

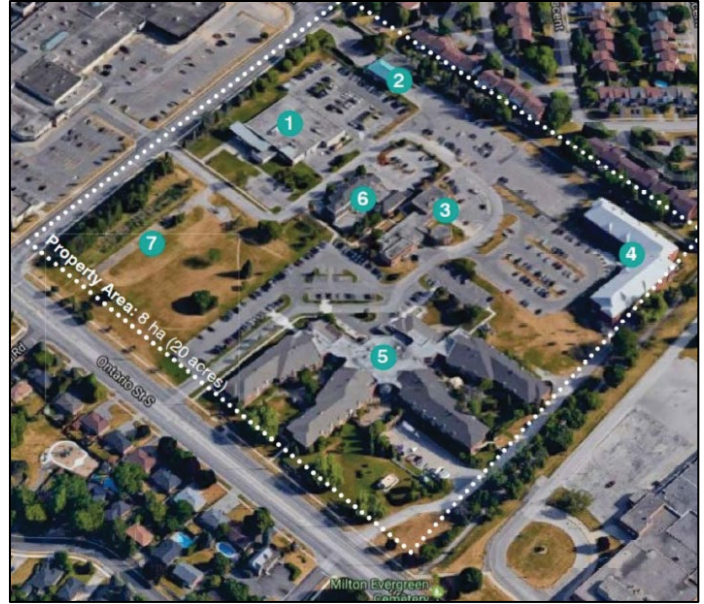
REGIONAL ONTARIO STREET PROPERTY Development Plan

May 2023

1.0 Introduction

The Regional Ontario Street Property, also referred to as the Allendale Campus, is located on the southeast corner of Ontario Street South and Childs Drive in the Town of Milton’s Mobility Hub. The property is approximately 20 acres (8 hectares) and is mostly developed with existing uses including:

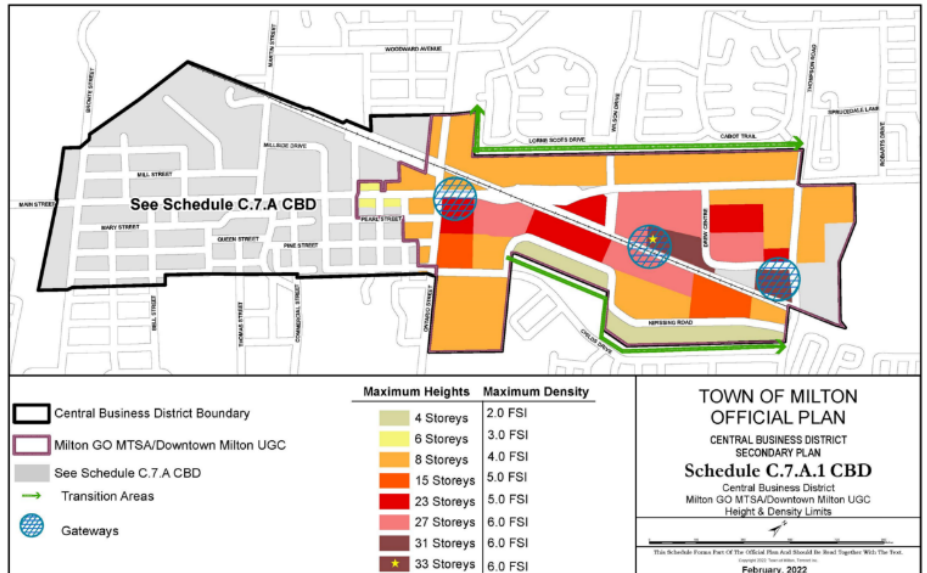
1. Halton Region Police Service
2. Halton Region Emergency Medical Services
3. Milton Seniors Activity Centre
4. Martin House Seniors Residence
5. Allendale Long-Term Care Home
6. Halton Women’s Place



Policy Framework - Town of Milton Official Plan

The subject site is located within the Milton Mobility Hub (OPA 70) and is designated as “Urban Growth Centre Mixed Use Sub-Area” on Schedule C – Central Business District Land Use Plan in the Milton Official Plan. The maximum height permitted on the site is 8 storeys with a density of 2.0 FSI – 4.0 FSI.

Policy 3.5.3.29 of the Plan requires proponents for major development blocks, such as the Allendale Campus, to submit a comprehensive development plan to Council for endorsement prior to the submission of a development application.



The comprehensive development plan must demonstrate how the proposal is consistent with the Official Plan policies of the MTSA, specifically, how the development responds to the guiding principles and recommendations of the Milton Mobility Hub Study and the Urban Design Guidelines, and how the ultimate build-out of the development block will achieve required densities. The following sections of this report provide information to satisfy the policy requirements of a comprehensive development plan.

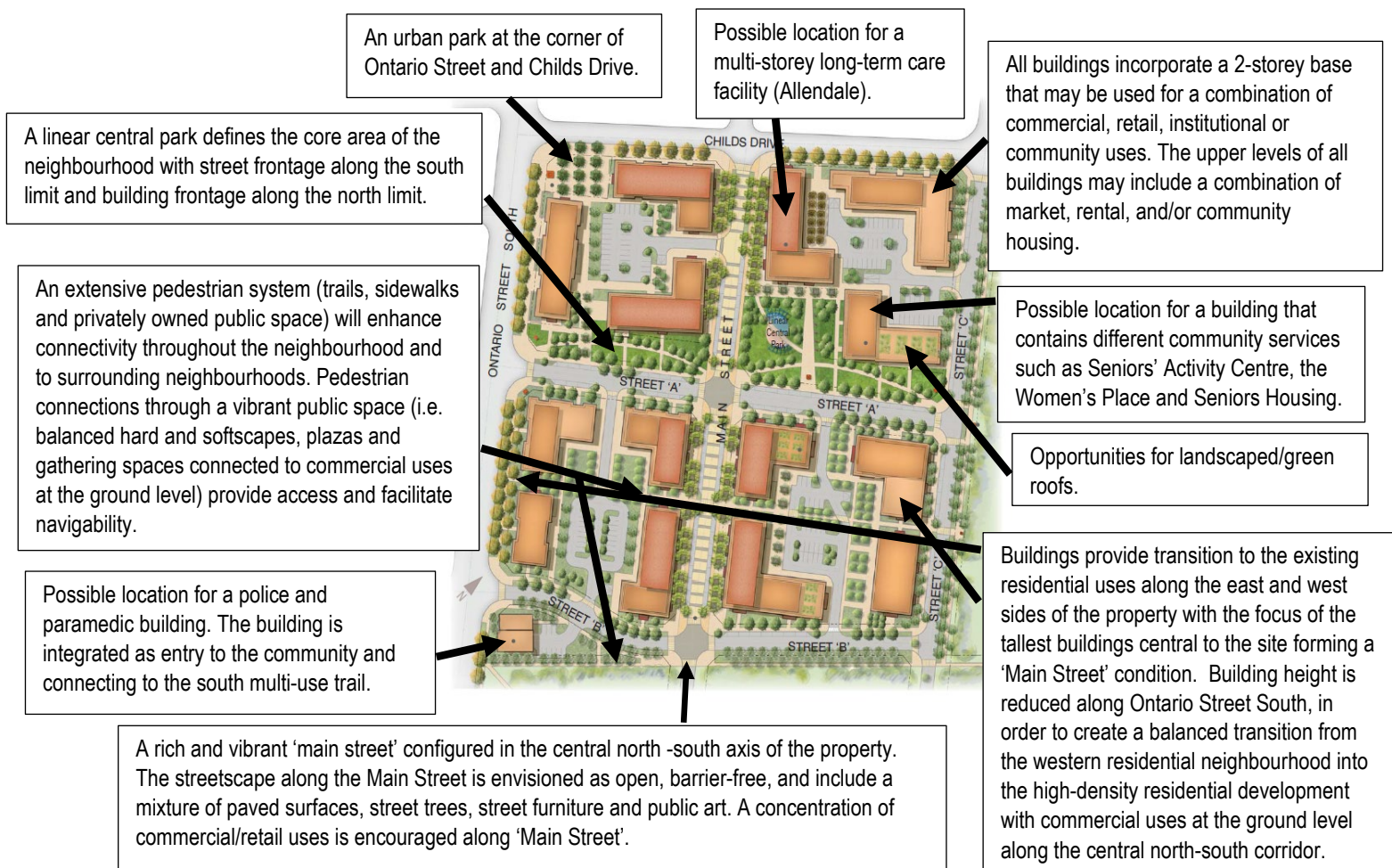
2.0 The Regional Ontario Street Property Master Plan

The Master Plan for the Allendale Campus was a Regional initiative to explore the comprehensive redevelopment potential of the Allendale Campus through intensification opportunities and to determine appropriate land use for the long-range planning framework and its built context. The Master Plan was developed through an open and collaborative process involving an extensive community consultation program over the course of 2016 and 2017. The Master Plan was premised on three key principles, being:

- Density, diversity, and mixed-use development;
- Pedestrian-oriented and transit-supportive development; and
- Place-making.

The Master Plan envisions that the Allendale Campus will be redeveloped over time towards a compact, mixed-use, complete community. It was designed to accommodate a range of residential and non-residential uses, new parks and a comprehensive road network. Figure 1 - Preferred Concept, summarizes the core elements from the Master Plan (refer to Appendix A for a copy of the 2017 Master Plan document).

FIGURE 1: **PREFERRED CONCEPT**



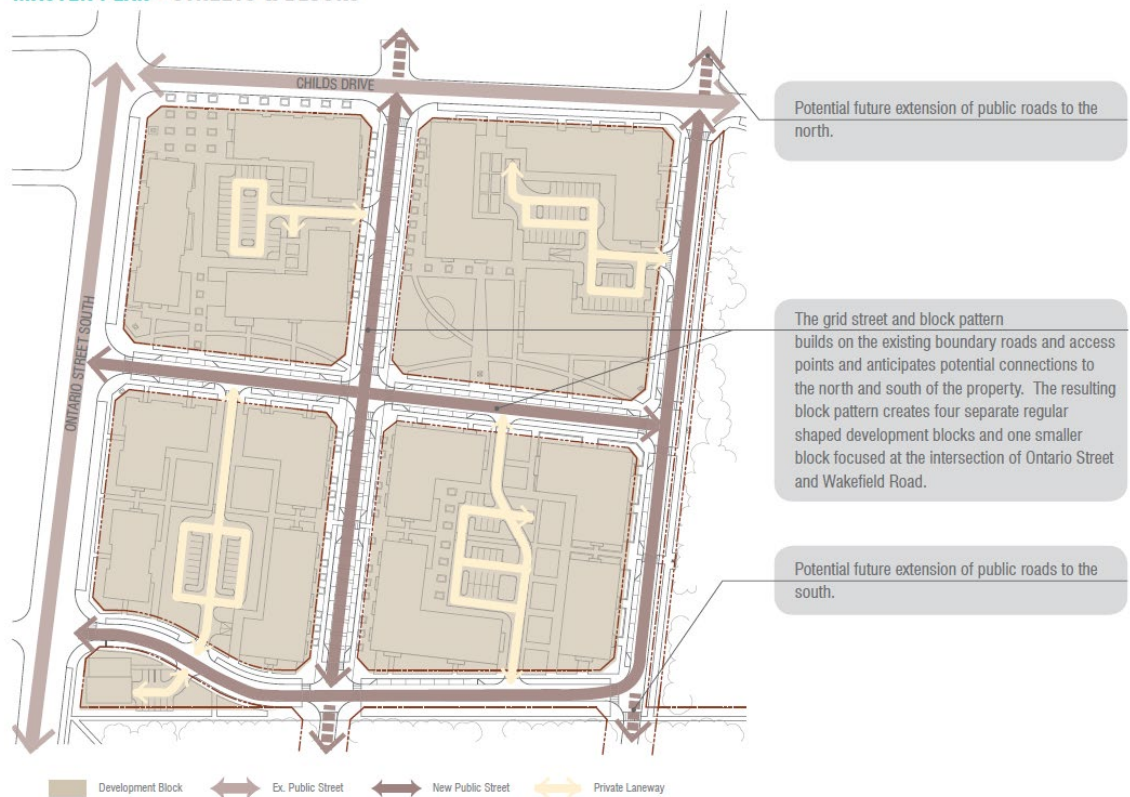
3.0 Transportation and Servicing Considerations

Transportation

The Master Plan is premised on reducing car dependent as a key objective and imperative to the creation of a sustainable and complete community. Development of the Allendale Campus, with its proximity to the Milton GO station and its central location within the Milton UCG/MTSA, will encourage and support alternative modes of transportation, including active transportation, transit and ride sharing opportunities.

When completed, the Allendale Campus will be accessible by two new east-west public roads connecting to Ontario Street and two new north-south public roads connecting to Childs Drive. The resulting block pattern includes four separate quadrants and one small block focused at the intersection of Ontario Street and Wakefield Road (as illustrated in Figure 2 below).

FIGURE 2: MASTER PLAN - STREETS & BLOCKS



Connectivity

The Allendale Campus will have a grid system of roads which is integrated with the adjacent road network. There are two internal roads that connect to the existing entrance to the Milton Mall and to Nipissing Road north of Childs Drive. Provision is also given for the potential extension and connection of these two roads in the south, if and when, the lands are redeveloped. East-west connectivity is provided with two east-west roads, with one running mid-block in the site and the other running at the southern boundary of the site.

The proposed road network provides improved connectivity for transit users, cyclists, and pedestrians through additional connection points to the existing system.

Accessibility

Access to the site is optimized through the provision of four possible access points. These four access points provide a more direct access to the individual land uses within the site without requiring unnecessary travel through the site or through parking lots. The additional access points also facilitates access to the existing public transit network. With the integrated grid system, cyclists and pedestrians can also access the neighborhood cycling and walking routes at more than one location from within the site.

Circulation

The proposed grid system within the site will facilitate internal vehicular, pedestrian and cyclist movements. The internal road system provides direct access to each of the proposed building locations and removes the need to meander through parking lots. The grid system also provides future opportunities for public transit to be integrated into the site. Existing bus routes could be routed through the site as there is an actual street system for it to traverse.

The evolution of the transportation network will occur over time as improved connections to adjacent areas are realized, and future Phases for the Campus move forward. This transformation will include the introduction road expansion of local roads implementing a complete streets approach, and introducing a fine grain road network (as illustrated in Figure 3 – Circulation).

FIGURE 3: MASTER PLAN - CIRCULATION



Servicing

From a servicing and infrastructure perspective, an examination of the existing servicing infrastructure by the Region around the Allendale Campus indicates that there is existing sanitary, storm, and water infrastructure present along Ontario Street and Childs Drive rights-of-way.

A downstream capacity analysis will be required to confirm that the existing sanitary sewer systems currently serving the site will have the capacity to convey the flows from the proposed development. A water servicing analysis and stormwater management analysis will also be required to ensure the system has the capacity to provide adequate flows to proposed development and to determine the quality, erosion, quantity, and water balance control requirements to treat runoff.

It is noted that the servicing capacity is allocated on a first-come first-served basis following the planning approvals process. Available servicing capacity will be reviewed again once a formal application under the *Planning Act* is made.

4.0 Master Plan Implementation and Phasing

The implementation of the Master Plan will occur over decades and will need to be phased in a logical manner. This will include determining the order in which blocks will be developed and will include the orderly sequencing and implementation of the new transportation network and servicing upgrades. The development of Allendale must be phased in an orderly fashion with attention paid to mitigating disruption to existing users of the site.

The Master Plan has identified a preliminary phasing approach based on several considerations including the timelines of existing leases, building locations, condition of existing buildings, infrastructure and services, and market conditions. The following phasing scenarios provides a conceptual illustration of how the property could be developed over time.

PHASE 1 (5-10 YEARS)



- 1 Mixed Use
- 2 Paramedic Services, Police Services

To implement Phase 1, the community gardens would need to be relocated/accommodated to another location (this will require coordination with the town of Milton), to allow for the development of mixed-use buildings.

A new building would be constructed in the southwest corner of the site to accommodate both Paramedic and Police Services. In this location, there is also the potential to implement a signalized intersection and/or a controlled access for the Paramedic/Police Services.

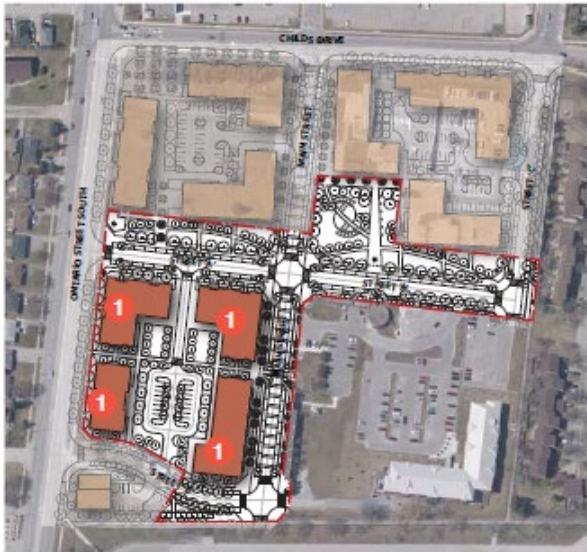
With the relocation of the Paramedic/Police Service to the southwest corner of the site, the northeast quadrant may be developed. This would include the construction of a new building to potentially replace the Allendale Long Term Care Facility (#2), and two mixed use buildings. A new building (#3) could provide space for the Seniors Activity Centre, the Women’s Place and potentially, community/seniors housing on upper floors. The building facing Main Street (#1) could contain retail/commercial uses at grade and residential on the upper floors. A portion of Street ‘C’ would be completed to allow access to Childs Drive ad to surface and underground parking. This includes the construction of the north portion of the trail adjacent to the Street.

