Milton East

Urban Design Guidelines/Architectural Controls

Prepared For Milton East Partners

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1.0 Milton East Community

1.1 Physical Setting

Bristol Survey is the urban expansion area situated east of Milton's central urban area. The existing urban area is predominantly residential with a significant commercial corridor on the Main Street.

The lands included in the Bristol survey Secondary Plan encompass development lands as well as significant natural open space areas. Natural features include woodlots and part of the watershed lands that contribute to Sixteen Mile Creek. These open space areas are linked through a system of green corridors and are an important natural resource.

The Bristol Survey community is subdivided into four distinct neighbourhoods. The subject lands are part of the Dempsey and Clarke Neighbourhoods located east of Thompson Road, north of Laurier Avenue, west of Fourth Line and south of Woodward Avenue. A C.P.R. line separates the neighbourhoods. The Milton East Partner's three subdivision plans lie within two of the neighbourhoods and will be referred to as the Subdivisions throughout this document.

1.2 Vision

The Milton East Community is seen as a residential community, carefully designed to create an inherently livable environment which contributes to the quality of life of its residents. Because a resident's perception and enjoyment of his/her community is influenced by the public realm and the physical elements which define it, the following Urban Design and Architectural Control Guidelines are directed towards influencing the nature and the character of these physical elements. Furthermore, the objective of the guidelines is to assure compatibility in materials, massing, and architectural detailing in order to help define the community character and ensure its aesthetic quality. It is not the intention of these guidelines to create an environment that is monotonous in its lack of variety.

The design objectives will be achieved through the comprehensive development, coordination, and implementation of landscape and architectural elements. The Urban Design Guidelines are a tool to ensure that this vision and related design objectives are achieved.

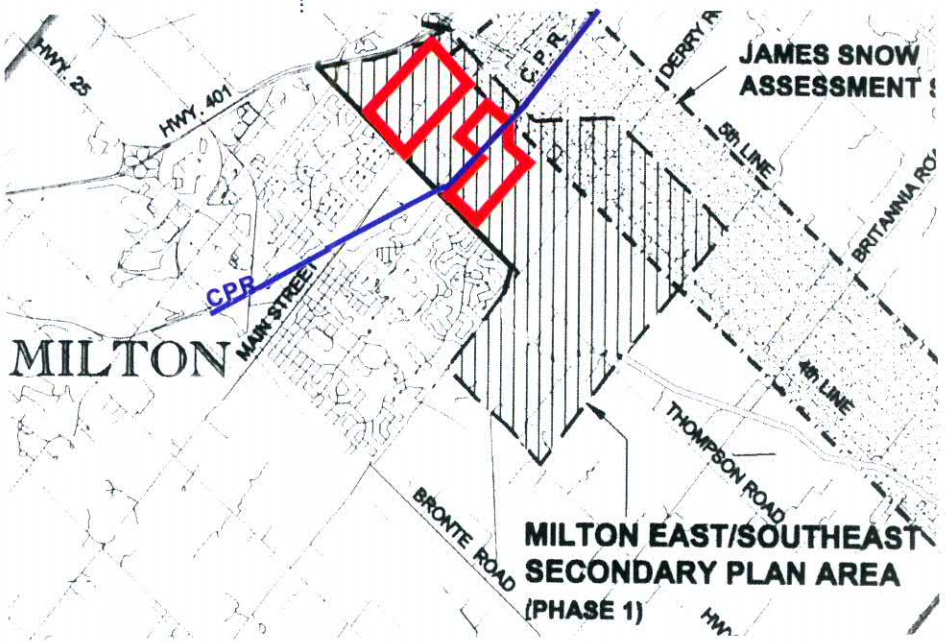
1.3 Policy Context

The Town of Milton's Official Plan seeks, as part of its urban design goals " to ensure that any development proposal from the individual site level to the community level, is designed to achieve a high standard and contribute positively in both form and function to the built form and managed environment of Milton". It further states as a strategic policy that Secondary Plan Areas will have Design Guidelines as integral components of a Secondary Plan.

The Guidelines have been prepared in response to the Town of Milton's Secondary Plan for the area known as Bristol Survey (Official Plan Amendment No.3) which encourages, in its framework of goals and objectives, a high standard of site, building, landscape, and streetscape design through urban design guidelines and site plan control.

These Design Guidelines are intended to be used by the developer, the builder, and the municipality in the creation of the Milton East Subdivision. The developer, builder, and builder's real estate representatives must market their houses in compliance with the approval and guideline process. Approval by the above noted parties does not release the builder from compliance with other approval agencies. The developer and/or builder is responsible for ensuring:

- compliance with municipal zoning requirements;
- compliance with municipal engineering standards;
- compliance with Ontario Building Code regulations;
- compliance with lot grading requirements as set out by the Project Engineer and the Town Engineer;
- compliance with these Urban Design Guidelines.



2.0 Guiding Principles

The proposed built form will encompass a combination of unit types for conventional and wide-shallow lots. Alternative urban design standards have been incorporated in the Master Plan by way of reduced road widths and the use of lanes.

2.1 Alternative Design Standards

In recent years a great deal of attention has been given to new forms of residential development which promote increased efficiency in the use of land while generating livable communities. The principle outgrowth of this is the adoption of alternative development standards which result in a more urban form of development while stressing good community design.

A potential benefit of alternative design standards is the emphasis on the street as an important element in the life of the neighbourhood. The objective has been to activate the streets as pedestrian friendly spaces. Bringing homes closer to the street and orienting living spaces as well as porches and other entry features towards the street results in a safer and more active streetscape.

The objectives of the new standards seek to produce active and safe streets that enhance the pedestrian environment while allowing for the efficient utilization of land. Some of the characteristics of the new standards are;

- *compact urban form;*
- *reduced street R.O.W;*
- *a hierarchy of streets and open space;*
- *rational street grids;*
- *open space that is central to the neighbourhood and visible from the street;*
- *diversity of housing types;*
- *pedestrian friendly streets which encourage use of the front yard as an important component of the street;*
- *streetscapes that are characterized by living spaces oriented to the street, articulated entrances and porches that reduce the impact of the garage.*

2.2 Wide-Shallow Lots

In an effort to achieve the principles of good urban design espoused by the alternative design standards and yet still accommodate the car in a practical and cost effective manner, recent practice has increasingly utilized wide-shallow lots. This lot arrangement allows wider homes which can accommodate front garages which are flush or recessed from the front wall of the home and which take up a much smaller percentage of the facade. This effectively reduces the negative impact cars and garages can have on a streetscape.

