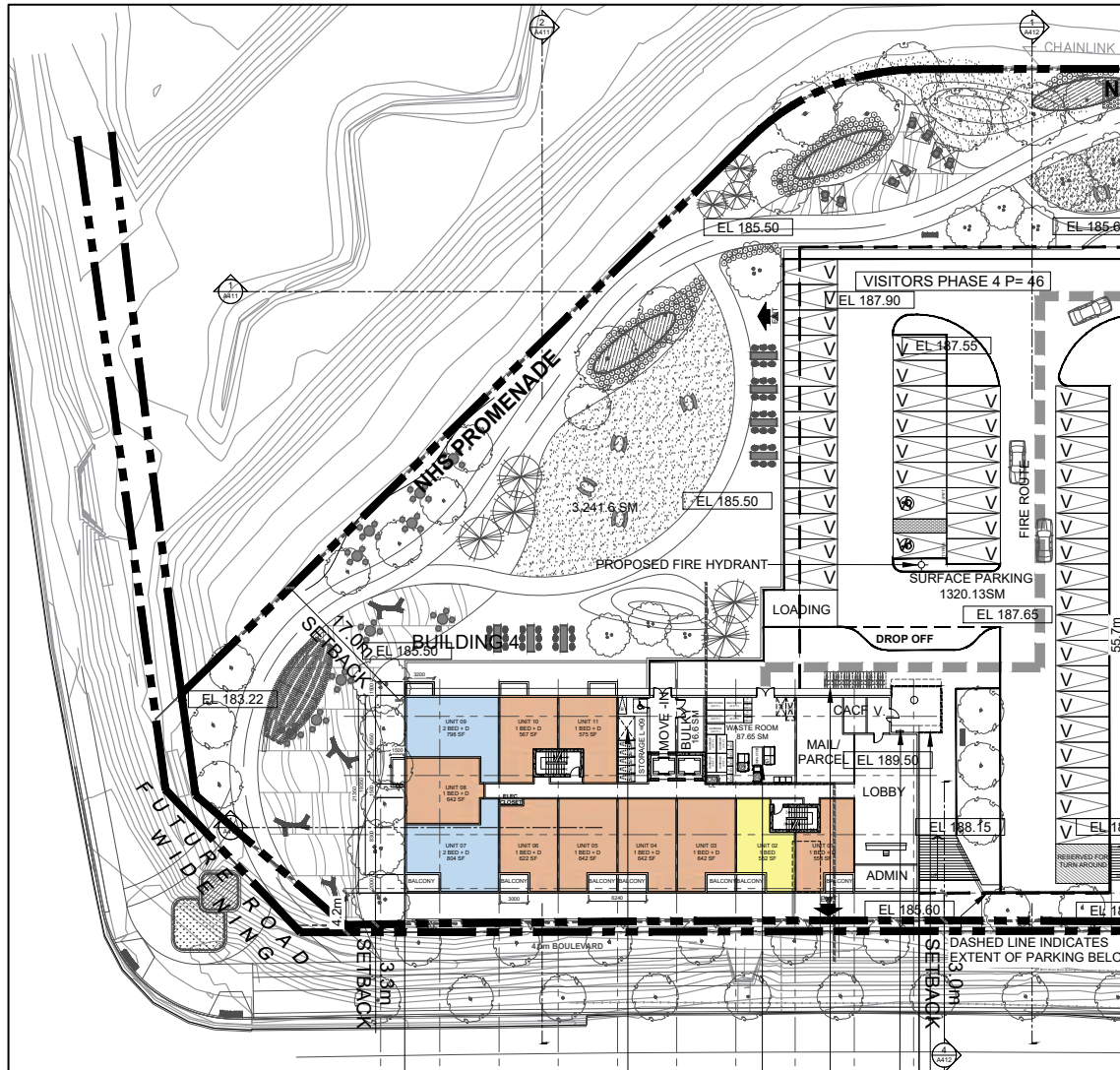


Figure 8 Ground Floor Plan Building 4 (CORE Architects)

Building 4 includes a lobby on the west facing the courtyard.

The 13-storey element runs east west, parallel to RR25. It has a floor plate of 1,000 square metres on floors 9-13.

A Type C loading space and a move in room are located on the west face of the building to accommodate garbage and moving activities.

### **Building Separations – South Block**

Minimum building separations on the south block are as follows:

- 29.5 metres between Building 1 and 2;
- 37.7 metres between Building 2 and 3; and
- 26.6 metres between Building 3 and 4.

### **4.2. North Block**

**Building 5**, on the south part of the north block, is an “L” shaped building, 15 storeys in total height including a 2-storey base building which runs east west and an 8-storey base facing RR25. The 15-storey element is aligned with RR25 and frames both the RR25 street edge and the North Retail Plaza at the corner of RR25 and Etheridge Drive.

The current drawings represent an interim stage of development of the design of Building 5. If the base building height of Building 5 do not match that of Building 1 there will be an architectural datum established on Building 5 to correspond to the height of the base on Building 1.

Building 5 includes: a lobby on its east face, facing onto the mid-block drop off area; interior amenity spaces on the north face. A retail space is proposed along the south face of Building 5 facing Etheridge Drive. The North Retail Forecourt is located to the west of Building 5 and acts as an extension of the North Retail Plaza facing Etheridge Avenue.

A group of six grade related dwelling units in the east face of the base building face onto RR25.

The 15-storey element runs north south, parallel to RR25 and perpendicular to Building 2. It has a floor plate of approximately 1,000 square metres on floors 9-15.

A drop off plaza is located at the inside corner of the building.

Access to a ramp to the shared underground parking is located on the north side of Building 1 with access from the west driveway from Etheridge Drive. A Type G loading space, that is shared by Buildings 5-7 is located adjacent to the parking ramp with access from the west driveway.

A Type C loading space and a move in room are located on the west face of the building to accommodate garbage and moving activities.