PHASE 2 (10-15 YEARS)



- 1 Mixed Use
- 2 Potential Allendale Long-Term Care Facility
- 3 Mixed-Use: Community Centre, Regional / Municipal Uses, Retirement Dwelling

PHASE 3 (15-20+ YEARS)



1 Mixed Use

With the relocation of the Allendale Long Term Care Facility, the Senior’s Activity Centre and Women’s Place, the southwest quadrant may be developed. This would include the completion of Street ‘A’, allowing pedestrian and vehicular connectivity to Ontario Street and Childs Drive, the linear central park and four mixed-use buildings.

The four mixed-use buildings vary in height and depending on the market conditions at the time, may be developed at the same time or at different times.

The southwest quadrant of the site is envisioned to be developed last as Martin House is a relatively new building. With this phase of development, the existing seniors housing would need to be relocated to within another building on the site (constructed in an earlier phase), or be replaced within this quadrant as Phase 4A. In this scenario, Phase 4B would then include the completion of the tree remaining buildings, and again, depending on the market condition at the time, these buildings may be developed at the same time or separately.

PHASE 4 (20+ YEARS)



1 Mixed Use
2 Residential Use

5.0 Planning and Urban Design Evaluation

The vision for the Allendale Campus represents a coalescence of the existing policy context and the Milton Mobility Hub Study and Urban Design Guidelines. Being located within the Town's Urban Growth Centre, it is essential that development on these lands provides a compact, walkable form of development that includes mixed uses and higher density built forms while being well designed and supporting the broader objectives of the Milton Mobility Hub Study.

The Allendale Campus is envisioned to become a complete, transit-supportive, pedestrian-oriented, mixed-use community that is compact, vibrant and complements the character of the urban downtown through a long-term strategy that respects its existing uses and is sensitive to its surrounding character. More specifically, the development concept responds to the guiding principles of the Milton Mobility Hub Study and Urban Design Guidelines as follows:

- Provides for a **mix of uses** and greater range of housing types and densities, including new affordable seniors housing by:
 - Providing for higher density housing in areas well served by transit;
 - Contributing to a broad range of housing mix in Milton, including alternative seniors housing types to help diversify the lower scale existing housing stock;
 - Supporting provincial, regional, and local initiatives to provide for more affordable housing;
 - Supporting a balanced mix of market and affordable housing in a growing area;
 - Locating mixed uses in the ground floor of buildings.

- Provides a **realistic and achievable plan for growth** by providing opportunities to meet growth targets within Milton's Urban Growth Centre by:
 - Assisting the Town in achieving the minimum density requirement of 200 persons and jobs per hectare within the Downtown Milton MTSA/UGC;
 - Supporting the Town's minimum required intensification target of 50%;
 - Providing for height and density that is consistent with OPA 70;
 - Being consistent with the emerging planned context within the Urban Growth Centre and MTSA.

- Providing **intensification at an appropriate scale and form** by:
 - Providing a transition upwards to an ultimate height and density peak towards Ontario and Main Street;
 - Balancing compatibility with lower scale residential development to the east of Ontario Street while achieving higher densities that are required for the Downtown Milton MTSA/UGC;
 - Providing active community uses at grade to create vibrant street and to support the surrounding community;
 - Providing a block layout that creates a strong street presence and urban edge while providing meaningful separation between each building and maintaining the distribution of density across the site;

- Providing a streetwall height that is comfortable from a pedestrian scale (respecting the scale and proportion of adjacent streets and context of the area);
- Appropriately locating parking in a below grade structure.
- Supports **design excellence** through contextually appropriate development by:
 - Implementing planning and design initiatives that promote green innovation and sustainability;
 - Creating high quality built form and landscapes;
 - The orientation of primary entrance and facades along street frontages;
 - Focusing active ground floor uses along the Main Street and along street frontages.
- Providing for **balanced, safe and efficient mobility** by:
 - The development of a fine grain road network that will provide for a more pedestrian and transit supportive community;
 - Developing new complete streets that will support walking and cycling modes;
 - Providing compact built forms and densities that will support existing bus transit along Ontario Street and new higher frequency GO Train service;
 - Supporting the eventual buildout of the grid street and block pattern to enable more efficient traffic circulation and flow throughout the site;
 - Locating future transit stops in consideration of other active ground floor uses, parks and open space.
- Providing for a **walkable and inviting public realm** by:
 - Enhancing the trail system throughout the site;
 - Combining hard and soft landscape features to create an animated pedestrian zone that also supports the mix of uses located along the ground floor of buildings along Main Street;
 - The development of new parks, open spaces and trails that will contribute to a broader parks system within the Allendale Campus and Downtown Milton more generally.
- Providing **strong visual and physical connectivity** by:
 - Providing landscaped areas through private development blocks that enhance connectivity and provide options for pedestrian movement throughout the site;
 - Creating a linked network of public parks and open spaces;
 - Creating parks as focal points and gathering areas;
 - Creating local destinations that attract a critical mass of uses and activities.

Development Guidelines have also been prepared for the Phase 1 lands which articulate key design principles concerning site layout, built form, open spaces, and programming that are in line with the Principles of the Milton Mobility Hub Study and Urban Design Guidelines. These guidelines are intended to guide development of both Phase 1 and subsequent phases of Allendale. They are attached in Appendix B – Development Guidelines.

Development Statistics

The design concept for the Allendale Master Plan provides for a mix of uses to be established in a more intense design than is currently on the property while allowing for the flexibility of uses to remain. Each of the proposed buildings incorporates a 2-storey base that may be used for a combination of commercial, retail, institutional or community uses. The upper levels may include a combination of market, rental and/or community housing. The implementation of the Master Plan will occur over 20+ years and will be phased in a logical manner.

The Master Plan proposes a total GFA of approximately 1,665,355 sq. ft. (154,714 sq. m.) for an overall density of 2.64 FSI (across the site as a whole), which is within the required 2.0 – 4.0 FSI density range as identified on Schedule C.7.A.1 – CBD of the Town of Milton Official Plan.

Detailed development statistics for the Phase 1 lands is provided on page 12.

Allendale Campus		
Building	Height Storeys	GFA (sq. ft)
1	8	178,239
2	8	153,278
3	8	144,818
4	12	159,952
5	10	103,764
6	10	92,354
7	8	63,507
8	12	146,389
9	8	68,243
10	8	109,146
11	12	130,889
12	12	161,674
13	6	67,382
14	6	75,563
15	2	10,118
TOTAL GFA		1,665,315
FSI		2.64



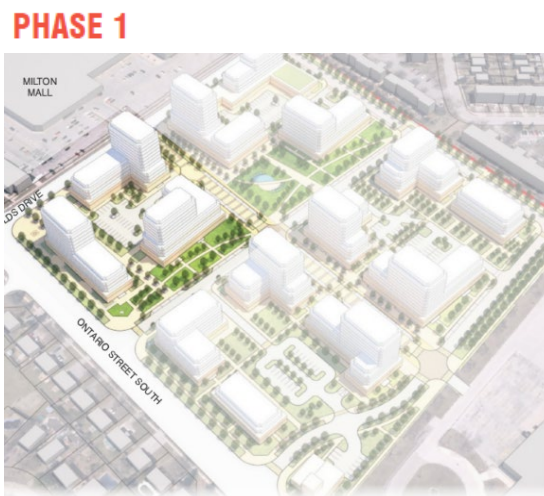
6.0 Phase 1 Lands – Preliminary Development Concept

The Phase 1 lands represent the initial phase of development as part of Halton Region’s multi-phase redevelopment vision for the Allendale Campus. The Phase 1 lands form mostly the vacant northwest quadrant of the Campus (approximately 3.7 acres in size).

The Preferred Concept from the Master Plan process envisioned three new buildings located within Phase 1. Each of the buildings are serviced by a central parking area that is accessed from the Main Street.

Elements that are specific to Phase 1 include:

- Heights of 8 – 12 storeys, with the greatest heights being oriented towards the central Main Street, transitioning down to the west towards Ontario Street.
- An urban park at the prominent corner of Ontario Street and Childs Drive.
- A linear central part immediately north of Street ‘A’.
- Providing a potential Senior’s Activity Centre at grade.
- A grid street and block pattern for the Allendale Campus to enable efficient traffic circulation and flow throughout the site that builds on and connects to the existing boundary roads that frame the Allendale Campus (Ontario Street and Childs Drive).



The development Concept has been prepared to illustrate how the redevelopment of the site could occur. It differs slightly from the Master Plan, primarily by not exceeding a height of 8 storeys. The Concept features one building which is envisioned as being the HCHC seniors’ rental building (Building 1) and two additional buildings which for the purposes of testing are assumed to be market buildings (Building 2 and 3). The development statistics are as follows:

	Building 1 (Assisted)	Building 2 (Market)	Building 3 (Market)	Total
Height	8 storeys	8 storeys	8 storeys	
Residential GFA	158,250 sq. ft.	153,277 sq. ft.	144,822 sq. ft.	256,409 sq. ft.
Non-Res GFA	20,000 sq. ft.	0 sq. ft.	0 sq. ft.	20,000 sq. ft.
TOTAL GFA	178,250 sq. ft.	153,277 sq. ft.	144,822 sq. ft.	476,409 sq. ft.
FSI	4.3	4.2	3.8	2.66
Units	228	142	135	505

Height and Density

The development concept proposed a total GFA of approximately 476,000 sq. ft. for an overall site-wide density of 2.66 FSI. The development concept consists of three 8-storey buildings, with one building oriented along the Ontario Street frontage (the proposed Halton Community Housing Corporation (HCHC) building), the second along Childs Drive frontage, and the third located on the interior off the site along the southeast corner of the property.

Land Use Mix

At this time, it is anticipated that the HCHC seniors building (Building 1 fronting Ontario Street) will contain 228 one-bedroom units averaging 575 sq. ft. while the remaining two buildings (Building 2 and 3) will each contain approximately 142 and 135 units with an average size of 645 sq. ft. The total unit count for the entire site is anticipated to be approximately 505 units.

The Development concept proposes active at-grade uses in the form of a “seniors hub” to support the emergence of a mixed-use corridor along Ontario Street. This will support a more pedestrianized character along Ontario Street and will further serve residents on site and within the emerging context. Subject to market conditions, and/or the seniors hub business plan it is also possible that at-grade spaces in Buildings 2 and 3 could comprise a mix of non-residential/commercial spaces.

Parking

The development concept includes a total of 803 parking spaces at a ratio of 1 stall per unit for residential units, 0.25 stalls per unit for visitor parking and 1 stall per 430 sq. ft. of non-residential space for the seniors’ hub. This parking will be located mostly below grade in a three to four level underground parking structure with some surface parking allocated for visitor/non-residential uses being located at the surface.

New Public Roads

A network of new streets is proposed to facilitate movement through the new community and provide access for new development. The resulting block structure relates to those of the adjacent neighbourhoods to the west and north. Blocks will be further permeated with a network of pedestrian connections comprised of formalized pathways and shared linkages to be determined through detailed design.

Following the development of these initial blocks, a new road will be required to extend south to provide access to Building 3. We have assumed a road width of 24 metres, which is typical for a Town of Milton local road standard. The access has been aligned with the existing access to Milton Mall immediately north allowing for potential signalization, if required and determined to be necessary by a transportation consultant.

Within the site, circulation will be provided through a central ring road that provides ingress and egress to the development and access to the underground parking. The development concept allows for the implementation of Building 1 and 2 first, with road access from Childs Drive without the immediate need for a new public road. Access could be provided by a driveway to the site.

Future phases in the Allendale Campus will require the extension of the public road network to the south and to the east and west. This will allow for the orderly development of future phases, but also implement the road network envisioned by the 2017 Master Plan. A second access to the site is planned for a later date as part of a future phase that will implement a new east-west road from Ontario Street that runs east along the southern property line and connects with the original access from the new road along Childs Drive.

Servicing

Regional staff prepared a preliminary servicing capacity analysis in support of the Phase 1 development which demonstrates that there is sufficient sanitary, storm, and water services to support the development of the Phase 1 lands without upgrades to existing infrastructure. This analysis was conducted based upon the maximum of 400 residential units and commercial/retail space on the first two levels of each building. The key conclusions are as follows:

- The predicted maximum day demand for new development is 4.62 L/s and can be accommodated in the water system.
- Modelled available fire flow is 285 L/s (for Phase 1), which exceeds the required fire flow of 217 L/s.
- The sewer mains from the site to Milton WWTP/Fulton PS have capacity to accommodate the additional wastewater flows of 2.28 L/s.

New Public Parks

Assuming that the entire site will be developed for Regional use, no parkland dedication is required, however, in practice, some park space should be provided for the benefit of the future residents. The development concept illustrates a new 0.4-acre park on the southern extent of the Phase 1 property. Figure 4 below demonstrates the proposed public realm and open space concept from the Master Plan.

FIGURE 4: MASTER PLAN - PUBLIC REALM & OPEN SPACE



Phase 1 - Phasing Plan

The first phase of development could be undertaken in sub-phases where each development block is developed independently, or in one concerted effort. It is envisioned that the Region will work with the development manager, construction manager and consultant team to refine the Phase 1 phasing plan considering the following:

1. Development of the arterial road entering the site from Childs Drive. The existing driveway would be redesigned as a road built to meet the Town of Milton and Regions design specifications. It may terminate with a cul-de-sac abutting the long-term care parking lot to facilitate fire access.
2. The phasing of buildings will consider the opportunity to construct one, shared, below-grade parking facility. This shared facility offers opportunities for significant cost savings.
3. The final phase would be to develop the public park on the southern extent of the parcel and build an east-west road entering the site from Ontario Street South and connecting with the new north-south road off Childs Drive. This step is likely to have the most significant impact to existing users as it will require the relocation of the existing parking lot serving

the Long Term Care facility (there may be an opportunity to accommodate a replacement parking lot to the west of the LTC facility).

Subsequent phases would consider the redevelopment of the southwest quadrant (long term care facility) and the northeast quadrant (Halton Police & EMS facilities). However, these phases are highly dependent on existing users finding suitable space to relocate, at least temporarily, to make the parcels available for development.

APPENDIX A



REGIONAL ONTARIO STREET PROPERTY MASTER PLAN

FINAL REPORT
JUNE, 2017



The Planning Partnership

N. Barry Lyon Consultants Ltd
Thompson Ho Transportation
SCS Consulting Group

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The location of the Ontario Street Property, within the Downtown Milton Urban Growth Centre and on a major north-south artery, positions it well to support intensification with a range of uses that support the establishment of complete and healthy communities.

1.0 INTRODUCTION

The requirements of the Growth Plan for the Greater Golden Horseshoe envisage managed, sustainable growth through the intensification of existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields. Both the Growth Plan and the Provincial Policy Statement support the efficient use of land through mixed use forms of development while utilizing existing infrastructure.

The Ontario Street Property, located within Milton's Urban Growth Centre (UGC), as defined in the Growth Plan, and adjacent to the Town's Central Business District (CBD) in the current Official Plan, represents a tremendous opportunity for the Region and its stakeholders to realize their vision for complete and healthy community development.

Over the years, a number of public services have developed on the property. A Master Plan was completed for Halton Region in 1990, which

investigated possible complementary uses as well as possible reconfiguration of, or changes to existing uses in the context of longer term objectives. It was updated in 2008/2009 and highlighted some challenges on the site, due in part to the piecemeal fashion of development over the years. The Master Plan also noted that the property was underutilized and that redevelopment potential of the property was quite high given, amongst other considerations, the site's prominent location within the Town's Urban Growth Centre.

This Master Plan is one of the Region's initiatives to explore the comprehensive redevelopment potential of the Ontario Street Property through intensification opportunities and to determine the highest and best land uses, given the planning framework and its built context.



