TOWN OF MILTON

HANOVER SUBDIVISION

ARCHITECTURAL CONTROL GUIDELINES

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Prepared by

SGL
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1 || INTRODUCTION

1.1 | PURPOSE

These Architectural Control Guidelines (ACG) have been prepared on behalf of York Trafalgar for their Hanover residential subdivision (subject site) shown in DIAGRAM A within the Trafalgar Secondary Plan Area in the Town of Milton. The intent of the guidelines is to establish architectural design objectives and performance standards for residential development which:

Assists in implementing the goal of the Trafalgar Secondary Plan

Satisfies the relevant Conditions of Draft Approval related to preparation of Architectural Control Guidelines and implementation of an Architectural Control Review Process

The ACG provides a framework of design criteria, specific to new built form within the Hanover subdivision that will facilitate an attractive, high quality and sustainable community.

Design principles related to the treatment of landscaping features within the public realm such as streetscapes and connections to active transportation networks are provided in Section 2 of this document and should be read together with the Landscape Plan for the subdivision.

DIAGRAM A. Study Area Map

IMAGE 1. Existing subdivisions in Milton

1.2 | WHO ARE THE GUIDELINES FOR?

Developers and Builder(s) to ensure the development complies with these Guidelines throughout the design, marketing and building process

The Town of Milton's Control Architect, to confirm how the proposed development will achieve high-quality architectural design within the Town of Milton, and the Trafalgar Secondary Plan Area

For Council and the public to understand what the style of development in the Hanover subdivision will look like

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 ACG are intended to provide 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 the design merits of the proposal 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.

1.3 | LOCATION AND CONTEXT

The subject site is a 32.41 hectare “L” shaped site located in the Town of Milton, east of Trafalgar Road and south of a Gas Pipeline Corridor. The site currently contains agricultural fields and residential dwellings on large lots.

The surrounding area is characterized by rural / agricultural land uses, plant nurseries, protected environmental lands, and a golf course.

The immediate uses bordering the site are:

1.4 | PROPOSED DEVELOPMENT

The proposed development illustrated in DIAGRAM B includes a range of low to medium density housing types arranged in a modified grid network of collector and local roads. A Park Type 1 (P1) and Secondary school are proposed east of residential uses, east of Street C.

Housing types include single detached dwellings, street townhouses, back-to-back townhouses, stacked townhouses, rear lane townhouses, and apartment buildings.

Single detached dwellings are depicted in light yellow on DIAGRAM B with a transition to street townhouses shown in light orange. The densest grade related housing types of back-to-back and rear lane townhouses are located between Street C and Street N. Apartments are indicated as dark orange and pink in DIAGRAM B, and are located closest to Louis St. Laurant Street on the southern edge of the subject site boundary, as well as along Trafalgar Road.

Residential lots are bound on their eastern, western and southern edges by a collector road network, with an east-west collector road connection to Trafalgar Road through the middle of the site. Local roads are arranged in a “C” pattern, connecting to collector roads. Pedestrian connectivity to the P1 park and secondary school is maintained through a 3m wide pedestrian walkway between Street D and Street H.

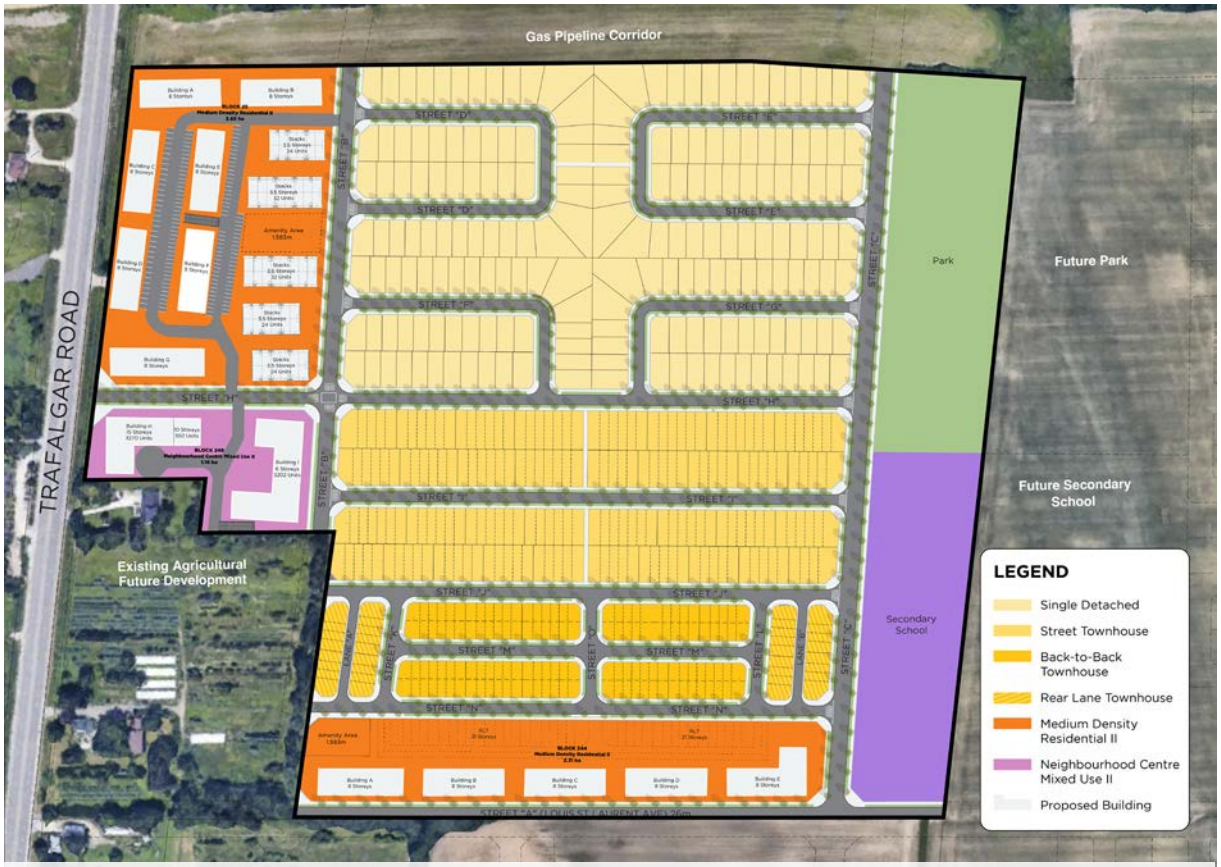


DIAGRAM B. Hanover subdivision draft plan of subdivision

556 units
- **Single Detached** *189 units*
- **Street Town.** *199 units*
- **B2B Town.** *134 units*
- **Rear-lane Town.** *34 units*

2.41 ha **Medium Density Residential II**

1.16 ha **portion of Neighbourhood Centre Mixed Use II**

1.95ha **portion of Secondary School**

2.41 ha **portion of P1 Type Park**

1.5 | VISION & GUIDING PRINCIPLES

1.5.1 TERTIARY PLAN

The vision for the Trafalgar Community is expressed through the Trafalgar Secondary Plan and Trafalgar Tertiary Plan which brings to life the character elements that will create a sense of place and make this area sought-after to live, work and visit. The Trafalgar community is anchored by strong central spines that help create a link of compatible, community land uses connected both north-south and east-west by multi-use paths (MUP), trails, parks, schools, and stormwater management facilities all adjacent to a mix of built form and land uses. The Trafalgar Secondary Plan and Trafalgar Tertiary Plan help to establish a new community that will be innovative and resilient. The efficient land use establishes a community that is walkable, provides a mix of uses, and supports future higher order transit.

The design of the Trafalgar Community is structured around the following guiding principles:

- Design and build compact complete communities
- Protect and embrace the natural heritage systems
- Provide a complete and efficient transportation network
- Create high-quality spaces and public realm