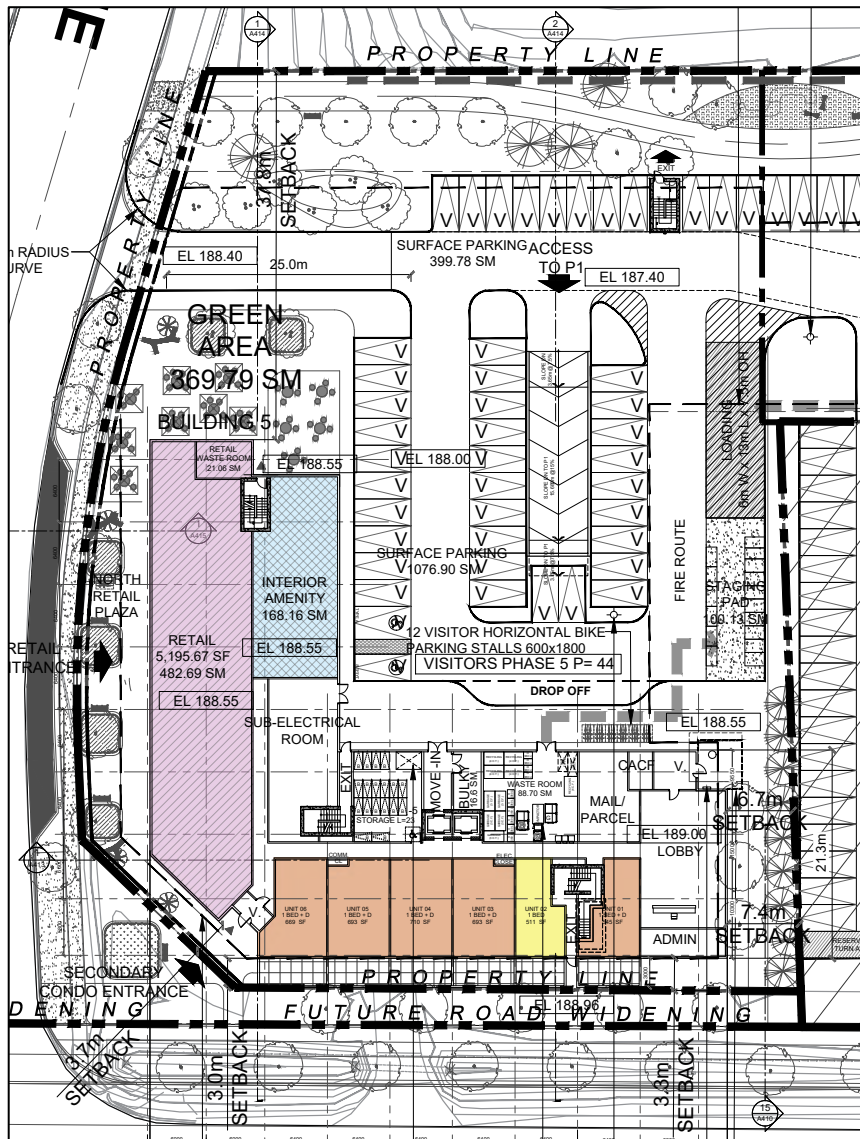


Figure 9 Ground Floor Plan Building 5 (CORE Architects)

Building 5 includes a lobby and interior amenity space facing a lay-by on the driveway adjacent to the NHS Promenade. Additional indoor and outdoor amenity space is proposed in the north end of the podium building. Retail space is proposed in Building 5 along the Etheridge Drive frontage and wrapping around the corner of the building to face RR25.

The 15-storey element runs east-west, parallel to Etheridge Drive and perpendicular to RR25. It has a floor plate of 1000 square metres on floors 9-15.

Access to a ramp to underground parking is located to the north, within the at-grade parking in the courtyard area. Interior garbage and loading facilities are located in the north face of the podium, facing the at-grade parking area in the courtyard.

Buildings 6 and 7 are separated from Building 5 along the RR25 frontage by a property that is not part of the Revised Proposal. They are connected, however, by a substantial strip of land along the edge east edge of the Natural Heritage System, which includes the west driveway and part of the NHS Promenade which is part of the Revised Proposal

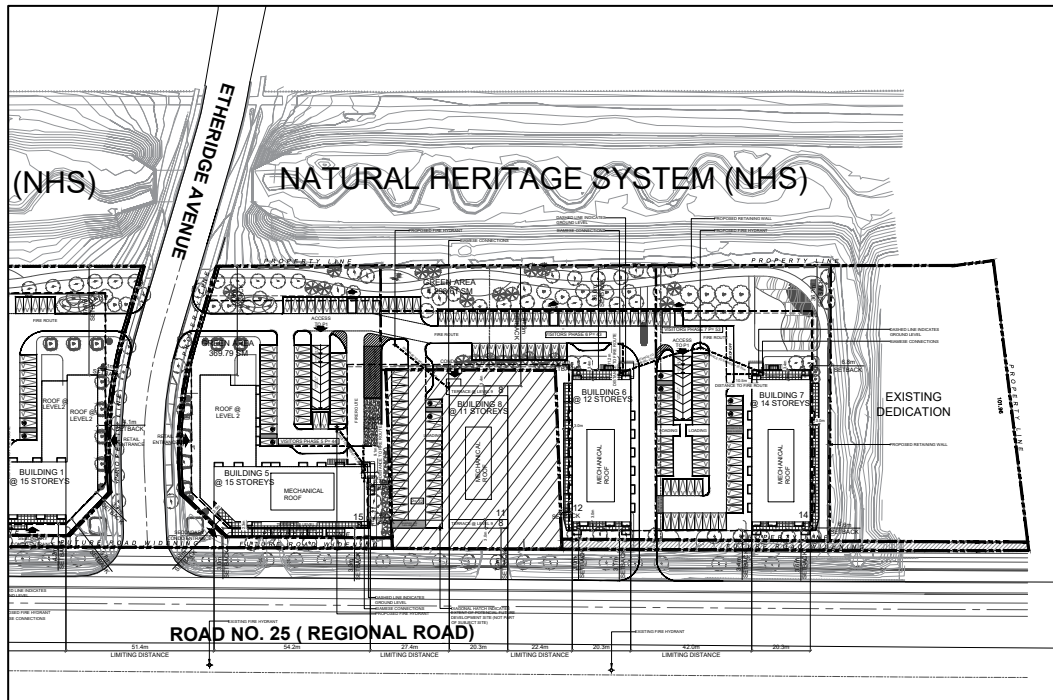


Figure 10 North Block Site Plan (CORE Architects)

**Building 6**, also on the north part of the north block, is a linear building which runs east west, 12 storeys in total height including an 8-storey base building. The 8/12 storey building frames a linear courtyard formed with Building 7. Building 6 includes a lobby facing a lay-by drop-off area along the west driveway. A group of seven grade related dwelling units face south. Two grade related dwelling units face RR25.

The 12-storey element runs east west, perpendicular to RR25 and parallel to Building 7. It has a floor plate of 1,000 square metres on floors 9-12.

A Type C loading space and a move in room are located on the north face of the building to accommodate garbage and moving activities.

**Building 7**, on the north part of the north block, is a linear building which runs east west, 14 storeys in total height including an 8-storey base building. The 8/14 storey building frames a linear courtyard formed with Building 6. Building 7 includes a lobby facing a lay-by drop-off area in the courtyard. A shared interior amenity space faces north onto the existing park dedication area and has a portion that wraps around the north east corner with exposure onto RR25.

The 14-storey element runs east west, perpendicular to RR25 and parallel to Building 6. It has a floor plate of 1,000 square metres on floors 9-14.

A Type C loading space and a move in room are located on the south face of the building to accommodate garbage and moving activities.