THE STUDY

01 PHASE ONE BACKGROUND REVIEW

The Background Review component of the study was carried out to determine the existing issues and constraints of the property and included the following:

- a review of the existing and planned function of the area, specifically the Urban Growth Centre
- analysis of the existing character of the area including land uses, built form and potential for future redevelopment
- identification of water, wastewater and stormwater management infrastructure, including any constraints that may impact redevelopment options
- a review of the multi-modal transportation network in the area and the on-site transportation infrastructure to support the development options
- a review of public comments and feedback

02 PHASE TWO FUTURE OPPORTUNITIES

The Future Opportunities component included:

- creative and innovative uses and development approaches which may or may not include current uses and users
- high quality design in the proposed redevelopment, whether it be in built form, public spaces, parking, etc.
- community and stakeholder involvement in exploring possibilities for the site
- the preparation of concepts that illustrate options for use, density, access, servicing and public realm

03 PHASE THREE FINAL RECOMMENDATIONS

The final phase of the study includes:

- presenting the final recommendations for the Ontario Street site
- identification of criteria for the selection/rating of options as well as recommendations on next steps to facilitate the recommended redevelopment on the property and any further studies that may be required, including development phasing options

COMMUNITY CONSULTATION

The Regional Ontario Street Property Master Plan was prepared through an open and collaborative process with the intention of involving all those interested in participating. A wide ranging community consultation program was implemented involving a Working Group, Stakeholder Group, Social and Community Services Focus Group, various agencies, Town staff, and Council. A variety of methods were used to engage with the community in face-to-face consultation and online.

The project team received many inputs to support the Study. These ideas, comments and suggestions are summarized in two “What We Heard” reports dated August 30, 2016 and April 11, 2017.

WHO WE HEARD FROM

WORKING GROUP

A Working Group comprised of staff from the Region of Halton and the Town of Milton have been consulted throughout the study.

STAKEHOLDER GROUP

A Stakeholder Group was organized to ensure collaboration with key manager/operators of facilities on the site in the area. The Stakeholder Group is comprised of:

- Region of Halton
- Police / EMS
- Halton Women’s Place
- Seniors’ Activity Centre
- Milton Seniors’ Centre Advisory Committee (MCAC)
- Adjacent Development Interests:
Bentall Kennedy

SOCIAL & COMMUNITY SERVICES FOCUS GROUP

Representatives from key community and social services were brought together as a focus group and were consulted throughout the study.

- Halton Region Social & Community Services Department
- Halton Region Asset Management
- Community Living North Halton
- Milton Community Resource Centre
- Mississauga Halton LHIN
- Halton Region Police Services
- Milton Transitional Housing
- Halton Children’s Aid Society
- Reach Out Centre for Kids (ROCK)
- Milton Community Garden
- Habitat for Humanity
- Halton School Boards

ONE-ON-ONE INTERVIEWS

- Habitat for Humanity
- Community Living North Halton
- Milton Community Resource Centre
- Milton Transitional Housing
- Downtown Milton BIA
- Reach Out Centre for Kids (Rock)
- EMS
- Town of Milton, Community Services



2.0 BACKGROUND REVIEW

PROVINCIAL/REGIONAL PLANNING FRAMEWORK

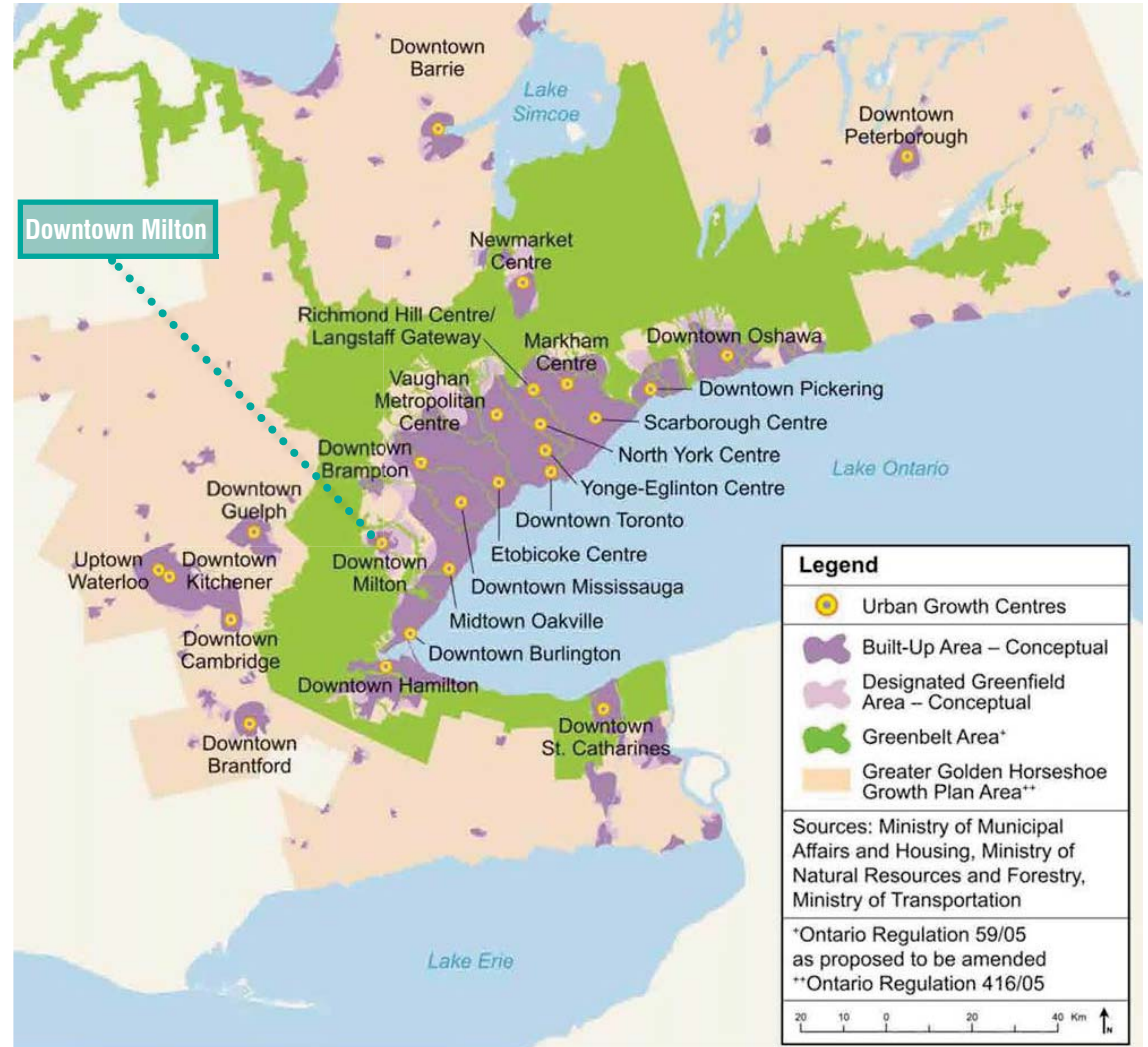
GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe (2017) is the provincially directed growth management plan for the greater golden horseshoe. This long-term plan aims to facilitate growth in major urban centres while balancing resources and public investment.

Downtown Milton is one of the 25 identified “Urban Growth Centres.”

Urban growth centres will be planned –

- as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses
- to accommodate and support major transit infrastructure
- to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses
- to accommodate a significant share of population and employment growth.



Growth Plan - Urban Growth Centres

DOWNTOWN MILTON

200

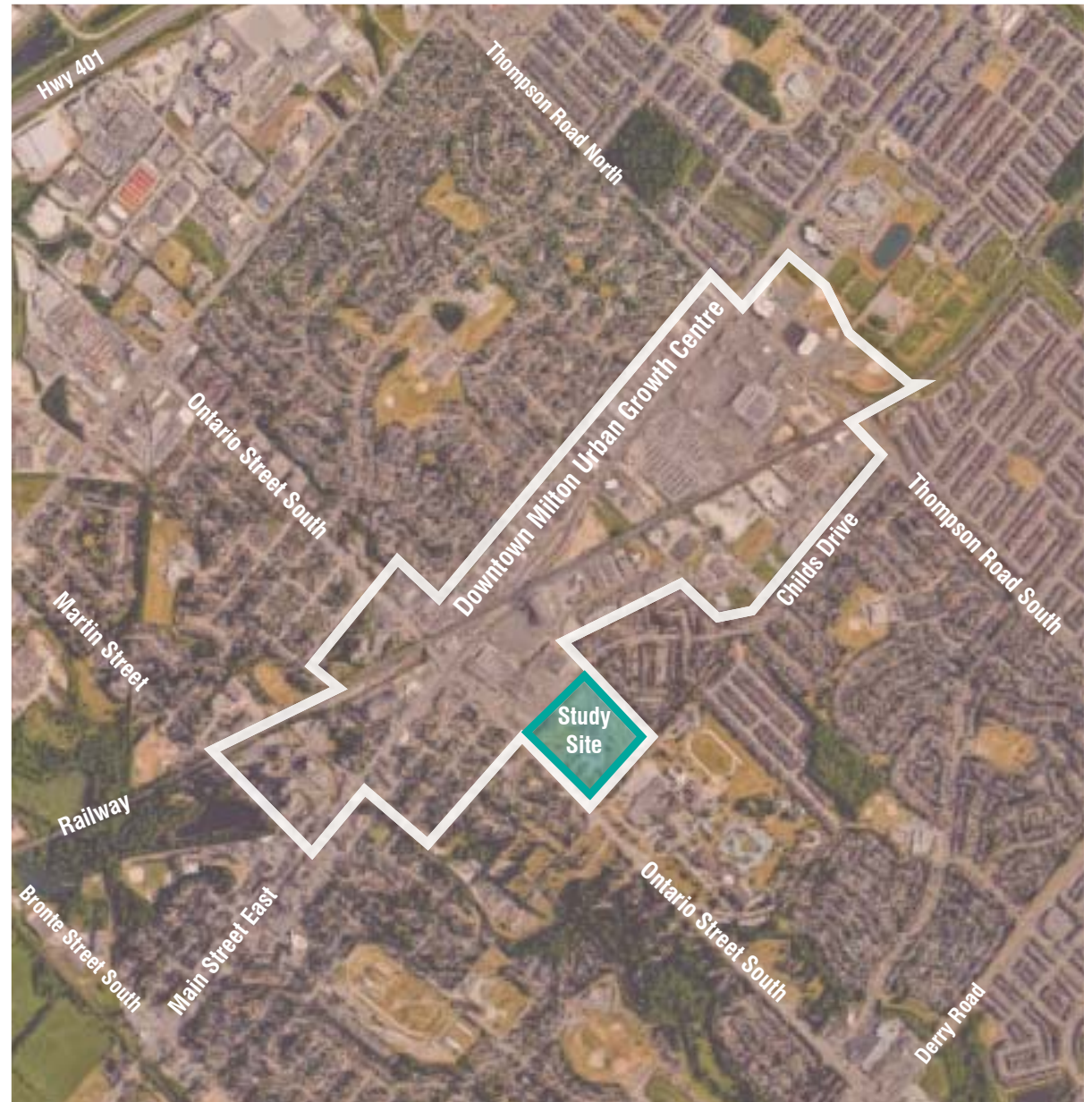
Combined Persons + Jobs per Hectare

REGIONAL OFFICIAL PLAN

Through Halton Region's Official Plan, the subject property falls within Milton's Urban Growth Centre which establishes a minimum gross density target of 200 residents and jobs per hectare for Downtown Milton.

The Region of Halton Official Plan:

- implements the Province's Growth Plan
- expects that Milton's population will grow to 238,000 and the number of jobs to 114,000 (by 2031)
- directs development with higher densities and mixed uses to "Intensification Areas", which include Urban Growth Centres
- requires the Local Municipalities to direct major office, retail and appropriate major institutional development to Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), areas with existing frequent transit services, or existing or planned higher order transit services
- requires Urban Growth Centres to accommodate a significant share of population and employment growth



Regional Ontario Street Property provides an opportunity to support the objectives of the Downtown Milton Urban Growth Centre.

LOCAL PLANNING FRAMEWORK

TOWN OFFICIAL PLAN (CURRENT)

Current Milton Official Plan (1997, 2008 Consolidation)

Institutional Area Designation:

Employment designation which recognizes major public and quasi-public uses

Main Permitted Uses:

Public, quasi-public and private non-profit uses of Town-wide, Regional or Provincial significance (e.g. hospital, secondary school, residential care facility, etc.), and other major community uses greater than 1 hectare in size

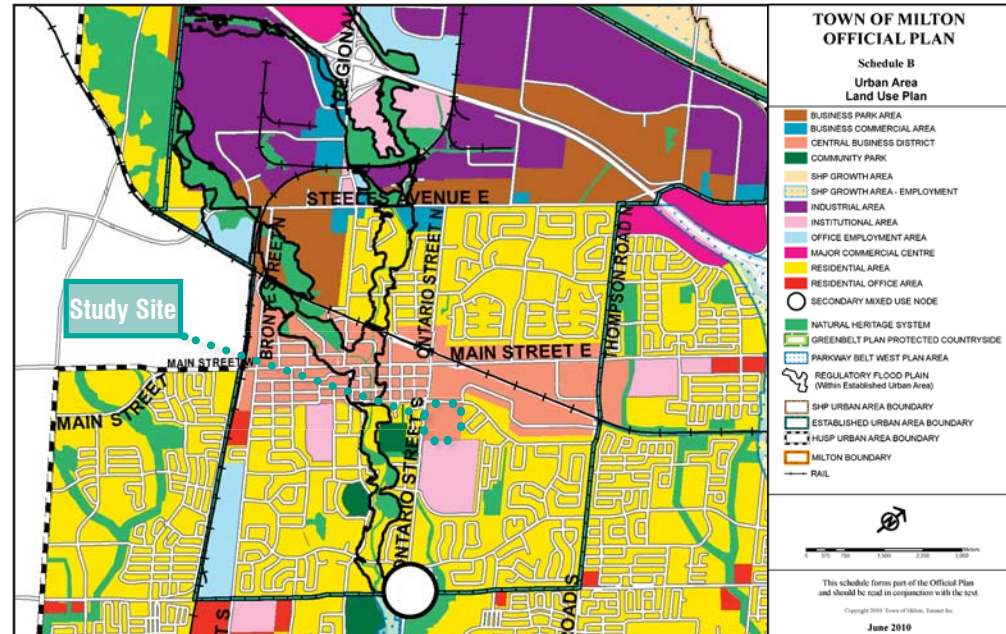
Permitted Accessory Uses:

- Service uses, retail uses and office functions
- Residential uses may be permitted adjacent to the “Residential Area” designation

Adjacent the “Central Business District” (north of Childs Drive):

- Intended to be the primary focus for commercial and services which serve Town-wide functions, as well as a major residential community
- Three major nodes of commercial, office, institutional, recreational, cultural and residential uses, one of which is the Milton Mall and potential expansion areas (Commercial Node Sub-Area)

Milton Central Planning District: Timberlea Neighbourhood



Adopted Official Plan (OPA 31) - “Central Business District” designation

TOWN OFFICIAL PLAN (ADOPTED, AWAITING APPROVAL)

OPA 31 – Growth Plan Conformity

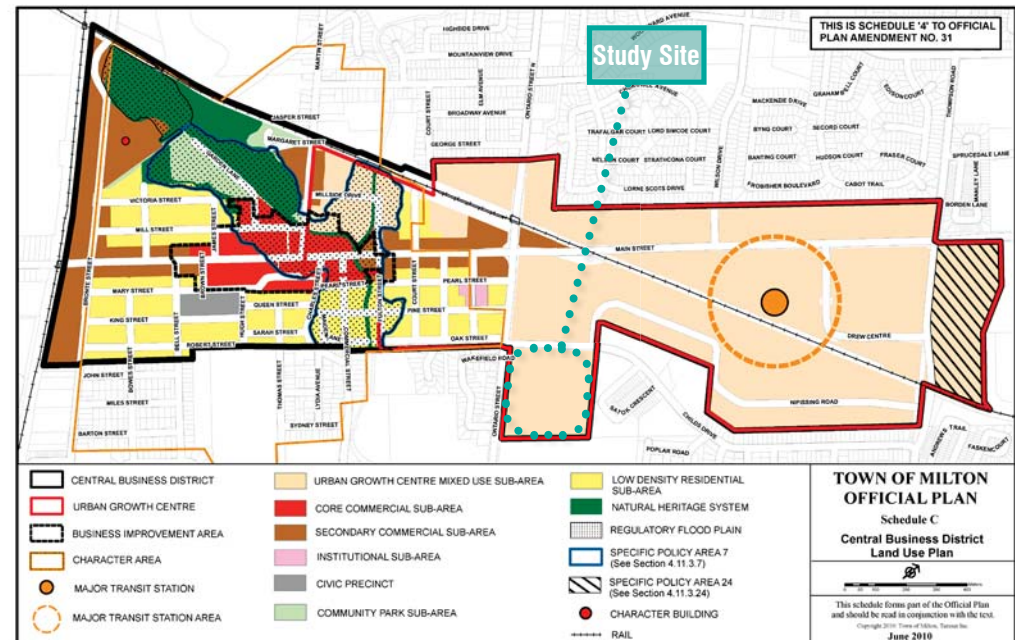
Adopted by Milton Council in 2010. Pending approval by Halton Region

“Central Business District” designation – “Urban Growth Centre Mixed Use Sub-Area”

- CBD intended to accommodate intensive residential and major office, retail and major institutional development at the maximum densities permitted. Will accommodate a significant portion of the Town’s population and employment growth
- Permitted uses include high density residential, hotels and convention centres, commercial, institutional and office uses, community facilities, etc.
- New development permitted in single or mixed-use buildings
- Overall minimum density of 200 persons and employees per hectare
- Comprehensive development plan required for major redevelopment proposals
- Lands to be pre-zoned to facilitate redevelopment