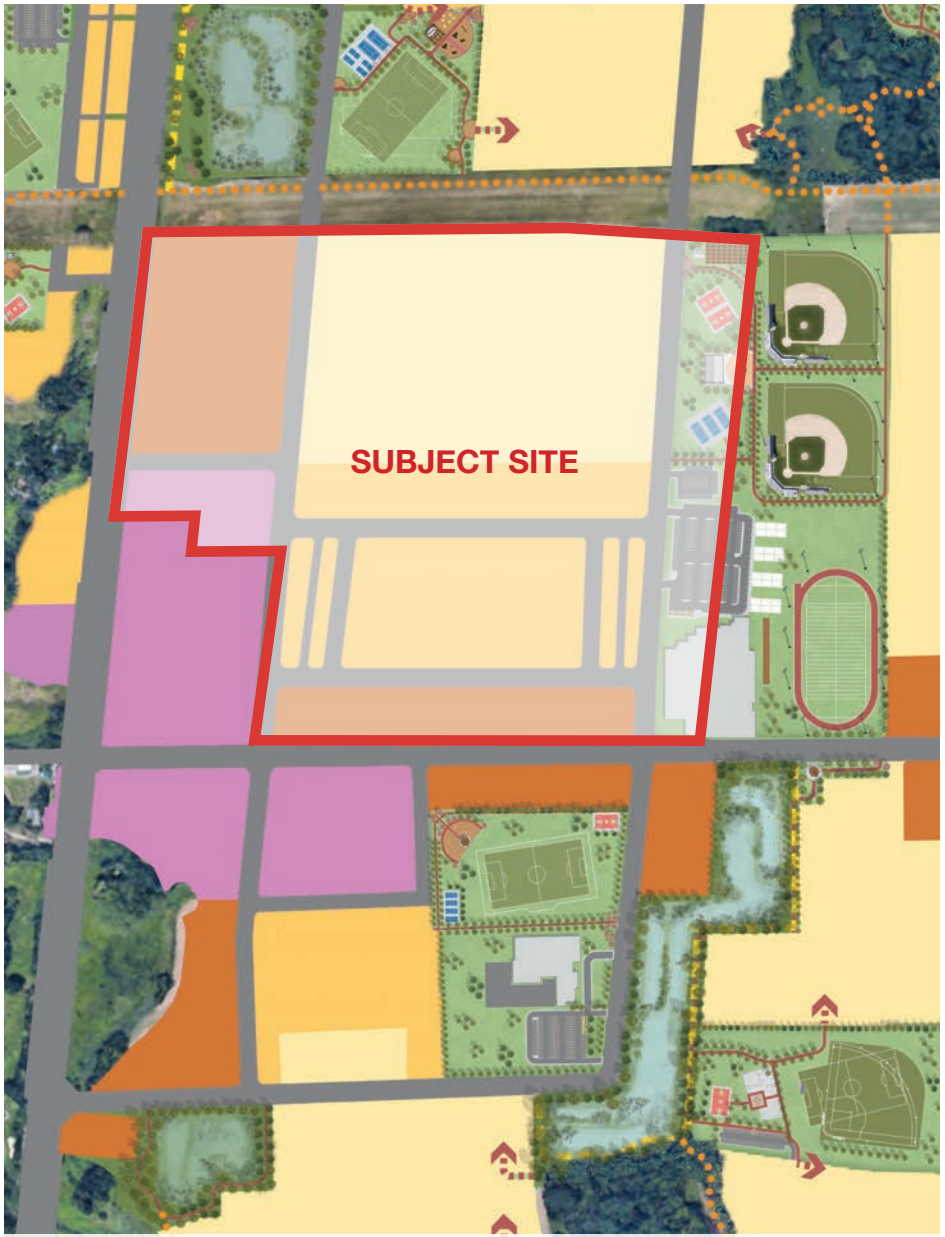


IMAGE 2. Trafalgar Tertiary Concept Plan

1.5.2 DRAFT PLAN

The Hanover subdivision will contribute to the future mixed use character of the Trafalgar community. The development incorporates urban design best practices such as the use of a modified grid street network to frame streets and blocks, and the use of walkways to provide pedestrian connections to major community amenities such as parks and schools.

The subdivision is one piece that will contribute to the overall Trafalgar Secondary Plan's vision of facilitating a healthy and balanced lifestyle for future residents. This is achieved through the proposed housing mix in close proximity to an interconnected trail and sidewalk network that will create walkable neighbourhoods that connects users throughout the proposed community and beyond.

The development of the Hanover subdivision is guided by the following principles:

- Provide for a traditional built form character and a mix of housing types that reflect the character of the surrounding neighbourhood;
- Contribute to a high-quality public realm and tree-lined streetscape design that provides comfortable spaces for residents to walk and gather;
- Provide access throughout the proposed development to a variety of active and passive recreational opportunities including a centralized neighbourhood park, trails, and open spaces;
- Embody "environment-first" principles by preserving, protecting and enhancing natural heritage features while allowing access to these areas through trails;
- Emphasize the importance of the surrounding natural heritage and landmark features through preserving views and vistas that surround the site; and
- Design streets and blocks to be reflective of the surrounding neighbourhood, while adhering to best practices of short streets and blocks.

IMAGE 3. Neighbourhood with single detached homes and townhomes in Milton

IMAGE 4. Proposed Mountainview West community in Milton

IMAGE 5. Proposed neighbourhood in Milton

2 || PUBLIC REALM

2.1 | COMMUNITY DESIGN THROUGH CPTED

To promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of Crime Prevention Through Environmental Design (CPTED) by:

1. Defining public and private space through the design and placement of buildings, fencing and landscaping.
2. Designing dwellings to enhance observation of public areas such as streets, open spaces and trails.
3. Providing ample fenestration prioritizing frontage to Collector streets to promote casual surveillance or “eyes on the street”.
4. Providing adequate lighting along streets and public walkways to ensure pedestrian comfort and safety.
5. Designing lighting to relate to the pedestrian scale and should illuminate all pedestrian routes as well as building and garage exteriors.

6. For site plans with higher density residential, 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.
7. For ground related dwellings porches will be encouraged to promote natural surveillance and serve as an interface between private and public realms.
8. Main entrances to a building should be visible from the street, or other publicly accessible areas, and clearly defined.
9. The presence of the garage should be diminished along the streetscape with minimal to no projections and width relative to the lot frontage.

2.2 | STREET NETWORK AND STREETSCAPES

Streets are public spaces that balance transportation requirements with pedestrian amenities. The proposed development provides a modified collector street layout with multi-use paths, walkway connections within the community, and pedestrian connections to nearby parks and schools which fosters a place for community interaction and socializing. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment.

The design objectives for the streetscape are to:

1. Incorporate significant views and vistas.
2. Enhance the visual experience.
3. Express and reinforce the role of the streets.
4. Provide a continuous and comfortable avenue of public movement.
5. Promote connections to neighbourhood focal points.

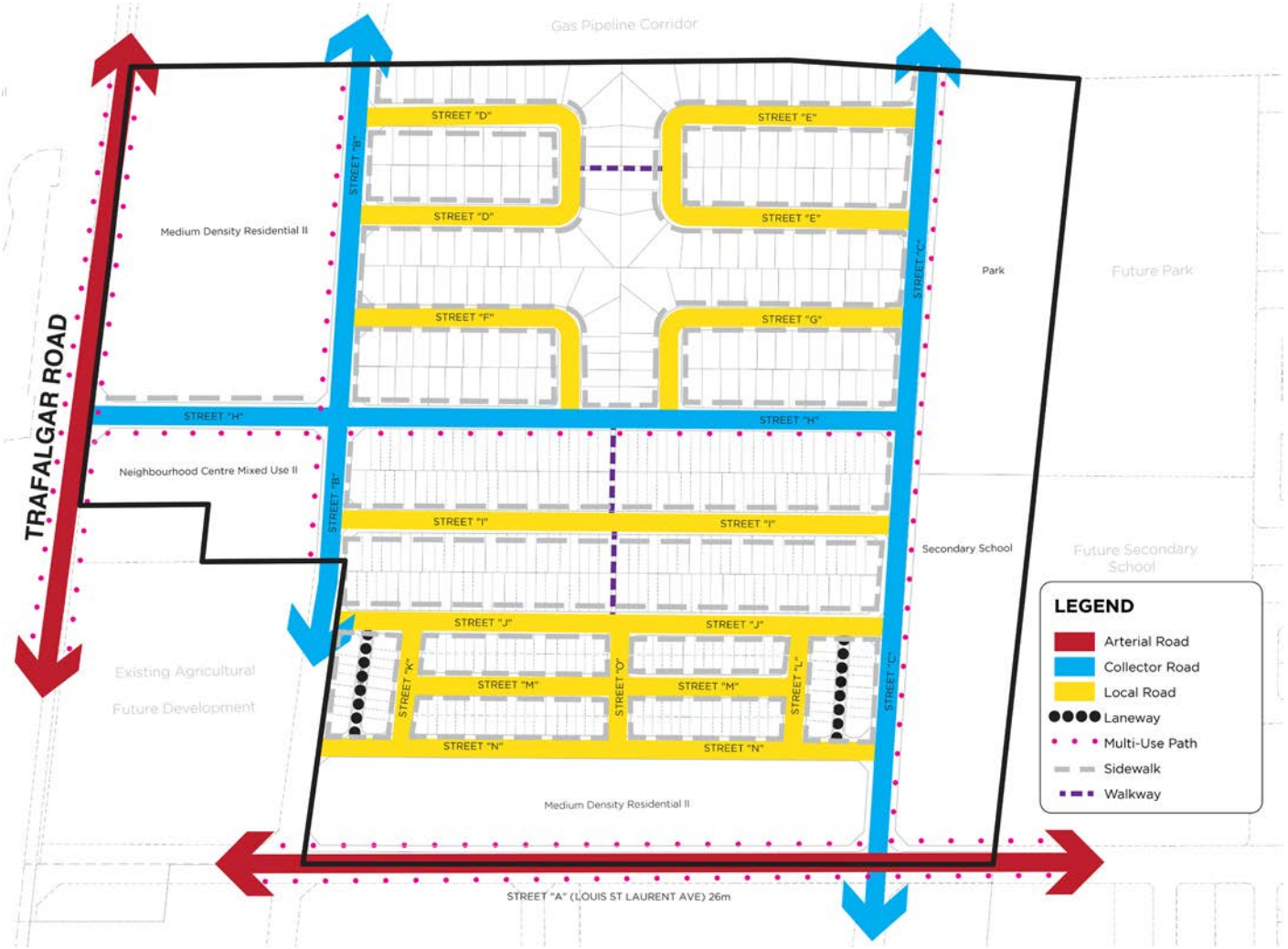


DIAGRAM C. Street network map

2.2.1 PUBLIC REALM STREETSCAPE

All streets consist of two components - the public realm which is the area extending within the road allowance, and the private property which extends beyond the road allowance. The following refers to the landscape treatment within the public realm for collector and local streets.

1. Street elements such as light standards, street furnishings and signage should be combined and coordinated where appropriate, to create consistency and continuity both in design and placement.
2. In order to create a continuous and uniform canopy on both sides of the street, a row of street trees is recommended to be located between the property line and the curb in accordance with Town standards.
3. Sodded boulevards are required on both sides of the street.
4. A variety of fencing options may be provided. Details for fencing design and location will be provided in the Landscape Plan for the subject lands.
5. Street name signage shall be incorporated to facilitate orientation and wayfinding.

IMAGE 6. No-mow area with educational signage

2.2.2 PRIVATE REALM STREETSCAPE

1. Right-of-ways of streets within the proposed development are as follows:
    i. Street A: 26 metres
    ii. Street B: 21.5 metres
    iii. Streets C - G, J, L – O: 16 metres
    iv. Street H: 18 metres
    v. Street K: 20 metres
2. Streets A,B and C can accommodate on-street parking.