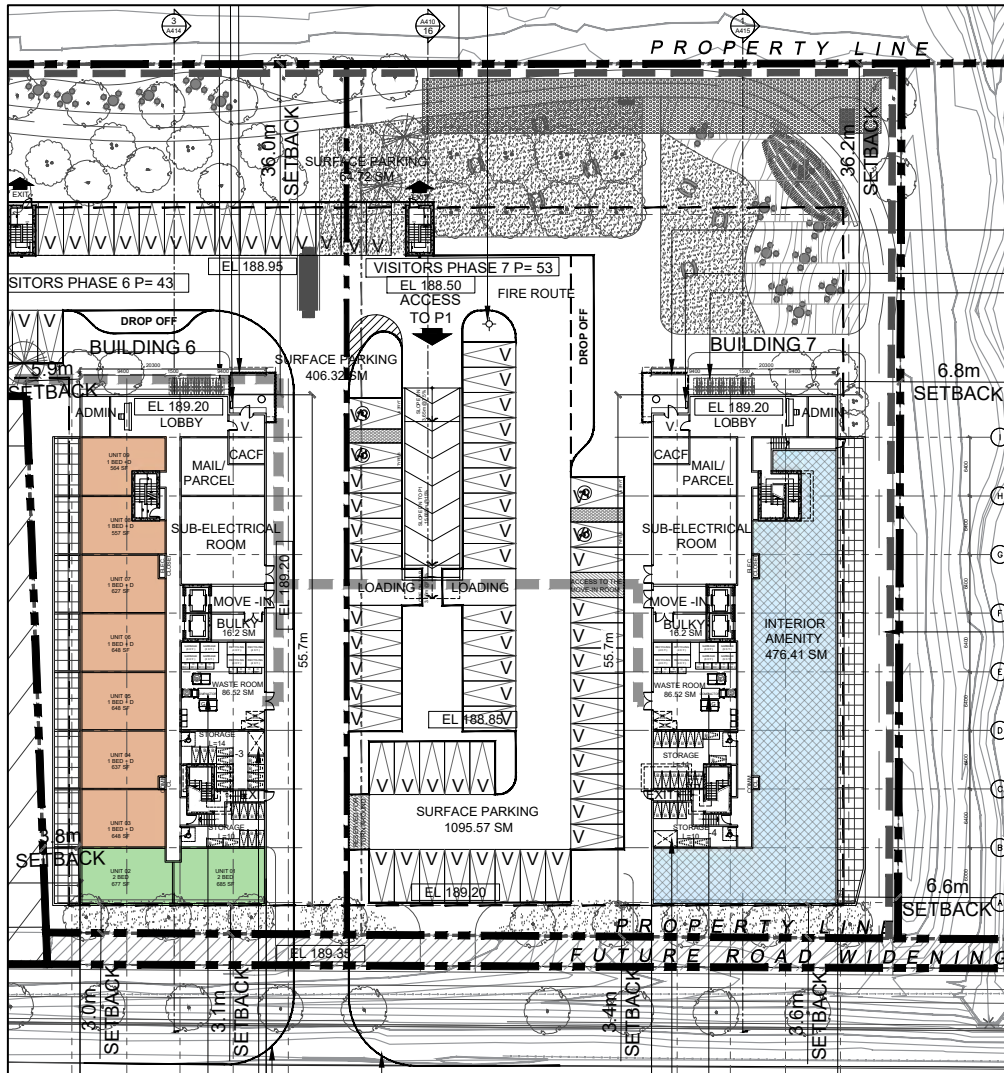


Figure 11 Ground Floor Plan Buildings 6 and 7 (CORE Architects)

### Building Separations – North Block

Minimum building separations on the north block are as follows:

- 42.0 metres between Building 6 and 7.

### 4.3. Consideration of the Hold Out Property

The North Block of the Revised Proposal has been designed with consideration of the development potential of the Hold Out Property between Buildings 5 and 6 in mind. The illustration below shows the development potential of the Hold Out Property utilizing the same urban design principles and building typologies as the Revised Proposal.

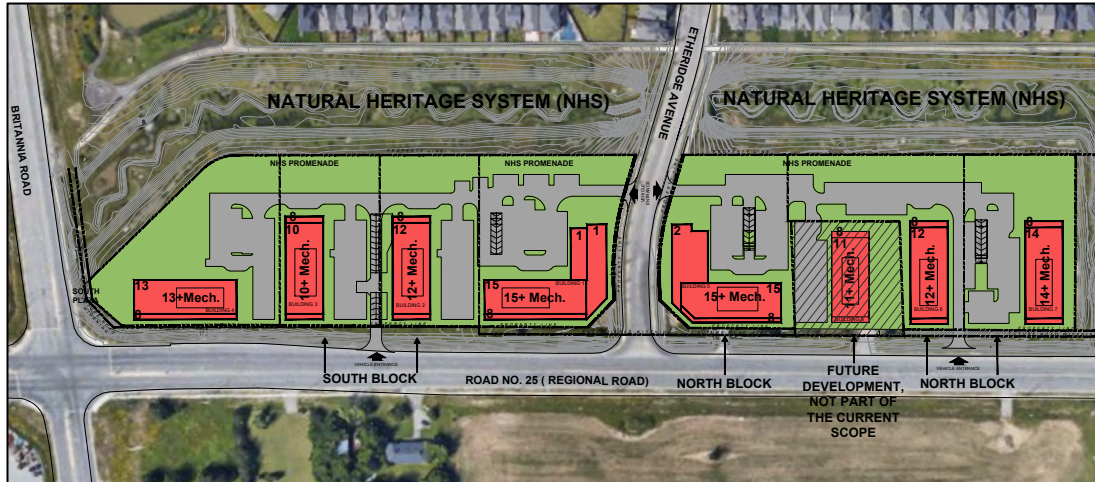


Figure 12 Node Development Plan (CORE Architects)

The Node Development Plan above shows the potential for a linear building, similar in form to Buildings 6 and 7 with a podium and tower configuration which would support the creation of courtyards with access to the proposed NHS Promenade as well as extending the framing of RR25 as an urban street that is seen in the Revised Proposal.

### 4.4. Building Setbacks

**Buildings 1 - 4** are set back approximately between 3.1 metres and 4.2 metres from RR25. **Building 5** is set back approximately between 3.0 and 3.3 metres from RR25. **Buildings 6 and 7** are set back between approximately 3.0 metres and 3.6 metres from RR25. These setbacks measured from a future road widening are intended to create a continuous street frontage and to frame a gateway to the neighbourhoods to the west at the Etheridge Drive intersection.

Residential patios in Buildings 1 and 5 are located within these setback areas as well as areas of soft landscaping.

Building setbacks along Etheridge Drive in front of the proposed retail uses vary because of the curvature of the ROW, with a minimum depth of approximately 4.1 metres on the south block and 4.2 metres on the north block. These setbacks accommodate potential outdoor seating areas, a wide pedestrian clearway and street trees.



**Buildings 1 and 5** are set back approximately 37.7 and 37.8 metres respectively from the NHS, to accommodate outdoor amenity space, driveways from Etheridge Drive and the NHS Promenade.

The south face of **Building 4** is set back a minimum of approximately 17.0 metres from the NHS, to accommodate the NHS Promenade and the South Plaza.

**Buildings 2 and 3** are set back approximately 36.3 metres from the NHS to the west in order to accommodate the west driveway and the NHS Promenade.

**Buildings 6 and 7** are set back approximately 36.0 and 36.2 metres respectively from the NHS to the west in order to accommodate the west driveway and the NHS Promenade.

#### 4.5. Streetscape Design and Pedestrian Circulation

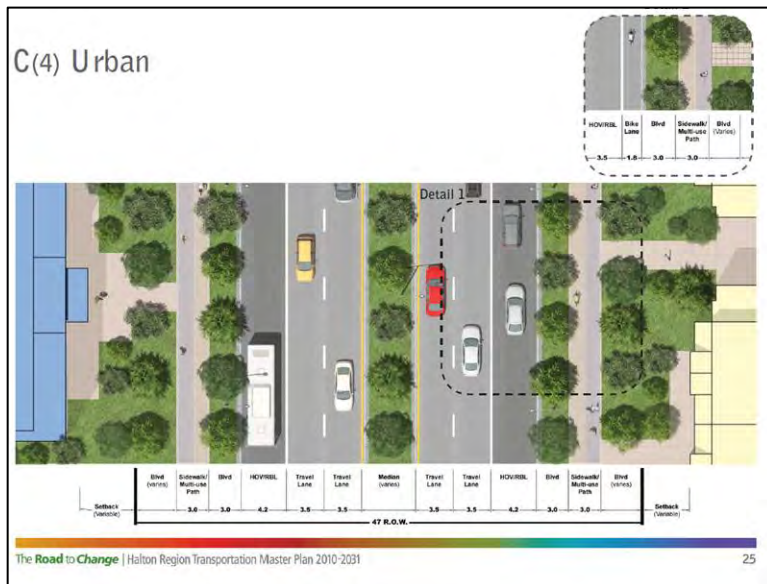


Figure 13 HRT Master Plan (Town of Milton)

Facilitated by the proposed building setbacks, the streetscape of RR25, along the face of the Revised Proposal will include: an additional row of trees and a 3.0 metre sidewalk/multi-use path to create a pedestrian promenade in combination with the planted median, in accordance with the recommendations of the Milton Boyne Survey Urban Design Guidelines and the Halton Region Transportation Master Plan (“TMP”) Appendix H.