2.3 Built Form Objectives

Utilizing alternative design standards and incorporating wide-shallow lots in some areas, the principle built form objectives for development of Milton East include;

- *pedestrian-friendly streets*
  - *unit designs that result in windows from the living space being oriented to the street creating a safe environment as a result of increased vigilance, or "eyes on the street"*
  - *the width of the house allowing usable porches*
  - *active indoor spaces oriented to the street;*
- *variety of house styles and sizes*
  - *an increased percentage of the house front open to the street resulting in greater articulation and architectural detail*
- *highly articulated front facades including*
  - *porches*
  - *front entry features*
  - *a proportion of garage door to total facade that results in a reduction of the visual impact of the car;*
- *vibrant streetscapes*
  - *on-street parking*
  - *the decreased percentage of the house dedicated to garages resulting in a lower amount of driveway paving at the street.*

3.0 Milton East Master Plan

3.1 Master Plan

The primary objective of the Master Plan is to guide the development of a residential community which achieves the level of quality established by the Secondary Plan. The planned Neighbourhoods integrate various land uses including single, low and, medium density residential, employment areas, open spaces and schools. A variety of lot sizes are intended to permit flexibility in building types, allowing for improved streetscapes and living spaces. Other key components of the Milton Master Plan include the Street Network and the Open Space Plan.

The central features to the Neighbourhoods of East Milton are the combined school blocks and community parks. Several smaller village squares act as local open spaces. The street grid is modified based on the surrounding road system and on these community features. Variation of the curvature of these streets provides interesting and attractive streetscapes.

3.2 Open Space

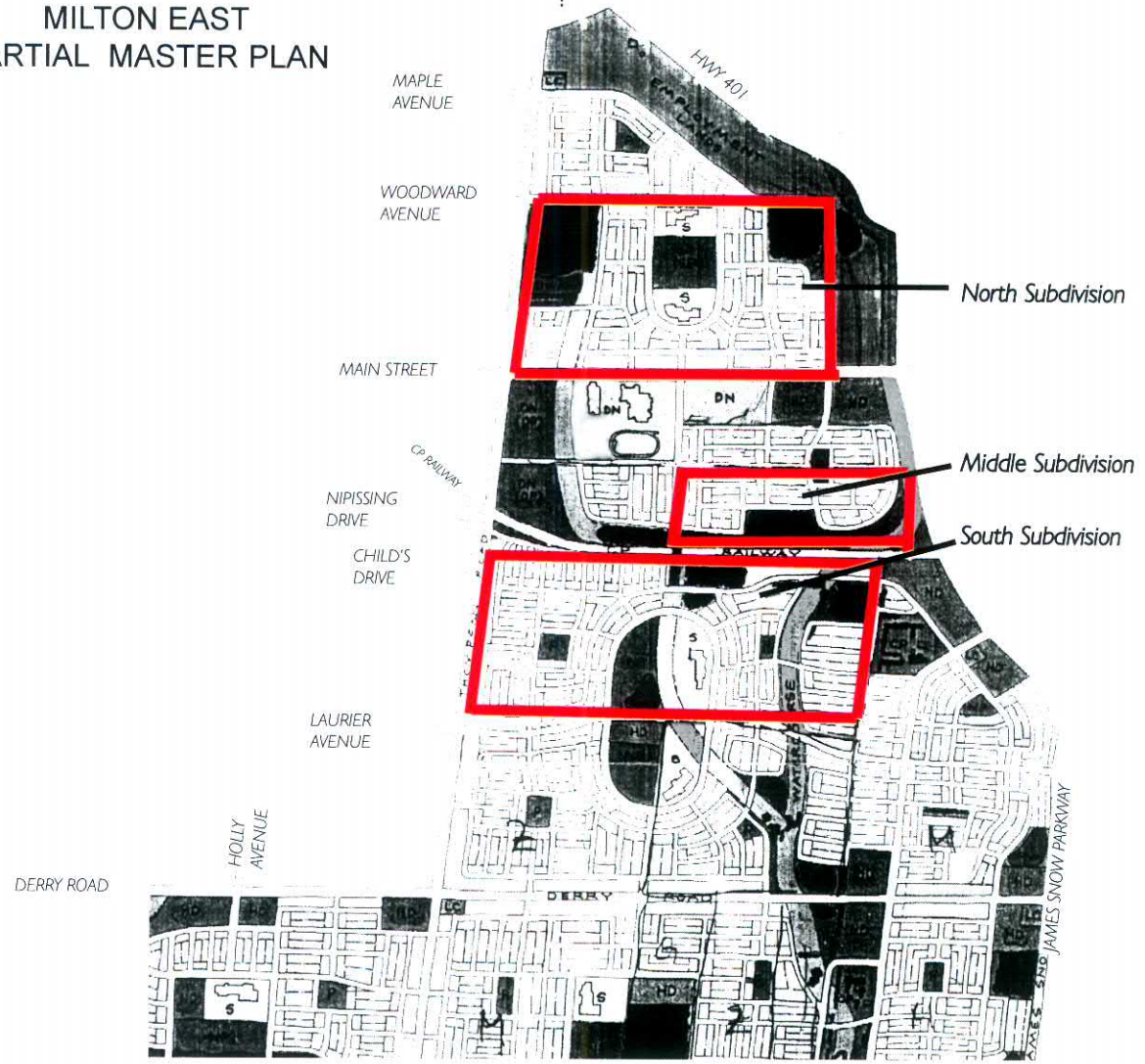
The Greenland Corridor with access to existing wood lots comprises the primary open space resource for East Milton and it is accessible to the community through an open space system of pedestrian connections and walkways. Neighbourhood parks and storm water management facilities are also planned in coordination with future development to the south.

3.3 System of Streets

A basic premise of the Subdivision Plan is that the residential community should develop along a traditional public street grid anchored by the Collector Road. These roads also provide pedestrian linkages to community open spaces.

The combination of generous boulevards and landscaping on selected streets results in increased pedestrian comfort. Such streets act as consistent "green" connectors.

The public streets serve a number of functions including through access, access to private residences and access for service and emergency vehicles. Additionally, the streets in Milton are intended as pedestrian-friendly links between open spaces and parks.



3.4 Milton East Subdivisions

The three subdivisions which are the subject of these guidelines, the North, the Middle and the South Subdivisions, will be incorporated into revised guidelines as they are finalized.

Each of these subdivisions has characteristics that are common to all three while responding in a unique way to its location and physical characteristics. As a result, the guidelines are structured to allow increased detail at the level of the neighbourhood and the block.

3.5 Structure of the Guidelines

The Urban Design and Architectural Control Guidelines describe and are arranged as follows:

- *Section 4.0: Streetscape Design Guidelines*
- *Section 5.0 Block Design Guidelines*
- *Section 6.0 Subdivision Conditions*
- *Section 7.0: Architectural Controls*
- *Section 8.0: Implementation Process*

4.0 Urban Design Guidelines

The Secondary Plan outlines the hierarchy of streets within the Bristol Survey Area and include Collector Streets, the Main Street, Primary Streets and Local Streets. Each of these categories of street has distinct urban design characteristics which are reflected in the Streetscape Design Guidelines. In addition, there are special conditions that relate to the intersection of streets.

4.1 Streetscape Design Guidelines

An important aspect of the design of neighbourhoods is the generation of consistency throughout the community. The community level guidelines relate to the macro design elements of the plan including general siting and massing guidelines and architectural design elements that will assure continuity throughout Milton East.

