

ARCHITECTURAL CONTROL GUIDELINES

Milton Land Four Investments Limited
Milton Education Village Secondary Plan | Town of Milton



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Submitted to: **Town of Milton**

Submission Number: **1**

Date: **August 14, 2026**

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Our Ref. No.: **P-2877**



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1.0 Introduction

1.1 Purpose

These Architectural Control Guidelines (ACG) have been prepared on behalf of Milton Land Four Investments Limited for their Draft Plan of Subdivision located within the Milton Education Village Secondary Plan, in the Town of Milton. The ACG are a requirement of the Town-issued Record of Pre-Consultation, dated April 16, 2024, and is provided as a precondition to the Draft Plan of Subdivision application for the subject lands.

The Architectural Control Guidelines provide a detailed framework of architectural design criteria, specific to new built form within the subject lands, that will promote an attractive, high quality and sustainable community. For design principles related to the treatment of landscaping features within the public realm (i.e. park, open space system, streetscape elements, and fencing design), refer to the Urban Design Plan and specific Landscape Plan for the subdivision.

The Developer and Builder(s) within this development shall comply with these Guidelines throughout the design, marketing and building process. Approvals by the Control Architect do not release the Builder from complying with the requirements of the Project Engineer, the Town of Milton or any other approval agency. The Architectural Control Guidelines and their interpretation by the Control Architect are intended to provide for sufficient flexibility to foster design creativity. Innovative design solutions which do not strictly adhere to the performance standards prescribed in these Guidelines may be considered based on their design merits provided the overall spirit of the Guidelines is maintained. Minor amendments to these Guidelines may be made in consultation with Town staff.

Images and diagrams contained in this document are conceptual in nature and are provided for illustrative purposes to demonstrate the intended guideline or design principle. They should not be construed literally as the final product or as the only manner in which the intended guideline or design principle should be implemented. Refinements to the concepts contained herein may occur based upon the Town's review of the detailed engineering and landscape submissions.



Site Location

Source: Google Earth



View of the subject lands from Tremaine Road looking west



View of the pipeline corridor and lands to the north



View of existing stormwater management pond on the east side of Tremaine Road



View of existing residential neighbourhood on the east side of Tremaine Road



View of existing residential neighbourhood on the east side of Tremaine Road



View along Dymott Avenue looking east



View of lands south of the subject lands



View of the Mattamy National Cycling Centre, located south of the subject lands

1.2 Location and Community Context

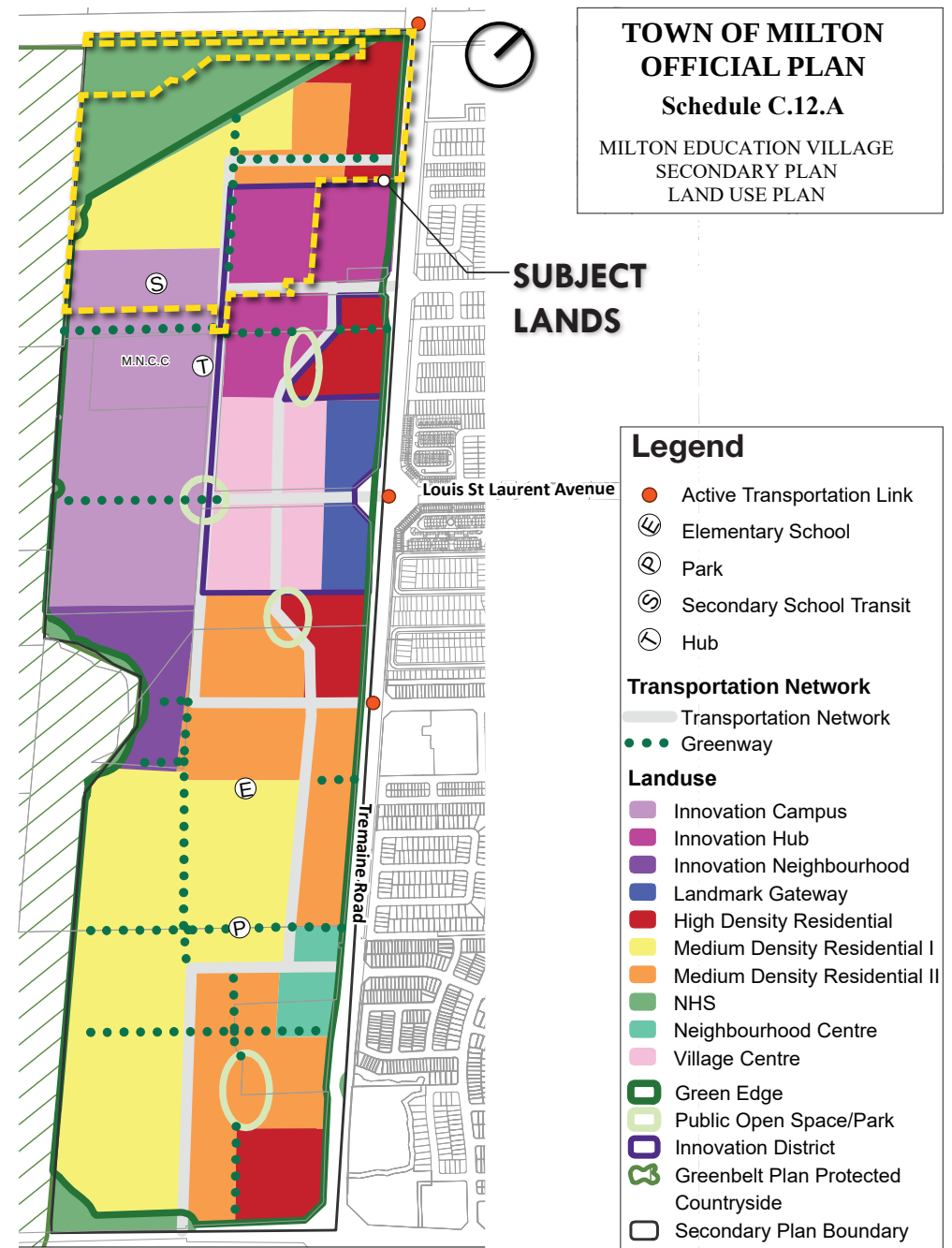
The subject lands, also known as Part of Lot 9, Concession 7, New Survey, comprise an area of 29.38 hectares on the west side of Tremaine Road, between Derry Road and Louis St. Laurent Avenue. The subject lands are bounded by:

- **North:** An existing pipeline corridor; opposite are agricultural lands, and further north is Derry Road;
- **East:** Tremaine Road and an existing long-term care home (Schlegel Village); further east is the existing portion of Dymott Avenue and an existing residential community;
- **South:** Vacant agricultural lands (planned for future development), and further south is the existing Mattamy National Cycling Centre;
- **West:** Agricultural lands and channel; further west is Bell School Line.

The subject lands, formerly used for agricultural purposes, will be developed for a mixed density residential neighbourhood and will form the northern portion of the greater Milton Education Village Secondary Plan. This area is planned to be a unique and innovative neighbourhood focused around a post-secondary site with a university and community college (Innovation Campus) and related employment and recreational facilities. The secondary plan will also contain a Village Centre with a mix of residential, retail commercial, and service uses (refer to Milton Education Village Secondary Plan Land Use Plan to the right).

The developable portions of the subject lands are situated on generally level tableland, which contain no environmental features. The northern portion of the study area contains an open space area that is used as a pipeline corridor. Between the open space pipeline corridor and developable tableland is an existing channel area that is owned by the applicant, but not part of the Draft Plan of Subdivision Application. The channel area contains a watercourse and limited mature vegetation.

The adjacent residential community to the east, on the opposite side of Tremaine Road, consists of single detached and back-to-back townhouses in proximity to the subject lands. Existing homes exhibit two to three storey massing and are designed based on a wide range of neo-traditional architectural precedents. To the south, is a recently constructed three storey long-term care home by Schlegel Villages. This development, also known as The village of Ridgeview Court, will be constructed in multiple



phases with three buildings ranging between 3 to 12-storeys.

Other uses within proximity to the subject lands include open spaces such as parks and stormwater management facilities to the east, and institutional and recreational uses such as the Mattamy National Cycling Centre to the south and elementary schools to the east.

Refer to site context images on page 2 for a representation of the existing character of the site and surrounding area.

1.3 Description of the Proposed Development

The Milton Land Four Investments Limited subdivision will form part of the comprehensive Milton Education Village Secondary Plan and will establish a safe, livable, attractive, and healthy neighbourhood for future residents. The main structuring elements of the proposed neighbourhood include:

- A variety of open space features, including:
 - two parks of 0.70 and 0.37 hectares located in the western half of the subdivision, with frontage along Streets “E”, “I”, and “L”.
 - a gateway block of 0.12 hectares located along the Street “A” (Dymott Avenue) frontage, east of Street “B” (Pan Am Boulevard).
 - a vista block located in the northwest corner of the site that will allow views and potential access to the channel to the north.
 - a green corridor block proposed at the terminus of Street “B” (Pan Am Boulevard), north of Street “C” will provide for a linkage to the walkway block and open space area in the northern portion of the subdivision.
 - an open space (pipeline corridor) block which straddles the northern limits of the subject lands. which runs through the central portion of the subdivision.
 - a walkway block that permits future access to the channel area that is located outside the boundary of the study area.
- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent existing road network. Primary accesses to the site will occur from Street “A” (Dymott Avenue), Street “B” (Pan Am Boulevard), and Street “C”. Streets “A” and “C” permit access to Tremaine Road, while Street “B” extends south of the study area to Louis St. Laurent Avenue.
- A mutual access easement is provided in the southeast portion of the subdivision that may provide access between the Street “A” (Dymott Avenue), the Future Site Plan Block, and the long-term care home facility by Schlegel Village.
- A mix of grade-related residential types and densities are proposed, including:
 - Single detached dwellings occurring on minimum lot frontages of 11.0m.
 - Street townhouse dwellings on minimum lot frontages of 7.01m.
 - Back-to-back townhouse dwellings on minimum lot frontages of 6.5m.
- A High Density Block is proposed at the northwest corner of Tremaine Road and Street “C”. Future development within this block may include a variety of higher intensity uses such as medium to high density residential. A separate site specific Urban Design Brief may be required by the Town prior to development.
- A Future Site Plan Block is proposed in the eastern portion of the subdivision on the east side of Street “B” (Pan Am Boulevard), north of Street “A” (Dymott Avenue) and south of the Secondary School site.
- A Secondary School site of 4.16 hectares is strategically placed in the northeast portion of the subdivision and has frontage along Tremaine Road, Street “A” (Pan Am Boulevard) and Street “C”.
- Developments within the High Density, Future Site Plan, and Secondary School blocks will be subject to a Site Plan Approval process conducted by the Town of Milton.
- Refer to Milton Land Four Investments Limited Subdivision Plan on the following page.



Milton Land Four Investments Limited Subdivision Plan

1.4 Architectural Design Vision

The architectural design vision for the subject lands considers the vision established in Section C.12.2.1 of the Secondary Plan, which states:

“The Milton Education Village will be a dynamic urban village, where innovation meets natural wonder.”

“The Milton Education Village will be a complete community which is mixed use in character and safe, liveable, attractive and healthy. It will be designed to be integrated with both the Urban Area and surrounding natural and rural areas, leveraging the advantages of both places where the line between education and community converges to reflect the innovative, engaged, balanced and connected character of the Town of Milton as a whole.”

Building upon these vision statements, the Milton Land Four Investments Limited subdivision forms an integral component of the comprehensively planned Milton Education Village Secondary Plan and will be developed in a manner that establishes an attractive, compact, walkable, transit-supportive neighbourhood. The subdivision provides a mix of housing types and densities, and institutional uses to create a cohesive and distinct built form identity that will contribute to the emerging urban character of the Secondary Plan. The use of distinctive streetscape elements, high quality architecture, tree lined streets and landscaped community features will help to reinforce the design vision for the subdivision.