Figure 14 Aerial View Looking North (CORE Architects)

The streetscape along Etheridge Avenue includes: a series of street trees in generous planting beds, surrounded by seating in the retail forecourts on both sides of the street; outdoor seating elements. The landscape design of the North and South Retail Plazas and Retail Forecourts integrates and complements the private and public components of the boulevards.

The intersection with RR25 will function as a gateway to the Revised Proposal and the neighbourhoods to the west. The design of the sight triangles at the intersection of Etheridge Ave. and RR 25, includes streetscape features and materials that integrates the triangle and the boulevards.

the frontage of RR 25 will be treated with the same building materiality as the building above, in addition to landscaping elements such as trees and plantings. Materiality and landscaping will be determined at the site plan stage

Pedestrian circulation around and through the Revised Proposal includes:

- Sidewalks connecting all residential lobbies to the sidewalks of the streets;
- Public seating space as part of the broad pedestrian areas along the face of the retail uses proposed on Etheridge Drive and in the North and South Retail Courts.
- Sitting areas adjacent to buildings 1 and 5 will be fully integrated with the commercial units and welcoming and accessible to the general public;

- A publicly accessible pedestrian link along the west edge of the subject property that runs parallel to the NHS and connects Britannia Road to Etheridge Drive on the South Block and beyond to the north along the edge of the North Block; and
- Pedestrian walkways that connect between the open space of the private courtyards on both blocks.

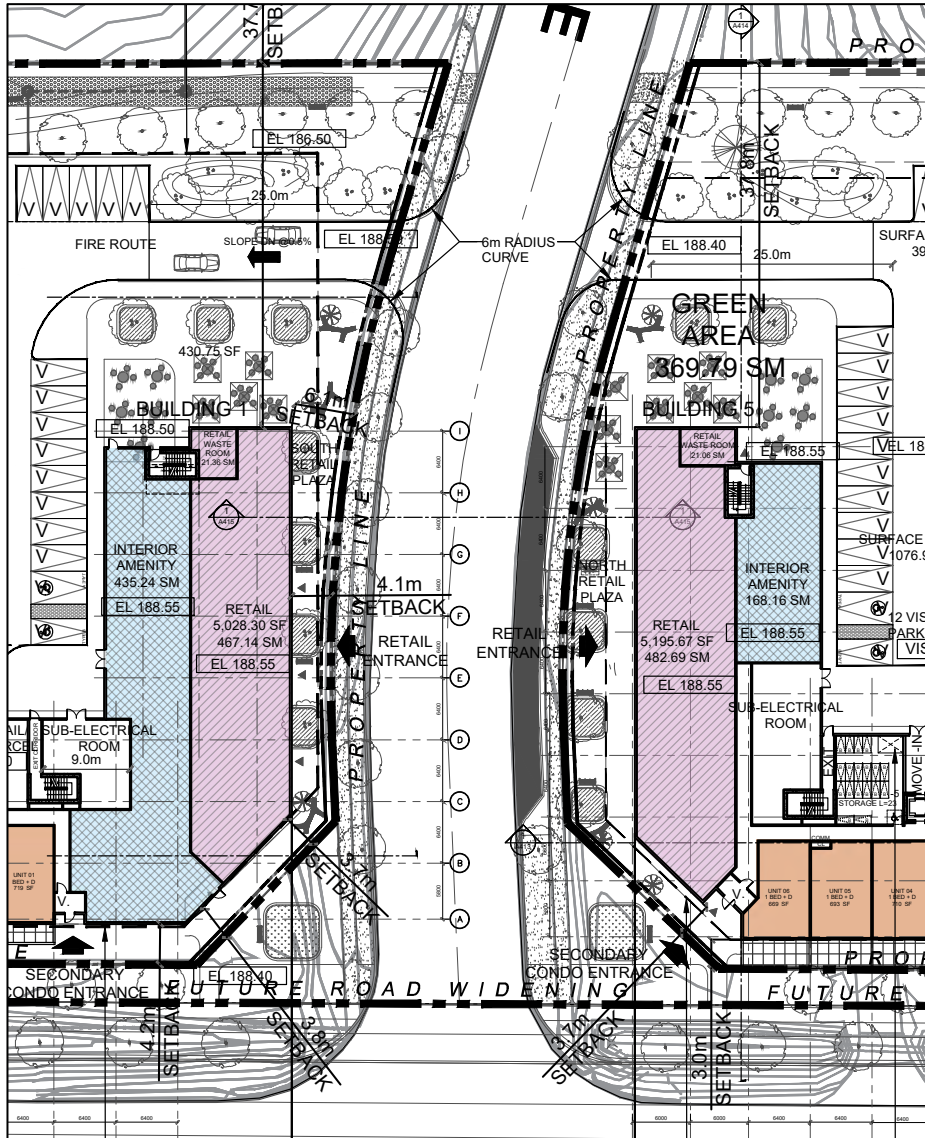


Figure 15 Retail Streetscape Detail (CORE / MBTW)

## Landscape Design

The landscape design strategy for the Revised Proposal seeks to build upon and strengthen the connection with the adjacent Natural Heritage System (NHS) while supporting a livable, active, and sustainable new community. Open green spaces, native planting, storm water infiltration

and a sculpted topography support sustainability objectives and reinforce the character of the Natural Heritage System typology.

Site permeability in terms of pedestrian connectivity, open space views, access to amenity spaces and interface with the public realm are important aspects of the landscape Master Plan.



Figure 17 Landscape in the NHS Promenade (MBTW)

The proposed 10.0m wide NHS landscape promenade located along the west boundary of the site acts as the signature linear green space and proposes active and passive programming arranged along the 3.0m wide multi-use pathway connecting the north and south parcels. Outdoor amenities are proposed to include exercise areas, kids play areas, dog areas, lookout decks, activity terraces as well as enhanced lighting, paving and site furnishings.

A feature landscape South Plaza space is proposed at the corner of Regional Road 25 and Britannia Rd and includes enhanced paving, lighting and seating. Located at the Northwest corner of the NHS Promenade the North Plaza space integrates seating, planting and active uses. Outdoor amenity areas adjacent to indoor spaces are to include dining, lounge, and garden spaces.

Pedestrian circulation within the site is also supported by a series of mid-block unit paved walkway connections facilitating movement from main residential entries, at-grade unit terraces and public boulevards to the NHS promenade.

The landscape design also proposes to integrate and enhance the surrounding public realm and streetscapes including provisions for the future implementation of boulevard improvements along Regional Road 25 to incorporate a 3.0m wide MUP and a double row of Street tree planting.

Retail frontages and courtyards are proposed along Etheridge Avenue and feature raised concrete planters with tree and shrub planting as well as enhanced site furniture and lighting.

#### **4.6. Sustainability and Microclimate**

The proposed buildings at Framgard, like many other Mattamy projects, are intended to have geothermal heating/cooling systems. Mattamy is also committed to working with building sustainability consultants to determine opportunities in which embodied carbon or greenhouse gas emissions can be reduced as well as methods in which solar gains can be managed.

Pedestrian level wind conditions and any necessary mitigation strategies, will be confirmed at the Site Plan stage.