The Road system is identified as one of the key design elements of the Secondary Plan. Objectives for Streetscapes include;

- The provision of high quality streetscape design
- Development based on a grid system of roads
- A road pattern that maximizes views and access to open space and community features.
- A hierarchy of streets emphasizing design treatments.

Hierarchy of Streets

The Urban Design Guidelines in the Secondary Plan identify five street types with particular design implications. These include Gateway Streets, Character Streets, Primary Streets, Secondary Streets and Local Hybrid Streets.

4.1.1 Gateway Street (Arterial/Collectors)

Gateway streets are defined as having the highest form of design treatment. Gateway Streets that affect the Milton East Subdivisions include Thompson Road, James Snow Parkway and the Main Street.

- **Thompson Road**

.1 In order to animate Thompson Road, facades facing the road shall be highly articulated. (See Section 5.12)

.2 Boulevards shall integrate centred tree planting at every 10m, a sidewalk and sod to curve.

.3 Where the street edge is an open space an informal landscaping treatment and pedestrian access to walkway trails should be provided.

.4 Gateway treatments are recommended at major intersections and at the entry of each neighbourhood.

- **Main Street**

.1 Elements of the existing Main Street in Milton shall be integrated into the new Main Street including;
- high standard of landscaping and lighting.
- buildings set at a consistent distance to the street
- animated facades.
- entries from the street

.2 Gateway treatments at the intersections of Main Street with Thompson Road and James Snow Parkway will be necessary. Streetscapes at gateway corners should include special identity features, increased landscaping, coordinated fencing and lighting to frame the entry into the neighbourhood. (See Section 4.5.1 on Gateways).

Streets are considered to be part of the public open space network.

Secondary Streets are the basic element of residential streetscapes.

Street edge open space requires landscaping and pedestrian access.

.3 Where significant public buildings front the Main Street the boulevard treatment on the residential side of the road shall reinforce the urban character of the street.

.4 Auto access to units shall be by means of a lane. Buildings will conform to the guidelines for Local Hybrid Streets (4.1.1.e), Residential Units on a Lane (5.1.3) and Employment Area Guidelines (6.0).

.5 Residential units facing Main Street shall have active and highly articulated facades.

4.1.2 Character Streets

Character streets are those that maintain the existing rural character of an area. Fourth Line is a character street in the Milton East Secondary Plan. The streetscape and buildings that are visible from the street should conform to the following guidelines:

.1 The rural scale and character of the street shall be maintained in terms of planting, boulevard treatment and fencing. Tree species should be limited to those that already exist in the area.

.2 Where possible, rear lotting should be avoided.

.3 Community edge fences shall be coordinated in design and materials with other fencing in Milton East.

.4 Fences on Character Streets shall be treated in a manner that reflects their location on such roads and their function for noise abatement. The height of these fences is subject to MOEE guidelines.

.5 Landscaping buffers provided along arterial roads are to be coordinated with noise attenuation fencing.

Where development is visible from the road:

6 Flankage lots shall reflect the controls outlined for upgraded corner elevations (5.7) and fences (5.3.)

.7 Where open space is located between the road and development, rear fences and service areas should be avoided.

8 Dwellings visible from the street shall be given special consideration in architectural design, massing, orientation, siting and materials and shall be of a high architectural quality.

.9 The quality of side elevation architecture will recognize the impact on surrounding roads. Side elevations with a visual impact equal to that of the front elevation will be provided on those lots visible from the street by use of such architectural elements as dormers, entries, wrap-around porches and windows to primary rooms.

4.1.3 Primary Streets

Primary Streets connect neighbourhoods to major focal points and, from a design point of view, they will have a higher order of design.

.1 Primary Street streetscapes should encourage pedestrian activities by providing access to destinations, sidewalks and well lit boulevards.

.2 Reverse lotting is discouraged.

.3 Landscaping should reinforce the higher order of the street. Street trees should be located 10m apart on the centre of boulevards.

.4 Where residential units face the street, one street tree per lot is required.

Main Street units shall have active and highly articulated facades.

Dwellings visible from the street shall be of a high architectural quality

The rural scale and character of Fourth Line shall be maintained.

4.1.4 Secondary Streets (Local Streets)

These are streets that are designed to move traffic through the neighbourhood and therefore the design character of such streets is less than that of Primary Streets.

- .1 *Streets should be considered as part of the public open space network. .A pedestrian sidewalk should be placed on at least one boulevard.*
- .2 *Boulevards should include centred tree planting at every 10 m, adjusted on curved streets, with sod to the curb.*
- .3 *Street trees should be deciduous, a mix of species 70mm caliper, and should be located consistently within the boulevard. Species should be selected and planted to form a medium canopy density at maturity (15-20 years depending on the species).*
- .4 *Where the street edge is an open space an informal landscaping treatment and pedestrian access to walkway trails should be provided.*
- .5 *Street signage that is one sided shall be painted black on the reverse.*

4.1.5 Local Hybrid Streets/Lanes/Service Roads

In Milton East, these occur where units front onto the Main Street and are used as access roads and to service commercial areas. The elevation on Main Street shall be considered the front elevetion.

- .1 *Lanes and Hybrid Streets should be designed to incorporate "eyes on the street".*
- .2 *Granny flats and other second storey uses over garages are encouraged.*
- .3 *Lighting levels should be high enough to avoid dark spots and may be from poles or building the facades.*
- .4 *Rear elevations on a hybrid street should be highly articulated.*

4.2 Built Form Guidelines

4.2.1 Building Siting

- .1 *Each block shall contain a mix of unit types (see section 5 for detailed block guidelines).*
- .2 *A variety of architectural styles within each block is required.*
- .3 *Juxtapositioning of houses with the same elevations and colour treatments is discouraged. Two adjacent units with the same elevation or colour package must be separated from other similar units by two intervening lots.*
- .4 *Houses sited at end of view corridors, such as 'T" intersections and elbow streets, and on prime corner lots should be designed with significant architectural character.*
- .5 *The front facade wall will be sited close to the front lot line. On lots with more than 12.2 m in width a door and a window to a main room will be located on the front wall. On lots of 12.2 m or less in width, a door should face the street at ground level.*

Variety in front facade design is encouraged including variation in height and volume

4.2.2 Building Massing

- .1 *The massing of individual units and blocks of units will act to create a unified street edge. As such, attached garage height and roof peak shall be coordinated between adjacent lots.*
- .2 *Variety in front facade design is encouraged including variation in height and volume.*
- .3 *Residential units will generally have a two storey maximum height subject to compliance with zoning by-laws.*
- .4 *Attached garages shall not dominate the massing of the front facade.*

4.2.3 Building Elevations

- .1 *The elevations of the residential units shall be articulated in a manner that reinforces common characteristics throughout the development, (i.e. through consistent use of architectural styles, materials and colours).*
- 2 *Architectural design should be consistent in style on all elevations.*
- .3 *In units with two frontages (one on an arterail road*