1.5 Objectives

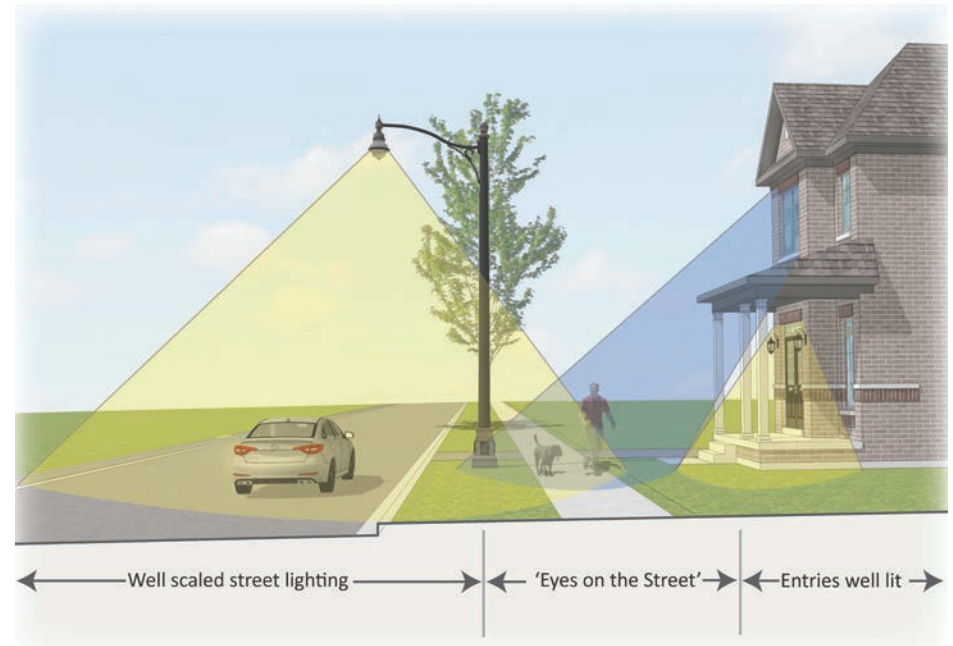
The following objectives will be encouraged and articulated throughout these Guidelines to reinforce the architectural design vision:

- Promote an attractive architectural character that will create a sustainable and positive urban presence within the Milton Education Village Secondary Plan and its future urban fabric.
- Provide for a pedestrian-oriented development that appropriately integrates with the built form, streetscape, and road network of adjacent developments.
- Provide residential forms and densities that will help to sustain local and regional transit initiatives.
- Encourage harmonious and attractive streetscapes that promote a sense of place and identity by providing design criteria that will guide the appearance of new housing, dwelling facade variety, building materials and colour palettes.
- Establish design requirements for buildings in prominent locations (Priority Lots).
- Minimize the visual impact of garages within the streetscape.
- Promote the use of integrated front porches and appropriately designed garages to foster attractive, pedestrian-friendly streetscapes.
- Establish requirements for the appropriate siting of dwellings according to size, style and location within the development.

1.6 Community Safety

A sense of 'Community' motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Buildings should be designed and sited to maximize observation of public areas such as streets, open spaces and recreation areas.
- Ample fenestration facing public areas (streets, park, school, walkways, etc.) should be provided to promote casual surveillance or "eyes on the street".
- Adequate lighting should be provided along streets and public walkways to ensure pedestrian comfort and safety.
- All building and garage entries shall be well lit.
- Lighting should be designed to relate to the pedestrian scale and should illuminate all pedestrian routes. Parking areas, sidewalks, driveways and walkways should be adequately illuminated with low level, pedestrian-scaled lighting. Site lighting should be directed downward and inward to mitigate negative impact on neighbouring uses.
- Balconies, terraces, porches or other similar outdoor features will be encouraged to promote natural surveillance and serve as an interface between private and public realms.
- Main entrances to the building should be visible from the street, or other publicly accessible areas, and clearly defined.
- Blank and inactive building façades adjacent to public areas, pedestrian walkways and gathering places shall be avoided.
- For low and medium density areas, the visual presence of the garage should be diminished within the streetscape through limitations to its projection and width relative to the lot frontage, or through other appropriate architectural treatments.
- For higher density residential, mixed-use, commercial, and institutional uses parking areas should be located away from the street behind the buildings, or underground, where feasible.



Buildings should be designed to provide "eyes on the street" and promote community safety

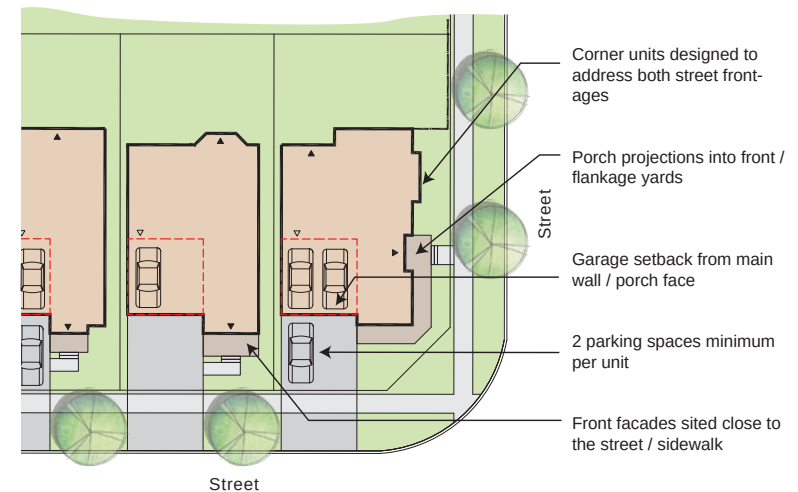
2.0

Design Guidelines for Low, Medium, and High Density Residential

2.1 Building Types

2.1.1 Single Detached Dwellings

- Single detached dwellings will occur on minimum lot frontage of 11.0m.
- Single detached dwellings shall be designed to individually and collectively contribute to the character of the neighbourhood.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings, plane variation and roofline variation in order to avoid uninteresting façades.
- Each dwelling shall have appropriate façade detailing, materials and colours consistent with its architectural style.
- Depending on grading, building massing may range from one to three storeys. Most homes will be two storeys. It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing relationships are achieved.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- The use of covered front porches or porticos will be required.
- Attached street-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.



Conceptual plan layout for Single Detached Dwellings

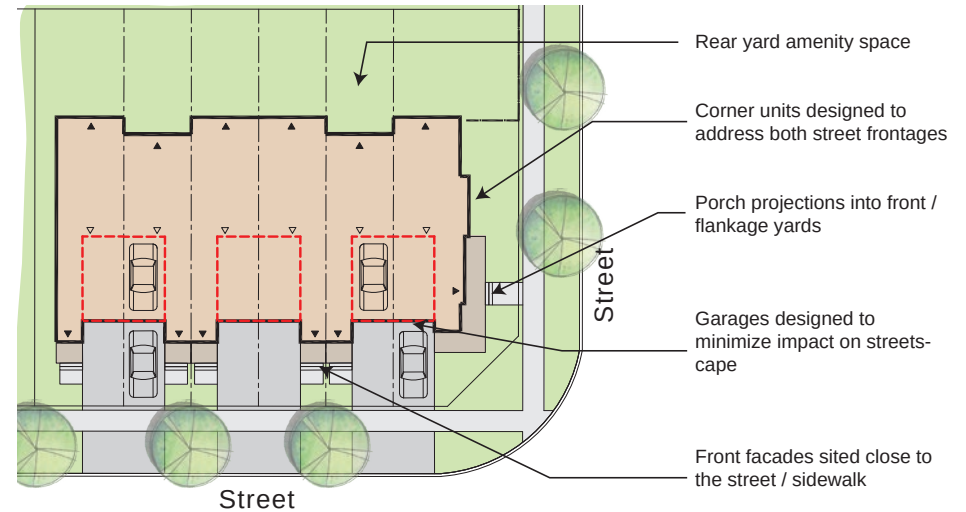


Conceptual images of single detached dwellings



2.1.2 Street Townhouses

- Street townhouses will occur on minimum lot frontages of 7.01m and contribute to the mix of housing types in the development, adding diversity of housing choice and streetscape character.
- Street townhouse blocks may range from 3 to 7 units.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Townhouse dwellings should have two to three storey massing. Single storey forms are discouraged for this housing type.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Street-accessed townhouse dwellings will have single-car attached garages accessed from the street, with an additional parking space on the driveway.
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities.
- Utility meters shall be concealed from public view. Placement of meters shall comply with local utility company requirements. Refer to Sec. 2.3.9 for further details.



Conceptual plan layout for Street Townhouses

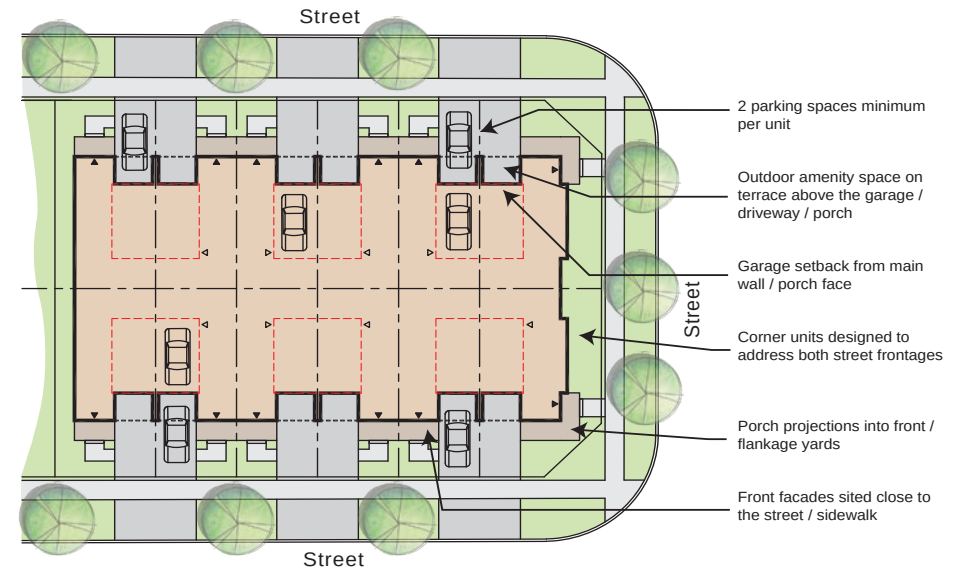


Conceptual images of Street Townhouses

2.1.3 Back-to-Back Townhouses

- Back-to-back townhouses will occur on minimum lot frontages of 6.5m.
- This type of townhouse will be a three storey housing form with front facing garages accessed from a public road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side party walls.
- Proposed back-to-back townhouse block sizes range from 8 to 16 units. Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Outdoor amenity space is provided in the form of a balcony typically located above the garage facing the street.
- Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.
- Garages shall not project beyond the front wall or porch face of the dwelling.

- Utility meters shall be concealed from public view. Placement of meters shall comply with local utility company requirements. Refer to Sec. 2.3.9 for further details.
- Air conditioning units should be located discreetly on the balcony away from public view.