2.3 | ACTIVE TRANSPORTATION

A major factor in creating a sustainable and healthy development will be promoting pedestrian and cyclist connectivity, comfort and safety. Provision of public sidewalks, multi-use paths, bicycle lanes and off-street trails will offer pedestrians and cyclists alternatives to vehicular travel through the community. As identified on the Trafalgar Secondary Plan and Teritary Plan, a series of on street bike paths and trails proposed around the boundaries of the subject site. On-street bike lanes are proposed on both sides of Louis St. Laurant Avenue. Multi-use paths are proposed on both sides of Trafalgar Street. The eastern P1 park contains multi-use paths that further connect to off-street trail networks within the utility line and beyond.

1. Additional pedestrian connectivity will be established with the proposed sidewalk system.
2. All sidewalks are to be designed and located as per municipal requirements.
3. Public open spaces shall be linked through the street and sidewalk network to form a continuous, complete and pedestrian-friendly public realm.
4. Streetscape elements, pedestrian-oriented spaces, landscaping and interesting architecture will be used to create a safe and comfortable environment that promotes active transportation.

2.4 | STREETSCAPE DESIGN

The street zone is the most visible public area within any development. The experience of arriving at and moving through a neighbourhood is influenced by a combination of the appearance of the streetscape and the physical elements within it. Furthermore, the street zone is an important area within the community where community life takes place on a daily basis.

The street zone consists of the elements within the street right-of-way (roadway paving, boulevard and street trees, sidewalk and street lights) and of the built form located within the adjacent private realm which forms the 'street wall' enclosing the street.

The streetscape design elements within the proposed development will consist of:

- Street Trees
- Community Mailboxes
- Street Furniture
- Lighting
- Community Gateway
- Fencing
- Utilities

2.4.1 STREET TREES

Street trees provide shade, reinforce view corridors and define the character of the streets. The following guidelines should be applied to the design of the streetscape:

1. Boulevard trees will be located throughout the development to provide shade for pedestrian sidewalks, create visual interest, and unify the community.
2. All proposed boulevard trees should be located to accommodate the canopies where driveways, swales and utilities will allow. All tree planting locations should be coordinated with the underground and above-ground utilities.
3. The tree will be planted on the municipal side of the streetline. Spacing should be based on the municipal standards to create a continuous tree canopy at maturity.
4. Quantity of trees is to be determined by the Landscape Architect and the Town.
5. At corner lots, there should be at least two trees planted along the longest edge in addition to the tree planted in front of the house.
6. At primary gateway entrances, the tree planting should be placed in conjunction with the proposed subdivision entry. There should be no trees located within the sight-triangles. Shrub and perennial planting may be located in these areas to reinforce the community identity.
7. All tree planting locations should be coordinated with the underground and above-ground utilities. Trees should not be planted where there is a conflict with a light pole, transformer or cable/telephone box.

8. All boulevard trees are to be attractive, high-branching deciduous trees that will help define the street edge and contribute to the pedestrian-oriented goals of the neighbourhood.

9. Native or non-invasive native cultivar species should be selected where possible. The species should be drought and salt-tolerant.

10. The trees should have a minimum caliper and height as per Town requirements, as specified by the Landscape Architect.

11. To avoid a monoculture a variety of tree species should be planted on each street as per Town requirements.

12. Street tree planting to be completed per Town requirements.

2.4.2 COMMUNITY MAILBOXES

1. Community Mailboxes will be located in public spaces that are easily accessible on foot as well as by car. They are typically located along side yards of flankage lots.

2. Mailboxes are typically located within the boulevard and not within open spaces. Locations shall be safe and visible while protecting the privacy of the adjacent residents. Final locations will be determined by Canada Post.

3. Mailboxes shall be located on a level paved surface in accordance with Canada Post's requirements.

4. Design and siting of community mailboxes shall be in accordance with the requirements of both Canada Post and the Town of Milton.

2.4.3 STREET FURNITURE

Street furniture occurs within the public right-of-way and typically includes street lights, mailboxes, seating/benches, waste receptacles, public signage / sign blades, utility elements, fencing, etc. Street furniture will be provided for the safety and convenience of users at appropriate locations such as along the multi-use trail. For high traffic areas this may include: pedestrian/roadway lighting, waste receptacles, benches, bus shelters, signage etc.

1. Provide street furniture for the safety and convenience of users at appropriate locations. For high traffic areas this may include: pedestrian/roadway lighting, waste receptacles, bus shelters, signage etc.
2. Wayfinding elements may be incorporated to provide clear and concise direction to users as well as providing community character in accordance with the Town of Milton.
3. Locate transit shelters and stops in convenient locations for easy pedestrian access.
4. The builder is required to coordinate dwelling site plans with all street furniture and any other streetscape elements located within the street right-of-way to ensure there are no conflicts with the dwelling, driveway, walkway or other dwelling site plan component

2.4.4 STREET LIGHTING

1. High quality street lighting will be located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
2. Pedestrian routes will be well-lit to promote pedestrian safety and use of public spaces.
3. Outdoor site and building lighting should be task oriented and not excessive.
4. Use of full cut-off light fixtures that are dark sky compliant according to Town Green Development Standards.
5. Energy efficient lighting should be utilized to conserve resources.
6. Light standards shall be provided in accordance with Town and local hydro authority requirements.

2.4.5 FENCING

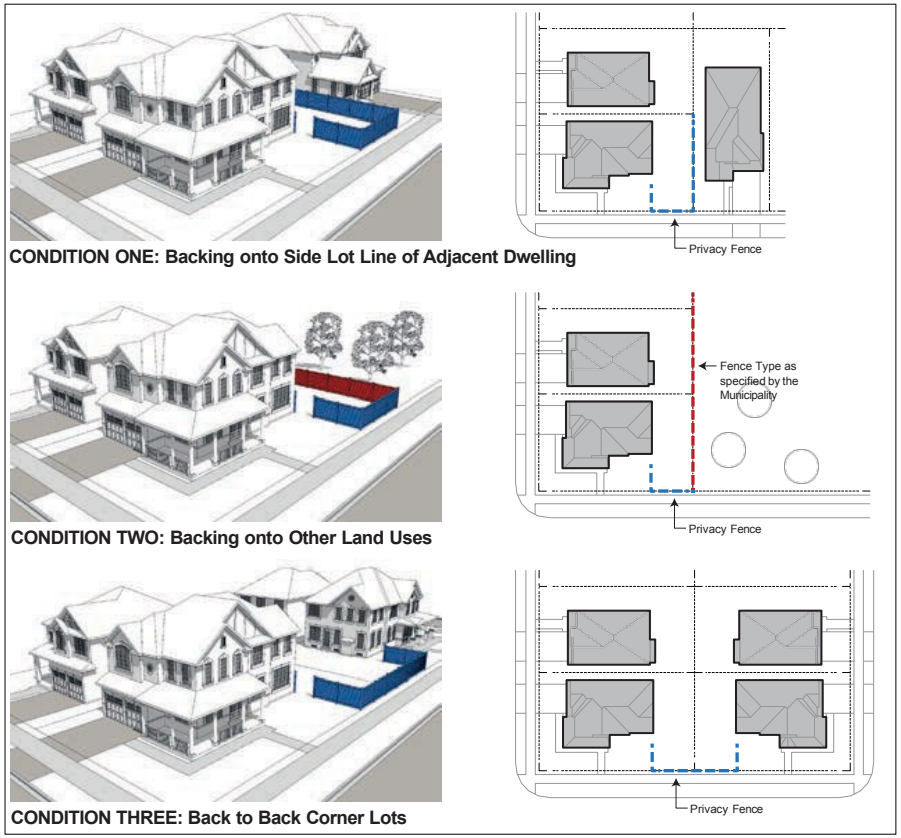
Several types of fencing are proposed throughout the development, depending on the need for privacy and noise. The design of fencing visible from the public realm should portray a consistent theme through design, materials and colour throughout the proposed development. All fencing shall be designed and installed in compliance with municipal standards and all applicable noise attenuation fencing requirements.

Wood Privacy Fence

1. Corner lot fencing is intended to screen and enclose private rear yards otherwise exposed to flanking streets.
2. Corner lot fencing shall be located within private property and follow the flankage lot line to a point near the rear corner (so that the side façades of the dwelling is not hidden from public view). The exact location of the fence will also be determined by the location of windows.
3. This fencing shall return to within 1.2m of the flanking building face to accommodate a gate.
4. All fences should have the same design and be the same colour.
5. All fencing shall comply with the municipal standards.

Chainlink Fence

6. Black vinyl chainlink fence is required where proposed residential lots abut open space features and the public elementary school site.
7. Chainlink fencing shall be 1.5m in height and is required along park perimeters adjacent private/residential lands, and is installed on Town property. Gates are not permitted.



Source: Urban Design / Architectural Control Guidelines prepared by John G. Williams Architect Limited

Noise Attention Fence

8. Noise attenuation fencing will be required for certain dwellings within the neighbourhood in accordance with the applicable Noise Report.
9. Fencing design, materials and heights shall comply with the requirements of the applicable Noise Report.

IMAGE 7. Fencing should be used along walkway blocks

3 || RESIDENTIAL DESIGN

3.1 | BUILDING TYPES

3.1.1 SINGLE DETACHED DWELLINGS

1. The Plan includes single detached dwellings will occur on 12.80m (42') and 11.6m (38') lot frontages.
2. Single detached dwellings shall be designed to individually and collectively contribute to the character of the neighbourhood.
3. Each dwelling shall have appropriate façade detailing and colours consistent with its architectural style.
4. Corner units should have both street facing elevations of a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
5. Covered front porches or porticos will be encouraged.
6. Minimize attached street-facing garages by incorporating into the main massing of the building to ensure they do not become a dominant element within the streetscape.