The massing of blocks of units will act to create a unified street edge.

and another on a lane) the facade on the more important street shall be considered the **front** *elevation Rear elevations on the secondary road should be upgraded.*

.4 *Front entries shall integrate entry features to help define individual units and reinforce the pedestrian scale.*

.5 *Attached garages shall not dominate the* **front** *facade (See Section 5.5)*

.6 *Entry doors should be visible from and oriented to the street.*

.7 *Windows should vary in design to distinguish individual units in a block of units while creating a uniform image. The proportion of opening to solid shall result in the openings predominating.*

.8 *Unique design for corner units and units with flankages visible from a public space is encouraged. Flankage elevations should be designed as an extension of the main elevation.*

.9 *Gateway dwellings shall be given special consideration in architectural design, massing, orientation, siting and materials and shall be of high architectural quality.*

4.3 Special Conditions

4.3.1 Gateways

Gateway treatments shall vary according to the importance of the intersection. The intersection of Main Street with Thompson Road, James Snow Parkway and Street 'M' shall be considered community gateways. Entries to each neighbourhood from Main Street and Thompson Road are considered neighbourhood gateways.

.1 *Gateway treatments shall include community identity features designed to create a sense of place. Consideration should be given to elements such as fencing, plantings, light poles and identity walls. Where they occur they should be coordinated in placement, materials and design.*

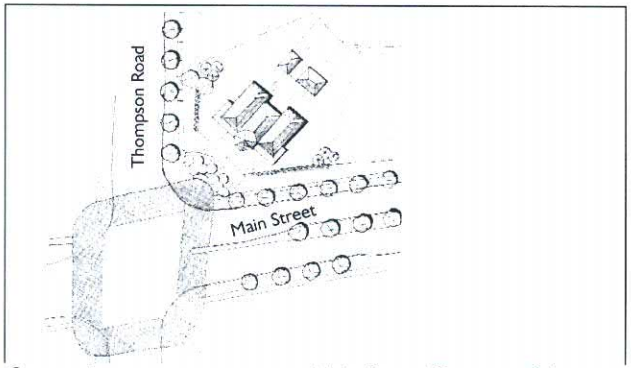
.2 *At community gateways special crosswalk paving should be used to accentuate the intersection. The paving may extend to the area of depressed walkway in the boulevard. A median at the intersection is desirable.*

.3 *Special lighting design should be part of the gateways.*

.4 *Corner buildings should be massed and designed to create a gateway by using similar built form and landscaping across the intersection.*

.5 *The architecture should incorporate special built form at the corner such as added height, turrets and/or bay windows.*

Neighbourhood gateway treatment.



Community gateway treatment at Main St. and Thompson Rd.

4.3.2 "T" Intersections

These occur where a road terminates at a right angle to the one it intersects. Special attention needs to be paid to lots in this condition;

.1 *Architecture on lots at the end of a "T" and on corner lots should be treated in a distinctive manner. Entries should be highlighted and fenestration on the facade should be designed to present a unified image.*

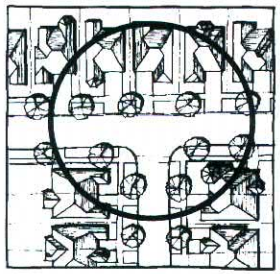
.2 *Where possible driveways should be located such that they are not facing an on-coming street.*

4.3.3 Elbow streets

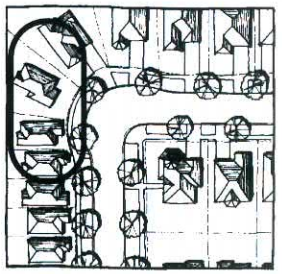
.1 *Special opportunities exist on curved streets and elbow streets to highlight the outside street edge through special attention to the grouping of the units.*

.2 *The front yard setback can be adjusted to allow a wide range of units to be accommodated on non-standard lots The the main facade or elements of that facade should be setback as close as possible to the street given driveway restrictions. In general lots should not be set back more than 6.0 metres.*

.3 *Where side elevations are fully visible from the street, materials consistent with those of the front elevation should be used.*



Architecture on lots at the end of a "T" and on corner lots should be of a significant architecture and landscape treatment.



Grouping units to highlight the view along the street.

4.4 Community Features

4.4.1 Super mailboxes

.1 Super mailboxes shall be centrally located in the subdivision.

.2 Where possible, mailbox locations shall be coordinated with other community features.

.3 Overhead structures and special paving should highlight the location.

.4 Where possible, super mailboxes should not be located on flankage lots, where this occurs the design of mailbox structures (materials, colours and style) shall be coordinated with community features or the nearest residence.

.5 A garbage receptacle that is fixed shall be part of the design for the super mailbox locations and from part of the weekly municipal garbage pick-up programme.

4.4.2 Open Space

It is the intent of the Open Space System to be:

- Safe
- Accessible
- Identifiable
- Pedestrian oriented
- Transitional
- Connected

Guidelines

.1 Park design should result in a focal area or feature that gives character to the open space.

.2 View corridors terminating at a park should be highlighted through special landscaping features

.3 Walkways should be a continuation of pedestrian paths on streets.

.4 Seating and shade areas should be designed in concert with pedestrian walkways and play areas.

.5 A continuous walkway should connect the ravine to the street edge.

.6 Special landscaping should be used to highlight the entry point and may include accent planting, seating and lighting.

.7 Lighting should be at a pedestrian scale and directed away from residences.

4.4.3 School/park

.1 School buildings should be massed close to street corners.

.2 School campuses and park play fields should be coordinated to maximize overlapping uses.

.3 Parking should be located on site so as to minimize its visual impact. Parking areas should be landscaped.

.4 School campuses should, where possible, be coordinated with the main building in paving, lighting, site furnishings and landscaping.

.5 Appropriate buffers should be provided to minimize the disturbance of campus activity to adjacent lands.

.6 Where required, lighting for sports fields should be directed away from adjacent residential blocks.

Special features should be used to indicate park entries

.7 Utilities should be integrated into to park/campus design to minimize visual impact.

.8 Walkways should enhance access to parks and school amenities.

.9 Seating and shade areas should be provided.

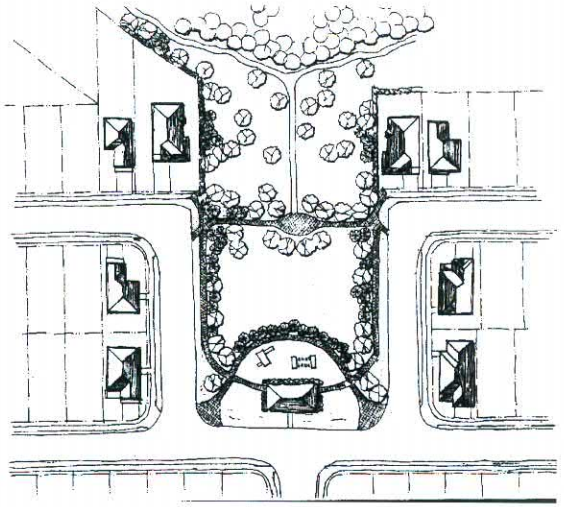
4.4.4 Woodlots

.1 Woodlots should be integral to the open space system.