Conceptual demonstration plan for Back-to-Back Townhouses



Conceptual images of Back-to-Back Townhouses



2.1.4 Other Potential Built Forms

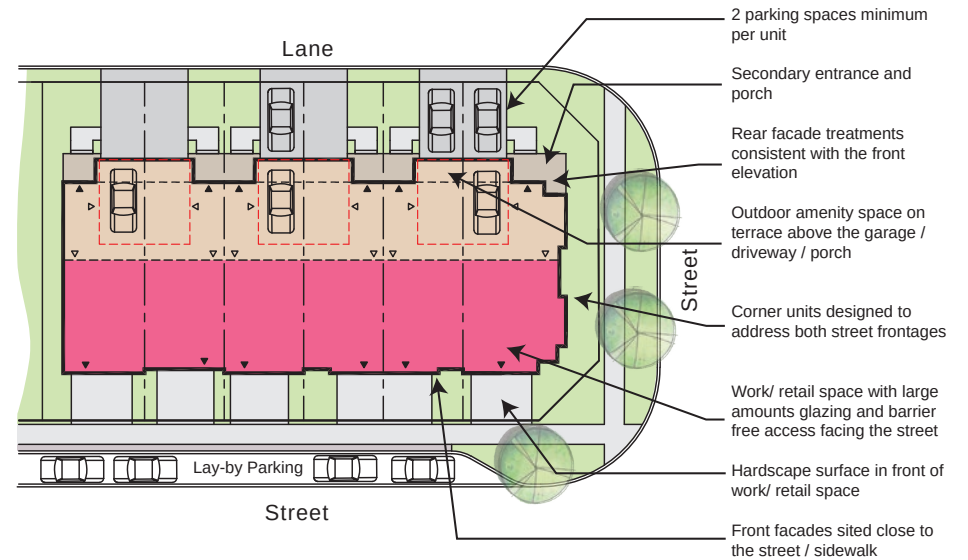
At the time of writing these Architectural Control Guidelines, the complete range of potential building form(s) within High Density block was not determined. In accordance with the implementing zoning by-law, a range of other residential built form types are permitted within the High Density block, in addition to the previously discussed back-to-back townhouses (refer to section 2.1.4). This includes, but not limited to, live-work townhouses, stacked townhouses, and apartment buildings, which are detailed on the proceeding pages. In addition the zoning by-law also permits multiplexes, small scale retail, service commercial, office uses, assisted and shared housing, local institutional, local commercial, home occupations, parks and other public open space, and parking structure uses to serve high density residential. The following is meant to provide design direction for other potential built form within the High Density block.

Development within this block will require a Site Plan Approval process administered by the Town of Milton. In addition, an Urban Design Brief may be requested by the Town prior to development of this block to detail and demonstrate how the proposal meets the urban design intent of the community.

Live-Work Townhouses

Live-work townhouses are comprised of individual units grouped together into a larger architectural form (similar to rear lane townhouses), with business-oriented space on the ground floor and residential space above. In addition to the relevant design guidelines outlined for rear lane townhouses (Section 2.1.3), the following shall apply:

- Building façades should be designed to create a positive and cohesive “main street” streetscape appearance. This may be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment and size, and colour.
- Publicly exposed building exteriors should present an attractive mixed-use image with identifiable architectural treatments to differentiate this type of built form from residential built form.
- Building height to be minimum three storeys high with a minimum ground floor height of 4.0m to accommodate business-oriented uses.



Conceptual plan layout for live-work townhouses



Conceptual image of live-work townhouses

- In order to create a comfortable pedestrian environment, all buildings shall be aligned with and sited close to the adjacent street and/or intersection. Setback from the public sidewalk should be minimized.
- Buildings shall be designed with active front and flanking façades, including ample fenestration to overlook the streets and the public spaces. This overview of the street contributes to vital and safe public spaces.
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows.
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner. Box signage is not permitted.
- Sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment.
- Main entrances should be ground-related and wheelchair accessible.
- Corner buildings should provide façades which appropriately address both street frontages.
- Garages shall not face the street. They should be accessed from a private laneway at the rear of the building. Rear garages may be attached or detached.
- The by-law parking requirements of the development shall be met wholly within private property. On-street parking is encouraged in front of Live-Work units, where feasible and in accordance with the applicable Town By-laws.
- Additional parking areas, if required, should be located at the rear or side of the building; where visible to the street they should be given a landscape / fence screening treatment.
- Outdoor amenity areas for live-work townhouses may take the form of a raised terrace, balcony or rear courtyard.
- Signage should be high-quality, face lit, or directly lit. Plastic backlit signage or sign boxes shall not be permitted.
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units, and other mechanical units are to be located away from publicly exposed corners and other publicly exposed views.



Buildings shall be designed with active front and flanking façades overlook the streets and the public spaces

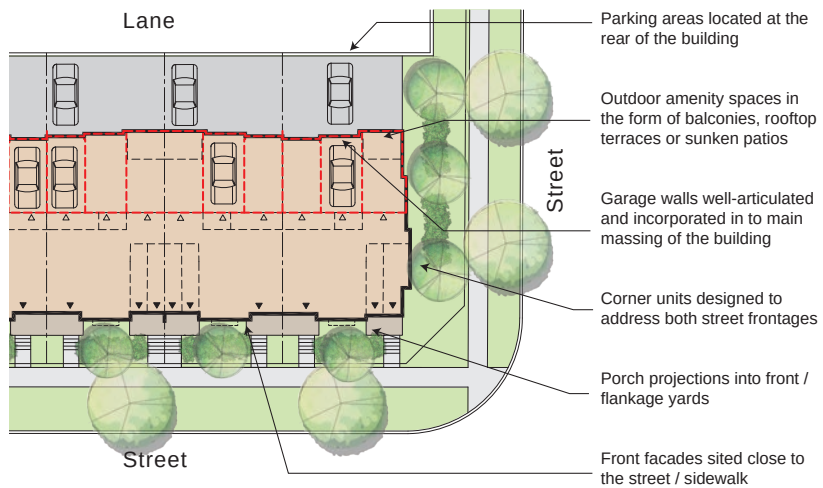
Stacked Townhouses

Stacked townhouses are a multilevel condominium housing type that provides a low-rise, transit-supportive, compact built form yielding relatively high densities. The following design principles are recommended:

- The height for stacked townhouses is typically three to four storeys.
- Buildings should be sited close to the street edge to create a pedestrian friendly environment and provide enclosure to the street.
- Private outdoor amenity space should be provided in the form of a balcony or terrace for the upper level units and in the form of an at-grade or sunken courtyard for the lower level units.
- Parking areas may occur as underground parking, surface parking located behind the building, or parking within private garages incorporated into the main massing at the rear of the building. Minimal walking distances are encouraged.
- Common open space areas, such as tot lots, may be provided where other park facilities are not located nearby.
- Pedestrian walkways within stacked townhouse developments should provide safe and direct access between dwelling entrances, parking areas, amenity areas and streets.
- Building façades should be highly articulated to provide an attractive built form. Careful coordination of materials and colours will be required within each development to foster a distinct identity.
- Banked and recessed utility meters are encouraged and should be located on internal end units out of public view, subject to compliance with local utility company regulations.
- Air conditioning units should be located away from the dwelling's front or flanking yard or be discretely located on balconies close to the building wall face. If this is not possible, it should be screened with landscaping or fencing.
- Refer to potential stacked townhouse built form options with lane-accessed private garages or underground parking on the following page.



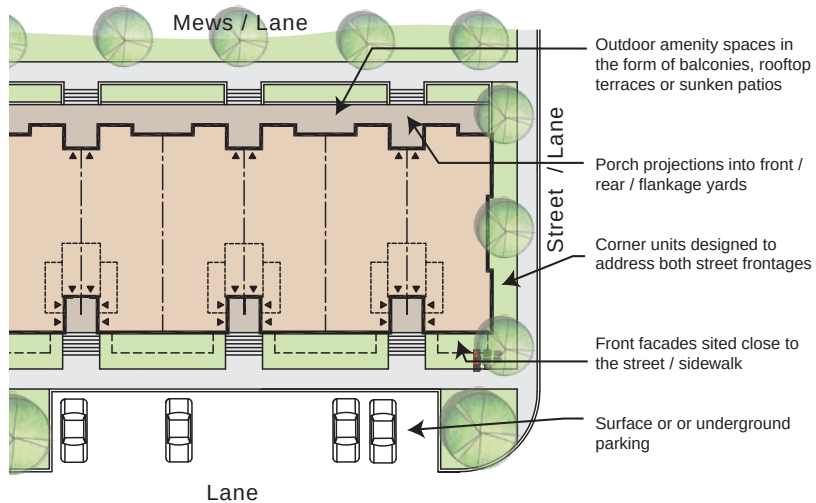
Conceptual image of stacked townhouses



Conceptual plan layout for stacked townhouses with lane-accessed private garages



Conceptual images of stacked townhouses with lane accessed private garages - front elevation (left) and rear elevation (right)



Conceptual plan layout for stacked townhouses with underground parking



Conceptual images of stacked townhouses with underground parking



Apartment Buildings

Apartment buildings are permitted within the High Density Block. This built form type will establish an animated urban character along Tremaine Road which is envisioned as having higher order transit function. This development type will contribute to the creation of a positive community identity through careful consideration of architecture, building location, and landscape treatment.

- Built form within this area may include apartment buildings with heights that will be determined at the detailed design stage in accordance with the established zoning by-law and the Town of Milton's Mid-Rise or High-Rise Guidelines.
- Given the prominence of this site within the overall Milton Education Village Secondary Plan, built form shall be distinct, reflect a well-conceived architectural style and incorporate high quality materials.
- Building designs should be visually attractive with articulated facades, fenestration, interesting roof lines and prominent entrances, where possible.
- Where multiple buildings occur, each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- The design of buildings and siting should give careful consideration to overall form, massing, proportions and rhythm of repeating elements to achieve a streetscape that relates to the desired pedestrian scale.
- Building heights should have an urban character without overshadowing nearby lower density forms.
- The buildings should transition in height and scale to respect adjacent low-rise development while providing intensification along adjacent arterial and collector roads.
- Built form shall have a strong orientation to the street corner and address both street frontages, with the architecture, together with complementary landscaping, serving as a primary gateway elements to the neighbourhood.
- Building designs for corner locations should reflect an architectural treatment appropriate to their landmark status.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to establishments from adjacent sidewalks.



Conceptual images of apartment buildings

- Provide fenestration along building sides fronting onto the streets to visually connect the street.
- Building entrances should be grade related and designed as the principal character element for the architectural treatment where possible.
- Building design and materials should establish a base, middle section and top portion to help visually break up tall buildings.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Main parking areas should be located underground where possible to minimize negative visual impact on the streetscape. Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged.
- Where an above-grade parking structure is proposed, it should be fully enclosed and architecturally integrated into the podium design to minimize its visual impact. Furthermore, the above-grade parking structure should be located away from public frontages (i.e. higher order public roads) and allow for active uses at grade or facing the street (e.g. apartment units should line or face the adjacent roadways with the above-grade parking garage set behind).
- Surface parking areas should generally be limited to barrier-free parking, visitor parking and drop-off zones for loading/unloading.
- Where provided, surface parking should be located behind or to the side of the building and should be screened from street view through the use of hard and soft landscaping.
- Loading, service areas, garbage facilities and mechanical/utility equipment should be integrated into the design of the building or hidden from focal areas.
- To reduce impact on adjacent uses, site lighting should have cutoffs to direct light inward and downward.
- Signage shall be of a high design quality and an integral element of the building's façade. It may be internally or externally illuminated. Cut-out letter signage is preferred while backlit box signage, up-lit signage and tall freestanding pylon signage are discouraged.
- Refer to the Town of Milton's Mid-Rise and High-Rise Guidelines for additional performance standards.



Precedent images of various architectural elements that contribute to design excellence

2.2 Residential Streetscapes

2.2.1 Building Relationship to Street

A well-defined street edge contributes to the pedestrian-oriented goals of the community. Attractive streetscapes typically consist of a landscaped (sodded and treed) boulevard adjacent to a defining edge of private front yards and carefully placed, well-designed dwellings. The following design guidelines shall apply:

- Dwellings should be designed to suit the site topography conditions.
- Ground related entries and porches are encouraged in order to minimize the negative visual impact of large concentrations of stairs.
- The scale, height and massing of buildings should combine to create a well-balanced, human-scale streetscape which encourages pedestrian activity.
- The primary façade of the dwelling should relate directly to the street.

- Building setbacks should define the street edge and create a visually ordered streetscape.
- Publicly exposed elevations shall incorporate adequate massing, proportions and wall openings (i.e. window, doors, porches, etc.) to avoid large, blank façades.
- Projections into the front or flankage yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
- Covered front porches, sized to comfortably accommodate seating (1.5m min. depth), are encouraged on the majority of dwellings to encourage social interaction among residents and opportunities for 'eyes on the street'. Porch widths should be maximized where feasible, while

still allowing for a variety of porch / portico styles. Wraparound porches are encouraged on corner lots where appropriate to the architectural style. Porch encroachments into front and exterior side yards are provided in the zoning by-law to enable these features.

