# Mattamy MP4
# White Squadron

## BUILT FORM GUIDELINES

SEPTEMBER 2025

MILTON

NAK design strategies

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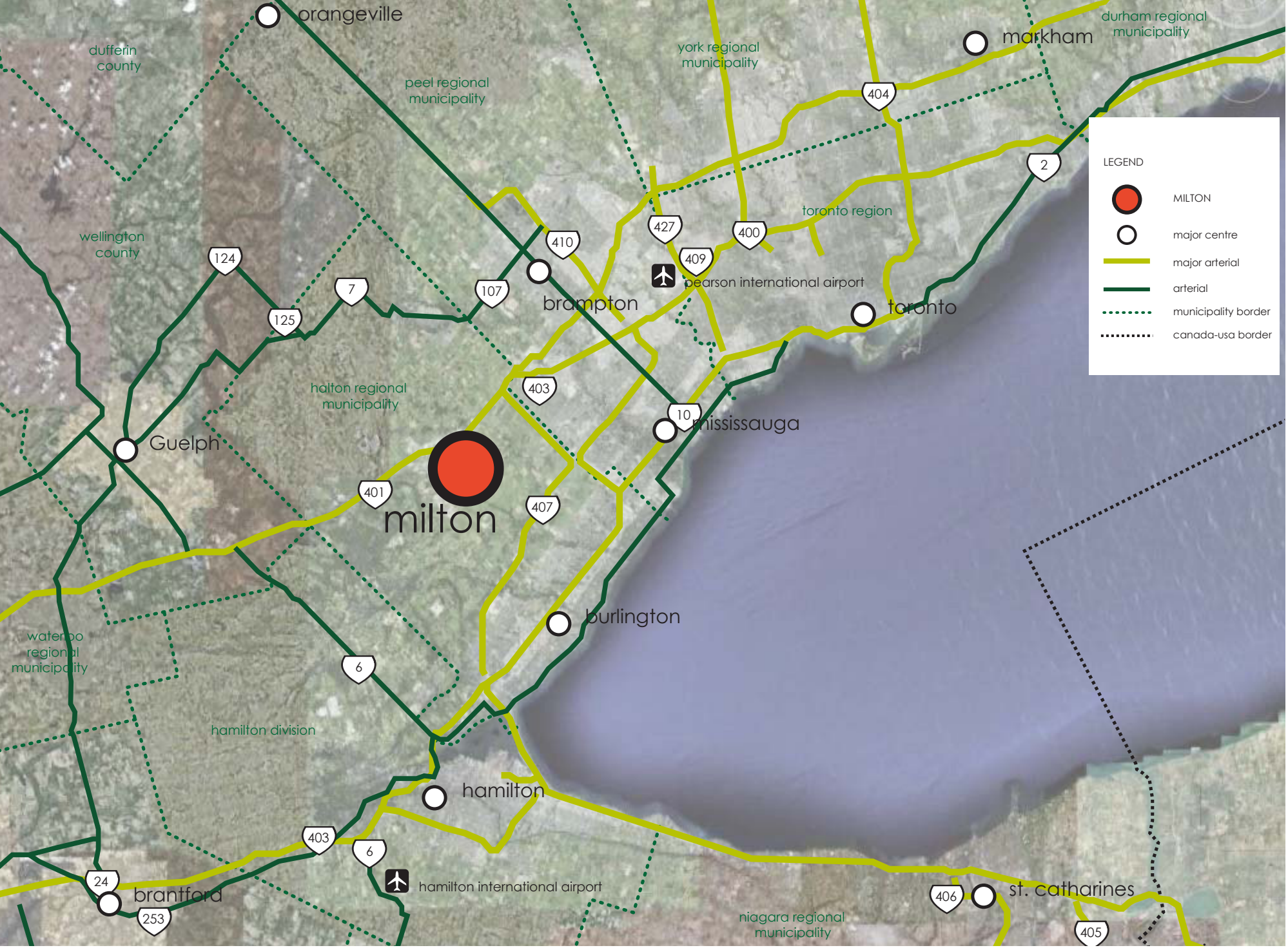
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# SECTION 1
# CONTEXTUAL ANALYSIS