#### **4.7. Sun and Shadow**

I have reviewed the Sun/Shadow Study prepared for the proposal by CORE architects (Included as Appendix A of this report. This study focuses on the extent of shadows created by the proposal on April 21, June 21 and September 21. The study identifies incremental increases in shadow (in relation to existing conditions and approved projects) created by the proposal.

The Shadow Study drawings were prepared using a digital model to cast and differentially render the shadows created by the existing and approved context (grey shadows), and the Revised Proposal (blue shadows).

The Shadow Study has been prepared to meet the Town of Milton's guidelines for such studies available on the City's website at the time of the writing of this report. The full shadow analysis is included in the development application package.

It is important to note that the existing residential properties to the west of the Natural Heritage System (NHS) will not experience shadows from the proposed buildings between 10:00AM and 5:00PM at any time during the year.

#### **April 21**

In the morning the majority of the shadows cast by the Revised Proposal will fall onto areas to the north west within the proposed NHS Promenade. By 10:30AM the proposed NHS Promenade will be free from any shadow.

At 10:AM both the North and South Retail Forecourts will be free of shadow.

At 12:00PM the North Retail Plaza will be free of shadow, although the majority of this area is free from shadow starting at 10:30AM and will remain so until approximately 3:30PM.

At approximately 1:00PM the South Retail Plaza will be free of shadow and will remain so until approximately 7:30PM.

The majority of the area of the courtyard spaces are free of shadows between approximately 1:30PM and 6:00PM.

Shadows from the Revised Proposal reach the future public realm on the east side of RR25 at approximately 4:00PM.

## **June 21**

In the morning the majority of the shadows cast by the Revised Proposal will fall onto areas to the west and north west.

Shadows are cast on the proposed NHS Promenade at 9:00AM but are fully off this area and the after 10:00AM.

At 10:AM both the North and South Retail Forecourts will be free of shadow.

At 12:00PM the North Retail Plaza will be free of shadow, and will remain so until approximately 4:30PM.

At 1:00PM the South Retail Plaza will be free of shadow and will remain so for the remainder of the day.

The majority of the area of the courtyard spaces are free of shadows between 12:00PM and 5:00PM.

Shadows from the Revised Proposal reach the future public realm on the east side of RR25 at approximately 3:00PM.

## **September 21**

In the morning the majority of the shadows cast by the Revised Proposal will fall onto areas to the north west within the proposed NHS Promenade. By 10:30AM the proposed NHS Promenade will be free from any shadow.

At 12:00PM the North Retail Plaza will be free of shadow, although the majority of this area is free from shadow starting at approximately 10:30AM and will remain so until approximately 4:30PM.

At 3:00PM the South Retail Plaza will be free of shadow and will remain so until 6:00PM, although the majority of the area will remain so until approximately 7:30PM.

The majority of the area of the courtyard spaces are free of shadows between 2:00PM and 6:00PM.

Shadows from the Revised Proposal reach the future public realm on the east side of RR25 at approximately 2:00PM.

My review of the Shadow study confirms that: in all three relevant periods:

- Opposing sidewalks, on the east side of RR25 receive more than 60% direct sunlight for the full 5 hours between 10:00 AM and 3:00 PM in all periods.
- Sidewalk patio spaces in the North Retail Plaza will receive at least 2 hours of sunlight during lunchtime hours (between 10:00AM and 2:00PM).
- Sidewalk patio spaces in the South Retail Plaza will receive partial sunlight during dinner hours (between 5:00PM and 9:00PM) throughout the year and least 2 hours of sunlight during dinner hours in April and September.
- No community parks will experience any appreciable shadows cast by the Revised Proposal.
- The proposed NHS Promenade, will briefly receive shadows in the mornings because of its location on the western part of the subject property. The NHS Promenade will be in full sun by 10:00AM in all periods.

In my opinion the shadow that will result from the Revised Proposal are minor in nature. Where new shadows occur, they move quickly off those areas. The access to sunlight on areas of the public realm in the vicinity of the Revised Proposal meet and, in many cases, exceed the standards set out in the Town of Milton's 2013 Terms of Reference for Sun Shadow Analysis. The new shadows cast by the Revised Proposal are therefore acceptable.

The Sun Shadow Study for the Revised Proposal demonstrates that the building heights and placement generally fulfils the requirement of reducing shadow impact on the adjacent properties, surrounding public sidewalks and open spaces, during the timeframe established by the Town of Milton Shadow Analysis Guidelines

#### **4.8. Light, View and Privacy**

Light, view and privacy impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings.

For tower elements, Milton's Tall Building Guidelines recommend a tower setback of 12.5 metres from side and rear property lines, and a separation distance of a minimum of 25.0 metres measured to the external walls of the building (i.e. balconies are permitted within the setback zone).

The Revised Proposal includes a tower setbacks and separations that meet and, in most cases, exceed the recommendations of the Tall Building Guidelines.

In my opinion, appropriate light, view and privacy conditions between windows will be achieved at the proposed setback distances. The Revised Proposal will not result in an appreciable difference in the privacy afforded to adjacent existing and/or approved buildings or the view of the sky available from the public realm that surrounds the urban block.

Based on the foregoing, in my opinion, the distances between residential windows in the Revised Proposal and the existing and approved buildings in the vicinity satisfy the intent of the separation distances recommended in the Tall Building Guidelines.

## **5. Design-related Policies and Design Direction**

### **5.1. Region of Halton Official Plan**

The Subject Property is designated “Urban Area” in the Region of Halton Official Plan, which sets out an intensification target for each municipality and the region as a whole. In Milton, the Region of Halton states that a minimum of 5,300 new housing units must be added to Milton’s Built-Up Area between 2015 and 2031. Additionally, it states that at least 50% of the new housing units produced annually in Halton be in the form of townhouse or multi storey buildings. By providing 1,571 new housing units in the form of a series of multi storey buildings, the Revised Proposal will assist in the achievement of these targets.

The Subject Property is also designated “Regional Intensification Corridor”.

### **5.2. Vision, Urban Design Strategy, Objectives and Policies of the Town’s Official Plan, Boyne Survey Secondary Plan and the Zoning By-law**

#### **5.2.1. Town of Milton Official Plan, and Zoning By-law**

On June 18 2018 Town Council endorsed the Region of Halton’s proposed modifications to Official Plan Amendment No 31. The modified policies of OPA 31 are now in effect. Some of the relevant sections of the Official Plan were further modified by OPA 70. References below are from that version of the OP.

The Subject Property is within the *Residential Area* and is adjacent to lands designated *Natural heritage System*. It is designated as a *Major Node Area* in the Town of Milton Boyne Secondary Plan. It is zoned *Future Development Zone* in Zoning By-law 016-2014.

In policy 2.1.6.3 on *Intensification* the Official Plan includes the following urban design related objectives:

*“Intensification and the development of Strategic Growth Areas shall be promoted to achieve the following objectives:*



- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;
- b) To provide opportunities for more cost-efficient and innovative urban design; ...
- e) To create a vibrant, diverse and pedestrian-oriented urban environment;
- g) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- i) To generally achieve higher densities than the surrounding areas;
- j) To achieve an appropriate transition of built form to adjacent areas;
- k) For Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes:
  - i) to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and,
  - ii) to achieve a mix of residential, office, institutional and commercial development, where appropriate;

**Response:**

The proposed mixed-use development will contribute to the establishment of the desired form of intensification in the Intensification Corridor. It proposes a compact built form that will assist in the achievement of a critical mass in an important part of the *Major Node Area* in order to support transit. The proposed site design represents an efficient use of land and will assist in meeting minimum density targets within the Intensification Corridor.