- Garages shall be subordinate to the overall home façade to contribute to a comfortable pedestrian environment.
- Corner buildings should be designed to address both street frontages in an equally enhanced manner.



Buildings should relate positively with the street

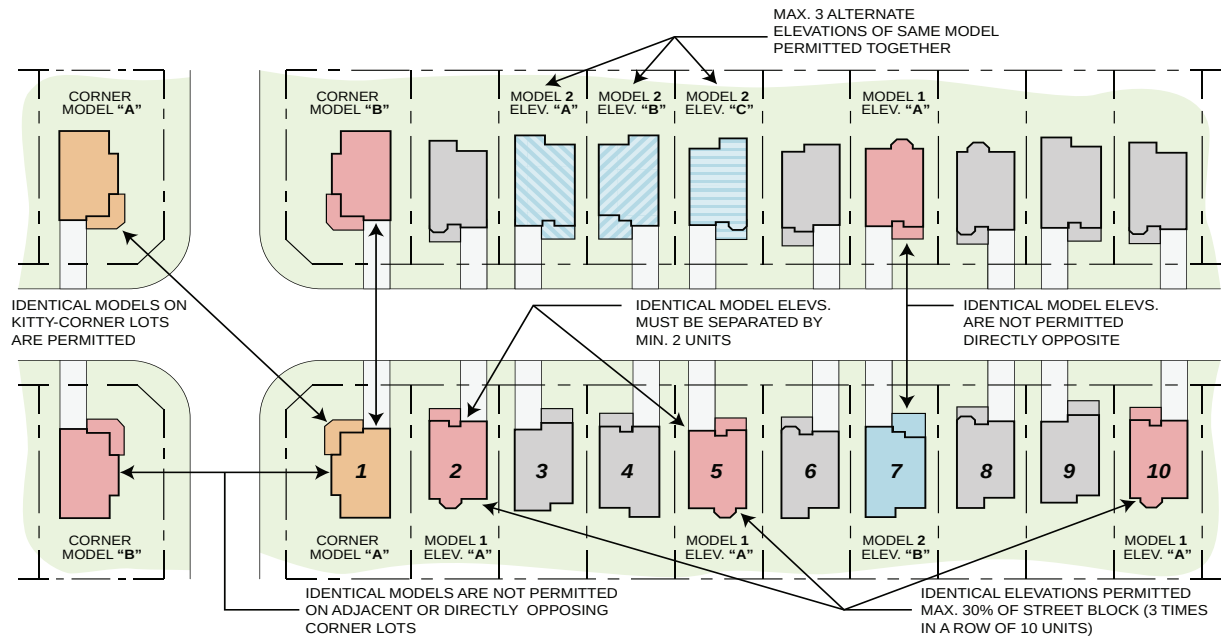
2.2.2 Variety in the Streetscape

Variety of massing and architectural expression among publicly exposed building elevations should occur within each street block through the use of alternative façade treatments, massing, roofline, materials, colours and architectural style.

- Building elevations will be evaluated on their ability to contribute to an attractive character for each street. It is important that individual buildings combine to create harmony when sited together within the streetscape in order to avoid a cluttered or disorganized streetscape appearance. This can be reinforced by use of complementary building materials, colours, details and architectural elements.
- Variation in the design of abutting house types should be provided to avoid undue repetition and monotony within the streetscape as follows:
 - Identical dwelling façades for single detached dwellings should be separated by a minimum of 2 distinctly different dwelling façades and will not be permitted directly opposite one another.
 - Alternate elevations of the same model shall have a unique architectural expression (including features such as, but not limited to: differing roofline, wall articulation, porch design, fenestration pattern, material detailing, architectural style, etc.) that serves to reinforce architectural variety within the streetscape when different elevations of the same model are sited side by side.
 - The repetition requirements stated above for single-detached will not apply to townhouses. Instead the massing and design of each townhouse block, rather than the individual units, will be reviewed based on the design merits of the block. Identical block elevations should



Attractive, harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity.



Model repetition and façade variety criteria (single detached dwellings)

generally not occur adjacent or opposite to each other unless part of a themed enclave.

- Identical dwelling façades should not comprise more than 30% of a street block and should be separated as noted above.
- A maximum of 3 alternative elevations of the same model may be sited adjacent one another. There should be at least 3 different model designs (having a different building footprint and floor plan) within each group of ten dwellings.
- For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite. It is recommended that builders use different elevations on each corner lot at an intersection. Notwithstanding this, identical kitty-corner elevations will be permitted on a very limited basis; where this occurs, they shall be required to utilize a distinctly different main wall cladding colour.

- Buildings adjacent or opposite one another should be compatible in massing and height. Extreme variation in massing should be avoided. For example:

- 3-storey dwellings should not be sited adjacent to bungalows.
- Where bungalows are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units. Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side-gabled) is employed to provide an acceptable visual transition between these house types.
- 2-storey dwellings sited amongst bungalows or 3 storey dwellings should comprise groupings of at least 2 adjacent units.
- 3-storey dwellings sited amongst 2 storey dwellings should comprise groupings of at least 2 adjacent units.

2.2.3 Massing Within the Streetscape

A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street. The following design criteria shall be observed to ensure harmonious massing within the streetscape:

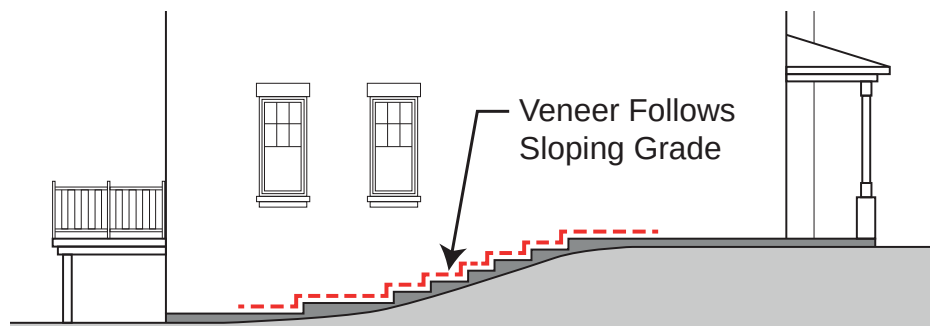
- Low and medium density residential built form may include a mix of 1- to 3-storey dwellings.
- Harmonious variety of massing and architectural expression among publicly exposed building elevations is encouraged through the use of alternative façade treatments, massing, roofline, materials, colours and architectural style.



Harmonious variety of massing and architectural expression within the streetscape is encouraged

2.2.4 Site Grading Conditions

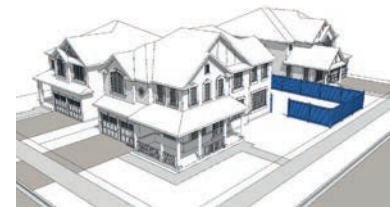
- Where severely sloping grade conditions occur, the builder should provide dwelling designs which are adapted to suit the site. This is particularly important for lots having back to front sloping grade conditions (full or partial front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained.
- The following are suggested design approaches for reducing the height of elevated front entries and reducing the impact of visible stairs in the streetscape :
 - Integrate steps into the front walkway (i.e. provide landscape steps).
 - Turn steps toward the driveway.
 - Provide dwelling designs with a lowered foyer and internal steps up to the main living level.
- Where severe crossfall conditions occur (where lots slope from one side of the lot to the other side), garages should be located on the higher side of the lot.
- Use of retaining walls should be limited.
- Care should be taken to ensure foundation walls are not exposed. Where sloping finished grades occur, finished wall materials and foundations shall be stepped accordingly to minimize exposed foundation walls.
- Buildings should be designed to provide a comfortable pedestrian-scale relationship with the street. In this regard, it is desirable to minimize the height of the first floor of the dwelling above grade to no more than approximately 6 risers, understanding that site grading conditions may require additional risers. Where additional risers are necessary they should be incorporated inside the dwelling.



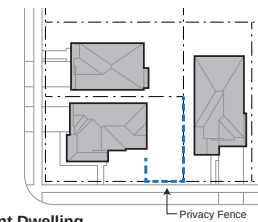
Masonry veneer shall be stepped to follow sloping grade to limit exposure of the foundation wall

2.2.5 Fencing

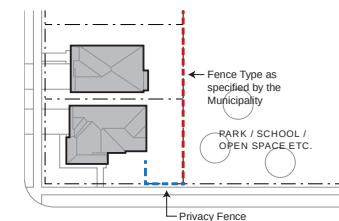
- Corner lot fencing should be provided to provide enclosure to private rear yards otherwise exposed to flanking streets.
- The design of corner lot fencing should be complementary to other fencing proposed within the community. Fencing will be designed by the developer's consulting Landscape Architect.
- Corner lot fencing shall be located within private property and should generally not extend beyond the rear corner of the dwelling so that the side façade of the dwelling is fully visible to the flanking street.
- Where private properties abut open space blocks, a 1.5m high chain link fence is required to be installed on Town property.
- Noise attenuation fencing shall be installed in accordance with the approved Noise Report.
- All fencing shall comply with the Town of Milton fencing requirements and by-laws and will be detailed on the Landscape Plans.



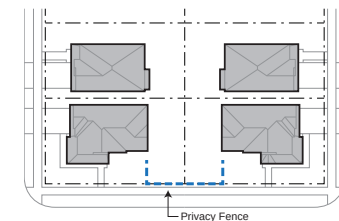
CONDITION ONE: Backing onto Side Lot Line of Adjacent Dwelling



CONDITION TWO: Backing onto Other Land Uses



CONDITION THREE: Back to Back Corner Lots



Typical locations of corner lot fencing

2.3 Architectural Elements

2.3.1 Architectural Character

Architectural character will be developed in a coordinated manner to ensure visually cohesive streetscapes. The following objectives related to architectural character provide design direction for inspiration, design quality, compatibility and consistency and will apply for all housing within the neighbourhood.

- The design of each building should have distinguishing elements characteristic of a single identifiable architectural style. Mixing discordant architectural styles together within a single building should be avoided. Regardless of the architectural style of the building, however, it is important that a consistent level of design quality is achieved.
- A range of architectural styles will be provided to characterize streets and the neighbourhood. Architectural themes will be developed in a coordinated manner in consultation with the Builder, the Design Architect and the Control Architect.
- Architecture should suit the building's use and location within the neighbourhood and complement the landscape design of the public realm. Uninteresting generic architecture, devoid of character, is not permitted.
- The use of high quality, durable building materials, such as brick and stone shall be selected as the main cladding materials, to support the intended architectural character of the building.
- The use of open, functional porches / verandas / porticos is strongly encouraged as an architectural characteristic in the design of new dwellings.



Conceptual images of various architectural elements that contribute to the overall character

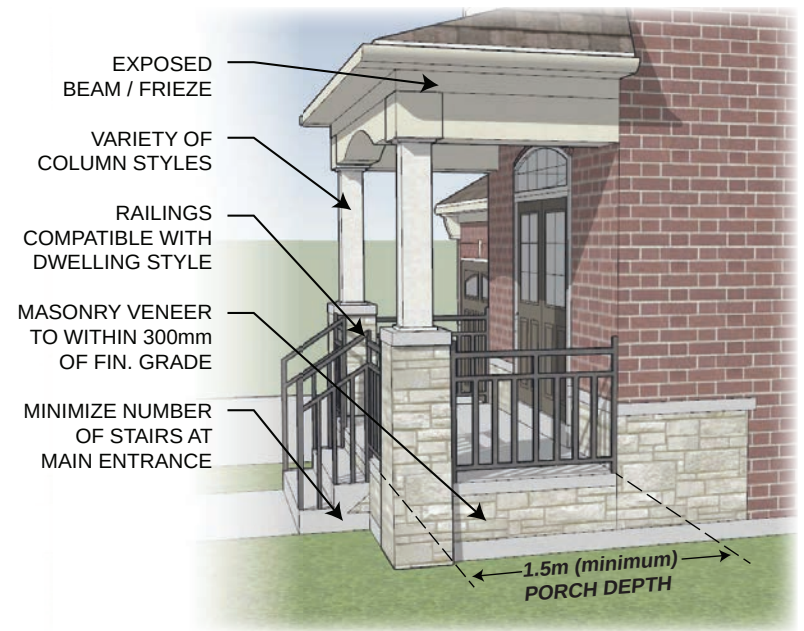
2.3.2 Main Entrances

- Main entries should be directly visible from the street and well lit.
- Main entrances shall provide direct access to the street, sidewalk or driveway via a walkway.
- Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling.
- Elevated main front entrances and large concentrations of steps at the front should be avoided. Typically, a relationship of no more than approximately six risers to the porch is desirable to maintain a pedestrian scale. Site grade conditions may warrant additional risers.