## 1.1 PURPOSE OF THE BUILT FORM GUIDELINES

Mattamy's proposed Milton Phase 4 (MP4) White Squadron development lands are located within the South East Milton Urban Expansion Area, north of Britannia Road and east of Trafalgar Road in Milton, Ontario, and make up a portion of the Trafalgar Corridor Secondary Plan Area. The MP4 White Squadron Community Built Form Guidelines are submitted as a component of the development application. They provide design direction for the implementation of the vision and intent of the community and serve as a supplement to the Trafalgar Secondary Plan (March 2019) and Section B.2.8 of the Town of Milton Official Plan, which establishes a detailed urban design strategy.

The Built Form Guidelines focus on the architectural design of the community as it pertains to proposed neighbourhood centres, and low and medium density residential. Specifically, this document will prescribe built form guidelines and principles for mixed use blocks single, and detached and townhouse residential dwellings, while allowing some flexibility for delivering a wide range of design expressions, architectural form and styles that provide interest in the urban environment.

The Guidelines emphasize and detail the integral elements that will help create an innovative, walkable, transit-friendly environment with strategic residential and mixed use densities.

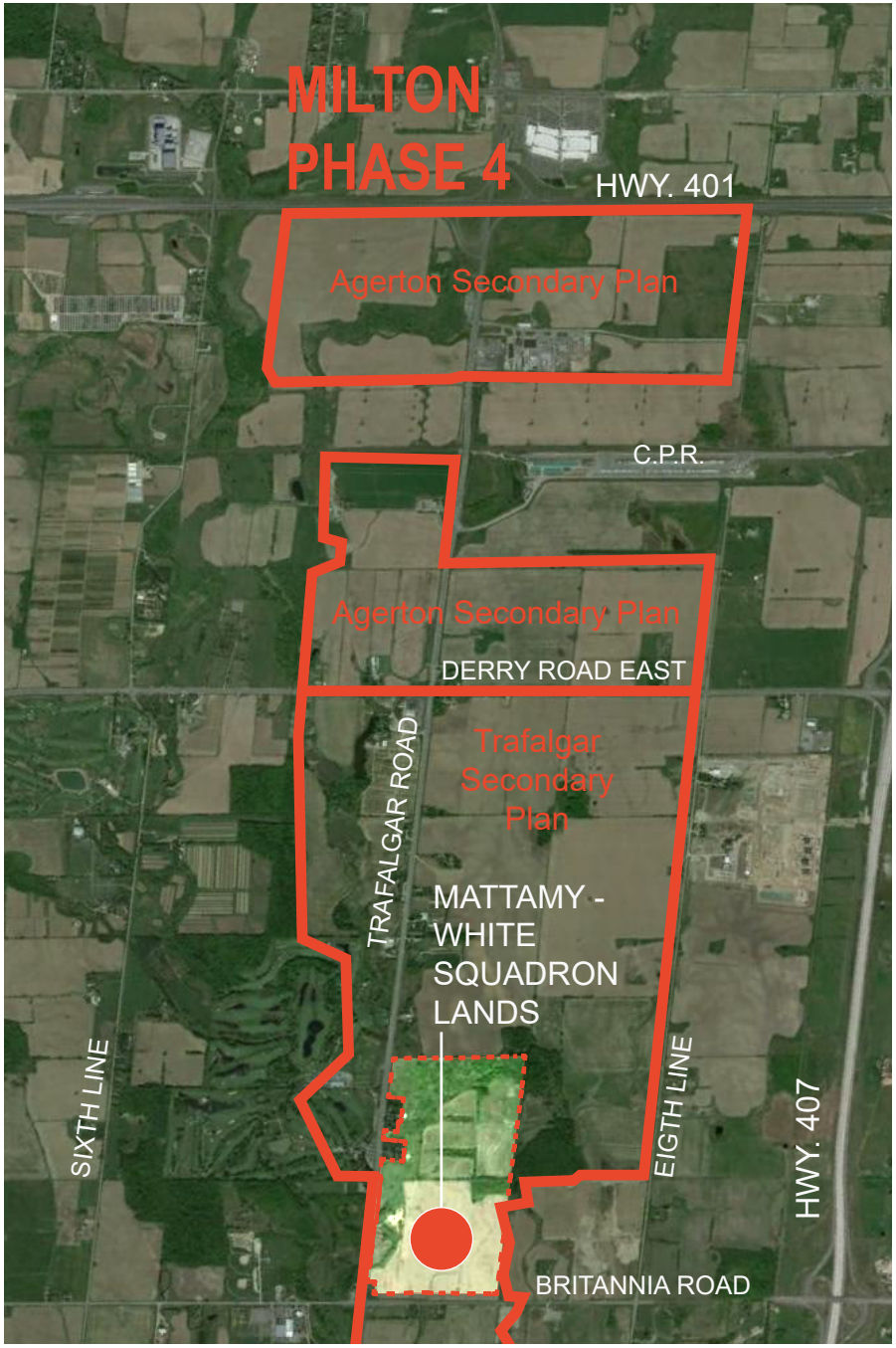



Fig. 1.2b - Trafalgar Corridor Secondary Plan Area - Milton Phase 4 context map with White Squadron lands identified.