.2 Woodlots shall be retained as close to their natural state as possible.

.3 They should provide a focal point on the streetscape and should be physically accessible.

.4 Indigenous planting should be considered if rehabilitation planting is required.



Woodlotsshould be accessinble and open

4.4.5 Walkways

.1 Streets should be designed as elements in the pedestrian walkway system.

.2 Walkways should connect the new streets to the surrounding community, to community centres, schools, open spaces and other relevant destinations.

.3 Landscaping and planting at the entrance to walkways should create a sense of entry.

4.4.6 Village Squares

The Village Square is envisioned as a focal point for sub neighbourhoods. Development adjacent to the Square should contribute to its activeness and safety by orienting interior space to it.

Guidelines

.1 Units with that flank the Village Square shall incorporate upgraded side elevations as per section 5.7.

.2 Entries to units surrounding the Village Square should be from the side of the unit that faces the Square.

.3 Garage doors should not be located on the facades of buildings facing the Square.

4.4.7 SWM Ponds

SWM facilities should be integrated into the community both physically and visually.

.1 Storm water management facilities should adhere to all guidelines and requirements set out by the Town of Milton and the Ontario Ministry of Natural Resources, the Halton Regional Conservation Authority and the Ministry of Environment and Energy.

2 Where possible, storm water management facilities should be physically and visually accessible from the street .

.3 Pathways should be provided to link adjacent open spaces and encourage safe access to and around the storm water management facilities.

4 Buffers and screens may be used where necessary to enhance views and minimize disturbance from/to adjacent lands.

4.4.8 Community Fencing

.1 Fences provided by the developer/builder shall be subject to review by the Control Architect.

.2 The design of community fences visible from the arterial streets shall be consistent throughout the subdivision. The predominant materials should reflect those of the residences.

The design of community fences shall be consistent throughout the subdivision.

5 Block Residential Guidelines

While it is important to develop a cohesiveness in the community as a whole, the application of the guidelines should always take into account the conditions on individual blocks. At the scale of the block, urban design and architectural controls can be most effective. In order to assure a high quality of design, street blocks have a higher level of detail. For the purposes of this document a block is meant to be defined as extending between two streets or between a street and a park.

5.1 Front entries

.1 *Front entry elements shall be articulated through the use of framing materials, colour and built form including porches, recessed front doors or articulated front steps.*

.2 *Covered and/or other special entry features are encouraged.*

5.2 Materials

1. *In order to generate a consistent community image, Architecture Control Guidelines have been developed for materials and colours to be applied throughout the community. Although the materials and colours are meant to be consistent, variety is encouraged and variation is allowed.*

.2 *The most consistent materials for Milton East will be brick and stone with accent materials.*

.3 *Trim colours should compliment the base materials. Bright primary colours are discouraged and will only be allowed where they contribute to the architectural theme of the neighbourhood.*

.4 *Rear and side yard fences shall be consistent in design and materials.*

5.3 Fences and garden walls

.1 *Front yard fences and hedges are encouraged and should allow transparency.*

.2 *Front yard and flanking side yard fences should not exceed 90 cm in height when built at the lot line.*

.3 *On corner units the fence should tie with the unit at 1.5m beyond the end corner. Privacy fences should not exceed a height of 180 cm and should be set back from the lot line where possible.*

.4 *Rear and side yard fences shall be consistent in design and materials.*

.5 *Consistent design of flanking side yard or rear yard fencing is integral to the development of an attractive and cohesive streetscape.*

.6 *Fences provided by the developer/builder shall be subject to review by the Control Architect.*

5.4 Utilities

.1 *Utility locations and the design of the unit shall be coordinated to reduce the visual impact of meters and other elements. This will be accomplished by incorporating them into architectural elements such as wing walls between units, the walls of recessed entries, the change of building face setback between units by recessing meters wherever technically possible or through a landscaping option.*

.2 *Meters should be coordinated between units to generate a consistent location. Fenestration between units and setback conditions should be designed as a means of concealing meters within the architecture of the residence.*

.3 *Where meters are located on side elevations of lots flanking streets, it is encouraged that meters be recessed and treated with an architectural surround.*

Meters located to reduce exposure.

5.5 Garages and Accessory Buildings.

a. Detached Garages and Accessory buildings

.1 Accessory buildings shall be compatible in design and material with the main building. Where the materials differ from those of the principle dwelling they shall be coordinated in pattern, colour and architectural style to be approved by the Control Architect.

b. Attached Garages on a Front Facade facing a Street (Single and Semi-Detached Units)

.1 Attached garages must be a natural extension in design and materials of the main building.

.2 Garage width is subject to the appropriate zoning by-laws.

.3 Double car garages with single bay 2.4m (8ft) wide garage doors or the appearance of two single bay doors is preferred. Where narrow-lot semi-detached units occur with paired garages, a vertical element shall be introduced to generate a distinction between the two units.

.4 Glazed door panels in doors are encouraged, particularly in large doors over 3.65 m (12ft) in width.

.5 The majority of garage faces should be flush or behind the face of the main wall of the unit, the entry element or the porch. Garages shall be located on the lot based upon the following criteria:

- The garage extension in front of the main wall, the entry element or porch front must not exceed 1.5-2.0 metres.
- All garages shall have a second storey build over.
- The second storey build over may not be recessed more than 1.5-2.0m behind the face of the garage and should cover at least 60% of the garage area.
- **Wherever the second storey build over extends the full width of the unit, variation in the setback from the face of the garage will be required.**

.6 Generally, the ratio of projecting garages shall be developed in keeping with the following criteria;

- No more than 1/2 of all units on a block can include a garage extension.
- All other units shall have flush or recessed garage entries with a preference to recessed conditions.

c. Attached Garages on a Front Facade Facing a Street (Townhouses)

.7 Generally, the ratio of projecting garages shall be developed in keeping with the following criteria;

- No more than 1/2 of all units on a block can include a garage extension.
- A minimum 1/2 of all units on a block may have the garage door flush /recessed with the main wall or the porch.
- All garages shall have a second storey build over. The second storey build over may not be recessed more than 2m behind the face of the garage and should cover at least 60% of the garage area.

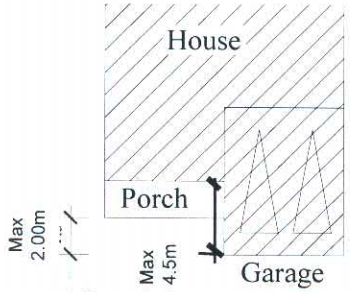


Diagram 1: Extended garage.

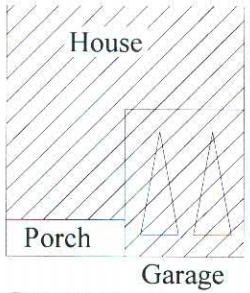


Diagram: Flush garage.