2.3.3 Porches and Porticos

- Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a linkage between the public and private realm.
- Porches should generally be located closer to the sidewalk / street than the garage. This diminishes the visual impact of the garage and creates a comfortable pedestrian environment.
- Wraparound porches are encouraged on corner lots, where appropriate to the dwelling style.
- Porch dimensions should be adequate to comfortably accommodate seating. Porch depths should be no less than 1.5m. Deeper porches are encouraged and should be in proportion to the scale of the dwelling.
- Porch design and detailing should be consistent with the character of the house. An exposed beam/frieze is required at the top of the support columns on the underside of the soffit.
- Porches and porticos should be designed with a high degree of openness to allow for ample visibility and light penetration. The excessive use of narrow masonry porticos within the streetscape should be avoided.
- The width of stairs should be maximized to the extent feasible to match the porch opening width (i.e. between columns) or portico opening width.

- Where handrailings are used, they should be consistent with the character of the house. Maintenance-free, prefinished aluminum/wrought iron railings or high quality composite railings are preferred. Plain, thin profile metal railings are discouraged.
- Colour of railings should be integrated with the dwelling's colour package.



Typical porch detail



Dwelling with porch



Dwelling with portico

2.3.4 Windows

- Ample fenestration, in a variety of styles consistent with the dwelling's architecture, is required for all publicly exposed façades to enhance the dwelling's appearance and to promote "eyes on the street".
- All windows should be maintenance-free, thermally-sealed, double glazed and either casement, single-hung or double-hung.
- Large ground floor windows are encouraged.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- Window mullions and muntin bars should be used on publicly exposed elevations.
- The use of shutters with mounting hardware is encouraged. Where used, they should be 1/2 the width of the window to which they are attached.
- Sills and lintels should be consistent with the architectural style of the dwelling.
- Where windows and doors are set into stucco or siding, casings having a minimum width of 100mm are required.
- Basement windows located on front and flanking elevations facing the street should match the main floor windows. Large basement windows are encouraged, where feasible (i.e. on walkout conditions).
- The use of false dormers with black glass is not permitted.
- The use of black glass (false glazing) should be avoided; its use may be permitted on a very limited basis above the eaves line only; where used it shall be of a high quality to match the other window of the dwelling (i.e. double glazed, glass set within a sash, integrated muntin bars located between the panes of glass).
- The monotonous universal use of white window frames for all homes within the streetscape is discouraged. The use of coloured window frames is required on the majority of homes to add variety, appropriate to the dwellings' colour package.
- Window acoustic performance must meet or exceed the noise attenuation requirements of any applicable noise reports.



Examples of traditional window styles



Examples of contemporary window styles

2.3.5 Roof Form

- Roofs play a significant role in the massing of the individual dwelling and in the overall built form character of a neighbourhood.
- A variety of roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street; alternate designs for a given model should have differing roof designs.
- Within the design of a streetscape, attention shall be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Flat main roofs should not be permitted as primary roof forms unless they are a component of a mansard roof. Consideration to flat roofs may be given to 3-storey townhomes or where a rooftop terrace is desired.
- Where contemporary / modernist architectural designs are proposed, consideration will be given to the use of flat or low sloped roofs, depending on the merit of the building design and the overall massing of the building within the streetscape.



Example of traditional roof form



Example of contemporary roof form

- Minimum main roof slopes should be 7.9:12 pitch (side slopes) / 5.9:12 (front to back slopes); Bungalows should have minimum 7.9:12 side slopes and front to back slopes.
- Bungalows should incorporate gabled roof forms and/or roof dormers to assist in massing compatibility with 2-storey dwellings.
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian, Contemporary).
- Roof overhangs should generally be 300mm.
- Where metal accent roofs are used (i.e. on bay features, porticos or turrets) they should be a heavy gauge, have a standing seam and be prefinished in a dark tone complementary to the main roof colour.
- All vent stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible. Roof vents should be prefinished to match the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof. They should have a flat profile with a frame that blends with the roof colour.

2.3.6 Exterior Materials And Colours

i) Materials

The use of high quality exterior building materials reflective of the architectural style of the building will be required.

- The dominant main wall cladding material throughout the subdivision will be brick.
- The use of accent materials such as stone, stucco, precast, high quality siding, prefinished shakes/shingles or prefinished panelling is encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
- Main wall cladding material shall be consistent on all elevations of the dwelling; no false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded



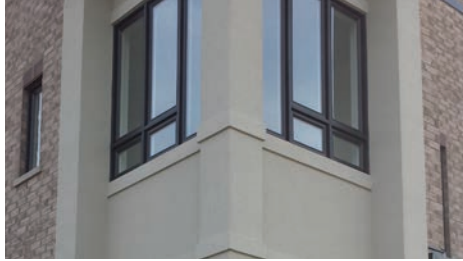
Brick



Stone



Siding



Stucco

stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick. These features should return along the side walls a minimum of 1200mm from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.

- Material changes which help to articulate the transition between the base, middle and top of the building are appropriate. Where changes in materials occur they should happen at logical locations such as a change in plane, wall opening or downspout.
- Exposed foundation walls and/or basement foundation walls are to be limited. The main wall cladding material shall be within 300mm of finished grade. Foundation walls must be check-stepped along sloping grade to allow masonry veneering to be installed. Special care shall be taken for sides of projecting garages, porches/porticos, front and flanking dwelling elevations.

PROJECT NAME / BUILDER NAME				
Material Item	Manufacturer	Package #1	Package #2	Package #3
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:

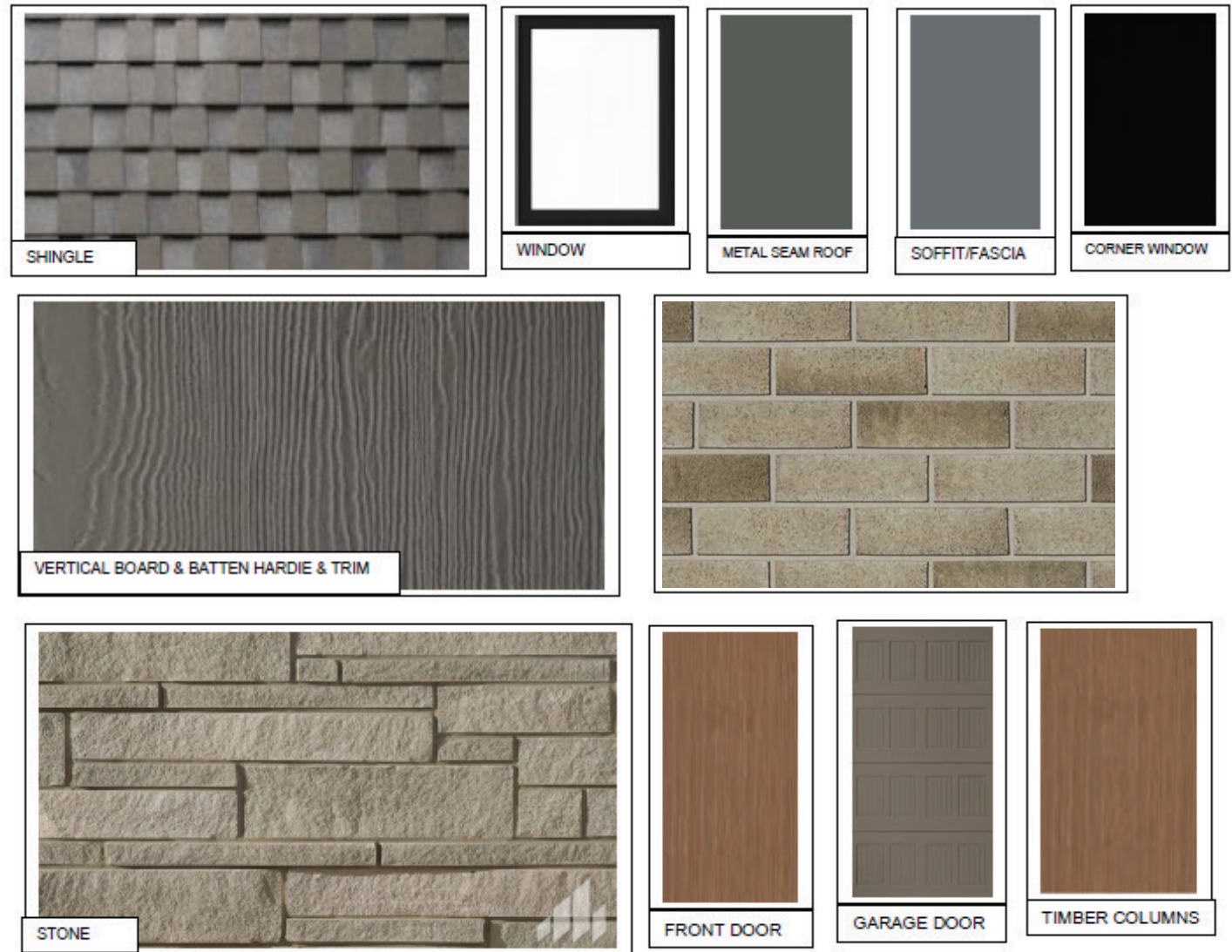
1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Example of exterior material and colour schedule

ii) Colours

A variety of exterior colour packages shall be offered by the Builder to avoid monotony within the streetscape. Individual exterior colour packages should combine to create a visually harmonious streetscape appearance. In this respect, jarring colour contrasts will be discouraged. Exterior colours shall display the following design criteria:

- Compatible material colours are required within each individual colour package.
- Adjacent and/or directly opposite dwellings shall not have the same main wall cladding colour. Identical colour packages shall not exceed 30% of a street block and should be separated by at least 2 dwelling units.
- The accent colour for brick detailing such as lintels, bands or quoins, should be subtly different from and complementary to the colour of the main façade brick.
- The roof shingle colour should complement the colour of the primary wall cladding. The use of light coloured shingles, such as white or light grey, shall be avoided.
- The use of trim colours which are the same or directly similar to the dominant wall cladding colour is discouraged.
- All flashing is to be prefinished to match the roof or adjacent wall cladding colour.
- Refer to examples of “Sample Board” & “Colour Schedule” below. Builders should follow this format in the preparation of their proposed colour packages for submission to the Control Architect.



Sample of a typical exterior material and colour digital sample board

2.3.7 Architectural Detailing

- Each dwelling design shall include materials and detailing characteristic to the architectural style of the dwelling on all publicly exposed elevations. Where a dwelling elevation has reduced visibility from the public realm (i.e. sides and rears) the level of building detail may be simplified.
- All detailing should be consistent with the architectural style of the proposed dwelling. Detailing should be subtle and sincere rather than contrived and gaudy.
- A high standard of authentic architectural detailing is expected for dwellings within the subject lands to suit the architectural style, including:
 - Cornice / frieze board treatments;
 - Coach lamps for entrances and garages;
 - Decorative address plaques;
 - Large diameter porch columns;
 - Generous use of precast stone elements;
 - Moulded detailing (i.e. Canamould, Fypon, etc.);
 - Decorative metal railings;
 - Good quality garage doors (see section 3.5);
 - Overall use of high quality materials and crafting.
- All masonry detailing should be accentuated by projecting about 12mm from the wall face, where possible.
- A frieze board (or brick soldier course cornice) is required on all publicly exposed elevation returning a minimum of 1200mm along non-exposed elevations.
- Where masonry detailing (i.e. brick soldier course banding and/or stone sills) occurs on the front elevation of primarily masonry clad dwellings, it must return a minimum of 1200mm along the sidewall elevations.