## 1.2 STUDY AREA

The Trafalgar Corridor Secondary Plan Area encompasses the most southeastern portion of the South East Milton Urban Expansion Area (Milton Phase 4). The Mattamy White Squadron study area is located within the centre of the Trafalgar Corridor Secondary Plan Area and consists of 77.79 hectares (192.22 ac) of land. It is bordered by Trafalgar Road to the west, Britannia Road to the south, agricultural lands to the east, and Natural Heritage System (NHS) to the north.

### 1.2.1 Surrounding Land Uses

Lands surrounding the White Squadron development area provide structure and influence the block pattern and street layout for the proposed community, consistent with the Trafalgar Secondary Plan.

The north edge of the subject lands are formed by NHS, including the Sixteen Mile Creek Valley and tributaries of the East Sixteen Mile Creek. North of the NHS is future residential lands, also part of the Trafalgar Secondary Plan.

The west boundary of the subject lands is defined by Trafalgar Road, with Greenbelt lands located west of the road and NHS along the east side. Two existing residential properties are tucked into the NHS along Trafalgar Road. Within the Greenbelt lands to the west are the Royal Ontario Golf Club and the Wyldewood Golf and Country Club. Petro-Canada is located at the Britannia and Trafalgar intersection, west of which is Drumquin Park and TERRA Greenhouses, along Britannia Road.

The south edge of the subject lands are bordered by Britannia Road, south of which are future Trafalgar Secondary Plan residential lands. The east boundary of the subject lands is defined by existing agricultural lands outside of the urban boundary.