3.1.2 STREET TOWNHOUSES

1. The Plan includes Street townhouses on 6.70m (22') lot frontages.
2. Street townhouse blocks may range from 5 to 6 units.
3. Ensure large, uninteresting façades are not visible from public areas by incorporating varied massing, proportions, wall openings and plane variation.
4. Townhouse dwellings should have a minimum 2 storey massing.
5. At corner lots, the entry of the interior townhouse units should be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
6. Incorporate front-facing garages into the main massing of the townhouse to ensure garages do not become a dominant element along the street.
7. Street townhouses should have single-car attached garages accessed from the street with an additional parking space on the driveway.
8. Utility meters should be concealed from public view in accordance with local utility company requirements. Refer to Section 5.8.4 for further details.

IMAGE 8. Example of a street townhouse

IMAGE 9. Example of a street townhouse

3.1.3 BACK-TO-BACK TOWNHOUSES

1. The Plan includes Back-to-back townhouses will occur on lot frontages of 6.4m (21').
2. Back-to-back townhouses will be up to 3 storeys in height front facing garages accessed from a public road. They typically contain a common demising wall along the rear of the unit in addition to the traditional interior side party walls.
3. Proposed back-to-back townhouse block sizes range from 10 to 16 units. Mixing of townhouse block sizes within the street is encouraged.
4. Provide a balcony above the garage facing the street for each unit.
5. Privacy screens should be provided between balconies of neighbouring units.
6. Balconies facing the street should be designed to suit the architectural style of the townhouse.
7. Design back-to-back townhouses with similar facades and materials as single detached housing in the Plan such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted.
8. Ensure no more than 6 risers are provided for entrances to each unit.
9. Garages shall not project beyond the front wall or porch face of the dwelling.
10. Utility meters should be concealed from public view in accordance with local utility company requirements. Refer to Section 5.8.4 for further details.
11. Air conditioning units, if provided, should be located discreetly on the balcony away from public view.

IMAGE 10. Example of a back-to-back townhouse

IMAGE 11. Example of a back-to-back townhouse

IMAGE 12. Example of a back-to-back townhouse

3.1.4 REAR LANE TOWNHOUSES

1. Rear lane townhouses contribute positively to the built form character of the neighbourhood by removing garages and driveways along Street B and Street C to establish an uninterrupted street edge that is urban in character.

1. Rear lane townhouses will occur on lot frontages of 6.4m (21').

2. Rear lane townhouses are up to 3 storeys in height with garages accessed from Lanes A and B.

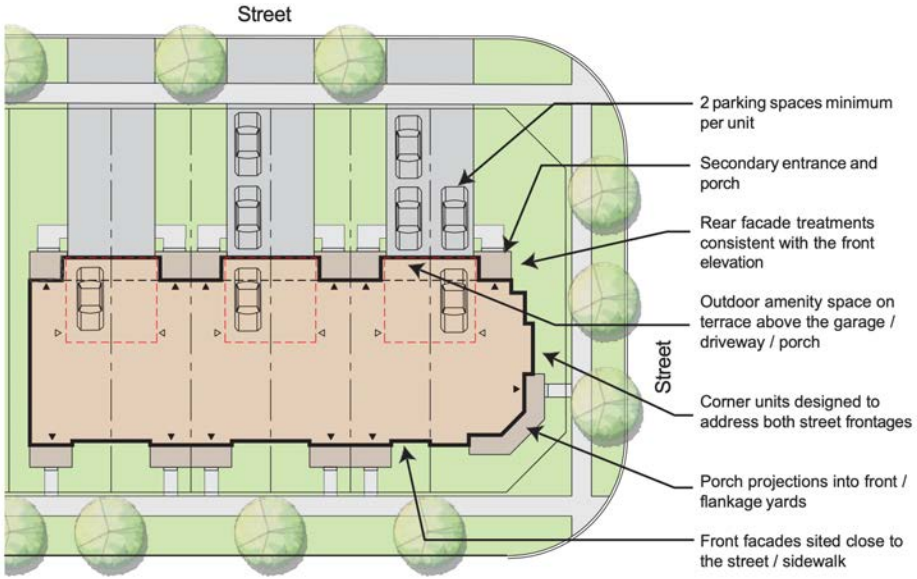
3. The rear elevation and garages facing Lanes A and B will have similar architectural detailing as the front of the townhouse dwelling to ensure a consistent streetscape appearance is achieved.

4. Dwellings should be predominantly attached above grade.

5. Outdoor amenity space may take the form of an elevated terrace located at the rear of the dwelling overlooking street. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.

6. Dwellings should be sited close to the street to encourage an attractive, pedestrian friendly streetscape. A walkway connecting the front entrance directly to the public sidewalk is required.

7. Buildings shall be designed with active front, rear and flanking façades, including large porches, ample fenestration and balcony treatments to stimulate overlook of public areas and to the Secondary School to maintain "eyes-on-the-street".



Source: Urban Design / Architectural Control Guidelines prepared by John G. Williams Architect Limited

8. Dwellings, at a minimum, will have a single-car attached garage with an additional parking space on the driveway.

9. Utility meters should be concealed from public view in accordance with local utility company requirements. Refer to Section 5.8.4 for further details.

10. Municipal address plaques should be provided in a well lit location on both the front and rear façades.

3.2 | BUILDING RELATIONSHIP TO THE STREET

Attractive streetscapes consist of a sodded and treed boulevard adjacent to a private front yard and carefully placed, well-designed dwellings. The following design guidelines shall apply:

1. Dwellings should be designed to suit the site topography conditions.
2. Front doors and porches should be at grade in order to minimize the negative visual impact of large concentrations of stairs, subject to site grading.
3. Encourage pedestrian activity with appropriately scaled buildings that create a well-balanced, human-scale streetscape.
4. Building setbacks should define the street edge and create a visually ordered streetscape.
5. Avoid large blank façades by incorporating windows, doors and porches on publicly facing elevations
6. Publicly exposed elevations shall incorporate adequate massing, proportions and wall openings (i.e. window, doors, porches, etc.) to avoid large, blank façades.
7. Porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
8. Covered front porches are encouraged on the majority of dwellings to encourage social interaction among residents and opportunities for ‘eyes on the street’.

9. 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.

10. Building design should minimize the impact of the garage to the overall home façade to contribute to a comfortable pedestrian environment.

11. Design corner buildings to address both street frontages in an equally enhanced manner.

3.3 | ELEVATIONS AND VARIETY

Variety of massing and architectural expression among publicly exposed building elevations should occur throughout the entire block through the use of alternative façade treatments, massing, roofline, 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 to avoid a cluttered or disorganized streetscape appearance. This can be reinforced by use of complementary details and architectural elements.

1. Variation in the design of abutting house types should be provided to avoid undue repetition and monotony within the streetscape as follows:

2. Identical dwelling façades for single detached dwellings should be separated by a minimum of 2 different dwelling façades and will not be permitted directly opposite one another.

IMAGE 13. Example of a house with a front yard porch

3. To ensure a variety of different elevations along a streetscape, design alternate elevations of the same model with features such as, but not limited to: differing roofline, wall articulation, porch design, fenestration pattern, architectural style, etc.

4. Identical dwelling façades should not comprise more than 30% of a street with a maximum of 3 alternative elevations of the same model located beside one another.

5. For corner lots, flanking elevations must be different than the surrounding corner lots.

3.4 | MASSING

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:

1. Low and medium density residential built form may include a mix of 1 - 2 storey single detached or up to 3 townhouse dwellings.
2. Extreme variation in height and massing should be avoided. As seen in DIAGRAM D, no single dwelling type should be sited between different dwelling types, a minimum of 2 dwelling types should be located beside one another.

IMAGE 14. Example of a 2 storey townhouse

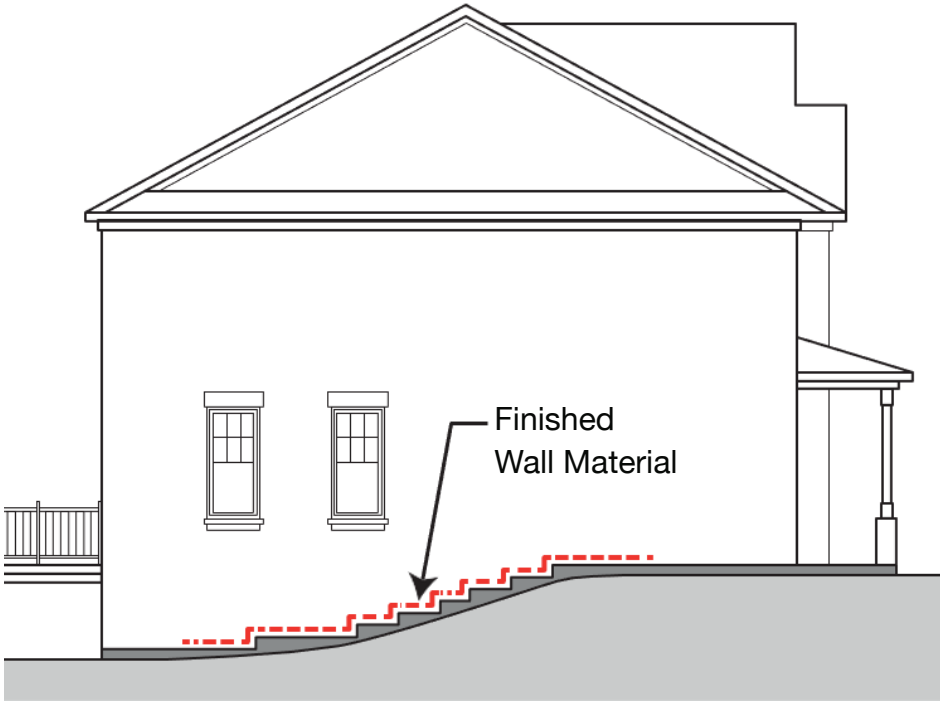
IMAGE 15. Example of a 2 storey single detached house

IMAGE 16. Example of a 2 storey single detached house

DIAGRAM D. Massing should be varied along the streetscape

3.5 | SITE GRADING CONDITIONS

1. Foundation walls shall not be exposed. Where sloping finished grades occur, finished wall materials and foundations shall be stepped to minimize exposed foundation walls.
2. 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 maximum of 6 risers. Where additional risers are necessary they should be incorporated inside the dwelling, or turned away from the street.