Various examples of architectural detailing which help to add character to the dwelling design

2.3.8 Municipal Address Signage

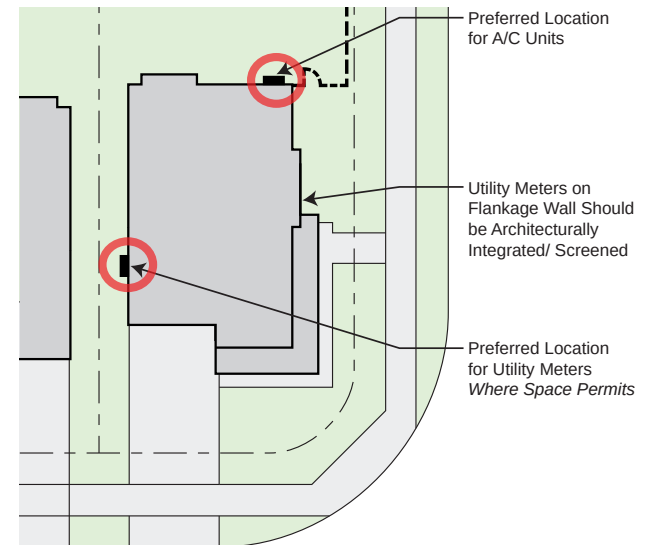
- The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
- The municipal address shall be located prominently on the front facade of the dwelling. It is critical that the municipal address is legible from the street, particularly in emergency situations. For this reason the following criteria shall apply:
 - The municipal address shall be located prominently on the front façade of the dwelling or garage in a well-lit area.
 - Numbering shall be a minimum of 100mm tall and in a simple, legible font face using high contrast light and dark colours between the numbers and background for maximum legibility.
- Acceptable designs include:
 - Etched masonry plaques set into the wall cladding;
 - Prefinished plaques set in a bezel.

2.3.9 Utility And Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be discreetly located away from public view, on a wall that is perpendicular to the street and facing an interior side yard.
- For townhousing, utility meters should be recessed in to the wall where permitted by the local utility company, or screened from public view. Care should be taken in the design of recessed utility meters to ensure they are not located in areas which can be enclosed by homeowners, rendering them inaccessible.
- For corner lot dwellings, utility meters should be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be located to reduce their visibility from the street and receive appropriate screening.
- The location and method of screening utility meters shall at all times be in compliance with the requirements of the local utility company.
- Air conditioning units should not be located in the front yard of any dwelling. They may be considered in flankage yard provided they are adequately screened from street view through use of fencing or landscaping.



Municipal addresses shall be complementary to the architectural style of the dwelling



Utility meters and service elements shall be located away from public view



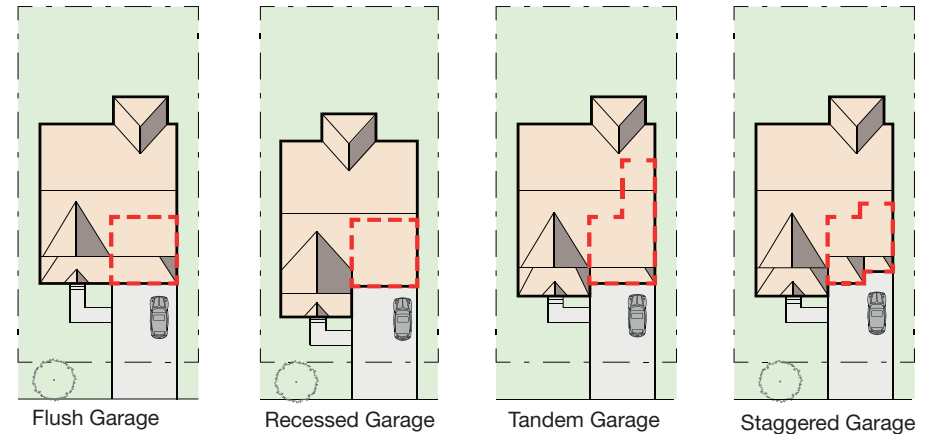
For Townhouses and other higher density forms, utility meters should be architecturally integrated or screened

2.4 Garages and Driveways

2.4.1 Attached Street-Facing Garages

One of the prime objectives in creating a safe, attractive and liveable community is to minimize the visual impact of garages and driveways on the residential streetscape. The following general design criteria for the treatment of street accessed attached garages shall apply:

- Garages shall not dominate the massing of the dwelling. They should be integrated into the main massing of the house and oriented toward the street.
- Garage projections shall comply with the requirements of Section 6.3 – Special Residential Provisions of the zoning by-law.
- Garage widths should be in proportion to the width of the lot and in accordance with the zoning by-law.
- Attached garages should be complementary in character and quality to the principal dwelling.
- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).
- Storage areas within the garage are encouraged. This can be achieved by designing deeper garages or providing storage niches along interior side walls of the garage.
- Street townhouses, back-to-back townhouses, and single detached dwellings on lot frontages less than 11.0m will be restricted to a single-car garage. Single detached dwellings on lot frontages of 11.0m or greater may have a double-car garage.
- Where 2-car garages are provided they may include: i) two single bay (2.4m wide) garage doors separated by a pier; or ii) a double wide (4.9m) single garage door patterned to appear as 2 single doors.
- A variety of upgraded garage door styles are required throughout the community. The streetscape should include a combination of garage door styles to avoid repetition and dominance by a single door type.
- Garage doors shall be sectional (roll-up), panelled and have a variety of header/lintel treatments above.
- Glazing in overhead garage doors is required.



Conceptual examples of attached garage design options



Garage design shall complement the dwelling

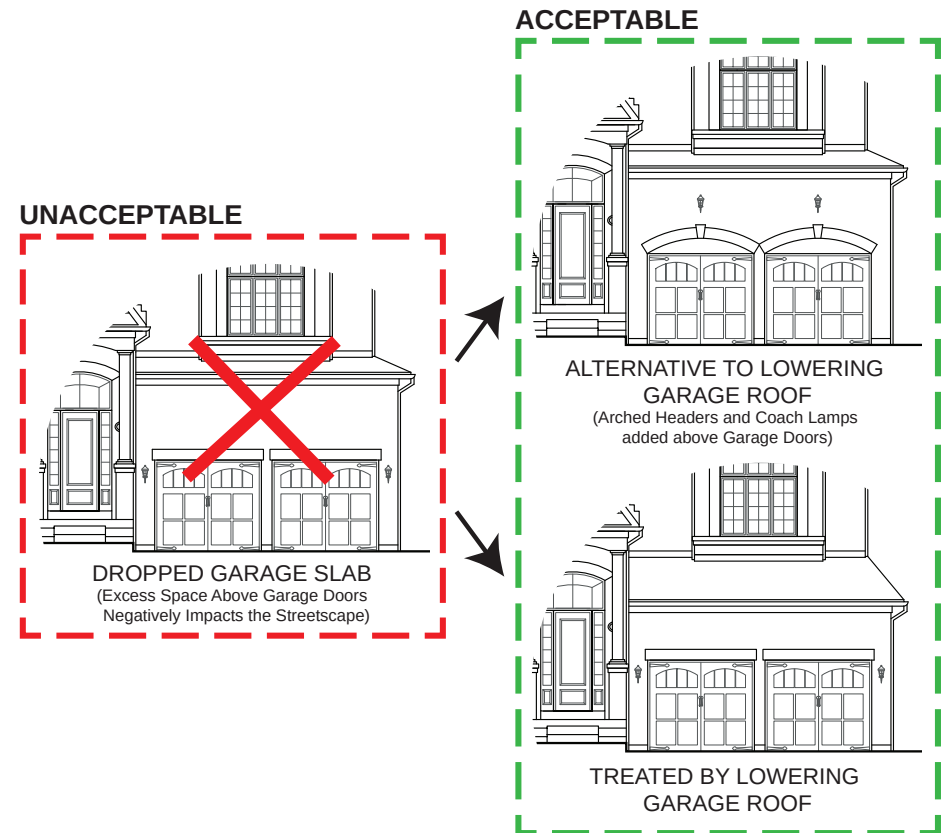


Variety of high quality garage door styles

2.4.2 Dropped Garage Conditions

- Dropped garages generally occur where rear-to-front sloping grade conditions exist. This creates “top-heavy” garage massing resulting from additional wall height between the garage door opening and the soffit. Where the slab of the garage drops more than 600mm below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape. The preferred alternative design treatments for dropped garages include:
 - lowering the garage roof;
 - providing additional detailing or brick banding and soldier coursing above the garage doors;

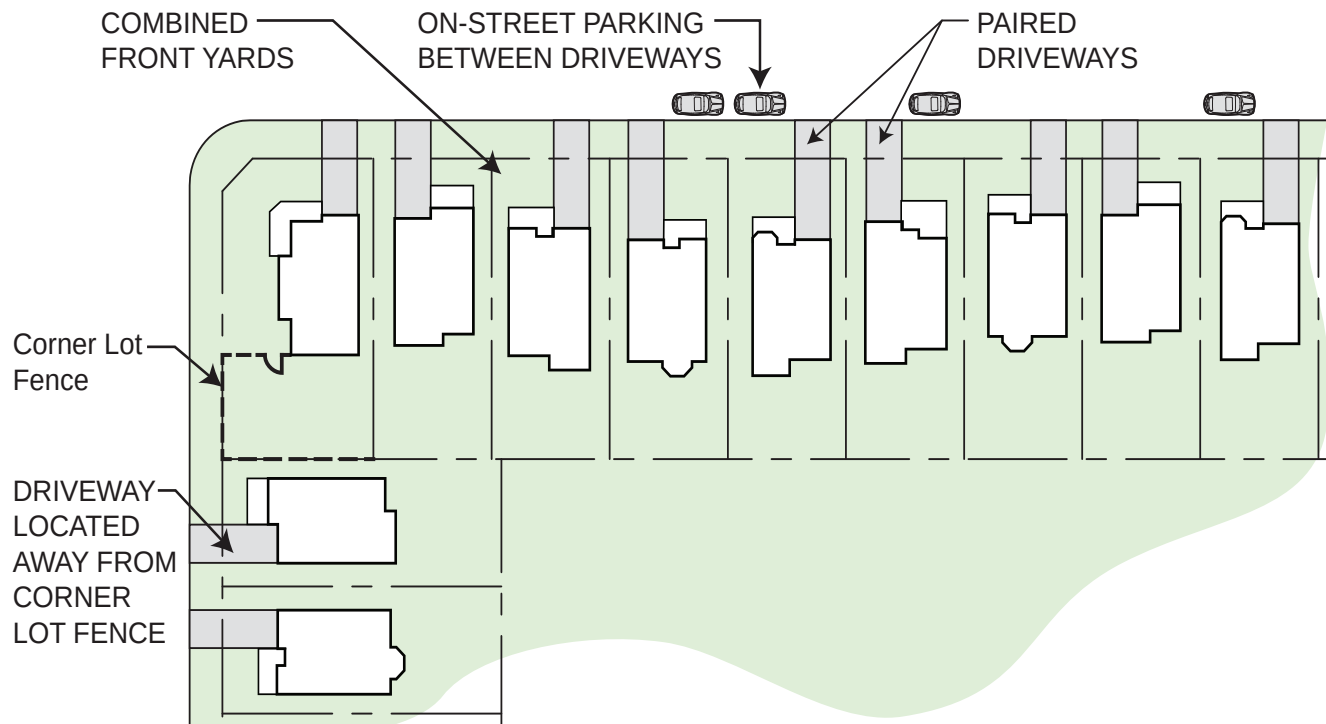
- adding a habitable scale window above the garage doors;
- increasing the height of the garage door;
- providing arched headers above the garage doors;
- repositioning light fixtures above the garage doors.