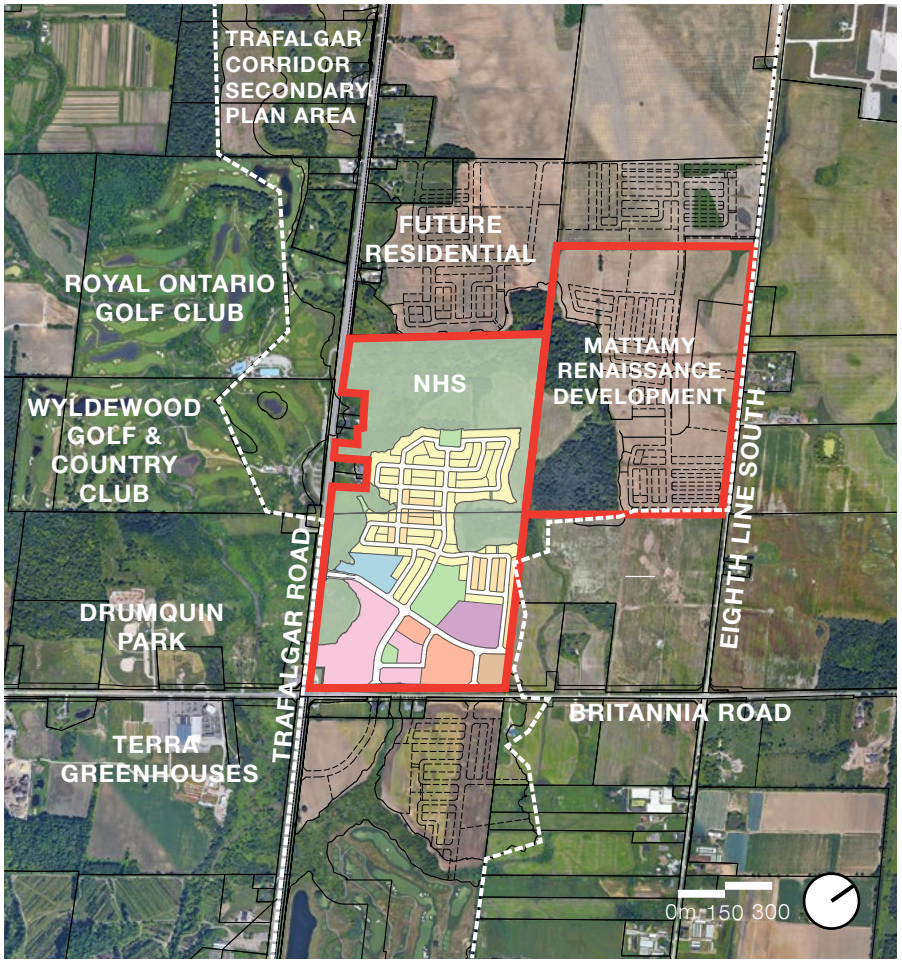



Fig. 1.2.1a - White Squadron area land use plan overlaid on aerial view of existing land uses.

### 1.2.2 Key Site Features

A number of significant natural features contribute to the landscape within and surrounding the White Squadron subject lands, including the Sixteen Mile Creek Valley and tributaries of the East Sixteen Mile Creek to the east and north, as well as established woodlots.

## 1.3 COMMUNITY GOALS AND OBJECTIVES

The White Squadron lands are planned as a component of a mixed use, higher density corridor, known as the Trafalgar Corridor Secondary Plan Area, and are designed to be an integral part of the larger communities of the Town of Milton and Halton Region. A key planning objective for the Trafalgar Corridor is to sanction the delivery of key transportation and higher-order transit service along Trafalgar Road, as well as the realization of a Major Transit Station in the vicinity of the intersection of Derry and Trafalgar Roads. In order to achieve this, as well as a high quality community character, the following community goals and neighbourhood objectives have been established.

The community characteristics that provide direction for development in the Trafalgar Secondary Plan, a section of the Trafalgar corridor, are:

- ***A Complete Community***
- ***A Well-Serviced Community***
- ***An Environmentally Sustainable Community***
- ***A Connected Community***
- ***An Attractive Community***

### 1.3.1 Community Goals

- **To build a compact and complete community** - recognizing the importance of creating walkable, pedestrian-scaled neighbourhoods through public and private realm design initiatives that encourage community interaction and foster a sense of place for the White Squadron neighbourhood and surrounding Trafalgar Corridor development areas.
- **To protect and enhance the Natural Heritage System (NHS)** - recognizing the importance of the natural environment, including the Sixteen Mile Creek Valleylands that make up more than 40 percent of the study area, and the need to protect and capitalize on these resources to support an improved quality of life, promote active lifestyles, and benefit future generations.
- **To provide mobility options** - recognizing the importance of intensifying land uses in specific areas, such as strategic density along Trafalgar Road, to support the use of transit service and reduce the length of vehicular trips.
- **To establish a logical road network** - recognizing the importance of Trafalgar Road as the main corridor, complemented by a modified grid pattern of collector roads that create physical and visual access to open spaces and key landscape features.
- **To create high quality urban spaces** - recognizing the importance of high quality and consistent urban design for both the public and private realms by implementing a variety of housing types, styles, and densities that contribute to the character of distinct neighbourhoods, and ensuring all streetscapes and open spaces are designed to be accessible by all, regardless of age or physical ability.