Source: Urban Design / Architectural Control Guidelines prepared by John G. Williams Architect Limited

3.6 | PRIORITY LOT DWELLINGS

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

- Gateway dwellings;
- Corner lot dwellings;
- Upgraded rear and side yards;
- View terminus dwellings` and
- Community window dwellings.

The design of Priority Lot Dwellings 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.

3.6.1 GATEWAY LOT DWELLINGS

1. Gateway buildings will be located at the intersections of Street B and C and Louis St. Laurent Avenue and are further detailed in Section 4.

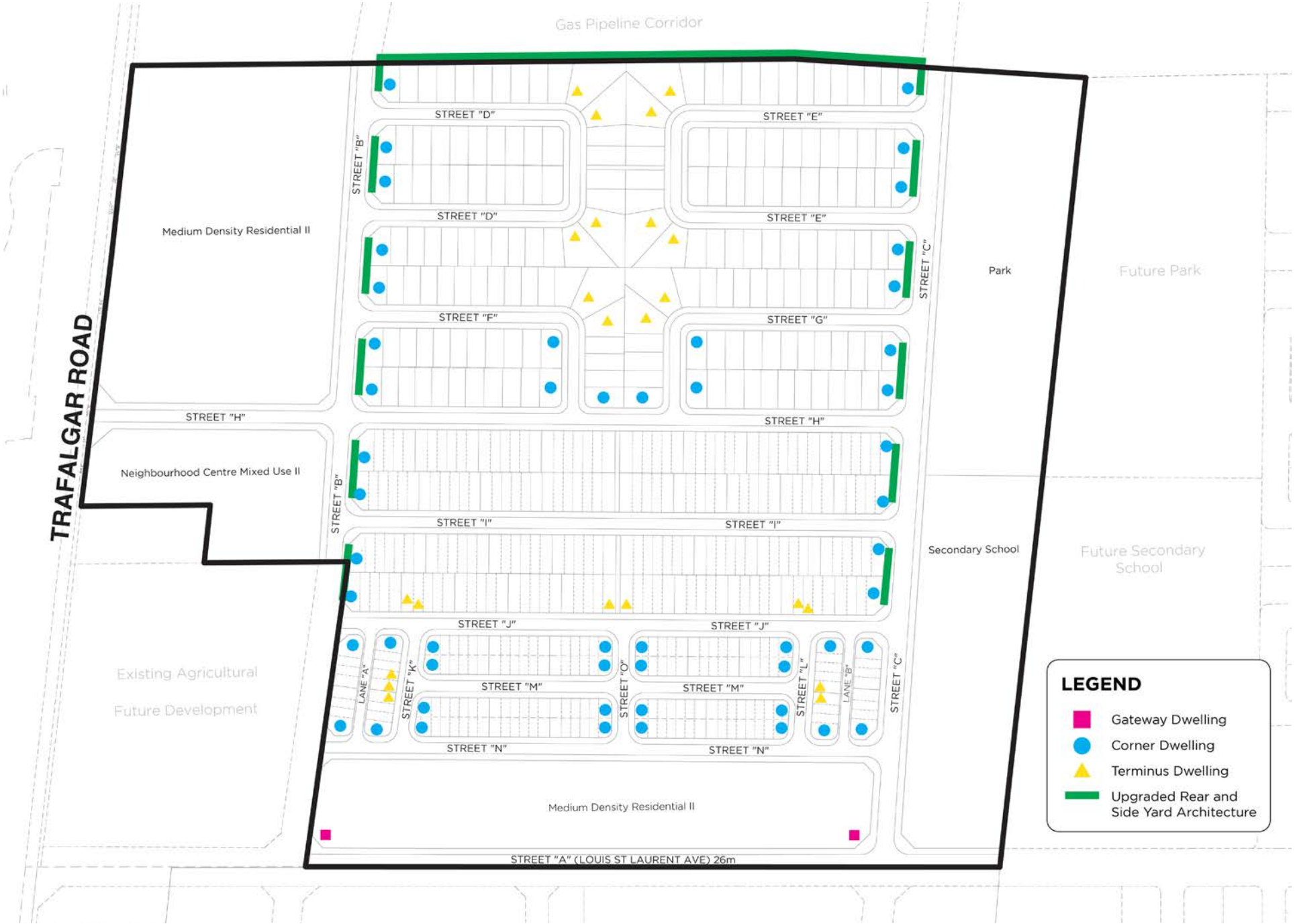


DIAGRAM E. Priority lot map

3.6.2 CORNER LOT DWELLINGS

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

1. Design corner lots with two equal, high quality façades on either side. Designs intended for internal lots will not be permitted.
2. 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.
3. Architectural design elements required for Corner Lot Dwellings include:
    i. Entry portico or porch on the long side of the dwelling.
    ii. Well proportioned doors and windows, located to create well balanced elevations.
    iii. Wall projections along the flanking wall face.
    iv. Gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
    v. Enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
4. Design corner lots with the main front door located on the long elevation facing the flanking street (flanking main entry) or angled towards the intersection (angled entry).
5. Connect the main front door from the flanking elevation to a walkway to the sidewalk and the driveway.
6. Identical elevations on abutting or directly opposite corner lots are discouraged.
7. A wood privacy fence should be provided to screen to the rear yard from the flankage street.

3.6.3 UPGRADED REAR AND SIDE YARD ARCHITECTURE

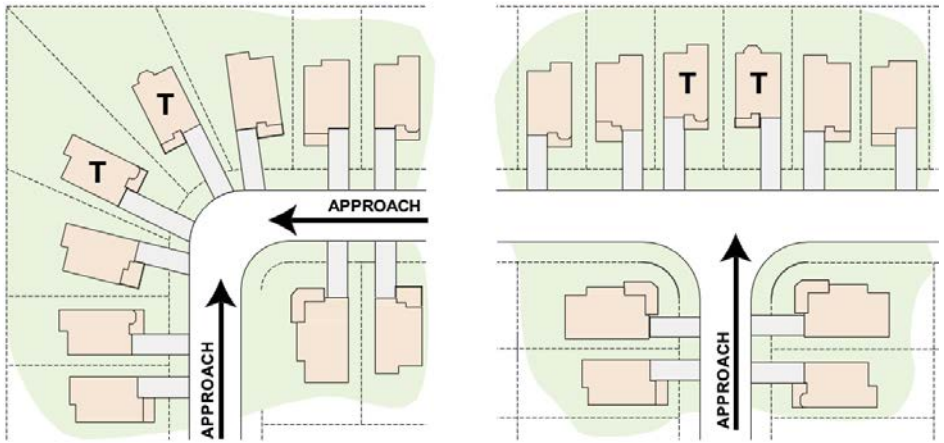
Design dwelling's rear or side elevations exposed to the public realm with enhanced design treatment, having detail and quality consistent with the street-facing elevation. This will include dwellings backing or flanking onto the Gas Pipeline Corridor, and along Streets B and C and should include:

1. Rear façades should include variation in rear yard building setback and roof form variation.
2. Upgraded partial 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.

3.6.4 VIEW TERMINUS DWELLINGS

View Terminus Dwellings are identified on DIAGRAM E 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 and include:

1. 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, subject to landscape and site servicing plans approved by the Town.



VIEW TERMINUS
T = STREET ELBOW DWELLINGS

VIEW TERMINUS
T = "T" INTERSECTION DWELLINGS

Source: Urban Design / Architectural Control Guidelines prepared by John G. Williams Architect Limited

4 || ARCHITECTURAL ELEMENTS

4.1 | ARCHITECTURAL ELEMENTS

A range of architectural styles will be provided to characterize streets and the neighbourhood, including contemporary and traditional influences. Architectural themes will be developed in a coordinated manner in consultation with the Builder, the Design Architect and the Control Architect.

1. Design each building to have distinguishing elements characteristic of a single identifiable architectural style. It is important that a consistent level of design quality is achieved.
2. Architecture should be interesting and complement the landscape design of the public realm.
3. The use of high quality, durable building materials, such durable main cladding materials should include brick and stone to support the intended architectural character of the building.

4.2 | MAIN ENTRANCES

1. Main entries should be directly visible from the street and well lit.
2. Main entrances shall provide direct access to the street, sidewalk or driveway via a walkway.
3. Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses.
4. The front entry design and detail should be consistent with the architectural style of the dwelling.

4.3 | PORCHES AND PORTICOS

5. 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.

6. Porches and porticos should be designed with a high degree of openness to allow for ample visibility and light penetration. The use of narrow masonry porticos within the streetscape should be avoided.

7. Where hand railings 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.

8. Colour of railings should be integrated with the dwelling's colour package.

4.4 | WINDOWS

1. 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".
2. All windows should be maintenance-free, thermally-sealed, double glazed and either casement, single-hung or double-hung, excluding basement windows.
3. Large ground floor windows are encouraged.
4. Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
5. Sills and lintels should be consistent with the architectural style of the dwelling.
6. Where windows and doors are set into stucco or siding, casings having a minimum width of 100mm are required.
7. Large basement windows are encouraged, where feasible (i.e. on walkout conditions).
8. The use of false dormers with black glass is not permitted.
9. 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.
10. Coloured windows should be used to add variety, appropriate to the dwellings' colour package.
11. Window acoustic performance must meet or exceed the noise attenuation requirements of any applicable noise reports.