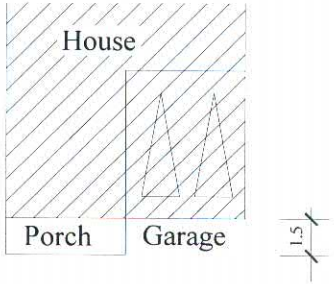


Diagram: Recessed garage.

Garage face extended as single storey is to be avoided.

Garage face recessed 1.5 m behind the porch.

Garage face flush with face of unit/Semi-detached w/vertical element

5.6 Corner Units

These guidelines apply to all corner lots, they also apply to units flanking on primary streets as identified in the Subdivision Diagram (P.3), units with flankage on public spaces and units where side yard to front yard conditions exist

Guidelines:

.1 *Units should be set back as close to the lot lines as permitted by daylight triangles.*

.2 *Upgraded side elevations will be provided on those elevations visible from the street.*

.3 *Every effort should be made to provide the front door on the side elevation of the house where there is access to a sidewalk.*

.4 *Entry elements, verandas and porches are encouraged to produce interest in the facade*

.5 *Sliding doors are not allowed on the exposed side elevation.*

.6 *The design of fences visible from the street shall be consistent throughout the subdivision. The predominant materials should reflect those of the residences.*

.7 *Should masonry piers be used they should be the same material and colour as the predominant materials of the subdivision. Wood fences shall be of a design and colour that reflect that of the residence on the lot. Nothing shall preclude rear yard privacy fences from being totally comprised of wood.*

.8 *Side yard fences should tie with the house a minimum of 1.5m from the rear of the unit.*

Side elevations equal to the front elevation treatment will be provided on those elevations visible from the street.

5.7 Gateway Units

The gateway units occur at corners and at the entrance to the neighbourhood. Their design will integrate special features to define the corners resulting in a strong street edge condition exist.

Guidelines:

.1 *Units should be set close to the street.*

.2 *Upgraded side elevations of strong visual interest will be provided on those lots visible from an arterial street. Architectural elements such as dormers, entries, wrap-around porches and windows to primary rooms are encouraged as part of the corner unit design.*

.3 *The architecture should incorporate special built form at the corner such as added height, turrets and/or bay windows.*

.4 *Entry elements, verandas and porches are encouraged to produce interest in the facade as well as to help define the entrance to the neighbourhood.*

.5 *Garage entrances will be provided from the flankage streets where possible to reduce their impact on the streetscape.*

.6 *Upgraded landscape treatments should be integral to corners lots.*

.7 *A sense of gateway may be realized by pairing models across a street.*

Side elevations of strong visual interest equal to the front elevation will be provided.

5.8 Dual Frontage Units, Semi Detached and Townhouse Units

Units fronting onto Main Street and Thompson Road will have dual frontages, one onto these roads and another onto the internal lane or road. Where the lane acts as a street with frontages on both sides, these frontages shall be treated as a secondary front entry . Guidelines referring to this condition are included below.

Guidelines:

.2 *Setbacks along Main Street and Thompson Road should be coordinated to produce a consistent street edge*

.3 *Units that have car access from a lane should articulate the elevation on the street as a front facade as well as provide upgraded elevations on the lane.*

.4 *Entry elements, verandas and porches are encouraged to produce interest in the arterial street facade as well as to help define the entrance to individual units. Front porches may act as amenity space in lieu of decks.*

.5 *An entry door should be visible from the arterail street.*

.6 *The units should orient living space on the ground level to the arterail street.*

.7 *Attached garages accessed from the lane should be integral in design to the unit.*

.8 *Continuous street-related yard fences and hedges are encouraged and should allow transparency.*

.9 *Fencing and gates located within the front yard or flanking side yard should be low in height, no greater than 1.2m.*

.10 *When rear yard parking areas occur, they should be paved and coordinated with adjacent rear yard paving. Fences and landscaping should be coordinated with those of the rest of the rear yard.*

.11 *Where fences occur on the lane these should be continuous and all of the same material.*

Detached garages on a lane and accessory buildings

.13 *Accessory buildings shall be compatible in design and material with the main building. Where the materials differ from those of the principle dwelling they shall be coordinated in pattern, colour and architectural style to be approved by the Control Architect.*

.14 *Garages on corner lots should reflect the main building's colour treatment Flankage elevations should be articulated to include windows or other such detailing.*

.15 *Coach houses shall reflect the architectural style of the residence on the same lot.*

.16 *Flat roofs may be allowed where they form a balcony.*

.17 *Where possible, garages on corners should be paired with the adjacent garage to the interior of the lot.*

.18 *Paired garages should be designed to simulate a double car garage.*

5.9 Wide-shallow lots

The design of the wide-shallow units reduces the presence of the garage on the street frontage and locates living areas looking out onto the street. Porches/veranda entries generate a strong street edge presence.

Guidelines:

.1 Units shall be set close to the street.

.2 Entry elements, verandas and porches are encouraged to produce interest in the facade as well as to help define the entrance to individual units. All units shall offer a covered entry and a minimum of 70% of the units on a block shall include covered entry elements.

.3 The units orient living space on the ground level to the street.

.4 Wide-shallow units are characterized by restricting the amount of garage frontage on the street to 50% of the width of the unit or less.

.5 Garages shall be located behind or flush with the front wall of the unit.

Wide-shallow units are characterized by restricting the amount of garage frontage on the street to 50% of the width of the unit or less.

5.10 Units adjacent to open spaces and walkways

.1 Elevation of residences on lots with rear lot exposure to public spaces shall be designed to generate rear elevations that are highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve the objective (See section 5.13 for specific rear elevation requirements).

.2 Materials shall be consistent with those used on front elevations.

.3 Where adjacent to community features, fences shall be of a design and materials consistent with the community fencing.

.4 Residences adjacent to parkettes should have openings to encourage safety through "eyes" on the public space.

.5 Residences adjacent to walkways should be massed to reinforce the pedestrian scale.

.6 At the entrances to walkways, units should create a sense of entry through the location of windows and front doors. Informal planting of coniferous and deciduous trees may be used to frame the pathway.

5.11 Units facing open spaces

It is important that the orientation and built form of these buildings define the park and reinforce the sense of safety through "eyes on the park" The following guidelines should be applied;

.1 Front elevations should be distinguished by high quality architectural design.

.2 Entries of residential units adjacent to the park sites should be oriented to the park where possible.

.3 Building form facing the park should be massed and designed in a consistent manner.

.4 Building walls shall be close to the street edge.

5.12 Units visible from Arterial Streets

.1 Units visible from arterial roads shall be given special consideration in architectural design, massing, orientation, siting and materials and shall be of a high architectural quality.

2 Facades shall be highly articulated through coordinated fenestration, masonry detailing, accent gables, dormers, porches or other entry element, and/or other special treatments. Guidelines for upgraded side elevations (section 5.7) shall apply to lots with flankages visible from arterial roads.