### 1.3.2 Neighbourhood Objectives

A set of key neighbourhood objectives has been established as part of the White Squadron community design, as an extension of the Trafalgar Secondary Plan. These are summarized as follows:

- ***Focused Density*** - create opportunities for greater residential density within the Neighbourhood Centre along Britannia Road.
- ***Transit Supportive Development*** - provide a land use structure and distribution of density that is transit-supportive, using minimized block lengths that enable residents to be in proximity to transit stops.
- ***Streets*** - provide a modified grid street configuration with logical, safe, and convenient access to the Trafalgar Road Corridor, community facilities, and natural features surrounding the study area.
- ***Trail Network*** - establish connections to the existing and future trail network through strategic local road and land use configuration, encouraging parks to be in proximity to trails.
- ***Integration*** - ensure the physical fabric and land uses within the White Squadron community integrates appropriately with adjacent existing and future land uses within and outside of the Trafalgar Corridor Secondary Plan Area.
- ***Diversity*** - identify a housing mix that provides for a range of housing types and tenure to meet the life-cycle needs of the population, including opportunities for affordable and shared housing, within proximity to community amenities (transit, parks, schools, trails, and natural features).

### 1.3.3 Development Summary

The site proposes a variety of built forms, including mixed use blocks, medium density residential, street townhouses, and single detached dwellings. NHS lands frame the north end of the site, the northeast corner, and a significant portion of the west side. A 1.74 hectare (4.30 ac) storm water management pond (SWM), a 2.43 hectare (6.00 ac) park, a 0.42 hectare (1.04 ac) and a 0.30 hectare (0.74 ac) park also contribute to the diversity of open space on-site. Other notable features include the proposed 2.64 hectare (6.52 ac) elementary school block. A Neighbourhood Centre is located north and south of Britannia Road, and will comprise the White Squadron mixed use blocks.

In addition to the residential blocks, the subject lands shall comprise a hierarchy of roads and ample trail connections through the NHS and other open space blocks. Access into the White Squadron community will ultimately be provided from Trafalgar Road via the Street ‘B’ community collector, and from Britannia Road via Streets ‘A’ and ‘B’.

# SECTION 2
# COMMUNITY DESIGN PLAN

## 2.1 SITE DESIGN AND LAND USES

The White Squadron community development will comprise a variety of residential and mixed uses, combined with a neighbourhood park, village square, natural heritage features, storm water management facilities, and elementary school that will define its character and integrate well with the surrounding land uses.

Residential dwelling types will consist of mixed use blocks, medium density residential, street townhouses, and single detached dwellings. Dwelling types will be strategically configured with the SWM pond, parks, school, and NHS lands. Densities will be dispersed throughout the development site, with a higher concentration of density along Britannia Road, within the Neighbourhood Centre areas.

*Note: Conceptual plans of the mixed use blocks and medium density block are included as a separate component of the development application.*

**LEGEND**

- Single Detached (27.0m)
- Townhouse (24.5m)
- Medium Density Mixed Use
- Medium Density Residential II
- Neighbourhood Centre - Mixed Use II
- School Block
- Park / Open Space/ Village Square
- Storm Water Management Pond
- Natural Heritage System