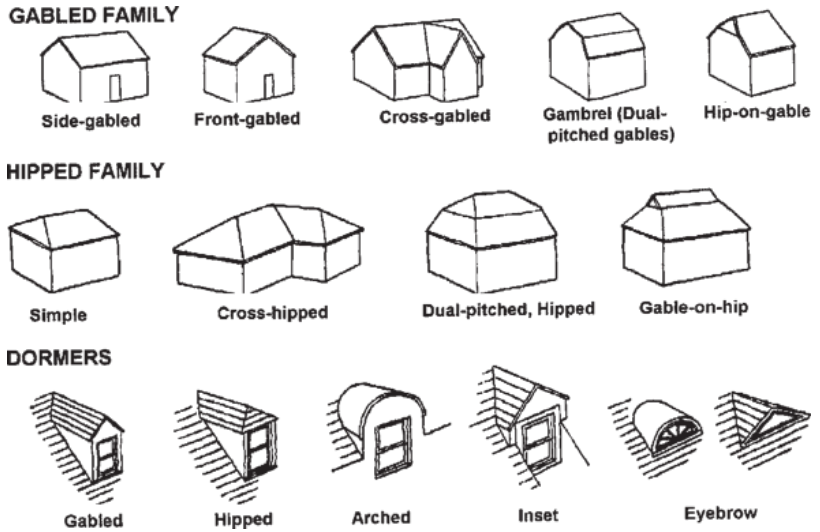




4.5 | ROOFS

Roofs play a significant role in the massing of the individual dwelling and in the overall built form character of a neighbourhood and should be designed with:

1. Minimum main roof slopes should be 7.9:12 pitch (side slopes) / 5.9:12 (front to back slopes).
2. Steeper pitches 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.
3. Roof overhangs should generally be 300mm.
4. 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.
5. All vent stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible.
6. 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.



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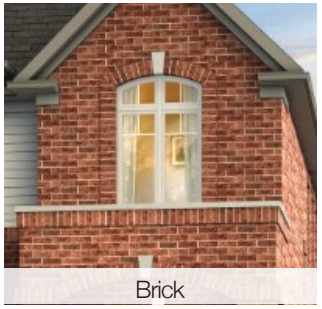
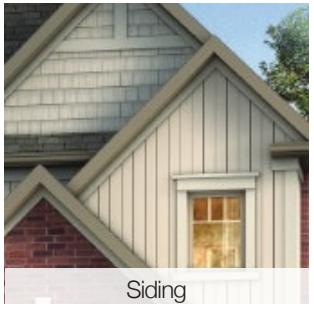
4.6 | EXTERNAL MATERIALS AND COLOURS

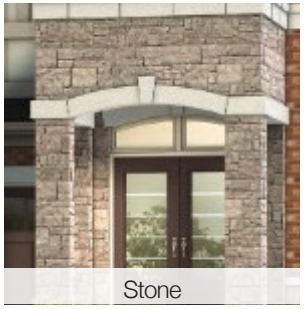
4.6.1 MATERIALS

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

1. The dominant main wall cladding material throughout the Hanover Subdivision will be brick, siding, and stone.
2. The use of accent materials such as stone and precast, is encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
3. Main wall cladding material shall be consistent on all elevations of the dwelling. These features should return along the side walls a minimum of 600mm from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
4. Where changes in materials occur they should happen at logical locations such as a change in plane, wall opening or downspout.
5. 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.


Brick


Siding


Stone

4.6.2 COLOURS

Avoid monotony within the streetscape by offering a variety of exterior colour packages Individual exterior colour packages should create a visually harmonious streetscape. In this respect, jarring colour contrasts will be discouraged. Exterior colours shall:

1. Include compatible material colours within each individual colour package.
2. Not have the same main wall cladding colour with identical colour packages separated by at least 2 dwelling units.
3. 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.
4. Roof shingle colour to complement the colour of the primary wall cladding. The use of light coloured shingles, such as white or light grey is discouraged.
5. Include trim colours that are different from the dominant wall cladding colour.
6. All flashing is to be prefinished to match the roof or adjacent wall cladding colour.

4.7 | ARCHITECTURAL DETAILING

1. A high standard of architectural detailing is expected for all dwellings to suit the architectural style and should include:

- 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 3.4);
- Overall use of high quality materials and crafting.

2. All masonry detailing should be accentuated by projecting about 12mm from the wall face, where possible.
3. A frieze board (or brick soldier course cornice) is required on all publicly exposed elevation returning a minimum of 600mm along non- exposed elevations.
4. 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 600mm along the sidewall elevations.


Frieze Board


Window Surrounds


Lintel / Headers

4.8 | GARAGES AND DRIVEWAYS

4.8.1 ATTACHED GARAGES

1. Garages shall not dominate the massing of the dwelling and should be integrated into the main massing of the house and oriented toward the street.
2. Garage projections shall comply with the requirements of Section 6.3 – Special Residential Provisions of the zoning by-law.
3. Garage widths should be in proportion to the width of the lot and in accordance with the zoning by-law.
4. Attached garages should be complementary in character and quality to the principal dwelling.
5. 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).
6. 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.
7. 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 (4.8m) single garage door patterned to appear as 2 single doors (subject to zoning requirements).

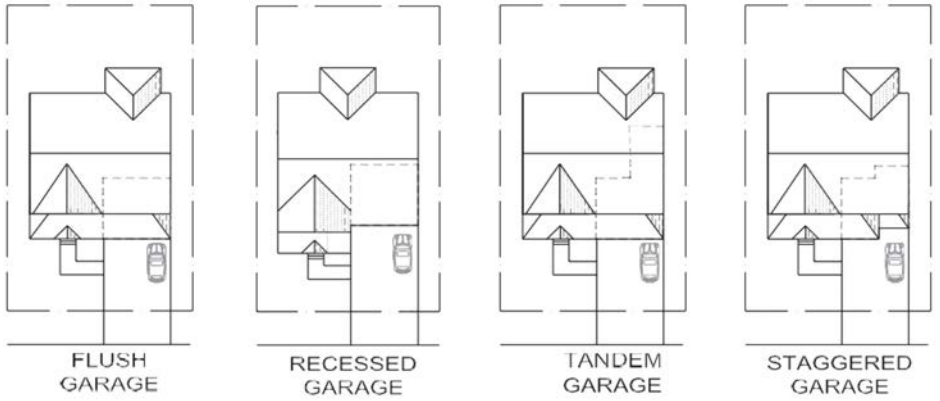


IMAGE 17. Garage types

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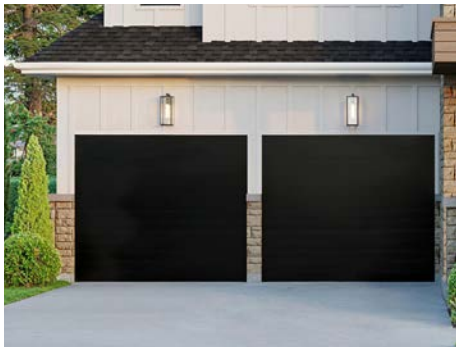


8. A variety of upgraded garage door styles are required throughout the community. The streetscape should include a combination of garage door styles to avoid repetition and dominance by a single door type.

9. Garage doors shall be sectional (roll-up), panelled and have a variety of header/ lintel treatments above.

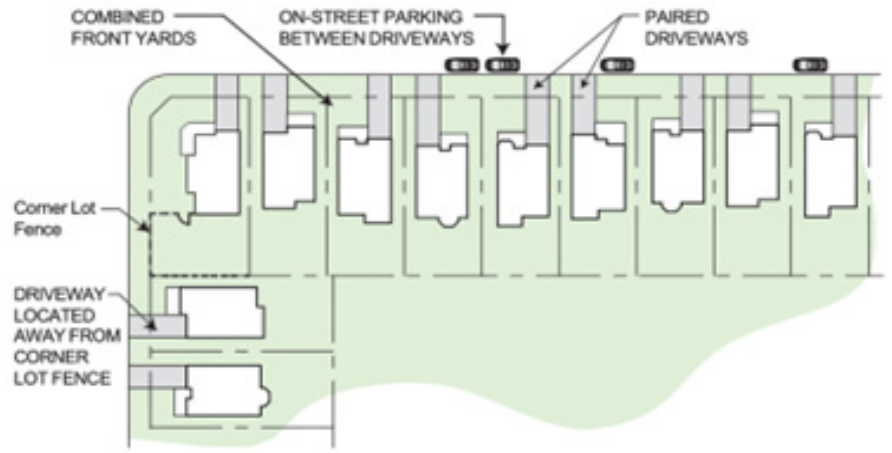
4.8.2 DROPPED GARAGE CONDITIONS

Where the slab of the garage drops more than 900mm 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.

4.8.3 DRIVEWAYS

1. The pairing of driveways is desirable to maximize the green space between garages to 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; and lessening the impact of adverse grade conditions on the dwelling design; reducing the need for retaining walls.
2. Driveway locations shall be predetermined on the landscape and site servicing plans and approved by the Town.
3. The frequency and width of curb cuts should be kept to a minimum.
4. Driveway widths shall not exceed the width of the garage.
5. Driveways for dwellings adjacent intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
6. 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.
7. All driveways shall be finished with a hard surface paving material.