Example of dropped garage conditions / solutions

2.4.3 Driveways

- Generally, the pairing of driveways is desirable in order to maximize the green space between garages (landscaped courtyard) and maximize on-street parking. However, under certain circumstances the use of unpaired driveways can assist in: placement of street furniture / servicing facilities; maximizing the number/spacing of street trees; lessening the impact of adverse grade conditions on the dwelling design; reducing the need for retaining walls.
- Driveway locations shall be predetermined on the landscape and site servicing plans and approved by the Town.
- The frequency and width of curb cuts should be kept to a minimum.
- Driveway widths shall not exceed the width of the garage.
- Driveways for dwellings adjacent intersections, transit stops, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street shall keep to municipal standards, and are encouraged to be as shallow as possible. Reverse driveway slopes are not permitted.
- Driveways located at the top of T-Intersections are encouraged to be located to the outside of the pair of dwellings which terminate the view, when possible, depending on grade conditions.
- Adjacent driveways at cul-de-sac and street elbow locations should be designed to eliminate overlap between the property line and the curb.
- All driveways shall be finished with a hard surface paving material. Use of permeable paving materials (interlock pavers) is encouraged.



Conceptual diagram showing design objectives for driveway locations

2.5 Priority Lot Dwellings

Within the Milton Land Four Investments Limited subdivision certain dwellings will possess greater visual significance due to their increased level of public exposure. These are typically referred to as Priority Lot Dwellings and they occur in visually prominent locations such as neighbourhood entry points, corners, view termini or adjacent to highly visible areas such as neighbourhood's edges, main avenues, parks and public open space areas. Special attention is required for the site planning and architectural design on publicly exposed elevations of Priority Lot Dwellings to enhance their visual character.

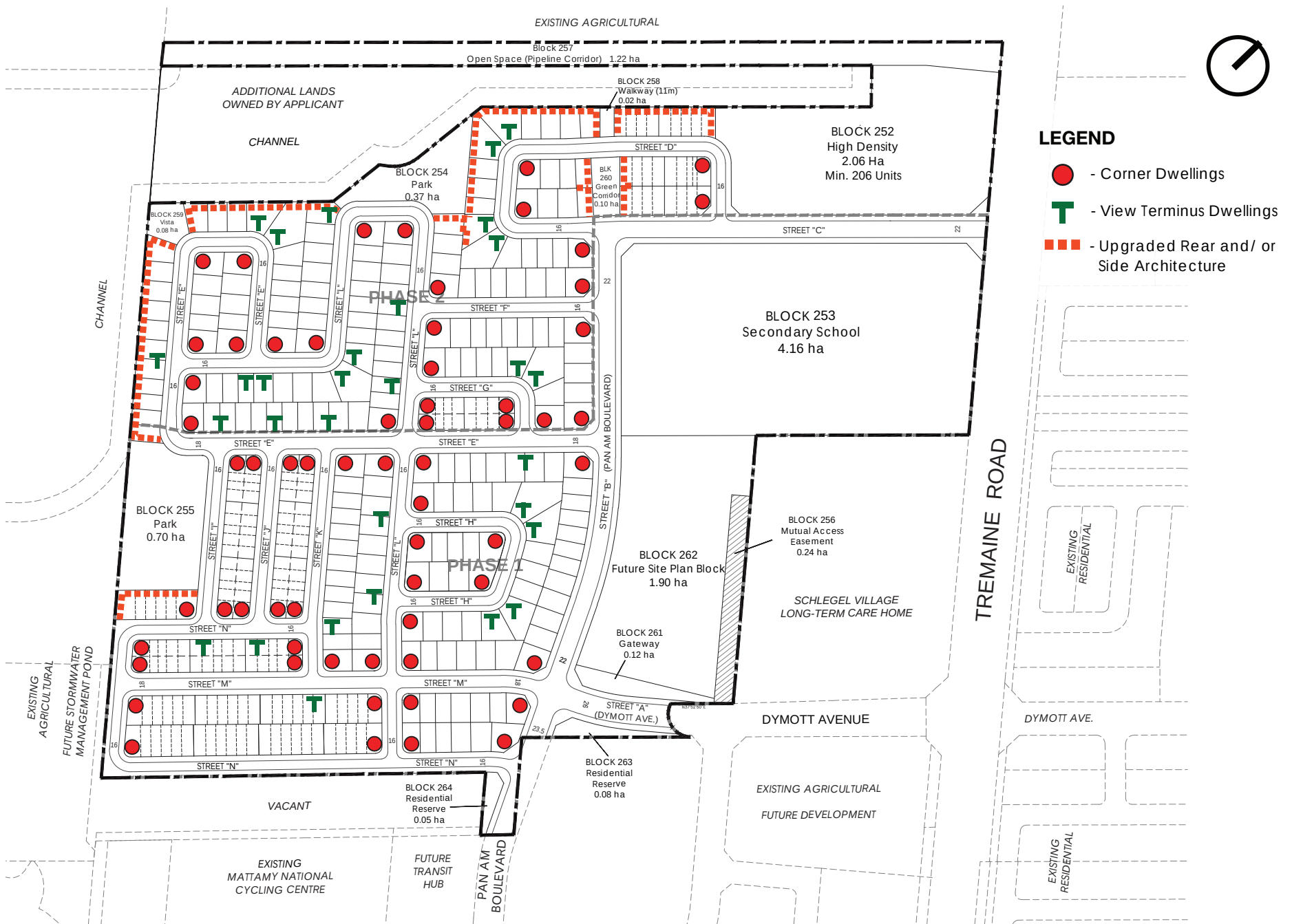
This can be achieved through the use of architectural elements characteristic to the style of the dwelling such as additional fenestration, bays, porches, chimneys, stone accents, etc. The enhanced treatment of focal lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

Priority Lot Dwellings are shown on the Priority Lot Map and include:

- Corner lot dwellings;
- View terminus dwellings; and,
- Dwellings backing / flanking onto the open space areas (channel and future stormwater management pond), walkway block, and future development areas.



Conceptual image of a corner lot dwelling



Priority Lot Map

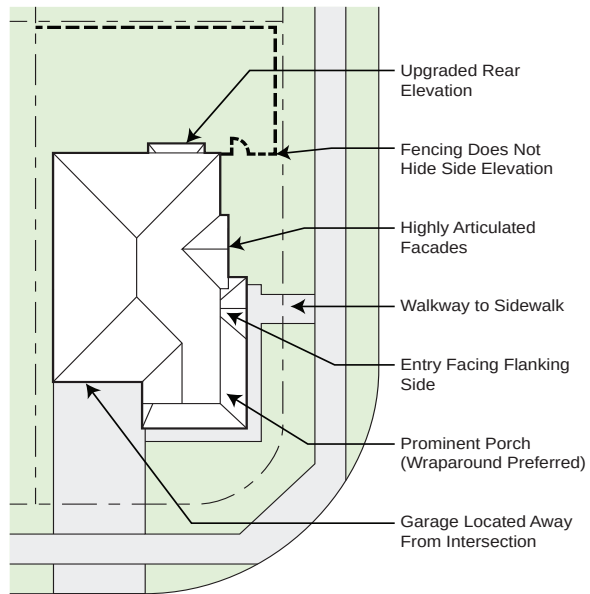
2.5.1 Corner Lot Dwellings

Corner Lot Dwellings have two facades fully exposed to the public realm and play a significant role in setting the architectural image, character and quality of the street. The design of Corner Lot Dwellings should include the following :

- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Architectural design elements required for Corner Lot Dwellings include:
 - Entry portico or porch on the long side of the dwelling (required for Primary Corner Lot Dwellings i.e. those fronting on or flanking collector roads; optional for Secondary Corner Lot Dwellings).
 - Well proportioned apertures for doors and windows, located to create well balanced elevations.
 - Wall projections along the flanking wall face.
 - Gables, raised parapets, dormers, eyebrow window or other appropriate elements to enhance the roof form.
 - Enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
- The preferred design for corner lots is to have the main entry to the dwelling located on the long elevation facing the flanking street (flanking main entry) or angled towards the intersection (angled entry). Main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted on a limited basis on low exposure corner lots only. Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face should include a secondary entry, projecting bay or other appropriate architectural feature.
- The main entry from the flanking elevation should be connected by a walkway to the sidewalk and the driveway.
- Identical elevations on abutting or directly opposite corner lots are discouraged.
- A privacy fence should be provided to provide screening to the rear yard from the flankage street.



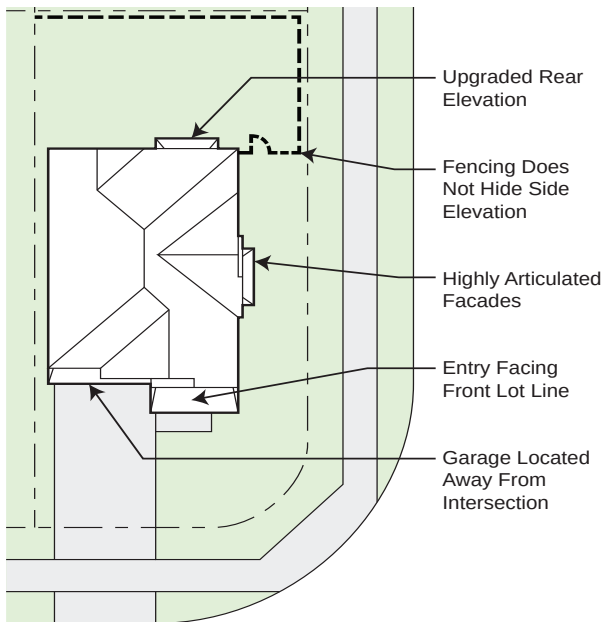
Corner lot dwellings shall have equivalent levels of architectural design and detail for both street frontages



Conceptual plan view - Corner lot dwelling with flankage entry



Corner lot dwelling with entry facing flanking side lot line



Conceptual plan view - Minor corner lot with front facing entry

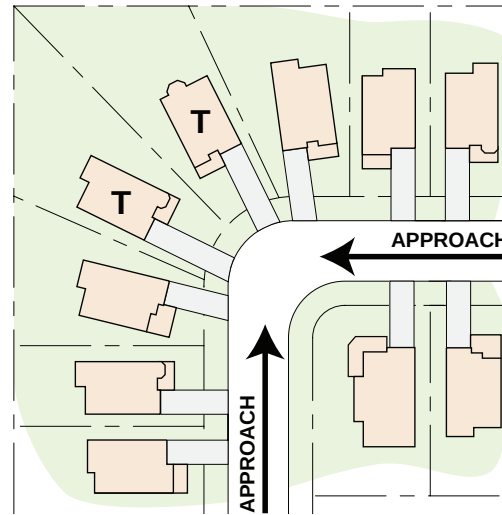


Corner lot dwelling with entry facing front lot line

2.5.2 View Terminus Dwellings

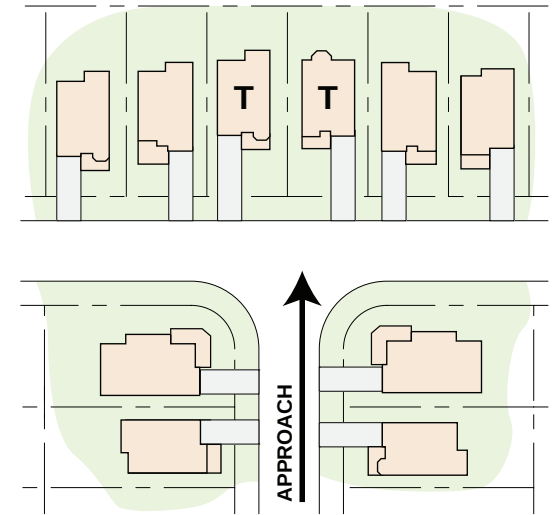
View Terminus Dwellings typically occur at T-intersections and at street elbows. These dwellings terminate an axial view corridor and should receive enhanced architectural design and landscaping treatment. The dwellings on the corner lots opposite the T-Intersection dwelling should frame the view from the street. Guidelines for View Terminus Dwellings are as follows:

- Where lot depths permit, View Terminus Dwellings are encouraged to have a greater front yard setback than adjacent dwellings.
- Where grade conditions permits, driveways for paired View Terminus Dwellings should be located to the outside of the lots to provide opportunities for increased landscaped treatment, reduce the visual impact of the garages on the axial view and create a stronger architectural image.
- View Terminus Dwellings should provide visual interest through the use of distinctive architectural features which may include: projecting bays, gables, stone accents, ample fenestration, etc. to provide an attractive view terminus.