Identified as an “Intensification Area”

- Development within Intensification Areas considered the highest priority of urban development
- Sites to be pre-zoned for intensification



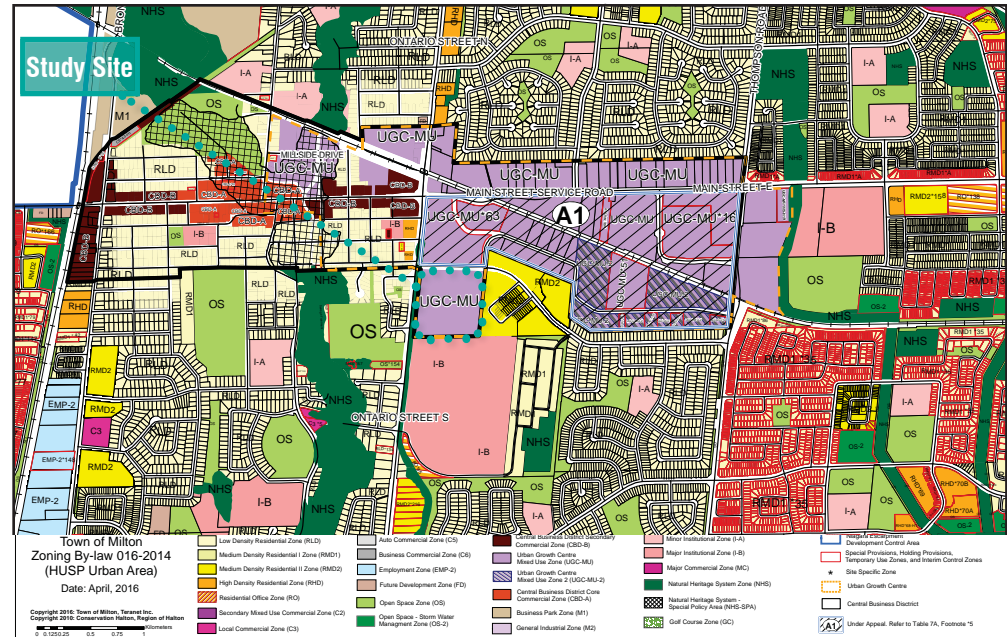
Adopted Official Plan (OPA 31) - “Urban Growth Centre Mixed Use Sub-Area” designation

TOWN ZONING BY-LAW

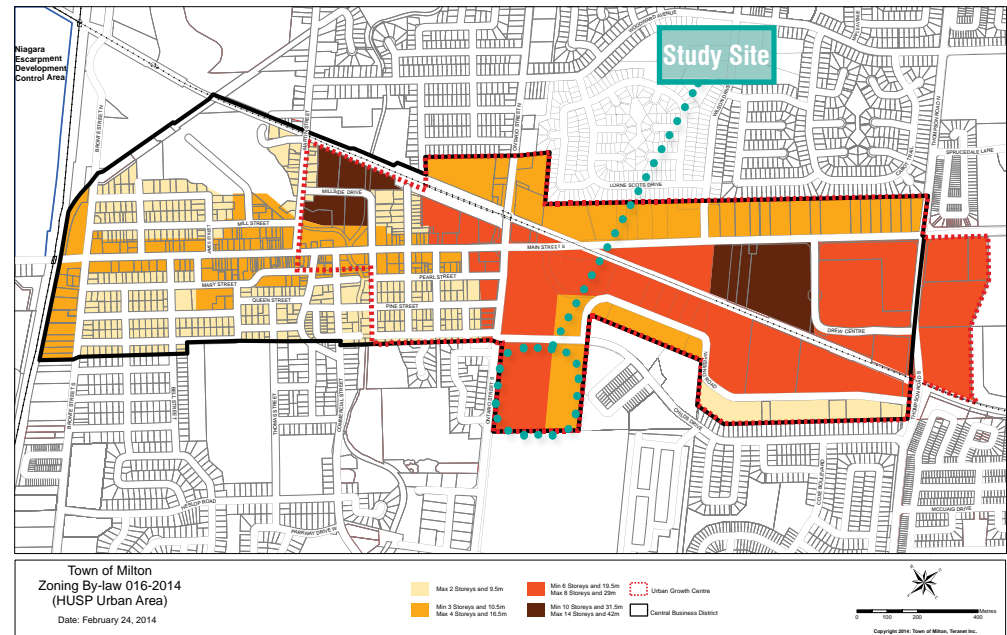
Comprehensive Zoning By-law 016-2014

“Urban Growth Centre Mixed-Use Zone” (UGC-MU)

- UGC-MU Zone applies to the majority of the Downtown Milton Urban Growth Centre and Central Business District
- Mix of Residential and Non-Residential permitted uses, including:
 - Residential: Apartment Building, Upper-floor Dwelling Units and Retirement Home
 - Non-Residential: Bank, Community Center, Hotel, Library, Office, Restaurant, Retail Store, etc.
- Building heights regulated by Schedule D, splits Study Site into west and east:
 - West: Minimum 6 storeys (19.5 metres) / Maximum 8 storeys (29 metres)
 - East: Minimum 3 storeys (10.5 metres) / Maximum 4 storeys (16.5 metres)
- Other Zone Standards:
 - Maximum Lot Coverage: 60%
 - Minimum Front Yard Setback: 0 metres (1.5 metre stepback required at the 5th storey)
 - Minimum Rear Yard Setback Abutting a Residential Zone: 12 metres (plus stepbacks above the 4th storey)
 - Minimum Landscaped Open Space: 15%



Town of Milton Zoning By-law Schedule ‘A’
Urban Area Zoning (Urban Growth Centre Mixed Use Zone, UGC-MU)

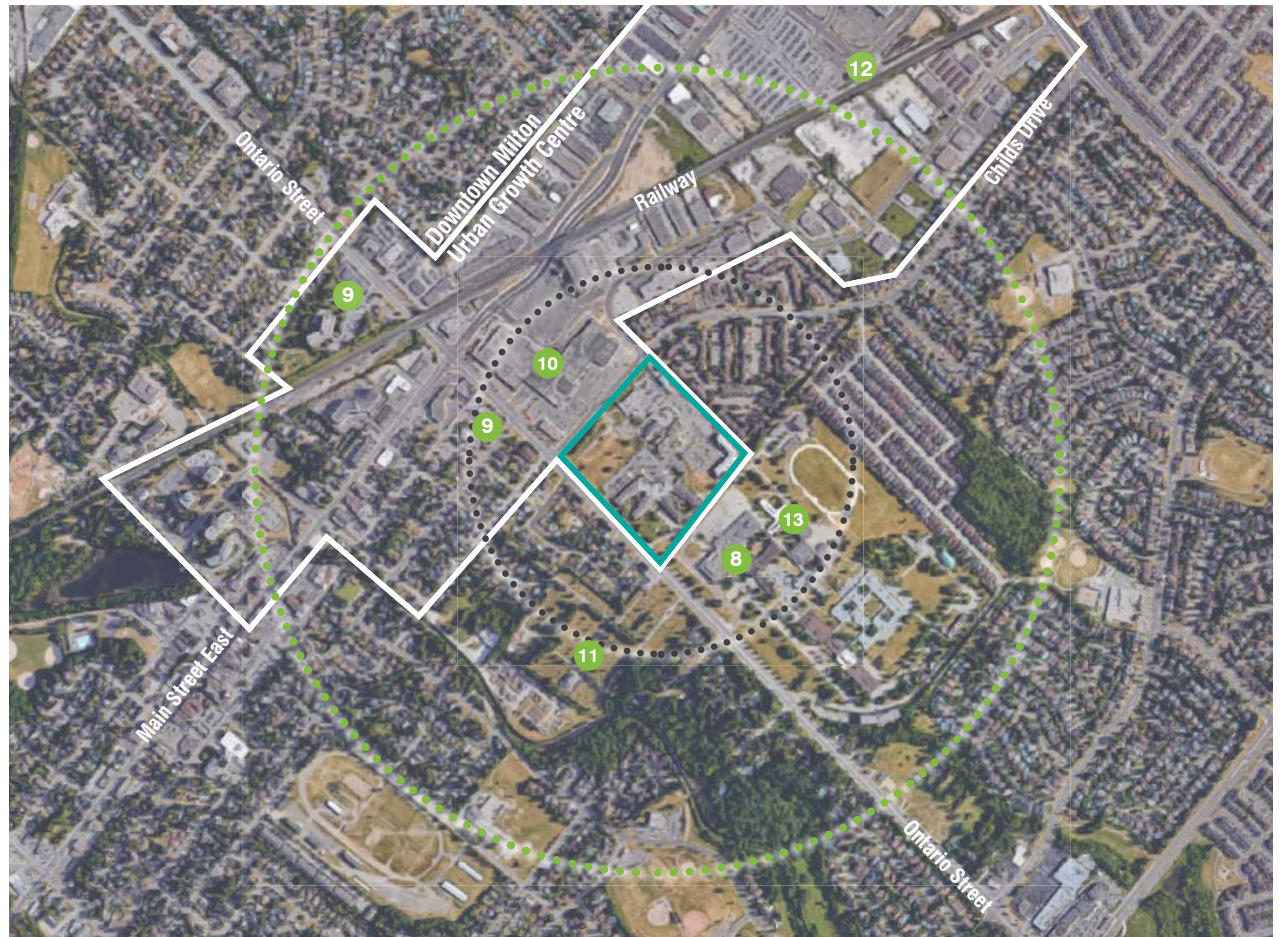


Town of Milton Zoning By-law Schedule ‘D’
Central Business District - Building Heights (Min 3 / Max 4 storeys & Min 6 / Max 8 storeys)

CONTEXT - NEIGHBOURHOOD

The Ontario Street Property is located in the Town of Milton, south of Highway 401, south of Main Street East, on the east side of Ontario Street South. The Ontario Street Property is approximately 8 hectares (20 acres) and includes existing uses of the Allendale long-term care facility with 200 beds, Seniors' Activity Centre, Halton Region Police Services, Halton Regional Paramedic Services, Halton Women's Place facility and the Halton Community Housing Corporation (HCHC) Martin House Seniors Residence. About 1.2 hectares (3 acres) of the site is not developed and a portion is used as a community garden.

Adjacent uses to the property include the Central Business District including the Milton Mall to the north, residential uses to the east, established residential uses, the historic Downtown and a cemetery to the west and institutional uses (EC Drury and Gary Allan schools) to the south. Further to the east is Milton's GO Station.



— The Property

••• 400 metre walking radius

••• 800 metre walking radius

8 Ernest C. Drury & Gary Allan Schools

9 Milton Community Services

10 Milton Mall

11 Milton Evergreen Cemetery

12 Milton GO Station

13 Ministry of Education School Board, YMCA Full Day Pre-School Program

CONTEXT - EXISTING USES ON THE SITE

1 Halton Region Police Services



Ground Floor Area: 2,053 sq.m.
Building Height: 1 storeys
GFA: 2,053 sq.m.

Private OS Area: 0 sq.m.

2 Halton Region EMS



Ground Floor Area: 471 sq.m.
Building Height: 2 storeys
GFA: 941 sq.m.

Parking: (2 Bay) 912 sq.m. (Incl. Road Access)

3 Seniors' Activity Centre



Ground Floor Area: 1,170 sq.m.
Building Height: 1 storeys
GFA: 1,170 sq.m.

Private OS Area: 0 sq.m.

4 Martin House Seniors Residence



Ground Floor Area: 2,200 sq.m.
Building Height: 3 storeys
GFA: 6,600 sq.m.

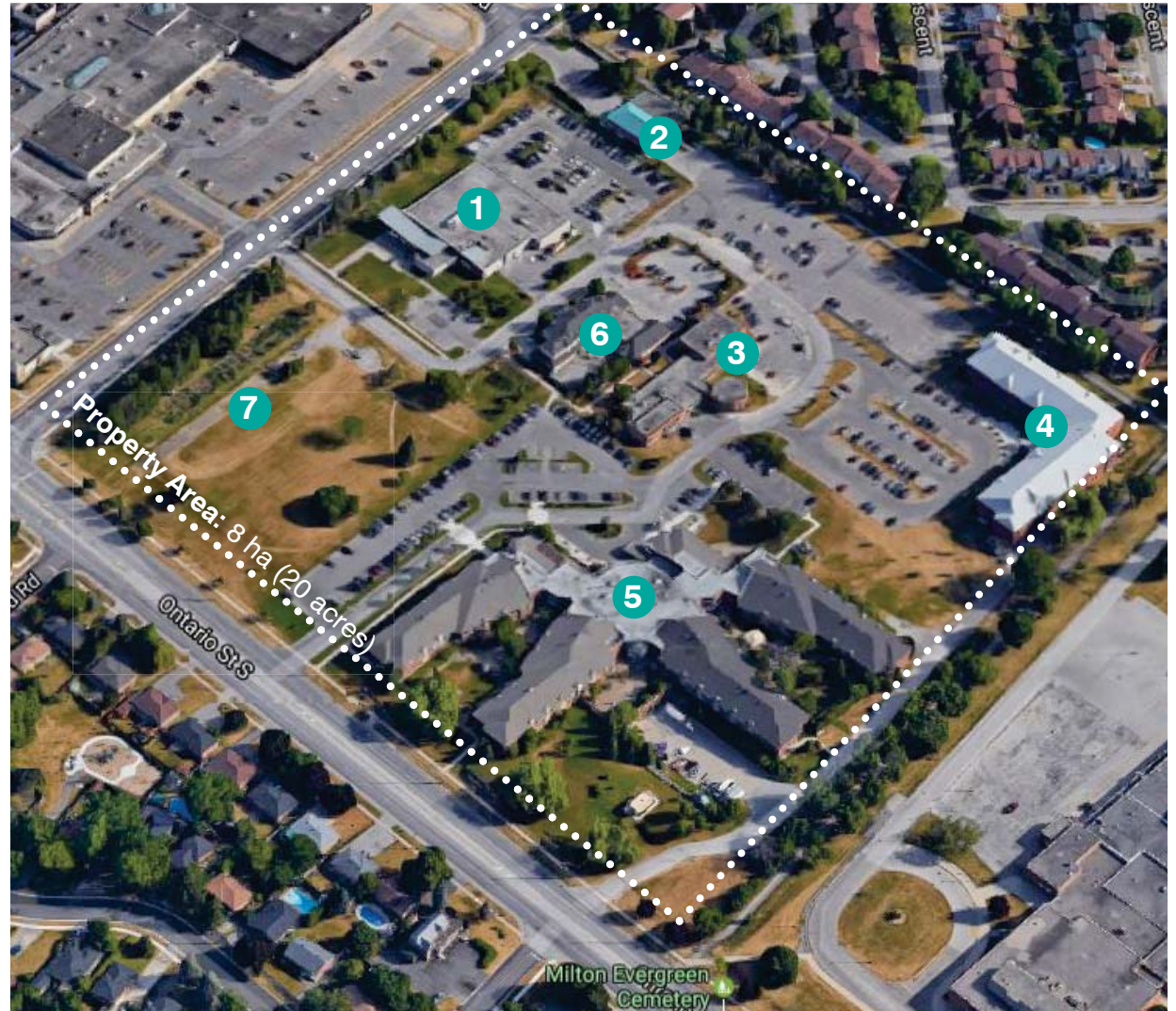
Private OS Area: 93 sq.m.

5 Allendale Long Term Care Facility



Ground Floor Area: 8,670 sq.m.
Building Height: 2 storeys
 200 beds, organized into eight 'houses' containing 25 residents each
GFA: 17,340 sq.m.

Private OS Area: 3,115 sq.m.



6 Halton Women's Place Facility



Ground Floor Area: 884 sq.m.
Building Height: 2 storeys
GFA: 1,281 sq.m.

Private OS Area: 420 sq.m.

7 Community Gardens



Undeveloped Area: 1.2 ha (3 acres)

Garden Plots Area: 628 sq.m.