The Revised Proposal will contribute to the creation of a walkable and inviting public realm, in particular along the west side of RR25 and north side of Britannia Road by providing a new urban street edge facing the intersection of the two, the creation of the proposed South Plaza and incorporating appropriate setbacks in order to accommodate the anticipated elements of the street cross section on RR25. The proposed setbacks and public realm design for the segment of Etheridge Drive will act as an important pedestrian connection from RR25 to the NHS System, which is augmented by the proposed NHS Promenade which runs parallel to its along its east side.

The Revised Proposal includes retail at grade facing both sides of Etheridge Drive which will contribute to the emergence of a vibrant, pedestrian-oriented urban environment and will act as a gateway to the existing lower scale residential areas further to the west.

In policy 2.8.2 on Urban Design the Official Plan includes the following objectives:

- 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.
- 2.8.2.3 To develop an active and attractive network of urban spaces by ensuring mutually supportive relationships between those open spaces and the built forms which enclose them.
- 2.8.2.4 To improve the character of the urban streets by means of a comprehensively designed street environment that provides increased amenities for its users.
- 2.8.2.5 To maximize the year-round use, enjoyment and convenience of streets and urban open spaces for pedestrians and cyclists by minimizing the adverse microclimate effects of new development, and by improving the microclimate of existing streets and urban open spaces.
- 2.8.2.6 To achieve barrier-free access to public and publicly-accessible places for all residents by considering the full range of human abilities and impairments in the design of the built environment.
- 2.8.2.7 To enhance the enjoyment of the built environment by promoting art in publicly accessible places.
- 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.
- 2.8.2.10 To create a physical environment which permits humans to perceive and comprehend the relative size and location of buildings and their parts, and the spaces between buildings, in order to enhance opportunities to appreciate the built environment.
- 2.8.2.11 To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.
- 2.8.2.12 To achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms.
- 2.8.2.13 To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics.
- 2.8.2.14 To maximize the richness and visual delight of the existing building architecture, specifically within the Central Business District, through attention to massing, proportion, facade articulation, architectural detail, materials, and their successful integration.
- 2.8.2.15 To achieve an integration of art and landscaped outdoor spaces with their associated built form through a co-ordinated effort from the earliest stages of the design process.
- 2.8.2.23 To encourage innovation in urban design which contributes to affordability and energy and natural resource conservation.

**Response:**

The Revised Proposal will be compatible existing and emerging development forms in the Major Node Area. It respects the in-force zoning for the site and the recommendations of the Town's Boyne Secondary Plan Guidelines and Tall Building Guidelines.

The Applicant is working closely with sustainability consultants to propose sustainable design and building operations such as: the reduction of embodied carbon by designing with structural systems that avoid transfer slabs; the reduction operational carbon by proposing the use of geothermal systems.

The Revised Proposal includes a comprehensively designed approach to public realm which implements the setbacks/stepbacks and street cross sections recommended by the Boyne Secondary Plan Guidelines and include a retail frontage in the buildings facing Etheridge Drive. It includes a wide variety of publicly accessible and private open spaces which contribute to the emerging active and attractive network of urban spaces in the vicinity, all of which are barrier free and adhere to the principles of universal accessibility.

The built form of the Revised Proposal supports and enhances the urban experience through the creation of building elements that: frame the public realm at an appropriate scale; create a varied ensemble of building elements and open spaces; which will help to create a unique character for the Node. It will include a varied but related range of building materials across all of the proposed buildings.

The microclimate effects of new development have been comprehensively considered, as evidenced by both the sun/shadow study and a preliminary wind impact review, which conclude that adverse impacts on microclimate have been minimized.

Other Urban Design related Strategic Policies in the Official Plan include:

- 2.8.3.7 The design of extensive areas of redevelopment where little remains within the existing development pattern which is valued, or where an alteration is desired to meet other planning objectives will be encouraged in order to achieve the following:
- a) provides buildings and open spaces which support a range of uses and densities within a legible district;
  - b) defines the perimeter of such a district by a distinct edge which may be formed by arterial streets, the Greenway System, Linear Commercial areas or other linear elements;
  - c) contains activity centres or nodes which are designed to serve the area with a mix of uses within convenient distance for employees and/or residents, and which may be identified by one or more landmarks;

- d) provides links to adjacent areas by means of collector streets which provide collection and distribution of vehicles, pedestrians, goods and services to enclaves within the district; and,
  - e) maintains and enhances remaining portions of valued historic development patterns in the layout of new development
- 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.
- 2.8.3.13 Except in the industrial designations building functions which do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.
- 2.8.3.14 Such functions as community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.
- 2.8.3.16 A degree of protection from rain, snow and wind will be provided for pedestrians within districts and areas frequented by pedestrians, through the use of design measures such as awnings, canopies, colonnades, or recessed ground floor facades along the pedestrian routes.

**Response:**

The Revised Proposal lines the majority of its RR25 and Etheridge Drive frontage with street defining building parallel to the streets. These building elements include significant areas of continuous retail uses at grade facing Etheridge Drive and its intersection with RR25. The relatively narrow Britannia Road frontage is occupied by a proposed South Plaza that serves to establish the public realm at the south east corner of the Subject Property. Pedestrian level canopies and overhangs are anticipated at all retail, residential and shared amenity space entries.

- 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.

2.8.3.18 [1] (Added in OPA 70)

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

**Response:**

Details of the proposed building design include the use of a variety of approaches to setbacks and building orientation, and in the provision of typical residential building elements such as balconies.

The reading of the scale of the tall building elements is broken up through the development of a syncopated rhythm of buildings that are parallel and perpendicular to the street frontages, large building separations which promote views through the Revised Proposal to the escarpment and the modulation of building scale by the grouping of balconies in multi-floor vertical and horizontal panels which contrast with areas of continuous strip balconies, which express individual floor levels. Details of the architectural design will be confirmed at the Site Plan stage.

## **Parking**

2.8.3.27 The partial screening of surface parking lots through the use of low fences, walls, and landscape elements, and through the location of lots away from street view while still permitting views for orientation and safety, although consideration should also be given to the design of off-street parking spaces for goods and courier vehicles, shall be supported.

### **Response:**

Surface parking is proposed in the courtyard areas, all of which is visitor and retail parking. It is located interior to the site associated with residential entrances. All other parking is provided below grade. Any exposed edges of the underground parking structure are treated architecturally and screened with adjacent landscaping and planting. Stairs and ramps are provided at strategic locations along the west edge of the underground parking structure to facilitate connections to and from the proposed NHS Promenade.

## **Microclimate**

2.8.3.31 The avoidance of undesirable wind conditions which may be associated with medium and high-density development shall be promoted through the use of building design and subdivision design which reduces or mitigates undesirable wind impacts on streets, open spaces and other pedestrian activity areas.

### **Response:**

The macro scale approach to building orientation across the site optimizes solar radiation benefits and mitigates the effects of prevailing winds. Details of the architectural design that impact local microclimatic conditions, such as shading solutions, window properties and pedestrian level wind mitigation strategies, will be confirmed at the Site Plan stage.

## Landmarks

2.8.3.40 "Landmark" views of unique features, particularly the Central Business District streetscape and the Niagara Escarpment, shall be enhanced to the extent possible.

### Response:

The Revised Proposal respects the views to the escarpment: along Etheridge Drive through the implementation of the building setbacks and stepbacks that are recommended in the Boyne Survey Urban Design Guidelines; and views through the Revised Proposal itself through the judicious location, orientation and separation of the tall building elements as recommended in the Milton Tall Building Guidelines.