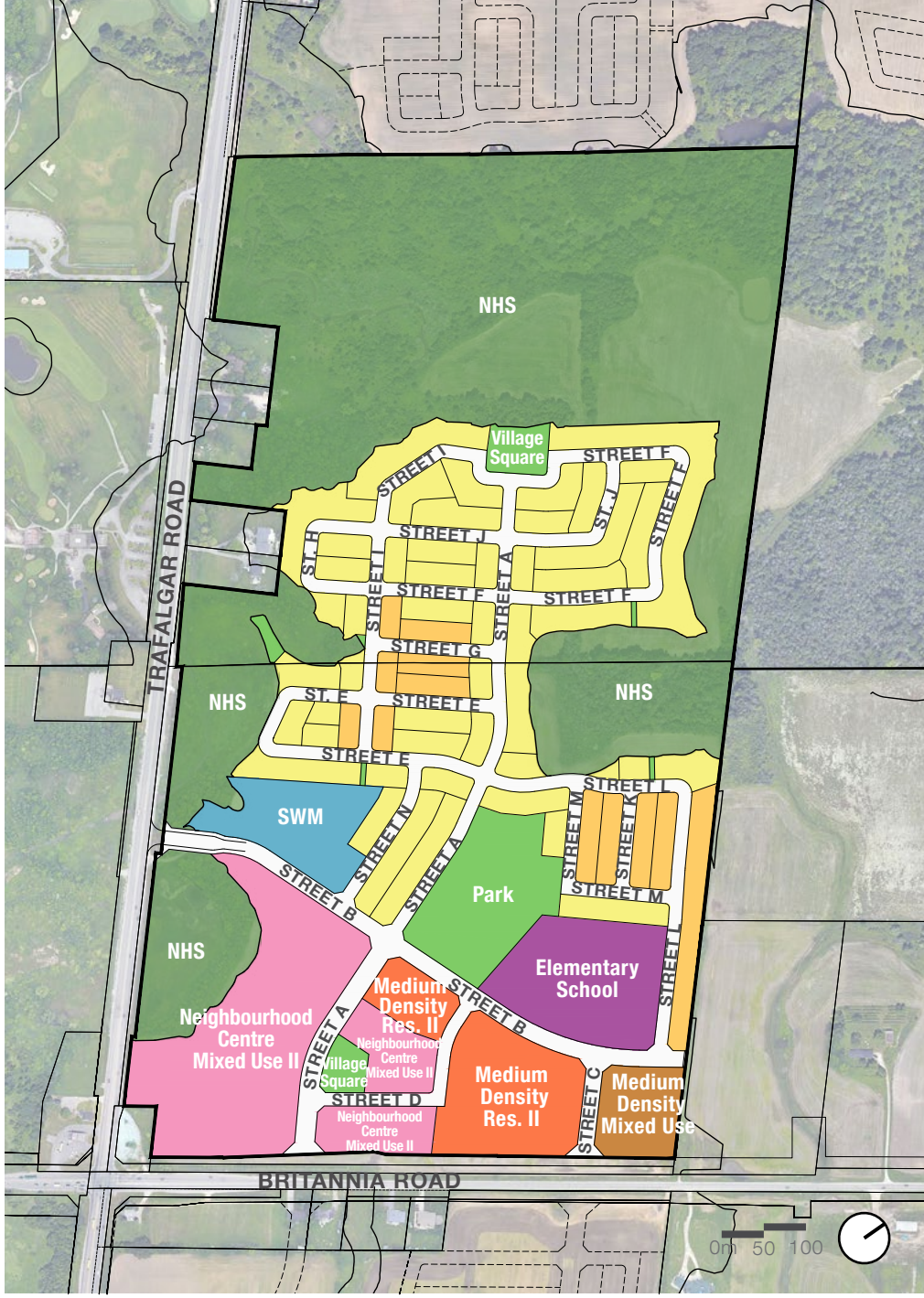



Fig. 2.1 - White Squadron proposed land use plan.