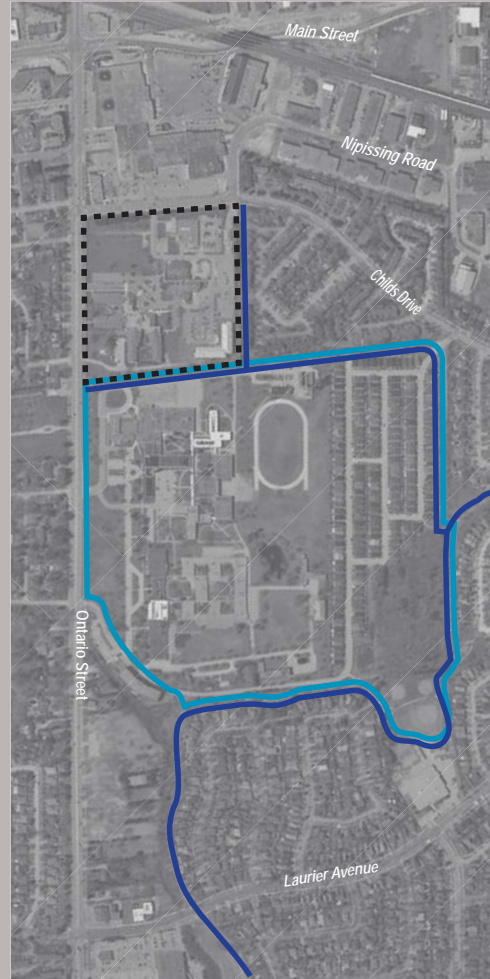
CONTEXT - TRANSPORTATION ANALYSIS

Existing Public Transit Services



- Study Site
- Route 1A
- Route 1B
- Route 2
- Route 5
- Route 6
- Route 8

Existing Pedestrian & Cycling Trails



- Study Site
- Timberlea Neighbourhood Walk
- Timberlea Neighbourhood Cycling Route

Transportation

- Existing transportation system and traffic operations adjacent to the Ontario Street property can accommodate additional traffic
- New road pattern for the site with locations for signalized access can be phased with existing site access
- With potential redevelopment, there are opportunities for the site to be connected to existing pedestrian and cycle trails

CONTEXT - SERVICING ANALYSIS

Sanitary Servicing

- Town of Milton will be serviced by Mid-Halton Wastewater Treatment Plant (WWTP) as long-term plans involve future decommissioning of the Milton WWTP and construction of a new wastewater pumping station.
- Additional future plans include improvements to the existing sanitary sewer (2026-2028).
- A downstream capacity analysis will be required to confirm that the existing sanitary sewer systems currently servicing the study site will have the capacity to convey the flows from the proposed redevelopment.

Water servicing

- An upgrade to existing watermain on Ontario Street South is planned for 2017/2018.
- An analysis will be required to confirm that the existing distribution system will have the capacity to provide adequate flows to the proposed redevelopment.

Stormwater Management

- A stormwater management analysis will be required to determine the quality, erosion, quantity and water balance control requirements to treat the runoff from the proposed redevelopment.

A functional servicing report will be required to demonstrate that development on the property will not preclude redevelopment and intensification of the balance of the Town's urban growth centre.

Existing Servicing



- Study Site
- Existing Sanitary Sewer
- Existing Storm Sewer
- Existing Watermain

CONTEXT - MARKET ANALYSIS



Milton's development market continues to be driven by **residential forms**



There is some weakness in the **local retail and office markets**



An optimal mix of land uses is likely to include:

- Traditional townhomes;
- Stacked townhomes; and
- Condominium apartments



Traditional and stacked townhomes are likely to yield the highest values today

- But, the high density market continues to evolve
- May be opportunities to cross subsidize revenue from market housing to support affordable housing and community uses



Origin - Coletara Development (Milton)



Neighbourhoods of Oak Park – Ballantry Homes (Oakville)

3.0 FUTURE OPPORTUNITIES

VISION

“ The Regional Ontario Street Property is envisioned to become a Complete, Transit-Supportive, Pedestrian-Oriented, Mixed-Use Community that is compact, vibrant and complements the character of the urban downtown through a long-term strategy that respects its existing uses and is sensitive to its surrounding neighbours. ”



URBAN DESIGN PRINCIPLES

The Vision for the Ontario Street property is aligned with the Provincial, Regional and Local Municipal policy directions; they provide the overarching objectives for future development/redevelopment of the site, and the framework for its physical design including site layout, the arrangement of public and private realm elements and the relationships between these elements to one another and to adjacent areas. On this basis, the key urban design principles that are imbedded in the Master Plan are premised on creating sustainable development and complete communities, and include:

01 DENSITY, DIVERSITY, MIXED-USE

Maximizing the use of space and land, as well as the efficient use of resources and infrastructure are fundamental to creating sustainable and complete communities. Development of the Ontario Street property will include a concentration and mix of uses to achieve these objectives and to encourage accessibility to a diversity of users.

02 PEDESTRIAN-ORIENTED / TRANSIT-SUPPORTIVE

Reducing car-dependency is a key objective and imperative to the creation of sustainable and complete communities. Development of the Ontario Street property will encourage and support alternative modes of transportation, including active transportation, transit and ride sharing opportunities.



03 PLACE MAKING

Designing meaningful environments that have a strong sense of place and identity is critical to the creation of successful and complete communities. The neighbourhood character of the Ontario Street property will include high-quality built form, vibrant streetscapes and inviting public spaces that considers natural and cultural heritage aspects, is connected to the surrounding urban fabric and provides opportunities for a rich community life.



FOUNDATIONS

In consideration of the urban design principles and the site's background and context, a number of fundamental design parameters were identified as the basis for the emerging concepts that led to both the Preferred Concept and Master Plan. These foundations include:

A MIX OF USES

Building upon the principle of Density, Diversity and Mixed-Use, the Master Plan will physically and functionally integrate a mix of uses on the site; input and feedback through the public consultation process also identified the community's and stakeholders' desire to include a mix of residential, commercial/retail, institutional and community uses on the site.



B INTENSIFICATION

Building upon the principle of Density, Diversity and Mixed-Use, and recognizing the intensification objectives for Urban Growth Centres, the redevelopment of the Ontario Street property will include an increase in the number of buildings on the site to accommodate a mix and intensity of uses to achieve the Province's target of 200 persons and jobs per hectare. The Master Plan depicts the potential development of a variety of housing options, commercial, institutional and community service uses as well as the accommodation of existing uses on the site.



C STREETS AND BLOCKS

Building upon the principle of Pedestrian-Oriented, Transit-Supportive development, the arrangement of streets and blocks in the future development of the Ontario Street property will provide connections for pedestrians and cyclists and accommodate both cars as well as public transit. Street and block patterns, and the design of the public realm, including the built form interface, will be pedestrian-oriented.



D STREET NETWORK & ACTIVE TRANSPORTATION

Building upon the principle of Pedestrian-Oriented, Transit-Supportive development, streets will be connected within the site and to the surrounding road network; streets will include pedestrian and cyclist amenities that, combined with trails and open space links, encourage active transportation opportunities.



Existing access points and roads

E HIGH QUALITY URBAN DESIGN

Building upon the principle of Place Making, the Master Plan will:

- Include unique, vibrant places, with a strong sense of identity (parks, plazas, courtyards, public streets, etc.)
- Create local destinations which attract a critical-mass of users and activities
- Create high quality built form and landscapes
- Create a linked network of parks and open spaces
- Configure parkland to support the diverse amenity needs of the community
- Create parks as focal points/gathering areas



F TRANSITIONS

Building upon the principle of Place Making, the Master Plan will provide transitions to surrounding neighbourhoods through:

- Built form design: height, massing, setbacks, stepbacks
- Landscape design: streetscape treatments, planted buffers/screens, opens space location and configuration



Transitions

G ACTIVE STREET FRONTS

Building upon the principle of Place Making, the Master Plan will encourage active street fronts to create an animated and vibrant public realm; this will include:

- Locating mixed uses within the ground floor of all buildings
- Orientation of primary entrances and primary facades along street frontages
- Focusing active ground floor uses along the Main Street and around parks and open space
- Locating future transit stops in consideration of other active ground floor uses, parks and open space



Active Street Fronts

EMERGING CONCEPTS

Based on the Urban Design Principles and Foundations, Emerging Concepts A and B were developed and presented at the first community workshop for input and feedback from stakeholders and the public.

CONCEPT A

Grid street and block pattern builds on existing boundary roads and access points and anticipates potential connections to the north and south of the property.

Public park located centrally to provide focus for the new neighbourhood and to be easily accessible to the surrounding existing community.

Tallest buildings and commercial mixed-uses aligned along Ontario Street.

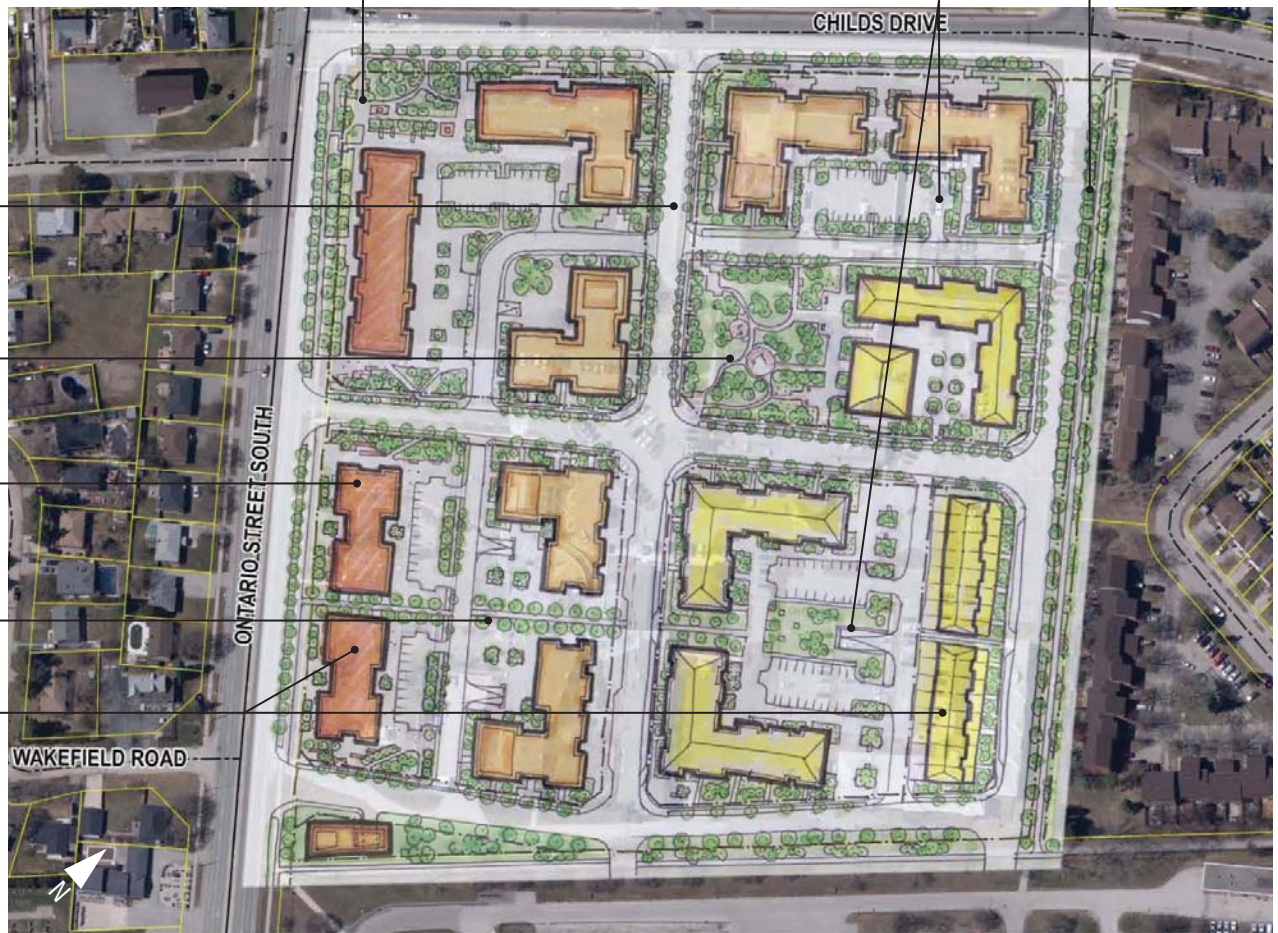
Extensive and connected pedestrian system that includes privately owned public space (POPS).

Buildings transition to existing residential uses to the east and west of the property.

Urban park located as a 'gateway' at Ontario Street and Childs Drive.

Existing trails are enhanced and combined with new public streets and landscaped boulevards.

Parking to include a combination of underground structures, surface lots (behind buildings) and on-street.



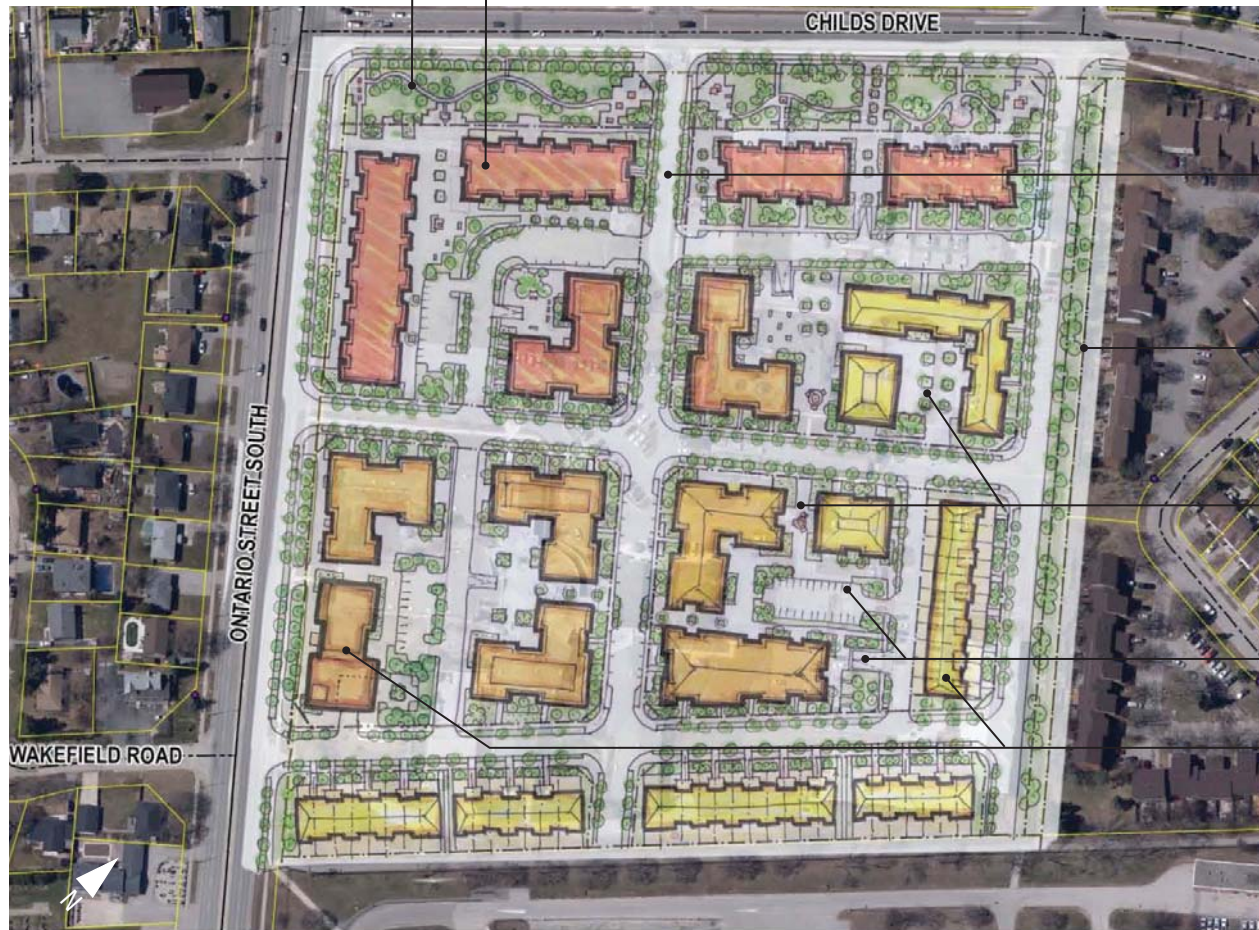
● Open Space

● Medium Density Mixed Use

● Medium Density Residential

● Low Density Residential

CONCEPT B



Public park located linearly along Childs Drive to provide focus for mixed-use development along the street and to be visually prominent and easily accessible to the surrounding existing community; this includes park space at the 'gateway' location at intersection of Ontario Street.

Tallest buildings and commercial mixed-uses aligned along Childs Drive.

Grid street and block pattern builds on existing boundary roads and access points and anticipates potential connections to the north and south of the property.

The existing trail along the east property limit is enhanced and combined with a new public street and landscaped boulevard.

Extensive and connected pedestrian system that includes privately owned public space (POPS).

Parking to include a combination of underground structures, surface lots (behind buildings) and on-street.

Buildings transition to existing residential uses to the east and west of the property.

- Open Space
- Medium Density Mixed Use
- Medium Density Residential
- Low Density Residential

COMMUNITY WORKSHOP 1

AUGUST 30, 2016

The first Community Workshop took place on August 30, 2016 at the Milton Memorial Arena - Lion's Club Hall.

Approximately **70** participants attended

Potential land use developments (Concepts A & B) were presented to the workshop participants and were evaluated according to key discussion themes based on the six foundational elements:

- 01 MIX OF USES
- 02 TRANSITIONS
- 03 INTENSIFICATION
- 04 ROADS & ACCESS
- 05 ACTIVE STREET FRONTS
- 06 PHASING

Subsequently, a 'What We Heard' Report was prepared to summarize the outcome of the public consultation. Input received was used to shape the Master Plan.