## Landscape Design

2.8.3.50 The Town shall ensure that as many trees and other vegetation as possible are retained on sites subject to development by requiring the submission of a tree inventory and saving plan for all applications, with priority being given to trees and other vegetation most suited to adoption to post-construction conditions, through the following criteria:

c. by establishing specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation in appropriate numbers, sizes, shape, texture and colour to achieve objectives such as to:

- iii) create a human scale within areas of higher density development such as the Central Business District and Secondary Nodes or within large open spaces;
- iv) provide features such as the definition of public open spaces, accent or screening of adjacent building forms, framing of views or focal points, reinforcing of location, direction of pedestrian movement and demarcation of areas with different functions; and,
- v) provide the maximum protection feasible to trees and other vegetation from snow removal operations such as ploughing and de-icing

d. by establishing specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation which:

- I) maintain a predominance of native plant species;
- II) are tolerant of disease, drought and pollutants;
- III) suitable for the site with respect to soil and drainage conditions, similarity to other plants, relative shade tolerance and overall hardiness;
- iv) provide seasonal variation in form, colour and texture;

- v) generally requires low maintenance and features and materials which enhance ecological stability
- vi) reflect the following aesthetic criteria: suitable mature dimensions, branching habits, shade pattern, colour and texture of foliage and bark;
- vii) reflect the following functional criteria: density of shade, density of visual screening in all seasons, sound attenuation qualities, and ability to buffer wind, control snow deposition and stabilize slopes; and,
- viii) limit mown turf grass lawn to areas of high pedestrian traffic, active recreation and landscape ornament in order to maximize areas inhabited by diverse, low maintenance meadow plant communities.

**Response:**

The proposed landscape design satisfies the requirements of this policy section.

**Residential Areas**

3.2.3.3 Applications for *development* of high density residential uses in the High Density Residential Use category, or proposed sites for such uses in Secondary Plans shall be evaluated based on conformity with all the following criteria:

a) Site:

The area of the site is sufficient to provide on-site recreation amenities, adequate parking facilities and landscape.

b) Mixed Use Development:

The residential uses may form part of a mixed use building or be located in a purpose designed building.

c) Height:

- i) the height of the buildings does not exceed eight storeys except in accordance with the policies of subsection 5.5.3.8 of this Plan or unless specifically permitted by other policies of this Plan; and,
- ii) the height or bulk of the proposed development will not unduly overshadow any adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criterion.

d) Services:

On-site recreation amenities and adequate parking facilities shall be provided.

**Response:**

The Revised Proposal exceeds 8 storeys in height. Where it does so, it is in accordance with policy 10.5.6.3 (c) of the Boyne Survey Secondary Plan which states that: “development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. “

The shadow study prepared by CORE architects indicates that the Revised Proposal will not unduly overshadow any adjacent low and medium residential uses.

Extensive onsite shared indoor and outdoor amenities are provided throughout the Revised Proposal. Parking has been provided at an appropriate rate. The majority of parking spaces are located in a 2-level underground parking facility with multiple access points which are distributed throughout the subject property.

**5.2.2. Town of Milton Boyne Survey Secondary Plan**

The subject Property is located within a Major Node that forms a Gateway to Milton in the Boyne Survey Secondary Plan. In C.10.2.2 Key Design Elements, in subsection the Secondary Plan states that:

g) Gateways

“Gateways” are recognized as key points of entry to the Milton Urban Area of the Town which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Gateway intersections are located at:

- a) Tremaine Road (RR 22) and Britannia Road (RR 6)
- b) Regional Road 25 and Britannia Road (RR 6); and,
- c) James Snow Parkway and Britannia Road (RR 6).

Policies for Major Nodes include the following:

10.5.6.3 The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. In addition, the following policies apply:

- a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;



- b) A variety of building heights and forms is encouraged with the highest buildings being orientated to the primary intersection, and stepped back or terraced abutting development outside of the Node;
- c) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, however development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. For the purposes of this policy, the FSI shall be calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be zoned to ensure the achievement of the FSI at the time of the approval of the first development application or any phase thereof;
- d) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
- e) Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;
- f) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
- g) Development shall be designed to facilitate access to public transit.

**Response:**

As encouraged in Policy 10.5.6.3 the Revised Proposal is a comprehensively planned project on two large related parcels. The project has a maximum height of 15 storeys, with individual building heights varying between 10 and 15 storeys in order to provide a varied skyline. The tallest elements are located at the gateways – at the intersections of RR25 and Britannia Road and Etheridge Drive. The overall development, when all phases are complete, will have an FSI of 2.5.

The proposed buildings are designed to frame an urban streetscape along RR25 and Etheridge Drive with appropriate setbacks and approaches streetscape design. In addition, the street defining buildings set up a series of courtyard spaces, which are generally screened from the streets and open onto the NHS to the west. A NHS promenade, which complements the NHS, provides a landscaped buffer along its length while also creating a significant north-south multi use trail and open space resource for the larger community.

A significant retail use component is located on both sides of Etheridge Drive, with wide sidewalks, street trees and potential seating opportunities will generate pedestrian

traffic consisting of both residents of the Revised Proposal and existing and future developments to the east and west.

### 5.3. Key Design Principles in Urban Design Guidelines

#### 5.3.1. Town of Milton Tall Building Guidelines

The Town's Mid Rise Guidelines apply "...wherever a building is between 4 and 8 storeys (inclusive) in height." On the basis of this recommendation, I have reviewed the Revised Proposal in respect of the Town's Tall Building Guidelines.

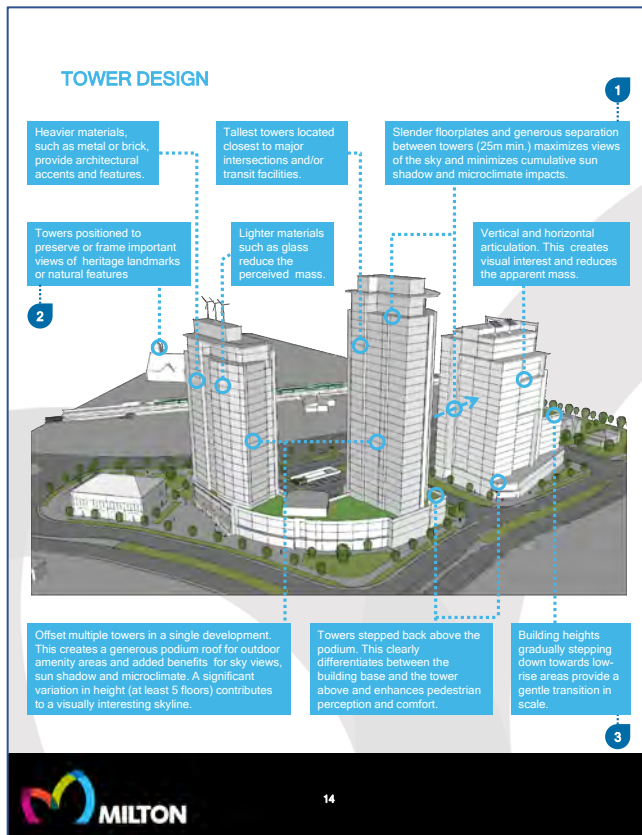


Figure 18 Excerpt from Milton Tall Building Guidelines

The Milton Tall Building Guidelines set out recommendations for built form with particular attention paid to the relationships between base, tower and building tops as well as appropriate setbacks, setbacks and tower separations.

The Guidelines recommend that "...between the 8th and 15th storeys, the floorplates (excluding balconies) should be less than 1000sq.m. Above the 15th storey, the floorplate should be less than 750sq.m or 40 linear metres measured diagonally."