## 2.2 STRUCTURING ELEMENTS

The structuring elements for the White Squadron community will serve as the main building components for delineating the residential blocks, establishing the street hierarchy, and providing strategic integration with the adjoining neighbourhoods. The following describes the key structuring elements:

- Adjacent Future Neighbourhoods - to the south, which serve to extend the collector road network into the White Squadron community and help form the proposed road configuration and block layout that make up the Trafalgar Corridor Secondary Plan Area.
- Trafalgar Road (Arterial Road) - frames the community on the west side.
- Britannia Road (Arterial Road) - frames the community on the south side.
- Street 'B' (Collector Road) - serves as the southeast to northwest community connector, linking the neighbourhood to Trafalgar Road and Britannia Road.
- Street 'A' (Collector Road) - serves as the north-south community connector.
- Natural Heritage System & Open Space Features - largely define community connections and views, framing the north end of the subject lands, the northeast corner, and a significant portion of the west side.
- Parks - strategically located adjacent to the Elementary School and NHS.
- Elementary School - prominently located at the corner of Street 'B' and Street 'L', and as the terminating view from Street 'C'.
- Medium Density Block - concentrated density along Street 'B'.
- Mixed Use Neighbourhood Centre Area - focused retail commercial and community services along Britannia Road.

### 2.2.1 Adjacent Future Neighbourhoods

The future adjacent residential neighbourhoods located to the north and south of the study area, north of the NHS and south of Britannia Road, influence the structure and layout of the community through the continuation of the trail and street network, as well as block configuration. The future residential lands to the south will be connected through the proposed collector roads, which will establish a cohesive Neighbourhood Centre and streetscape appearance throughout the greater community.

As well, community use facilities, such as schools, parks, and trail connections, shall serve the residents, both, within the subject area and the adjacent residential neighbourhoods.