VIEW TERMINUS
T = STREET ELBOW DWELLINGS

View Terminus Dwellings



VIEW TERMINUS
T = "T" INTERSECTION DWELLINGS



Example of 'T-Intersection' Dwellings



Example of 'Street-Elbow' Dwelling

2.5.3 Upgraded Rear and / or Side Yard Architecture

Where a dwelling's rear or side elevations are exposed to the public realm, they require enhanced design treatment, having detail and quality consistent with the street-facing elevation. This will include dwellings backing or flanking onto the channel, channel/ stormwater management pond, walkway block, and future development areas.

- Applicable enhancements on the exposed elevations may include:
 - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing.
 - Gables and raised parapets within the roof and variation of roof form along row of dwellings.
 - Wall projections to articulate the exposed facade.
 - Casement windows with muntin bars.
 - Trim and brick detailing consistent with the front facade.
- Where a long row of rear elevations is exposed, rear façades should include variation in rear yard building setback and roof form variation.
- The dwelling that flanks onto the Greenland Channel should be designed as corner lot dwellings but will not require the main front door to facing this feature.
- The level of upgrading required will be consistent with the level of public exposure. For example, houses backing onto a stormwater management facility will be quite visible to an open area of frequent public use and will require a higher level of upgrading than dwellings backing onto densely treed open space areas.
- Upgraded side elevations may also be required where extreme stepping of units occurs due to street curvature which cause the side wall of the dwelling to be exposed to public view.



Conceptual image of dwelling with upgraded side architecture



Conceptual image of dwellings with upgraded rear architecture

3.0

Design Guidelines for Institutional Development

3.1 Secondary School

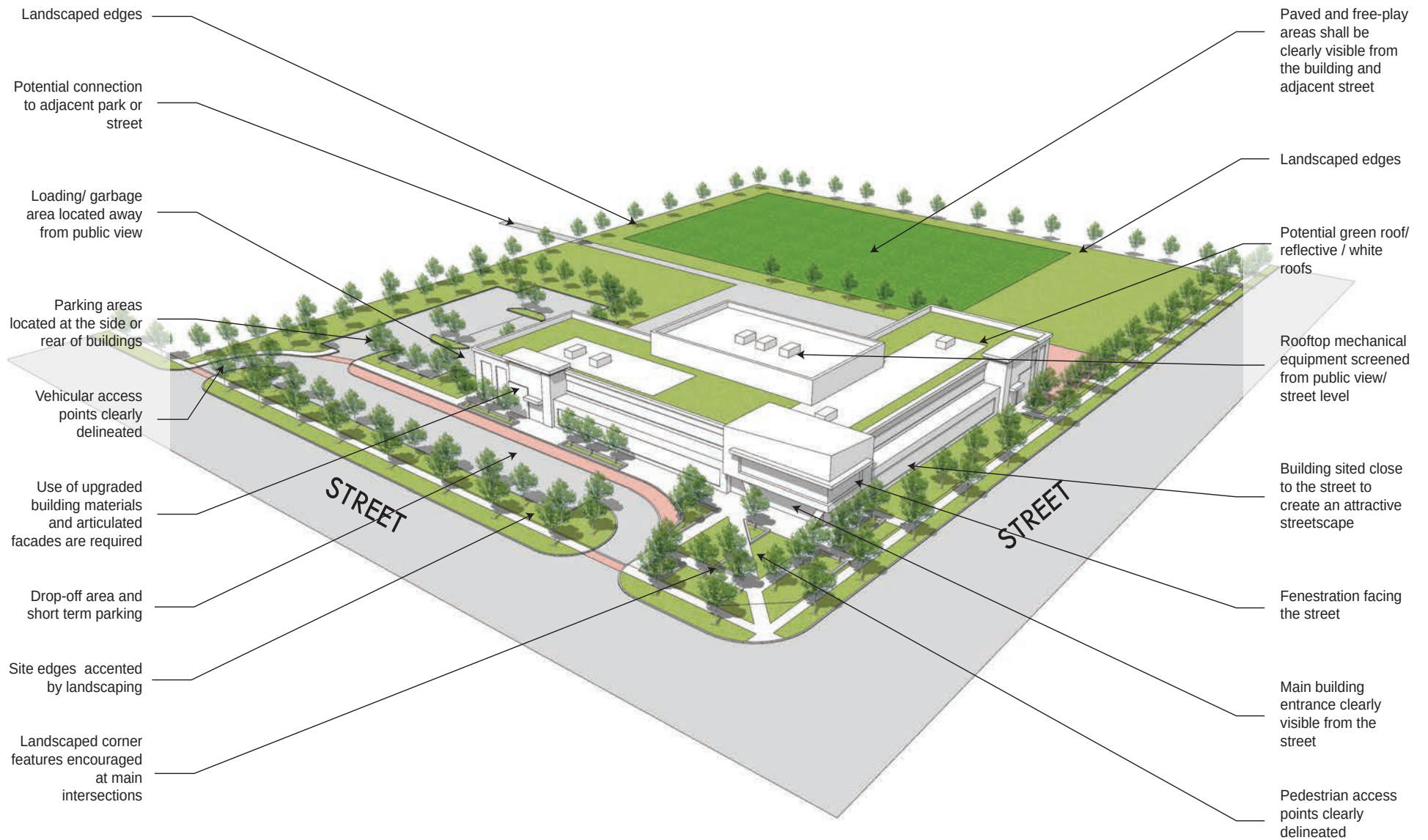
A secondary school site (Block 299) of 4.11 hectares is proposed on the south side of Street “C”, between Tremaine Road and Street “B” (Pan Am Boulevard) in the northeast portion of the neighbourhood. The proposed school will act as landmark building within the neighbourhood and will help to define the character of the Milton Land Four Investments Limited neighbourhood. The school site has been strategically located based on several factors including: 1) locations which promote maximum accessibility by pedestrians, cyclists and motorists; 2) locations which provide maximum visibility from adjacent areas such as the intersections of major roads; and 3) locations which provide linkages with the nearby open space system. It is recognized that the school site and building will be designed by the respective school board. It is desirable that the following design criteria be considered in the design of the school site and by the Town of Milton in their Site Plan Approval review process:

3.1.1 Building Design and Site Planning

- The school should exhibit architectural excellence and prominent building features that will contribute to its role as a landmark within the community.
- The school building should develop its own distinct visual identity, while harmoniously fitting within the community fabric. Architectural styles, materials and colours should relate to the overall character envisioned for the subdivision.
- High quality building materials should be used. The preferred main wall materials include brick and/or stone.
- The school building should address and define the street by generally being located close to the streetline to create a strong built form / street relationship and ease of accessibility to the main entry from the adjacent sidewalk.



Conceptual images of school buildings



Conceptual site plan layout for the secondary school site

- Main entrances should be directly visible from the street and be given design emphasis through defined pedestrian walkways and architectural detail.
- For corner locations, the building is encouraged to be massed towards the intersection and designed to address both street frontages in a consistent manner.
- The building should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- The building should be sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.
- Streetscape elements and landscaping established for the community should be provided along the street frontages for institutional uses to maintain a consistent community character.
- Paved surfaces on school sites shall be provided in accordance with School Board requirements for parking and free play areas.
- CPTED design principles of access control, territorial definition and natural surveillance shall be incorporated into site plan and landscape design.

3.1.2 Parking and Site Access

- The impact of main parking facilities from the street edge should be minimized through siting (at the rear or side of buildings away from the street) and landscape buffer treatment. Landscaping which screens parking areas and focuses attention on the school is encouraged.
- Vehicular access points shall be well-defined, minimized, and shared with adjacent parks, where feasible.
- Pedestrian routes shall be well defined and provide easy, direct, and barrier-free pedestrian accessibility to school entrances.
- Conflicts between pedestrian routes and vehicular routes shall be avoided.
- Adequate setback between building entrances and on-site traffic routes shall be provided.
- Vehicle circulation at the front of the school shall be limited to drop off zones and a single row of visitor parking.

3.1.3 Signage, Lighting and Site Furniture

- Lighting for the school building should be integrated into the architecture. Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties. Full cut-off light fixtures are required.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Signage should be incorporated into the building architecture. Where ground level signage is used it should be designed to incorporate planting beds.
- Provision of upgraded site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character.



4.0 Implementation

The architectural control review and approval process by the Control Architect applies to all freehold ground-related residential development within the subject lands will generally comprise the following steps:

- Orientation meeting with the Developer / Builder prior to any submissions.
- Review and approval of house model designs.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

In addition to the provisions of the Zoning By-law and all other applicable legislation, the Builder is required to comply with these Guidelines throughout the design, marketing and building process. The Builder shall only offer for sale those dwelling designs given approval by the Control Architect.

The builder is obligated to ensure that sales staff are familiar with the requirements of these Architectural Control Guidelines, in particular the requirements pertaining to model repetition (refer to Section 2.2.2 - page 19).

These guidelines and their interpretation by the Design Control Architect are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines may be considered by the Control Architect, based on their merits, and may be approved where it can be demonstrated that the spirit and intent of the guidelines has been maintained.

A Site Plan Approval Process administered by the Town of Milton is required for the High Density, Future Site Plan, and Secondary School Blocks.

4.1 Preliminary Review Process

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review and comments. They should clearly depict internal planning, entry conditions, building elevations, fenestration, exterior details and materials.
- Exterior building materials and colours shall be submitted at the time of preliminary model review.
- Floor plans are reviewed and approved in order to support approval of the exterior design.

4.2 Final Review and Approval (prior to submission for building permit)

4.2.1 Working Drawings

- Working drawings must accurately depict what the builder intends to construct, including steps and grading conditions.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the Control Architect as soon as possible after model approval is given. This should be on 1 sheet for each dwelling type.

4.2.2 Site Plans

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
 - model and elevation type;
 - a note indicating rear or side upgrades, where applicable.

4.2.3 Streetscape Drawings

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade (including accurate portrayal of stairs, stepped veneering, dropped garages, etc.).
- In the review of streetscapes, minor elevational changes may be required. The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

4.2.4 Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

4.3 Submission Requirements

- The Builder is required to submit to the Control Architect the following materials electronically for final review and approval:
 - engineer approved site plans;
 - working drawings;
 - streetscapes;
 - colour schedules together with digital colour sample boards containing high-resolution images.
- The Control Architect will retain a digital copy of the foregoing.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re-approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.
- Submissions for architectural control review shall be made to:

John G. Williams Limited, Architect

40 Vogell Road, Unit 46

Richmond Hill, ON L4B 3N6

Tel: (905) 780-0500

Email: submissions@williamsarch.com

Website: www.williamsarch.com

4.4 Monitoring For Compliance

- The Control Architect will conduct periodic site inspections (typically every 6-8 weeks during the construction phase) to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans which are considered by the Control Architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder and Town.
- The Builder will respond to the Control Architect in writing within 7 days of notification of their intention to rectify the problem after which the Developer and the Town will be informed of the Builder's response or lack of response. The Developer and/or Town may take appropriate action to secure compliance.

4.5 Town of Milton Approval

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect and the Project Engineer (site plans only), as required, prior to submission to the Town of Milton for building permit approval. Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approval by the Control Architect does not release the Builder from complying with the requirements of the Project Engineer, the Town of Milton or any other approval agency.
- The Town will undertake periodic review of this development to ensure compliance with these Architectural Control Guidelines.
- Should the Town not be satisfied with the performance of the Control Architect it reserves the right to no longer accept drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect to the satisfaction of the Town. The Developer will be responsible for all cost relating to architectural control review and approval. All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect and the Project Engineer (site plans only), as required, prior to submission to the Town of Milton for building permit approval.