.3 Units fronting onto a window street will have clearly articulated entries through the use of entry features facing the street.

.4 All garages on window streets shall be recessed or flush with the front wall of the unit.

.5 Doors and windows on the entry level floor should be visible from the street.

.6 Rear elevations visible from arterial roads shall be highly articulated and reflect the architecture of the front facade in design and materials. Architectural detailing around windows and doors, base corbelling and sills, precast coining and lintels should be carried through to articulate the rear elevation. (See next page for a specific rear elevation requirements)

5.13 Upgraded Rear Elevations

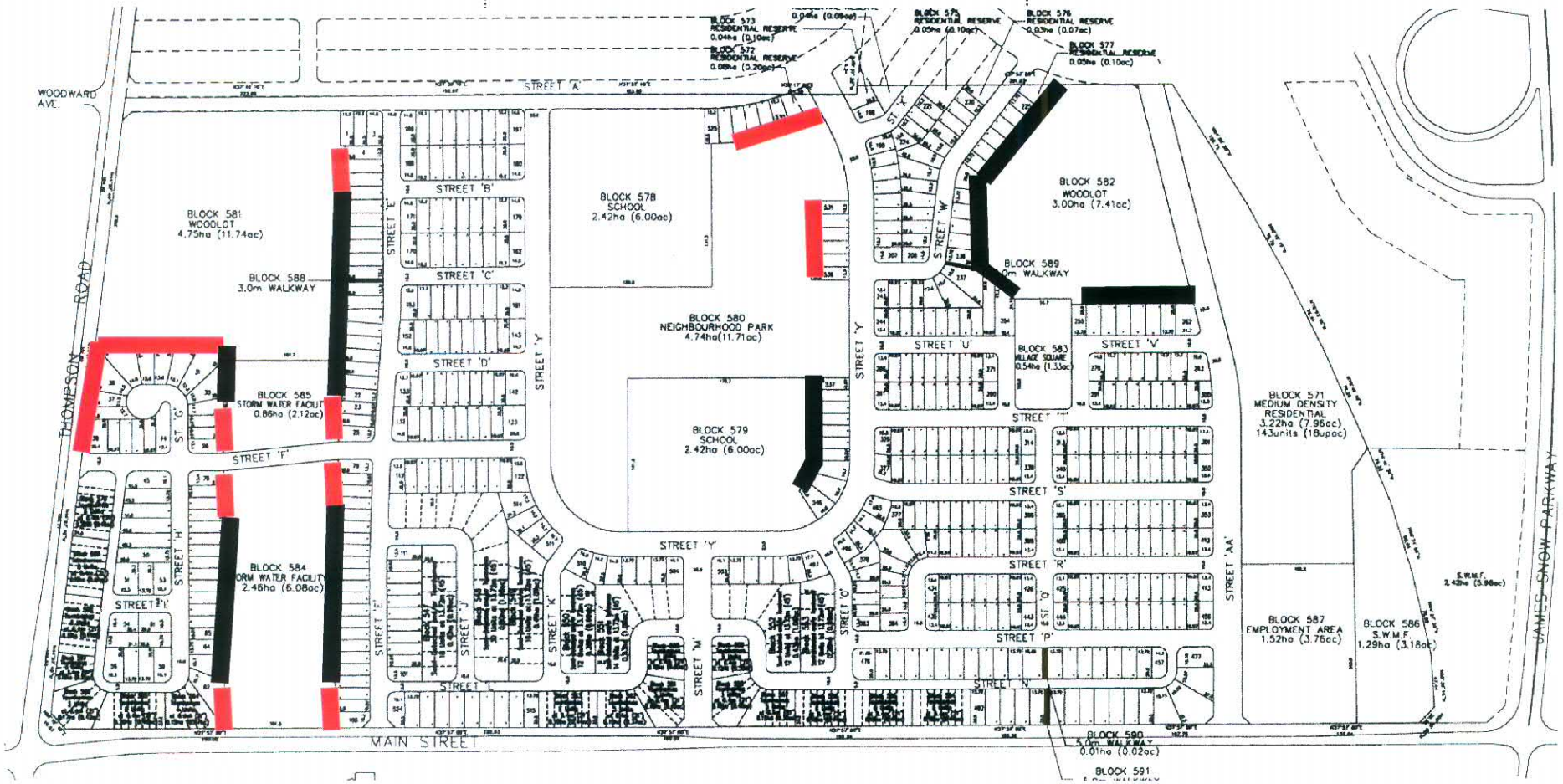
Rear elevations visible from a public space should have a certain level of upgrade. Please refer to the list and plan below to identify the required level of upgrade.

Level 1:

1. *Rear elevations: Architectural style and materials as in front elevations Architectural detailing around windows and doors, base corbelling and sills, precast coining and lintels should be carried through to articulate the rear elevation.; Massing to avoid a continuous flat wall*
2. *Roofs: articulation utilizing any of the following: accent gables, dormers and ridges, chimneys, etc.; minimum pitch 6:12;*
3. *Window masonry detailing, variation of window sizes and/or other forms of window treatment.*

Level 2

1. *Rear elevations: materials as in front elevations; Articulation to avoid a continuous flat wall*
2. *Roofs: minimum pitch 6:12;*
3. *Variation of window sizes. Window masonry detailing, variation of window sizes.*



7.0 Architectural Controls

7.1 Residential Controls

7.1.1 Porches and entry features

.1 Units will include an option for an entry porch or veranda. A minimum of 80% of the units will include an option for a porch, entry porch or veranda. For the purposes of this document:

- A covered porch is an unenclosed covered structure extending from the wall of the house. It is distinguished from a covered entry in that it is wide enough to allow for a seating area, generally a minimum of 2.5-3 metres.
- A covered entry element provides weather protection at the entry and generally is not meant as a seating area.

.2 Porches can extend toward the street to reinforce desirable street wall conditions.

.3 Porches on detached units should be deep enough to allow a seating area (minimum 1.5 metres). Where possible, the porch width shall encompass the entry door and windows on the front facade of the unit.

.4 Front porches one storey in height (maximum 12 feet from finished entry level)are preferred, they shall not be enclosed with solid materials and shall be constructed of materials utilized throughout the development. This shall not preclude the construction of second level terraces or building over the porch.

.5 Porch steps shall be detailed in the same material as the porch itself. Wood steps are not allowed.

.6 Front entries should be articulated through detailing and /or variation of wall materials.

7.1.2 Windows and doors

.1 Front facades should encompass the entry door and a window. The door should be oriented to the street. On narrow lots (12.2 m or less) an entry door and/or window should be visible from the street.

.2 Windows on front and flankage elevations should be predominantly of rectangular or square proportions and be coordinated in their horizontal and vertical location. Generally, the minimum proportion of a window panel should be 1W:2.H.

.3 A maximum of three windows of equal size banked together, or next to each other on the same floor is preferred

.4 Other window shapes used more than once on front elevations is discouraged.

.5 The use of details to emphasize doors and windows is encouraged.