WHAT WE HEARD



- Seniors Centre should be a stand-alone facility
- Seniors Centre needs to have prominence and easy visibility



- Highest density should be at corner of Childs Drive and Ontario Street South, and lower elsewhere
- Support for medium density, mixed use



- Strong concern with respect to if sufficient parking will be provided:
 - Lack of clarity for how much underground parking is being provided
 - No parking shown for the Seniors Centre; some opinion that it should be surface parking
 - Shouldn't have on-street parking on Ontario Street South
 - Existing water issues on site may impact underground parking

PREFERRED CONCEPT

Input and feedback received from stakeholders and the public through the first community workshop identified aspects of Concepts A and B that were synthesized to create the Preferred Concept. The key elements of the preferred concept are as follows:

Urban park located as a 'gateway' at Ontario Street and Childs Drive.

Tallest buildings and commercial mixed-uses aligned along Main Street.

Grid street and block pattern builds on existing boundary roads and access points and anticipates potential connections to the north and south of the property.

The existing trail along the east property limit is enhanced and combined with a new public street and landscaped boulevard.

Linear central public park to provide focus for the new neighbourhood and to be easily accessible to the surrounding existing community.

Extensive and connected pedestrian system that includes privately owned public space (POPS).

Parking to include a combination of underground structures, surface lots (behind buildings) and on-street.

Buildings transition to existing residential uses to the east and west of the property.



COMMUNITY WORKSHOP 2

APRIL 11, 2017

The second Community Workshop was held on April 11, 2017 at the Milton Memorial Arena - Lion's Club Hall.

Approximately **30** participants attended

An afternoon and an evening session were held. The purpose of the meeting was to present and to seek input on the preferred land use development concept.

The team made a presentation which included the project context and purpose of the study, urban design principles, a public consultation summary, the preferred concept design components and possible phasing scenarios for development.

WHAT WE HEARD

-  Need for affordable, rental housing
-  Maintain a community / health services hub
-  Accommodate the existing services, as well as possible expansions
-  More parkland and green space to balance intensification
-  Preserve community garden use somewhere on the site
-  Provide sufficient parking
-  Consider existing traffic and potential future impacts of development on road network
-  Support transit service within the site
-  Buildings need to create a closer and more cohesive street frontage
-  Concerns with interim measures during construction



4.0 MASTER PLAN

The second community workshop provided feedback and input from stakeholders and the public to further refine the Preferred Concept; the key elements of the resulting Master Plan are as follows:

An **urban park** anchors the highly prominent corner at Ontario Street and Childs Drive.

A **linear central park** defines the core area of the neighbourhood with street frontage along the south limit and building frontage along the north limit. This urban open space will be designed to support diverse activities and incorporate aspects of the local landscape character.

An extensive **pedestrian system** including trails, sidewalks and privately owned public space (POPS) will enhance connectivity throughout the neighbourhood and to surrounding neighbourhoods. In addition, pedestrian connections through a vibrant public space (i.e. balanced hard and softscapes, plazas and gathering spaces connected to commercial uses at the ground level) provide access and facilitate navigability within the neighbourhood.

Possible location for a building that combines **police** and **paramedic services**. The building is integrated as entry to the community and connecting to the south multi-use trail. Its location favours the function of the **EMS building** which is separated from existing residential uses, and is in close proximity to a future controlled intersection.



Possible location for a multi-storey **long-term care facility** (Allendale)

All buildings incorporate a 2-storey base that may be used for a combination of **commercial, retail, institutional or community uses**. The upper levels of all buildings may include a combination of market, rental, and/or community housing.

Possible location for a building that contains different community services such as **Seniors' Activity Centre**, the **Women's Place** and **Seniors Housing**.

Opportunities for **landscaped/green roofs**.

As part of the public realm, the parks, trails and streetscapes provide opportunities for **public art**.

Buildings provide **transition to the existing residential uses** along the east and west sides of the property with the focus of the tallest buildings central to the site forming a '**Main Street**' condition. Building height is reduced along Ontario Street South, in order to create a balanced transition from the western residential neighbourhood into the high-density residential development with commercial uses at the ground level along the central north-south corridor.

A rich and vibrant 'main street' configured in the central north-south axis of the property incorporates public space serving street level commercial uses along the bases of the 10 to 12 storey buildings along this corridor. The streetscape along the Main Street is envisioned as open, barrier-free, and include a mixture of paved surfaces, street trees, street furniture and public art. A concentration of commercial/retail uses is encouraged along '**Main Street**'.

MASTER PLAN - CROSS SECTIONS



SECTION 1



SECTION 2



SECTION 3



Mixed-Used Buildings



Urban Parks

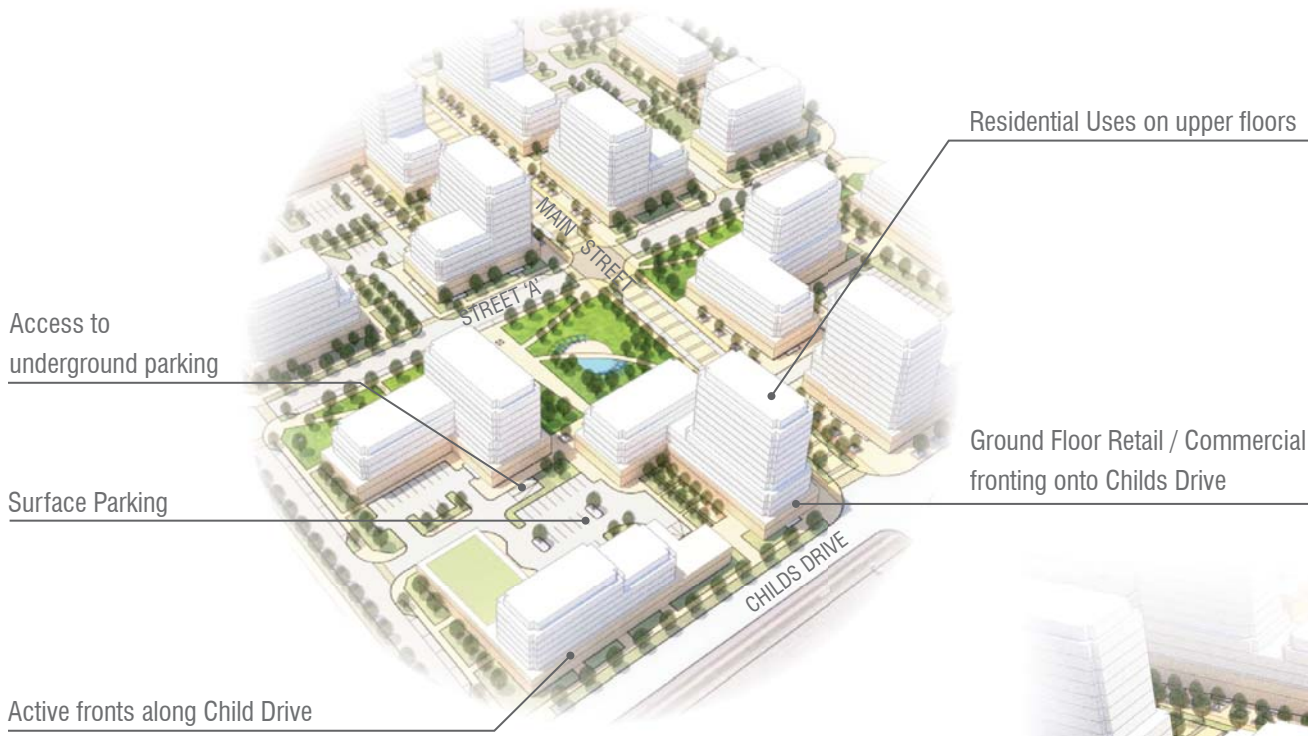


Mixed-Used Buildings

MASTER PLAN - MASSING SCENARIO 1



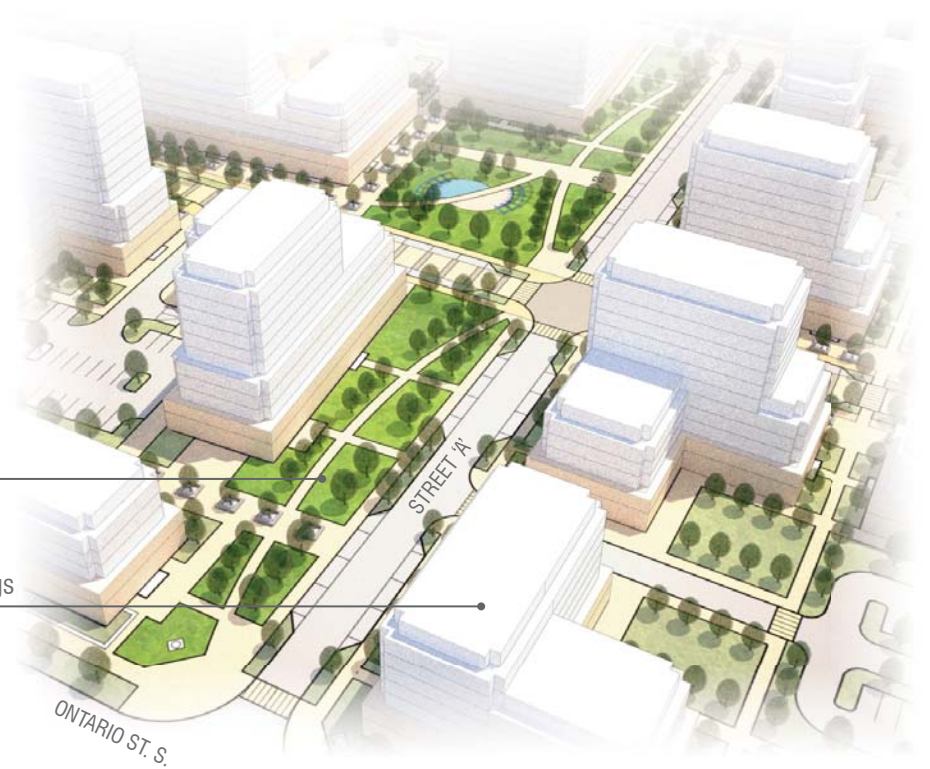
SOUTH-WEST VIEW



MIXED-USE BLOCK

Linear Central Park

Mixed-Use Buildings



VIEW OF THE LINEAR CENTRAL PARK

MASTER PLAN - MASSING SCENARIO 2



NORTH-WEST VIEW

Mixed-Use Buildings

- Potential Seniors' Activity Centre
- Potential Allendale Long Term Care Facility
- Potential Regional Offices / other Community Services

POTENTIAL 'COMMUNITY USE' BLOCK



Massing of buildings frame the park

Potential Rooftop Green Space

Active frontage with entrances facing park

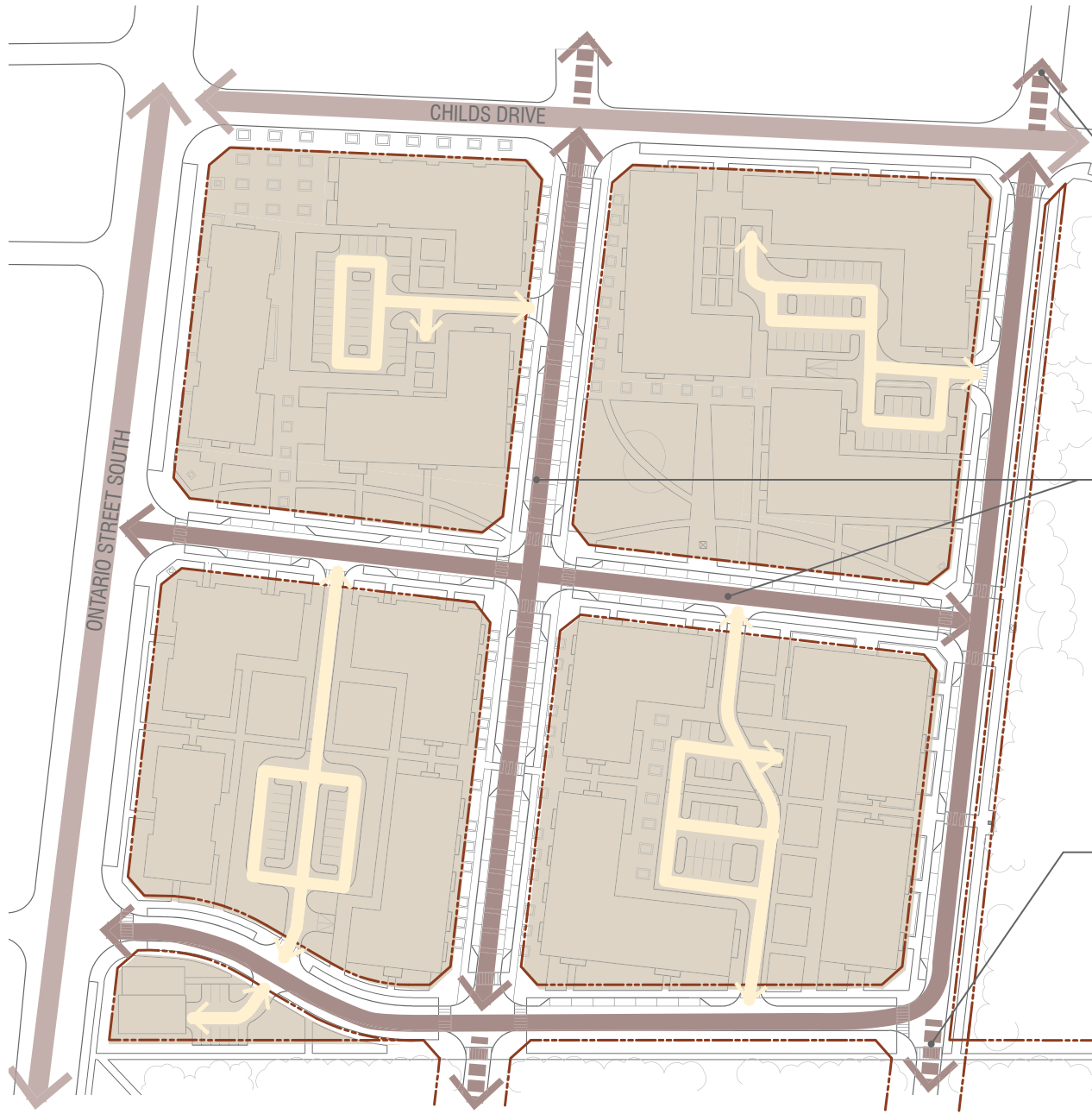
Mixed-Use Buildings

Public Art



VIEW OF THE LINEAR CENTRAL PARK

MASTER PLAN - STREETS & BLOCKS



Potential future extension of public roads to the north.

The grid street and block pattern builds on the existing boundary roads and access points and anticipates potential connections to the north and south of the property. The resulting block pattern creates four separate regular shaped development blocks and one smaller block focused at the intersection of Ontario Street and Wakefield Road.

Potential future extension of public roads to the south.

Development Block
 Ex. Public Street
 New Public Street
 Private Laneway



Roads



Mixed-Use Development



Residential Buildings



MASTER PLAN - CIRCULATION



Sidewalks
provided on both sides of the public streets.

Walkways
within private open space are publicly accessible (POPS).

Walkways
within public parks and open space.

Enhanced trails
build upon existing trails or are combined with the sidewalk within a new road right-of-way to create an expanded pedestrian path.



Sidewalks



Private Laneways & Parking Areas



Pedestrian Corridors



Public Trails



MASTER PLAN - PUBLIC REALM & OPEN SPACE



Urban park

as an urban landmark and pedestrian gateway to the community.

A linear central park

defines the core area of the neighbourhood with street frontage along the south limit and building frontage along the north limit. This urban open space will be designed to support diverse activities and incorporate aspects of the local landscape character.

Streetscape

combined hard and soft landscape features to create an animated pedestrian zone that also supports the mix of uses located along the ground floor of buildings along Main Street.

Privately Owned Public Space (POPS)

provides landscaped areas through private development blocks that enhance connectivity and provide options for pedestrian movement throughout the site.



Urban Parks



Linear / Central Parks



Streetscapes



Privately Owned Public Spaces (POPS)



MASTER PLAN - BUILT FORM



All buildings

incorporate a 2-storey base that may be used for a combination of commercial, retail, institutional or community uses. The upper levels of all buildings may include a combination of market, rental, and/or community housing.

10 to 12 storey mixed-use buildings

lining both sides of Main Street, including a concentration of commercial/retail at the ground floor building base, is encouraged to create a vibrant neighbourhood focus.

Buildings provide transition

to the existing residential uses along the east and west sides of the property with the focus of the tallest buildings central to the site forming a 'Main Street' condition. Building height is reduced along Ontario Street South, in order to create a balanced transition from the western residential neighbourhood into the high-density residential development with commercial uses at the ground level along the central north-south corridor.