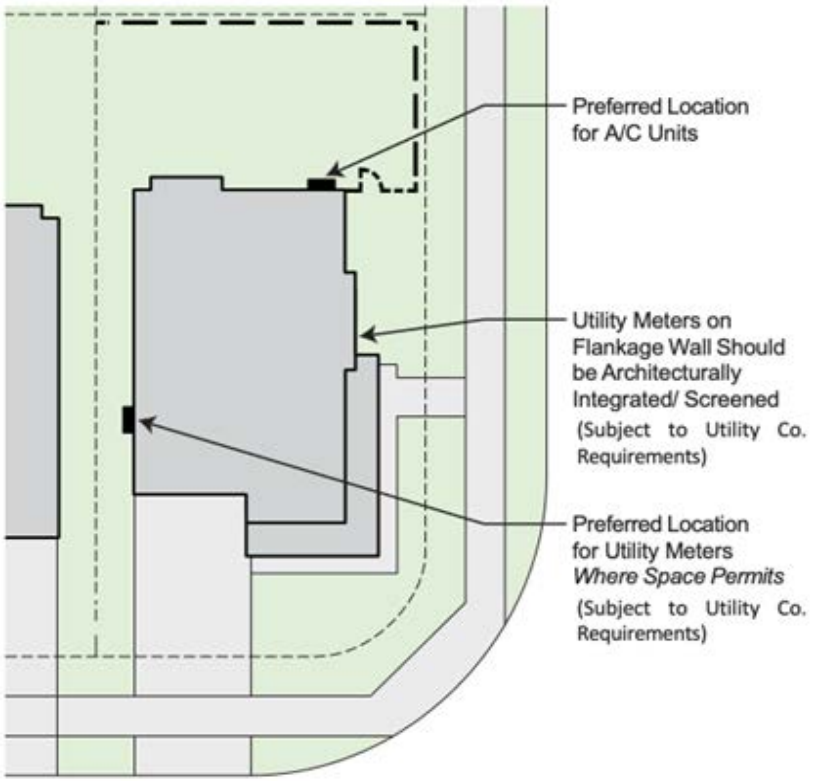
Source: Urban Design / Architectural Control Guidelines prepared by John G. Williams Architect Limited

IMAGE 18. Interlock driveway

4.8.4 UTILITY AND SERVICE ELEMENTS

1. Design and locate above ground utility infrastructure to be compatible, organized and visually minimized.
2. 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.
3. 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, where possible.
4. The location and method of screening utility meters shall at all times be in compliance with the requirements of the local utility company.
5. Locate transformers and HVAC equipment within the public realm away from highly visible locations within the streetscape so they do not negatively impact public views.
6. Locate air conditioning units in the flankage yard provided they are adequately screened from street view through use of fencing or landscaping, subject to Acoustical Engineer A/C approved location.

IMAGE 19. Do not impede access to the transformer box



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5 || DESIGN GUIDELINES FOR MAJOR NODE DEVELOPMENTS

The Medium Density Residential II and Neighbourhood Centre Mixed Use II nodes at the corner of Trafalgar Road and Street H (DIAGRAM F), and along Louis St. Laurant Avenue (DIAGRAM G) will be subject to the Town of Milton's Mid-Rise Guidelines (May 2018) and Tall Building Guidelines (May 2018), as applicable, and a Site Plan Approval process conducted by the Town of Milton.

Building forms within the Major Nodes may include:

- Medium Density Residential II Uses;
- Limited grade-related multiple attached housing forms such as townhouses and rear-lane townhouses;
- Potential for retail and service commercial uses occurring within the first floor of a multi-storey building; and
- Apartments ranging from 8 - 25 storeys, with a maximum Floor Space Index (FSI) of 3.0 - 6.0.

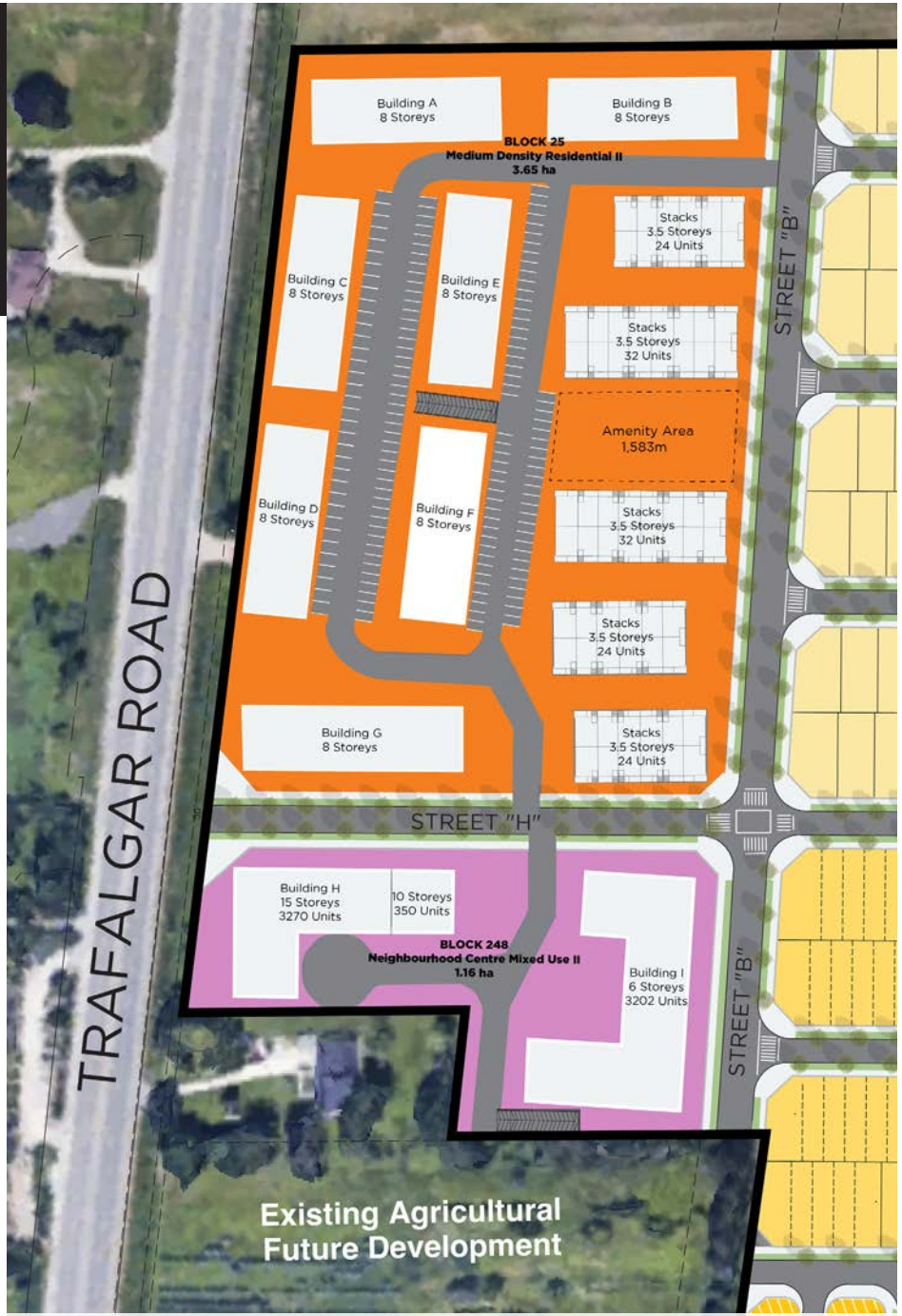

DIAGRAM F. Built form in the Major Nodes along Trafalgar Road

The design of a successful and attractive development should provide the following characteristics:

- Well articulated buildings that appropriately address the street and public areas that provide visual interest to pedestrians.
- Building entrances directly visible accessible from the street;
- Parking provided through integrated garages, underground parking garages, small short-term surface parking areas behind the main front wall of the building or at the rear or lay-by street parking on side streets in front of the building;
- Signage that is incorporated into the building design; and
- Attractive pedestrian friendly landscaping that focuses attention on the building.

Note: The following section provides general / high level design objectives and guidelines only. Prior to development of the Major Node a site specific Urban Design Brief that articulates a refined design vision for this site may be required by the Town.

DIAGRAM G. Built form in the Major Nodes along Louis St. Laurant Avenue

5.1 | BUILT FORM CHARACTER

1. Final building types, uses, heights and densities will be determined through site planning and further consultation with Town planning staff.
2. Buildings will provide an urban form that assists in creating an attractive, transit-supportive and pedestrian-friendly area.
3. A mix of building types with varied and cohesive architectural treatments should include:
    i. Design excellence and innovation with a distinctive contemporary or traditional aesthetic;
    ii. Garages and large parking areas from the streetscape;

    iii. Provide appropriate height and massing at key locations (i.e. Trafalgar Road and Street H gateway) ;
    iv. Promote comfortable pedestrian environments; and
    v. The identity of Major Nodes as a compact, cohesive and vibrant residential development.
4. Built form character should:
    i. Allow for flexibility, variability and creativity in the creation of contemporary or traditional architectural design expressions while providing clear design parameters;
    ii. Be articulated to provide visual interest and character facing public areas; and
    iii. Be evaluated for suitability, based upon the building's use and location within the development through the design review and site plan approval processes.
5. Incorporate appropriate massing, proportions, wall openings and plane variation for publicly visible building elevations and avoid large, blank façades and repetitive or monotonous streetscapes.
6. Individual buildings should combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of complementary exterior materials, colours and architectural elements. Although the building forms may vary, a similar style of materials and architectural elements should be employed throughout the development area to create a cohesive development with a distinct identity.

7. Establish a distinct base, middle and top for taller buildings in order to visually break down their vertical massing:

    i. The base portion should reinforce a human scale environment at street level with heights ranging from 3 - 5 storeys as directed by the Town's Tall Building Guidelines. Direct access to residential lobbies or units from the street is encouraged;

    ii. The middle portion should contain the largest mass of the building and should reflect the architectural character of the community; and

    iii. The top portion should be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye to the skyline.

    iv. Ground floor glazing should be maximized along street frontages to encourage comfortable and safe pedestrian use.

8. Buildings should be massed to ensure transition in height to lower density surrounding land uses.

9. Employ bird-friendly building design strategies in the design of buildings. This can include:

    i. Visual markers and/or muting reflections on glass surfaces, particularly for the first 12 metres or so above grade to avoid the reflection of adjacent trees in the windows;

    ii. Eliminating upward projecting light pollution and reducing spillover lighting;

    iii. Avoiding brightly lit lobbies and enclosed walkways with clear glass that are decorated with indoor greenery features; and

    iv. Encouraging blinds to be drawn after dark.