.6 Single entry doors with sidelights and transoms are encouraged. Where these are not provided, a vision panel (glazing) should be encouraged in the entry door.

.7 Sliding doors are not permitted on front or flankage elevations.

7.1.3 Roofs and chimneys

.1 Variation in roof massing and the use of chimneys to accentuate individual residences is encouraged.

.2 Variety of roof configurations is required including accent gables, dormers, porches and roof ridges both parallel and perpendicular to the street.

.3 In the case of single storey units or bungalows the roof pitch may range up to 9:12

.4 Flat roofs are not allowed except for porches and side extensions of main buildings.

.5 Masonry chimneys are encouraged and where prefabricated fireplaces are utilized they shall be enclosed in materials complimentary to the style and finish of the dwelling.

.6 The soffit shall have a consistent minimum overhang of 200 mm (8").

.7 All stacks and roof vents are encouraged to be located on the rear slope of the roof and painted to match the roof colour.

.8 Air conditioning units and dryer vents shall not be located on any front elevation.

.9 Flat skylights are preferred on the front elevation and skylights should be located on the rear slope where possible.

.10 Roofs should generally have a minimum pitch of 6:12. To produce a sense of built form at the street a roof pitch of 6.75:12 on roofs facing the street is required where there are no other roof elements such as gables and dormers or extended roof elements. Steeper pitches will be allowed for feature elements.

7.1.4 Materials

a. Wall Materials

.1 A variety of materials is encouraged including

- Brick
- Stone
- Siding: Aluminum
  Wood
  Cedar shingle
  Vinyl

.2 Material changes along vertical or diagonal lines are discouraged except to differentiate towers, bay windows and other additions.

.3 Detail materials may be used around windows and doors (trims, stone sets, rock face brick, etc.) to articulate elevations.

.4 A second material on a wall may be used to draw attention to an important massing feature.

.5 A second or third material may be used to visually break extra high or wide massing.

.6 Exposed flankage facades shall be of materials consistent with the front facade. Where the material changes, the material used for the front facade shall wrap a minimum of 400 mm (16") or to a change of plane.

b. Masonry Details

.1 Care must be taken not to mix inappropriate details in adjacent or facing dwelling units and they should be used to accentuate, not to dominate, the facade of the unit. All structural elements such as columns and lintels shall be used appropriately. Masonry detailing in keeping with the style of the residence is encouraged including;

- Base corbelling
- Belt coursing
- Precast coining and lintels

c. Roof Material

.1 Predominant materials shall include

- Asphalt shingles
- Wood shingles or shakes
- Natural slate.

.2 Roof colours will be subject to approval by the Control Architect for each material.

.3 The roof material and colour for ancillary buildings and garages shall be the same as that of the main building.

d. Foundations

.1 Stone, stucco or brick should be used to clad foundation walls and these should be detailed to emphasize the base of the building (brick veneer ledges will be accepted). Less detailing may be required for stucco walls. Where the predominant material is siding, the material shall be stepped.

7.2 Non-Residential Controls

7.2.1 Elevations

.1 Windows and doors on a block shall be coordinated in style, heights and materials.

.2 Roof and roof elements should be designed to provide additional interest to the facade.

.3 Signage should be coordinated in location and size among stores. All signage must comply with the Scarborough Sign By-Law.

7.2.2 Materials

.1 Exterior materials shall be compatible with those of the adjacent existing community. Where adjacent homes are of a predominant material (ie. brick) the retail centre should use that material as the primary exterior material.

7.2.3 Mechanical Equipment

.1 Roof top equipment shall be screened to reduce the impact of noise and visibility on public streets.

7.2.4 Lighting

.1 Lighting and light standards should be of a pedestrian scale.

.1 Lighting shall be located low on the building face and directed downward to reduce the impact on adjacent lots.

8.0 Process

8.1 PROCESS

The architectural control process will be undertaken by the developer in Milton East

The design review process coordinates the site planning, streetscape, residential and commercial architecture for the subdivision. The objective of the design review process is to assist the builder in complying with the conditions of the Design Guidelines. It should be simple and follow a prescribed pattern. This includes the submission of drawings and materials, the preliminary response from the Control Architect, revisions as necessary and sign off.

If, in the opinion of the Control Architect, the Guidelines require clarification, such sections of the Guidelines should be brought to the attention of the Director of Planning in writing.

8.2 Submission for approvals

All design elements, as previously noted, must be reviewed and approved by the Control Architect and Subdivision Engineer (where noted) prior to being submitted to the Town of Milton for site plan approval and for a building permit.

In no case shall the Control Architect and the Design Architect be the same individual or firm.

8.3 Design review process

The builder shall submit drawings to the Control Architect in a form sufficient to evaluate compliance with the design guidelines for site plan and architecture. The design review process deals primarily with the exterior appearance of the units and their relationship with the streetscape. Floor plans are provided for information and as a guide to evaluating the exterior treatment.

The builder shall submit plans, elevations, details and landscape drawings in sufficient detail to assess compliance with the guidelines.

The materials presented for preliminary review need not be highly detailed but should be sufficiently representative to assess the design and site planning.

a. Preliminary Design

Three sets of drawings will be submitted illustrating internal layout, entry conditions, elevations, fenestration, materials and details. Five working days shall be allowed for the review process. The preliminary Design Package submitted for approval will include,

- Floor plans
- Exterior elevations and details
- Special units (Prime Lots)
- Materials
- Typical streetscapes
- Proposed landscape when integral to the lot

Satisfactory submissions will be stamped "Preliminary Approval" after being reviewed by the Control Architect and forwarded to the builder and developer.

b. Final Design

Four copies shall be submitted to the Control Architect for review and approval. Three to five days shall be allowed for the approval process. Materials shall include including;

- Floor plans
- Lot site plans and block siting sufficient to assess unit siting.
- Exterior elevations of all sides of a unit or block of units
- Master sheet
- Typical block elevation (Streetscape)
- Location and treatment of utility connections including hydro and gas must be illustrated on townhouse elevations/plans.

The review and approval of the floor plans is an approval-in-principal in order to support the approval of the exterior design. Future modifications to the floor plans can occur as long as no major changes take place.

Upon approval of the working drawings, two copies of the master sheet showing approved front elevations for all models shall be submitted for information. These drawings are to be used to assess building groupings and massing and may be submitted with the architectural drawings.

These plans will be stamped "Final Approval" by the Control Architect. Distribution is as follows;

- 1 cc Milton Planning Department
- 1 cc Control Architect
- 1 cc Builder
- 1 cc Developer

8.4 Required revisions

To assure timely turnaround for necessary changes the builder shall submit drawings on the effected areas only. To assist the process, samples and examples of suggested alternatives will be supplied by the builder along with the proposed solutions.

8.5 Revisions to approved drawings

For revisions to previously approved designs and drawings, details and materials will be submitted along with the request to make modifications.

8.6 Implementation

The implementation of these guidelines will be reflected in the Subdivision Agreement.