Mixed-Use Buildings



MIXED USES

The existing zoning for the Ontario Street Property is Urban Growth Centre Mixed Use (UGC-MU) which permits a mixture of residential (including high density residential uses) and commercial uses, which are detailed in the by-law. The Master Plan supports a mix of uses including, for example:



Community Use Buildings



- Assisted living
- Dentists
- Doctors/clinics
- Day care, Child and youth services
- Retail
- Personal services
- Book store
- Restaurants/cafes
- Grocery store
- Professional offices
- Recreation/Social Services
- Region of Halton offices
- Seniors centre
- Women's shelter
- Seniors housing
- Market housing
- Rental housing
- Community centre
- Drop in centre
- Transitional/supportive housing



Community Use Buildings



Residential Buildings



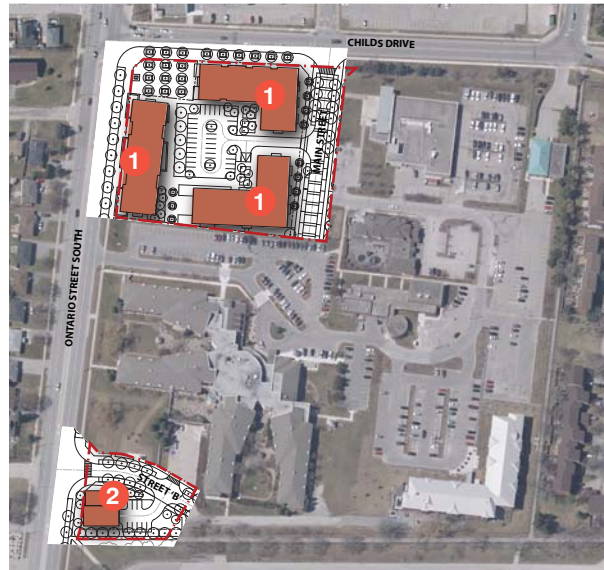
5.0 POSSIBLE PHASING SCENARIOS

In order to facilitate redevelopment of the property, and based generally on the Master Plan, any potential phasing strategy should be premised on a short and long-term vision and take into consideration:

- Existing uses on the property
- Location and condition of the existing buildings/facilities
- Existing long-term leases and agreements
- Existing infrastructure, site servicing and transportation capacity
- Construction staging
- Market conditions

The depicted phasing scenarios are provided as a conceptual illustration only of how the property may be developed over time. The final phasing plan will be subject to many factors, conditions and processes that will be fully considered at the appropriate time and ultimately, follow Council's direction.

PHASE 1 (5-10 YEARS)

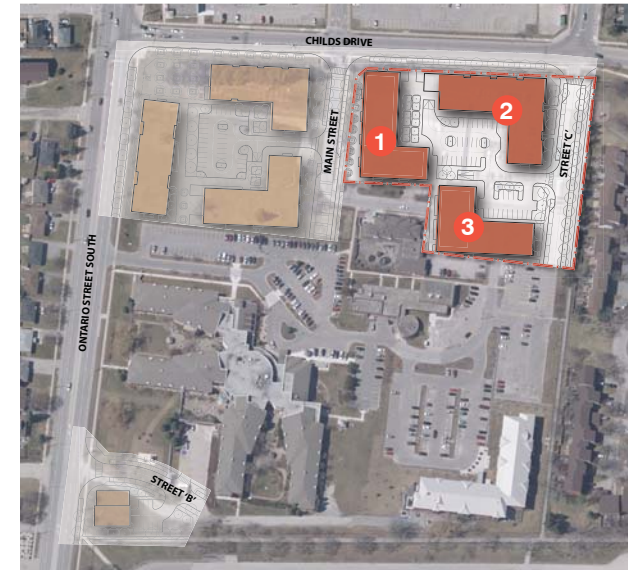


- 1 Mixed Use
- 2 Paramedic Services, Police Services

The community gardens need to be relocated/accommodated in another location (this would require coordination with the Town of Milton), to allow for the development of these mixed-use buildings. Depending on the market conditions at the time, the proposed buildings may be developed at the same or at different times.

A new building would be constructed in the southwest corner of the site to accommodate both Paramedic and Police Services. In this location, there is also the potential to implement a signalized intersection and/or a controlled access for the Paramedic/Police Services.

PHASE 2 (10-15 YEARS)

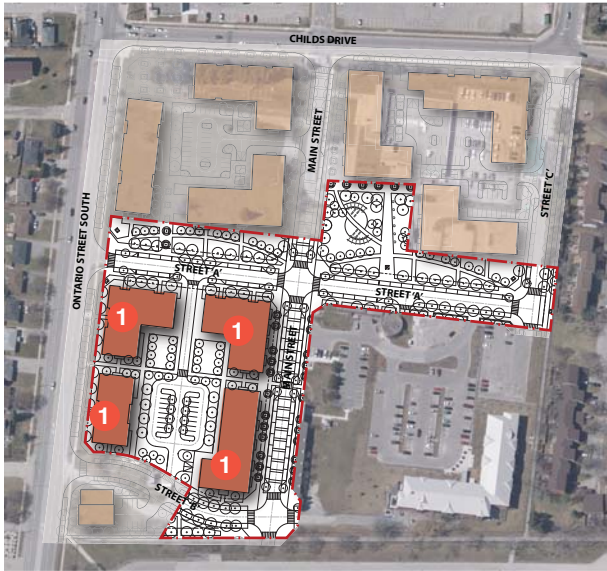


- 1 Mixed Use
- 2 Potential Allendale Long-Term Care Facility
- 3 Mixed-Use: Community Centre, Regional / Municipal Uses, Retirement Dwelling

With the relocation of the Paramedic/Police Services to the southwest corner of the site, the northeast quadrant may be developed. This would include the construction of a 8-10 storey (#2) to potentially replace the Allendale Long-Term Care Facility, and two mixed use buildings. The 8-10 storey building (#3) could provide space for the Seniors Activity Centre, the Women's Place and potentially, community/seniors housing on the upper floors. The 10 to 12 storey building (#1) facing Main Street could contain retail/commercial uses at ground level and residential uses on the upper floors.

A portion of Street 'C' would be completed to allow access to Childs Drive and to surface and underground parking. This includes the construction of the north portion of the trail adjacent to the Street.

PHASE 3 (15-20+ YEARS)

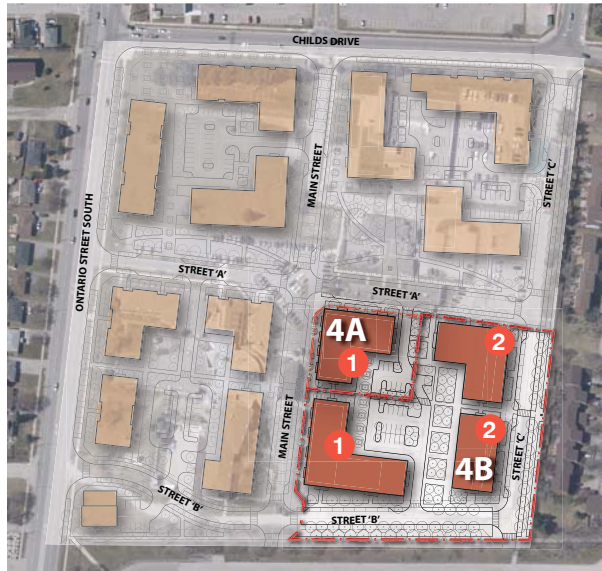


1 Mixed Use

With the relocation of the Allendale Long-Term Care Facility, the Seniors Activity Centre and Women’s Place, the southwest quadrant may be developed. This would include the completion of Street ‘A’, allowing pedestrian and vehicular connectivity to Ontario Street and Childs Drive, the linear central park and four mixed-use buildings.

The four mixed-use buildings vary in height from 6 to 8 storeys along Ontario Street South to 10 to 12 storeys along the internal Main Street. Depending on the market conditions at the time, the proposed buildings may be developed at the same or at different times.

PHASE 4 (20+ YEARS)



1 Mixed Use
2 Residential Use

The southeast quadrant of the site is envisioned to be developed last as Martin House is a relatively new building. With this phase of development, the existing seniors housing would need to be relocated to within another building on the site (constructed in an earlier phase), or be replaced within this quadrant as Phase 4A. In this scenario, Phase 4B would then include the completion of the three remaining buildings and again, depending on the market conditions at the time, these buildings may be developed at the same or at different times.

APPENDIX B



An isometric architectural rendering of a city block, showing various buildings of different heights and widths, interspersed with trees. The scene is viewed from an elevated perspective, looking down at an angle. The entire image has a light blue-grey color scheme.

REGIONAL MUNICIPALITY OF HALTON
ALLENDALE CAMPUS | MILTON

DEVELOPMENT GUIDELINES

AUGUST 2021

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The Allendale Campus is located within Milton's Downtown Urban Growth Centre, within its Major Transit Station Area (MTSA).

Downtown Milton
200

Combined Persons +
Jobs per Hectare

PART 1

DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

The Vision and Guiding Principles for the Regional Ontario Street Property, also referred to as the Allendale Campus site, are well established in the Regional Ontario Street Property Master Plan, 2017.



“ The Regional Ontario Street Property is envisioned to become a Complete, Transit-Supportive, Pedestrian-Oriented, Mixed-Use Community that is compact, vibrant and complements the character of the urban downtown through a long-term strategy that respects its existing uses and is sensitive to its surrounding neighbours ”

URBAN DESIGN PRINCIPLES

Density, Diversity, Mixed-Use

Maximizing the use of space and land, as well as the efficient use of resources and infrastructure are fundamental to creating sustainable and complete communities. Development of the Ontario Street property will include a concentration and mix of uses to achieve these objectives and to encourage accessibility to a diversity of users.



Pedestrian-Oriented / Transit-Supportive

Reducing car-dependency is a key objective and imperative to the creation of sustainable and complete communities. Development of the Ontario Street property will encourage and support alternative modes of transportation, including active transportation, transit and ride sharing opportunities.



Place Making

Designing meaningful environments that have a strong sense of place and identity is critical to the creation of successful and complete communities. The neighbourhood character of the Ontario Street property will include high-quality built form, vibrant streetscapes and inviting public spaces that considers natural and cultural heritage aspects, is connected to the surrounding urban fabric and provides opportunities for a rich community life.



FOUNDATIONS

The following design parameters are the foundations of the Master Plan and will be fundamental in the site's development.

Mix of Uses

Building upon the principle of Density, Diversity and Mixed-Use, the Master Plan will physically and functionally integrate a mix of uses on the site; input and feedback through the public consultation process also identified the community's and stakeholders' desire to include a mix of residential, commercial/retail, institutional and community uses on the site.

Intensification

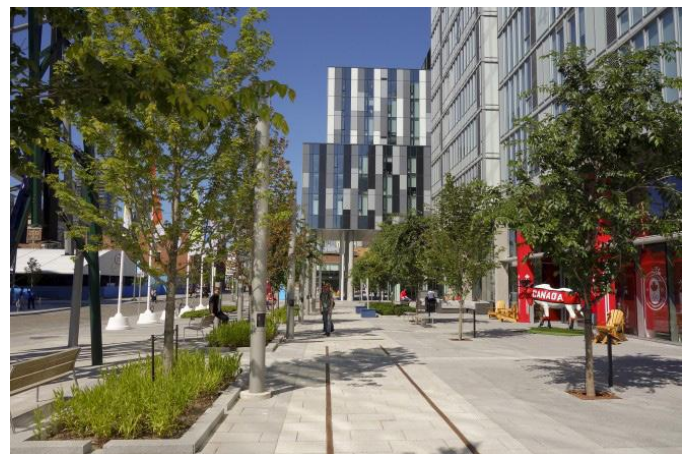
Building upon the principle of Density, Diversity and Mixed-Use, and recognizing the intensification objectives for Urban Growth Centres, the redevelopment of the Ontario Street property will include an increase in the number of buildings on the site to accommodate a mix and intensity of uses to achieve the Province's target of 200 persons and jobs per hectare. The Master Plan depicts the potential development of a variety of housing options, commercial, institutional and community service uses as well as the accommodation of existing uses on the site.

Street and Blocks

Building upon the principle of Pedestrian-Oriented, Transit-Supportive development, the arrangement of streets and blocks in the future development of the Ontario Street property will provide connections for pedestrians and cyclists and accommodate both cars as well as public transit. Street and block patterns, and the design of the public realm, including the built form interface, will be pedestrian-oriented.

Street Network and Active Transportation

Building upon the principle of Pedestrian-Oriented, Transit-Supportive development, streets will be connected within the site and to the surrounding road network; streets will include pedestrian and cyclist amenities that, combined with trails and open space links, encourage active transportation opportunities.





High Quality Urban Design

Building upon the principle of Place Making, the Master Plan will:

- Include unique, vibrant places, with a strong sense of identity (parks, plazas, courtyards, public streets, etc.)
- Create local destinations which attract a critical-mass of users and activities
- Create high quality built form and landscapes
- Create a linked network of parks and open spaces
- Configure parkland to support the diverse amenity needs of the community
- Create parks as focal points/gathering areas.



Transitions

Building upon the principle of Place Making, the Master Plan will provide transitions to surrounding neighbourhoods through:

- Built form design: height, massing, setbacks, step-backs.
- Landscape design: streetscape treatments, planted buffers/screens, opens space location and configuration.



Active Street Fronts

Building upon the principle of Place Making, the Master Plan will encourage active street fronts to create an animated and vibrant public realm; this will include:

- Locating mixed uses within the ground floor of all buildings
- Orientation of primary entrances and primary facades along street frontages
- Focusing active ground floor uses along the Main Street and around parks and open space
- Locating future transit stops in consideration of other active ground floor uses, parks and open space.

PURPOSE OF THE DEVELOPMENT GUIDELINES

The vision for Phase 1 development (refer to page 6) represents a coalescence of the vision, goals, structure and guidelines of the Regional Ontario Street Property Master Plan (Master Plan) and the existing and emerging policy context of Downtown Milton. Being located within the Town's Urban Growth Centre, it is essential that Phase 1 provides a compact, walkable form of development that includes for mixed uses and higher density built forms while being well designed and supporting broader objectives related to complete communities. Phase 1 is very significant in the implementation of the broader vision of the Ontario Street Property and the broader provincial, regional and local policy objectives.

Phase 1 will be implemented by several planning applications made to the Town of Milton, which will include Draft Plan of Subdivision, Site Plan Approvals, and possibly a rezoning application. Each subsequent Phase will follow a similar approvals process.

Accordingly, these Development Guidelines are intended to provide broad overarching urban design parameters during the planning approvals process. They also will assist with the implementation of the visions, goals and objectives of the Regional Ontario Street Property Master Plan.

These Development Guidelines do not seek to replace existing urban design policies and guidelines of the Town. Rather, these Development Guidelines seek to augment these policies and guidelines with site specific objectives related to Phase 1. They will also set general expectations for potential development partners as to the objectives of Phase 1.



PART 2

MASTER PLAN CONTEXT

As identified in the Master Plan, the subject site is part of the Phase 1 development scenario depicted under 'possible phasing scenarios' of the final report and consists of the lands located at the northwest quadrant of the Allendale Campus, where the existing community gardens are located. The current demonstration plan for these lands is consistent with the intent of the Master Plan and, as such, shows the potential development of buildings lining the streets, parking and service access located behind the buildings, a public street connection to Childs Drive, and a future public park along the south of the site.

SITE LOCATION AND OVERALL CHARACTER

The site is part of the Ontario Street Property, which is located in the Town of Milton, south of Highway 401, south of Main Street East, on the east side of Ontario Street South. With an approximate area of 1.2 hectares (3 acres), the site is currently used as a community garden.

Adjacent uses to the property include the Central Business District including the Milton Mall to the north, residential uses to the west, the Halton Regions Police Services and EMS to the east, and various senior facilities to the west and south.



Ontario Street South



Main Street

MASTER PLAN



DEMONSTRATION PLAN

Master Plan (Phase 1 site only)



An urban square addresses the corner condition; it is framed by mid-rise buildings and provides for pedestrian connection to the interior of the site.

A parking lot is located internal to the site.

The Master Plan envisioned buildings heights of 8 to 12 storeys.