5.2 | BUILDING PLACEMENT AND RELATIONSHIP TO STREET

A well-defined street edge contributes to the pedestrian oriented goals of the development. Buildings sited near to the sidewalk tend to promote a pedestrian- friendly sense of scale and assist in providing enclosure to the public space of the street. The following guidelines address the relationship of buildings with the street:

1. The building placement shall provide visual connection to the surrounding streets and development parcels through appropriate orientation of the building. Buildings shall maintain ample exposure to the street frontages along Britannia Road and James Snow Parkway.

2. For corner buildings, both street frontages shall be addressed in a similar and appropriate manner. All building façades that are exposed within the public realm shall be well articulated and detailed.

3. Prominent building massing should be oriented towards the intersection of Trafalgar Road and Street H.

IMAGE 20. Decorative window decals provide visual markers for birds

IMAGE 21. Building setbacks should maintain a strong relationship with the street

IMAGE 22. Corner buildings should reinforce their landmark status within the streetscape

7. The interface between the ground floor level of the building and public spaces should be at grade to avoid elevated entrances and large concentrations of stairs along street and park frontages, subject to site grade conditions.

8. Where tall buildings are located adjacent to the street, the use of a podium with a stepback to the main tower will be required to establish a pedestrian scaled street wall.

9. Projections into the street zone, such as entrance canopies, porticos, window bays and pilasters, are encouraged for their beneficial impact on creating an animated streetscape.

10. Main entrances to the building should face the street and be connected to the sidewalk by a hard surface walkway.

5.3 | PARKING AREAS

The primary objective for parking areas is to mitigate the negative visual impact on the public realm associated with parking areas, driveways and garages.

1. Through the incorporation of underground parking garages or above grade parking structures.

2. Locate driveways to underground parking areas in an easily identifiable but unobtrusive manner, typically along the side of the buildings or in the rear yard.

3. Avoid large surface level parking lots. Small surface parking areas will be permitted for limited visitors parking, deliveries and drop-offs.

4. Provide surface parking in a non-obtrusive manner and shall be screened from street view through the use of landscaping (including features such as metal fencing with masonry pillars) or building location to provide appropriate screening.

5.4 | LIGHTING AND SIGNAGE

1. Integrate high quality outdoor lighting into the building architecture and located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
2. Select and Locate outdoor lighting to reduce light pollution and avoid light spillage or glare on nearby properties and those living in the building above.
3. Use of full cut- off light fixtures that cast little or no light upward in public areas.
4. Buildings shall be designed to include defined spaces to accommodate signage that respect building scale, architectural features, signage uniformity and established streetscape design objectives.
5. Provide space for signage to clearly delineate commercial uses, where provided.
6. Integrate high quality, face lit or directly lit signs into the building design are encouraged. This includes:
    i. Formed letter signage;
    ii. Channel letter signage;
    iii. Awning signage;
    iv. Small signs mounted perpendicular to the sidewalk.

IMAGE 23. Lighting should be used to signal entry to residential lobbies

IMAGE 24. Pedestrian level lighting is encouraged in high traffic areas

IMAGE 25. Example of building signage

5.5 | LANDSCAPING, SITE FURNITURE AND PUBLIC ART

1. Landscaped open space should be included in the site design to provide a common outdoor amenity area.
2. Landscaping which screens parking / servicing areas and focuses attention on the buildings should be provided.
3. Landscaping and streetscape elements established for the community should be provided along the street frontages to maintain a consistent urban community character.
4. Site furniture such as planters, bike racks, street trees, trash receptacles, benches or other seating opportunities should be incorporated into the site design. These elements should be designed support the character of the development.
5. Inclusion of public art in a highly visible location that ties into the landscape treatment may be considered in the site design. Should public art be pursued, staff in Culture Services will work with Development Services to provide further comment at the Site Plan review stage(s).

IMAGE 26. Public art in Mississauga

5.6 | SERVICING AREAS

1. Loading, service and garbage areas should be located in an unobtrusive area away from public view and should be integrated into the building design or screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odours and vibrations on adjacent properties.
2. Noise attenuation measures shall be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings / structures to reinforce the image of the community.
3. Garbage facilities shall be incorporated into the overall design of the building and hidden from high profile areas. Garage doors should be recessed and of a high quality finish.
4. Utility meters, transformers and HVAC equipment should be located away from public views or appropriately screened with landscaping, where feasible. These elements may be located internal to mixed-use and tall buildings.
5. Rooftop mechanical and telecommunications equipment shall be screened from public view and integrated into the design of the building.
6. Ventilation shafts, vents and other above-ground mechanical equipment or site servicing elements should be located away from public sidewalks and other public or private outdoor amenity areas.

6 || IMPLEMENTATION

The architectural control review and approval process by the Control Architect applies to all freehold ground-related residential development and generally comprises 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 the ACG 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 ACG. 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.

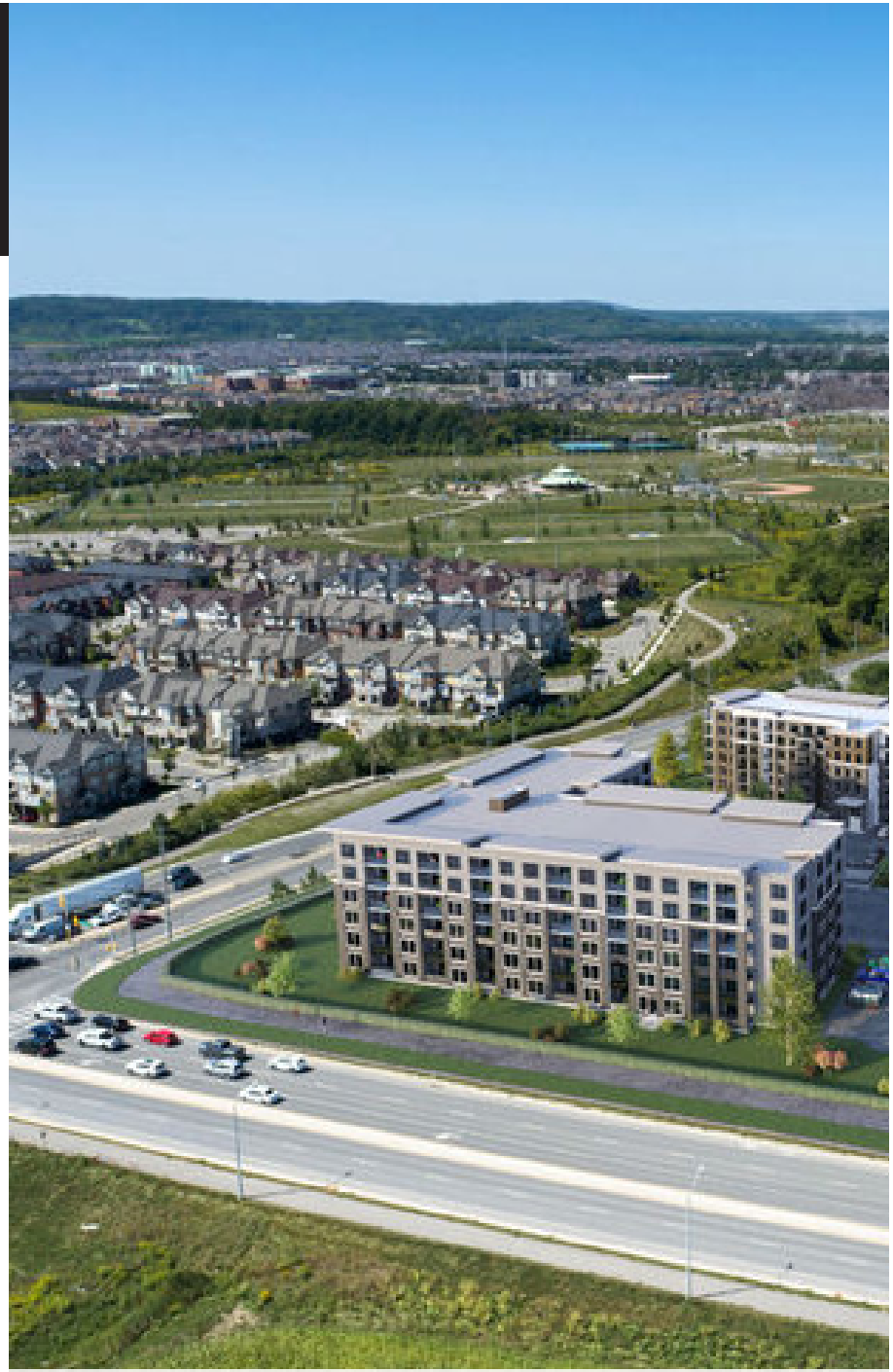

IMAGE 27. Nashville Road, Vaughan

6.1 | PRELIMINARY REVIEW PROCESS

- Preliminary model design sketches which are in conformity with these ACG 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.

6.2 | FINAL REVIEW & APPROVAL (PRIOR TO SUBMISSION FOR BUILDING PERMIT)

6.2.1 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.

6.2.2 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.

6.2.3 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.

6.2.4 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.

6.3 | SUBMISSION REQUIREMENTS

- The Builder is required to submit to the Control Architect for final review and approval, the following:
  - 6 sets of engineer approved site plans;
  - 4 sets of working drawings;
  - 2 sets of streetscapes;
  - 2 sets of colour schedules together with 1 set of colour sample boards;
  - The Builder may also submit the above materials electronically for review and approval.
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- 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 ACG 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:

  SGL Planning & Design Inc.
  1547 Bloor Street West, Toronto ON, M6P 1A5
  Tel: (905) 447-0592 / Email: cjay@sglplanning.ca

6.4 | 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.

6.5 | 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).
- Priority lots identified by Town of Milton Urban Design Staff shall be referenced in the Architectural Control Guidelines and subject to Draft Plan Condition. Architectural drawings for models shall be submitted to the Town for Urban Design review.
- 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.

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Planning & Design Inc.