**Response:**

The Revised Proposal has been designed to satisfy the intent of all relevant recommendations of Milton's Tall Building Guidelines.

Since the proposed buildings appear tall in relation to their context and represent a cluster of prominent features on the skyline, their design shall be consistent with the Town of Milton Tall Building Guidelines. It is my understanding, from comments received, that Urban Design staff is of the opinion that the scale, height, massing, building separation and street wall articulation of the Revised Proposal are appropriate and proportionate to both the local and major arterial roads and the surrounding natural and neighbourhood context and confirm that the revised concept plan is consistent with the Town of Milton Tall Building Guideline

**5.3.2. Town of Milton Boyne Survey Urban Design Guidelines**

The Town of Milton Boyne Survey Urban Design Guidelines set out recommendations to ensure quality urban design and the establishment of a planning framework that allows for the creation of a successful and sustainable community. The Guidelines note that at key intersections, Secondary Mixed Use Nodes, Nodes and Sub-Nodes provide orientation and entry points into the community and accommodate the highest densities in the Secondary Plan Area.

In Section 3.3.1 Transit-Supportive Design the Guidelines note that development should support adequate densities and a range of complementary uses and

- a) Provide a mix of land uses and higher residential densities at key locations, such as nodes, to generate pedestrian traffic and activity throughout the day, making transit a viable option.

In Section 3.3.2 Community Structure the Guidelines note that a sustainable community is characterized by a hierarchy of neighbourhoods and nodes, with higher densities distributed in appropriate areas including at a series of nodes which are envisioned at areas of high pedestrian activity, including key intersections. These nodes will accommodate higher density forms of residential development and mixed-use buildings.

**Response:**

The Revised Proposal is located in a Major Node identified in the Secondary Plan and discussed in the Guidelines. The Revised Proposal is designed to satisfy the recommendations of the Boyne Survey Urban Design Guidelines. It represents the type of higher density mixed use development that is anticipated by the Guidelines in its key node location.

In Section 3.4.7 Boulevard Design the Guidelines recommend the creation of boulevards that combine safe, unobstructed pedestrian travel routes with places to stop and socialize.

**Response:**

The Revised Proposal will implement the Boulevard design approach identified in the Guidelines on RR25. The Etheridge Drive will include a highly specific streetscape that is appropriate to its gateway role and to its function as a retail street.

In Section 3.4.8 Parking the Guidelines recommend that parking areas should be appropriately located, screened from view, and designed to minimize their impact on the public streetscape.

**Response:**

The majority of the parking for the Revised Proposal is located in 2-level shared underground parking facilities. Some at-grade resident, visitor and retail parking facilities are provided in courtyard areas on both blocks. These are all screened from view from the public realm.

In Section 4.1 Sustainability the Guidelines note that Area is adjacent to the Niagara Escarpment and is home to many significant natural heritage features, and recommend that: To minimize adverse impacts on these features, sustainable design should be at the forefront of all development. Where feasible, on-site stormwater management is encouraged, while other initiatives (i.e. green roofs, rooftop gardens, green walls, etc.) are recommended to reduce the urban heat island effect.

**Response:**

The Revised Proposal is intended to have geothermal heating/cooling systems. The Applicant is committed to working with building sustainability consultants to determine opportunities in which embodied carbon or greenhouse gas emissions can be reduced as well as methods in which solar gains can be managed.

Large areas of pervious ground level surfaces such as porous pavement, and landscaped areas are proposed throughout the Revised Proposal.

Non-invasive species and landscape materials that are native to the Town of Milton and are generally drought resistant and require minimal maintenance are proposed. The landscape design incorporates strategies to minimize water consumption.

In Section 4.2.1 Building Orientation and Massing the Guidelines recommend that buildings should promote a continuous street edge and a strong public face through design treatments that address the street.

And In Section 4.2.2 Building Setbacks and Stepbacks that appropriate building setbacks and stepbacks should be used to reduce the impact of taller buildings, and create a pedestrian-supportive streetscape.

**Response:**

The Revised Proposal includes a comprehensively designed approach to public realm which implements the setbacks/stepbacks and street cross sections recommended by the Boyne Secondary Plan Guidelines.

The Revised Proposal aligns all building faces with the street and provides a continuous street edge. Breaks in the street edge are minimised and where they occur, they are coordinated with mid-block pedestrian connections into and through the site and provide view to the NHS and the Escarpment beyond. The street facing setbacks are deep enough to create a public realm which is compatible with that anticipated in the Guidelines.

Tall building elements– those above 8 storeys – are stepped back above their respective podiums in all buildings. Building floor plates above the podium elements all have floor plates of a maximum of 1,000 square metres as recommended in the Town of Milton Tall Building Guidelines.

In Section 4.2.3 Building Articulation and Detailing the Guidelines recommend that The design of buildings should contribute to an attractive, animated and safe streetscape.

And In Section 4.2.4 Building Materials that finishing materials should be of a high quality and should extend to all sides of the building, including projections.

**Response:**

Details of the architectural design will be confirmed at the Site Plan stage.

In Section 4.3 Storage, Servicing and Loading the Guidelines recommend that:

- a) Storage, service and loading areas should be coordinated and large enough to accommodate the needs of all users. Shared access is also encouraged to minimize curb cuts.
- b) Loading docks and service areas should be located at the side or rear of buildings and should be screened from public view.

**Response:**

The Revised Proposal includes individual waste handling and move in facilities in each building. Staging areas and Type G loading spaces are located in shared facilities located in courtyard spaces away from views from the public realm: between Buildings 5 and 6 on the North Block; and to the south of Building 1 on the south block.

In Section 4.5 Mixed-Use Buildings the Guidelines recommend that at nodes, where higher densities can be accommodated, mixed-use buildings are encouraged to create a more urban streetscape and that:

- a) A 4.5 metre floor-to-ceiling height is recommended at grade to create a strong street presence and allow for flexible commercial space.
- b) A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.
- c) Building entrances should work in conjunction with retail uses and can be expressed and detailed in a variety of way including large entry awnings, canopies or double-height glazing.
- d) Where residential uses are included above retail uses, separate entrances should be provided.

**Response:**

The Revised Proposal includes 4.5-metre-high ground floors in Buildings 1 and 5. These are appropriate for the retail uses proposed in these buildings. Typical residential building ground floors are 3.9 metres in height. Details of the architectural design will be confirmed at the Site Plan stage.

**6. Conclusion**

The Revised Proposal represents an appropriate form of intensification in a *Major Node Area*.

The proposal will offer a range of housing opportunities in proximity to a variety of commercial services and community facilities. The architectural and urban design, site orientation, and siting of the proposal has been carefully considered to complement the existing area by establishing gateways to the area at the corner of RR25 and Britannia Road and RR25 and Etheridge Drive. The plan includes a comprehensive pedestrian network, enhanced public realm, an extensive linear green space, in the form of the NHS Promenade and adjacent outdoor and indoor amenity spaces incorporated into the site to help foster active modes of transportation including walking and cycling. The combination of enhanced landscaping and

high-quality architectural design will result in a visually appealing site that is welcoming to residents and visitors.

The Revised Proposal's design and defined relationships with the adjacent existing streets will identify the Revised Proposal as a landmark to visitors to the area, and assist in creating a comfortable and defined public realm. The Revised Proposal will be compatible with the surrounding existing and emerging communities and will implement Town of Milton Official Plan policies and satisfy the intent of the Town of Milton Tall Building and Boyne Survey Urban Design Guidelines.



**Acronym**

Urban Design & Planning