Demonstration Plan

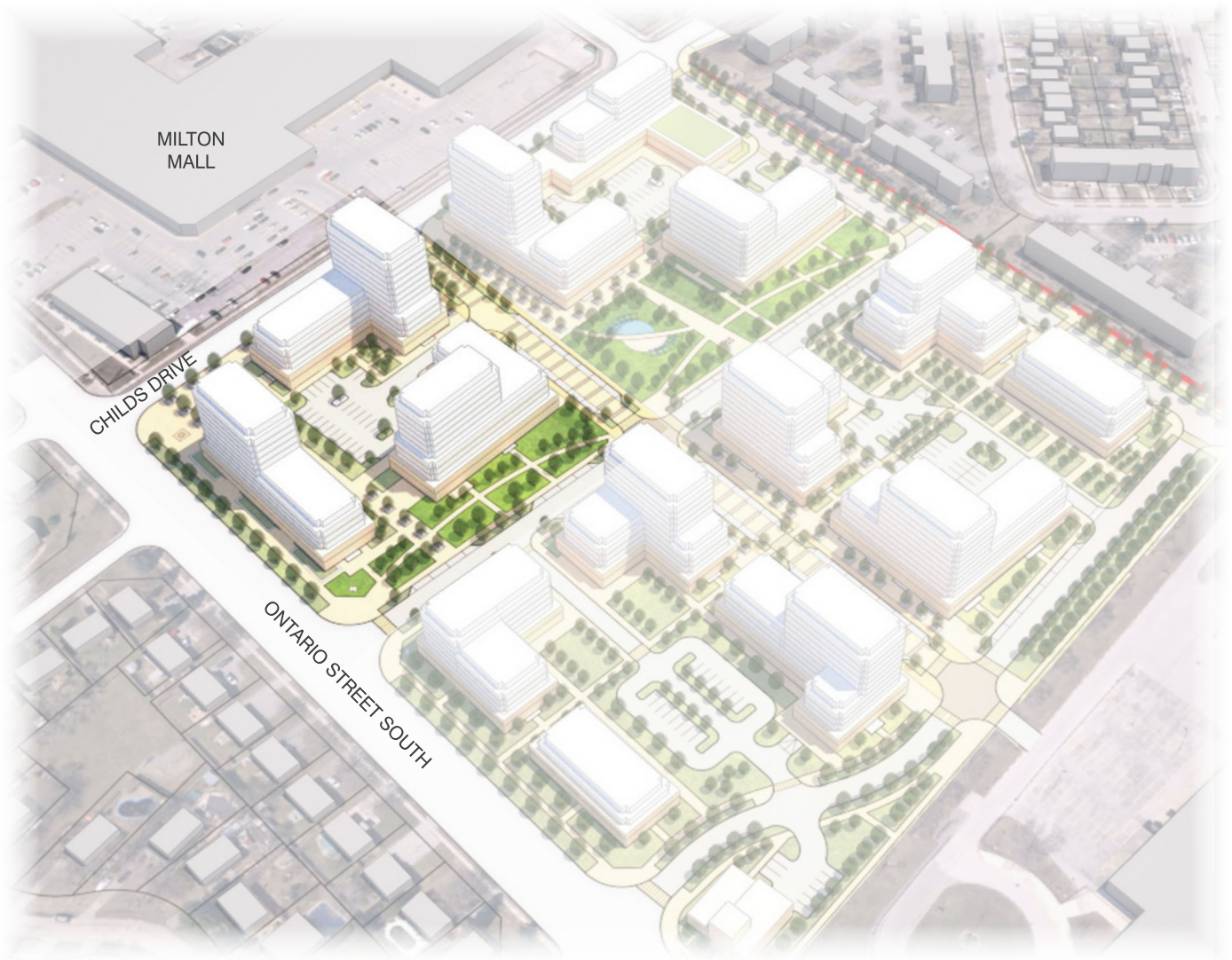


Built form addresses the street and frames the corner condition while providing the opportunity to create a landmark building to mark the 'gateway' condition.

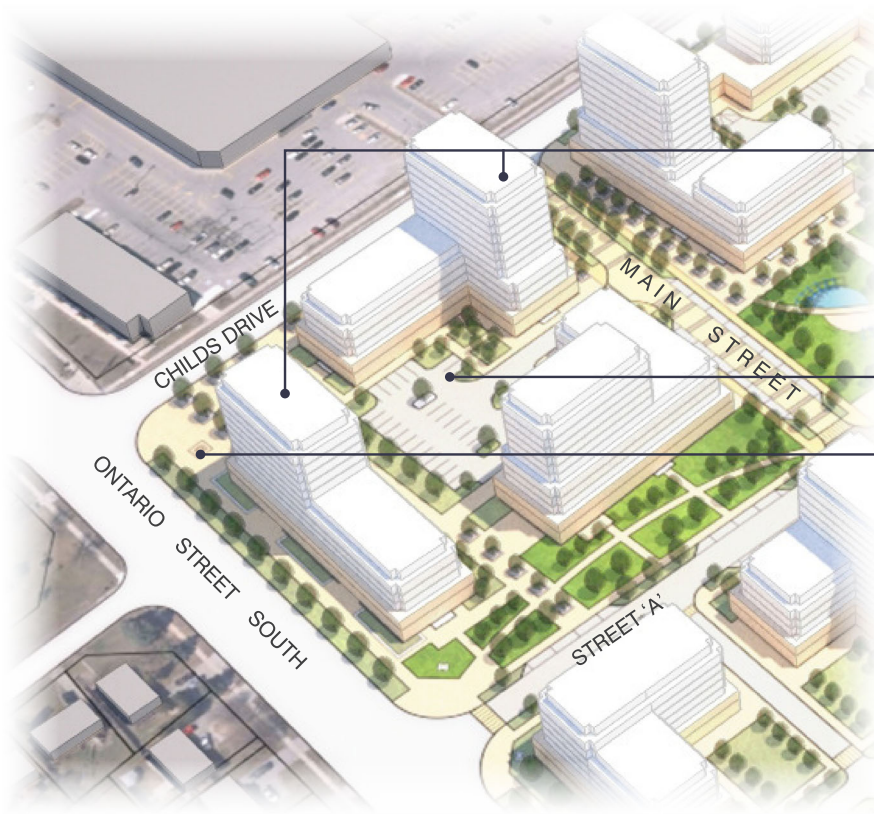
Internal courtyard / woonerf to be designed as a shared space for pedestrians, parking and service access.

Proposed building heights 8 to 12 storeys, subject to urban design guidelines, and applicable built form policies.

Master Plan - 3D model - South-west view



Master Plan - 3D model (Phase 1 site only)

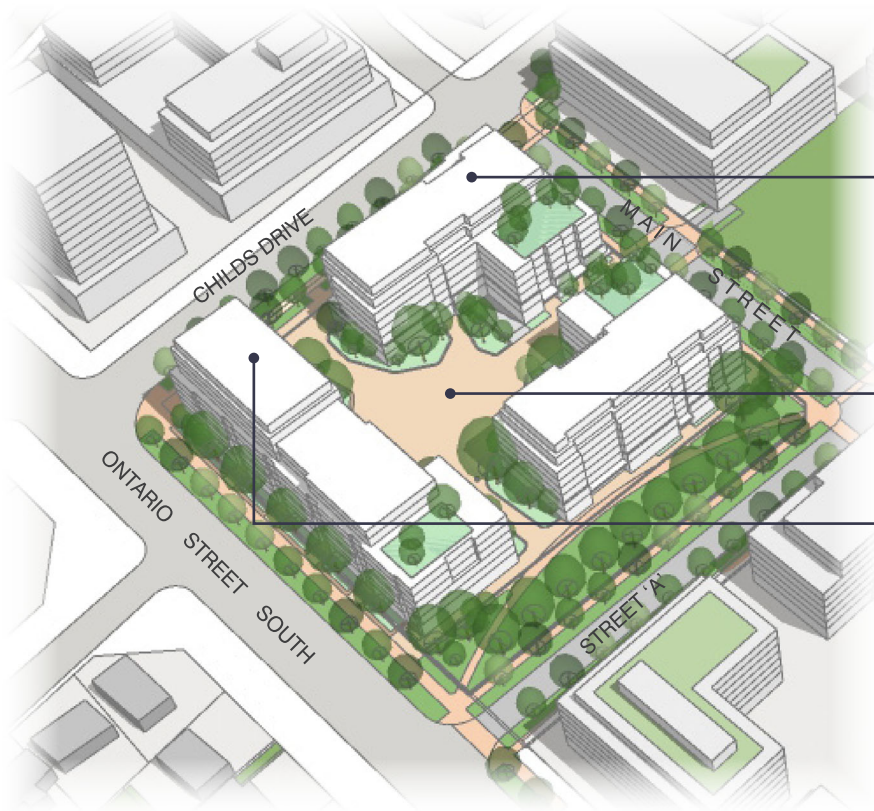


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Demonstration Plan - 3D model



Proposed building heights 8 to 12 storeys, subject to urban design guidelines, and applicable built form policies.

Internal courtyard / woonerf to be designed as a shared space for pedestrians, parking and service access.

Built form addresses the street and frames the corner condition while providing the opportunity to create a landmark building to mark the 'gateway' condition.



Demonstration Plan

PART 3

DEVELOPMENT GUIDELINES

The Development Guidelines provide direction for development proposals and build upon principles of animated streetscapes, transition to neighbourhood contexts, and creating pedestrian friendly environments established in the Master Plan as well as the Town's Mid-Rise and Tall Building Design Guidelines.

With reference to the development demonstration that is presented here, the following aspects and elements for design should be considered.

SITE LAYOUT AND DESIGN

1. Buildings should be located close to the street with principal elevations and active at-grade uses facing the street and any adjacent or in proximity open spaces.
2. Parking and access to parking structures should be located behind buildings and internal to the site.
3. Above-grade parking structures shall be lined with buildings / uses along the street.
4. Clearly defined, connected and accessible pedestrian walkways should be provided throughout the site and linked to adjacent open spaces.
5. The Town of Milton Trails and Cycling Master Plan Update (2014), Map 3.2 - Proposed Facility Types identifies a 'Proposed Multi-Use Trail' along Ontario Street South (Regional Road 25) and an 'On-road Signed Route' along Childs Drive. As well, there are two existing off-road trails that run along the east and south boundaries of the Allendale Campus. The development of pedestrian walkways should consider connections to the planned and existing trails and cycling network.



3D model of the demonstration plan within the existing context



3D model of the demonstration plan within the planned context (ultimate scenario)

BUILT FORM

Ground / Street Level

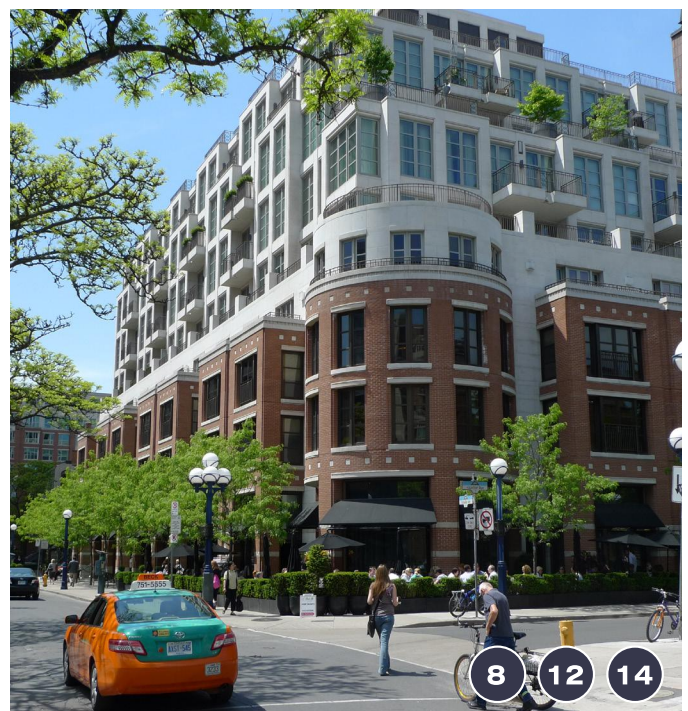
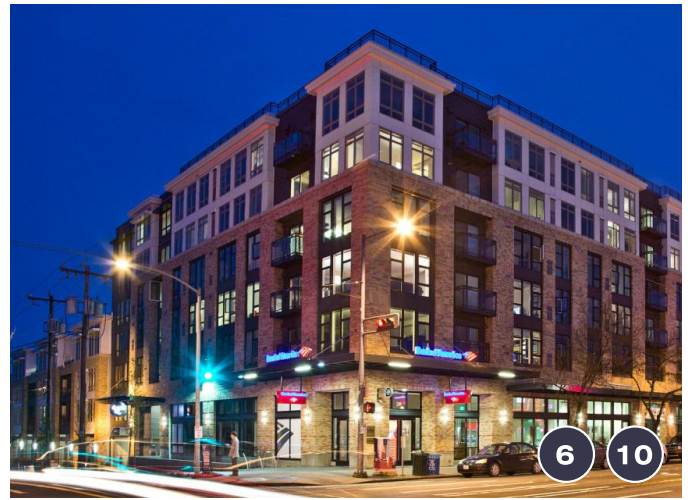
6. The ground level of the building(s) shall be animated with active uses and/or residential front doors and windows.
7. Buildings may be recessed at the ground level to create covered pedestrian walkways and spill out areas.

Building Orientation and Massing

8. Buildings should address the corner location (Ontario Street South and Childs Drive); and provide the greatest degree of height and massing to appropriately landmark the prominent location.
9. Buildings should limit / minimize shadow impacts on adjacent neighbourhoods and open spaces while allowing maximum sunlight penetration on the street-scape and adjacent open spaces.
10. Buildings should be oriented toward the (public) streets, providing a sense of enclosure and enhanced safety through 'eyes on the street'; this includes Ontario Street South, Childs Drive and the future 'Main Street' (north-south road).
11. Building massing above the podium / base should be stepped back 1.5m.

Building Articulation

12. The podium / base of the building may be differentiated from the rest of the building above through the use of different materials and colours.
13. Further articulation may employ balconies and variations in setbacks as well as changes in plane to create shadows and visual (vertical) breaks in the mass of the building.
14. The corner of the corner building may incorporate elements that distinguish it from the rest of the façade; this may include contrasting colour tones, variations in materials, changes in the façade plane, etc.





Façade Design

15. The use of balconies and changes in plane / materials / colour may be employed to articulate façades; balconies shall be designed as integral parts of the building (recessed balconies are preferred).
16. Façade treatments shall be consistent on all sides of the building that are visible to the public; blank façades are to be avoided.
17. Colours and materials should be coordinated between all buildings, with emphasis on the podium / base along the street.
18. A significant amount of the building base façade that faces the street / opens pace should include transparent (vision) glass.
19. Weather protection should be provided for building main entries.

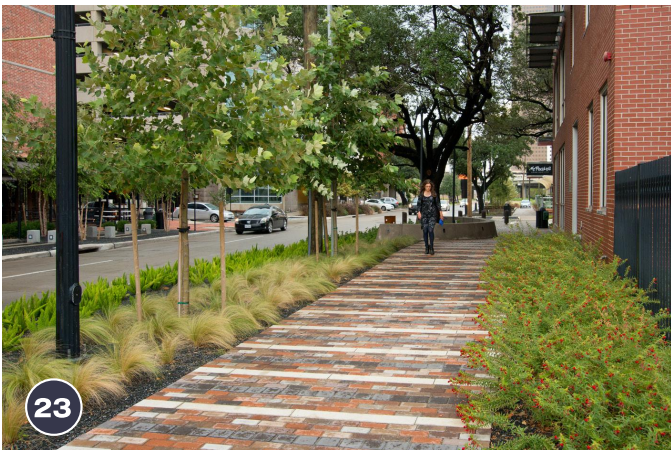


Roofs

20. Flat roofs may be used as private amenity / outdoor space.
21. Green roof technologies should be considered.
22. Rooftop mechanical equipment should be integrated with the building design and screened using materials that are consistent with the primary building materials.

STREETSCAPE / LANDSCAPED AREAS

23. To contribute to the urban canopy cover, all public streets will be lined with large, high-branching deciduous trees, spaced between 6m and 8m.
24. A diverse palette of large deciduous tree species should be planted throughout the site wherever space permits; these should be supported by appropriate planting conditions and soil volumes.
25. Opportunities to provide seating and street furniture along the public streets should be coordinated with the Town and also with the design of the buildings to ensure pedestrian areas and circulation are appropriately considered.
26. Internal driveways, small parking areas and access areas should be designed comprehensively and with a focus on pedestrian safety, pedestrian scale and usability (i.e. shared streets, landscape lanes, paved woonerfs).



SUSTAINABILITY

Planning and design initiatives that promote the Town's commitment to green innovation and sustainability should be considered at the earliest possible stages of development and carry through into detailed design. The following include some of landscaping and building design initiatives that should be considered.

Landscaping

27. Passive landscaping and planting of the common outdoor areas should be incorporated to minimize local runoff.
28. Minimize the use of impermeable surfaces to increase groundwater infiltration.
29. Incorporate a planting strategy that promotes species diversity and resiliency through the use of:
 - Plant species that are native to the Town and Region, as well as tolerant of urban conditions - non-invasive, drought and salt tolerant, and low maintenance.
 - Deciduous canopy trees that will mature to provide micro-climatic benefits on site and enhance the urban forest at the broader community scale.
 - Plants that contribute to the site, year-round, 4-seasons.



Buildings

30. Although a significant amount of window is encouraged for the ground level, the overall window to wall ratio should be lower (less than 35%).
31. Consideration should be given to incorporating a prefabrication construction process.
32. Incorporate high efficiency systems to achieve a high level of sustainability throughout the lifetime of the project and beyond.
33. Minimizes the emission of carbon dioxide using wood as principal structural material.
34. Incorporate a VRF (variable refrigerant flow) for increased energy efficiency and energy savings, without compromising the thermal comfort of building occupants.
35. Incorporate a high efficiency ERV (energy recovery ventilator) system which provides better indoor air quality and reduces energy consumption.
36. Incorporate green roof systems.