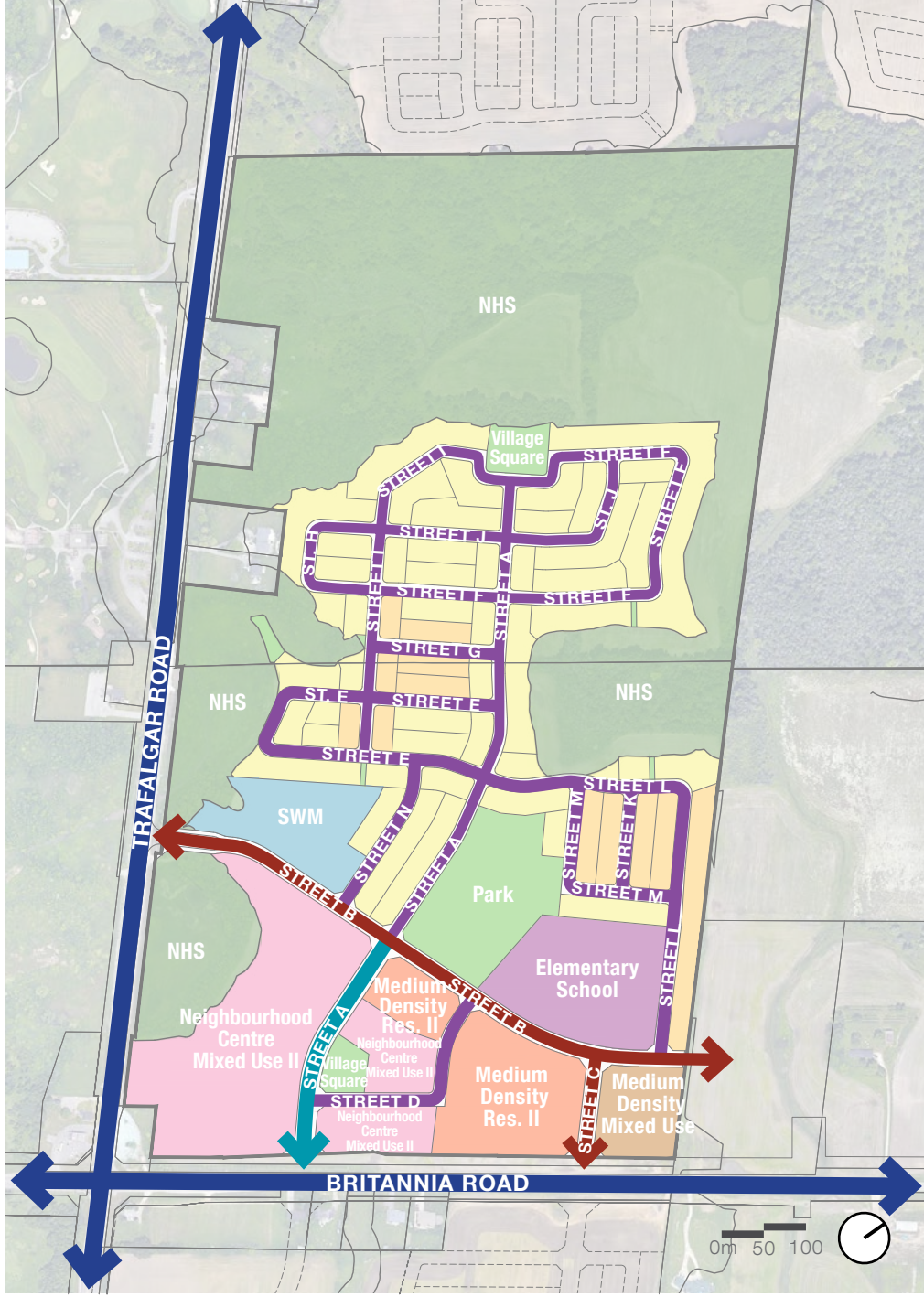
## 2.2.2 Road Hierarchy

The overall road framework for the community is structured by the proposed collector roads, Street 'A' and Street 'B', which connect the lands to the Trafalgar and Britannia Road arterials. These roads frame the network of local roads, combining to form a series of modified grid patterns that will reinforce walkable connections.

The proposed road hierarchy within the White Squadron lands will consist of the following street types (refer to Fig. 2.2.1a):

- Local Road - 16.0m R.O.W. / 2 travel lanes / on-street parking on one side / sidewalk on one side (on-street parking side), although a sidewalk on both sides is encouraged;
- Collector Roads - Streets 'A' & 'B' - 20.0m - 24.0m / community-wide connections / sidewalks on both sides.

The proposed road network within White Squadron and the overall Trafalgar Corridor Secondary Plan Area (Milton Phase 4) strives to balance pedestrian, cycling, and vehicular functions within a compact, urban street right-of-way.




**LEGEND**

- 16m Local Road
- 20m Collector Road
- 24m Collector Road
- Arterial Road

Fig. 2.2.1 - White Squadron proposed road hierarchy plan.


Fig. 2.2.3 - White Squadron proposed open space features and connections.

## 2.2.3 Natural Heritage System & Open Space Features

The Natural Heritage System (NHS) identified within the Trafalgar Secondary Plan includes the protection of woodlands and valleylands. Within the White Squadron community, the NHS comprises three (3) parcels that connect to the greater Trafalgar Corridor Secondary Plan Area. The NHS has been designed to maintain the environmental and ecological integrity of the subject lands.

A SWM pond is proposed adjacent to the NHS, and has been located in relation to the existing drainage patterns of the site. In addition to water quality and control functions, it will provide viewshed opportunities upon entering the community via Trafalgar Road, through the NHS and beyond. The connected NHS and SWM pond system presents an opportunity for extensive trail connections, linking Britannia Road in the south to the future residential community to the north.

While the trail connections offer passive recreation opportunities, the centrally located neighbourhood park will provide opportunities for active recreation for residents of the White Squadron lands, as well as the adjacent neighbourhoods.

**LEGEND**

- Open Space
- Stormwater Management Pond
- Natural Heritage System
- Elementary School
- Proposed Trail (as per Secondary Plan)

## 2.2.4 Parks

Three parks are proposed within the White Squadron community. As per the Trafalgar Secondary Plan, the parks are classified as ‘Park Type 2’ and ‘Village Squares’.

‘Park Type 2’ is 2.43 hectares in size, co-located with an elementary school, and has significant frontage along collector Streets ‘A’ and ‘B’. Its location in proximity to the Mixed Use Neighbourhood Centre offers a central community focal point that serves residents with a variety of outdoor recreation and park facilities.

Fig. 2.2.4a - Image example of neighbourhood park with playground, shade structure, and open playing field.

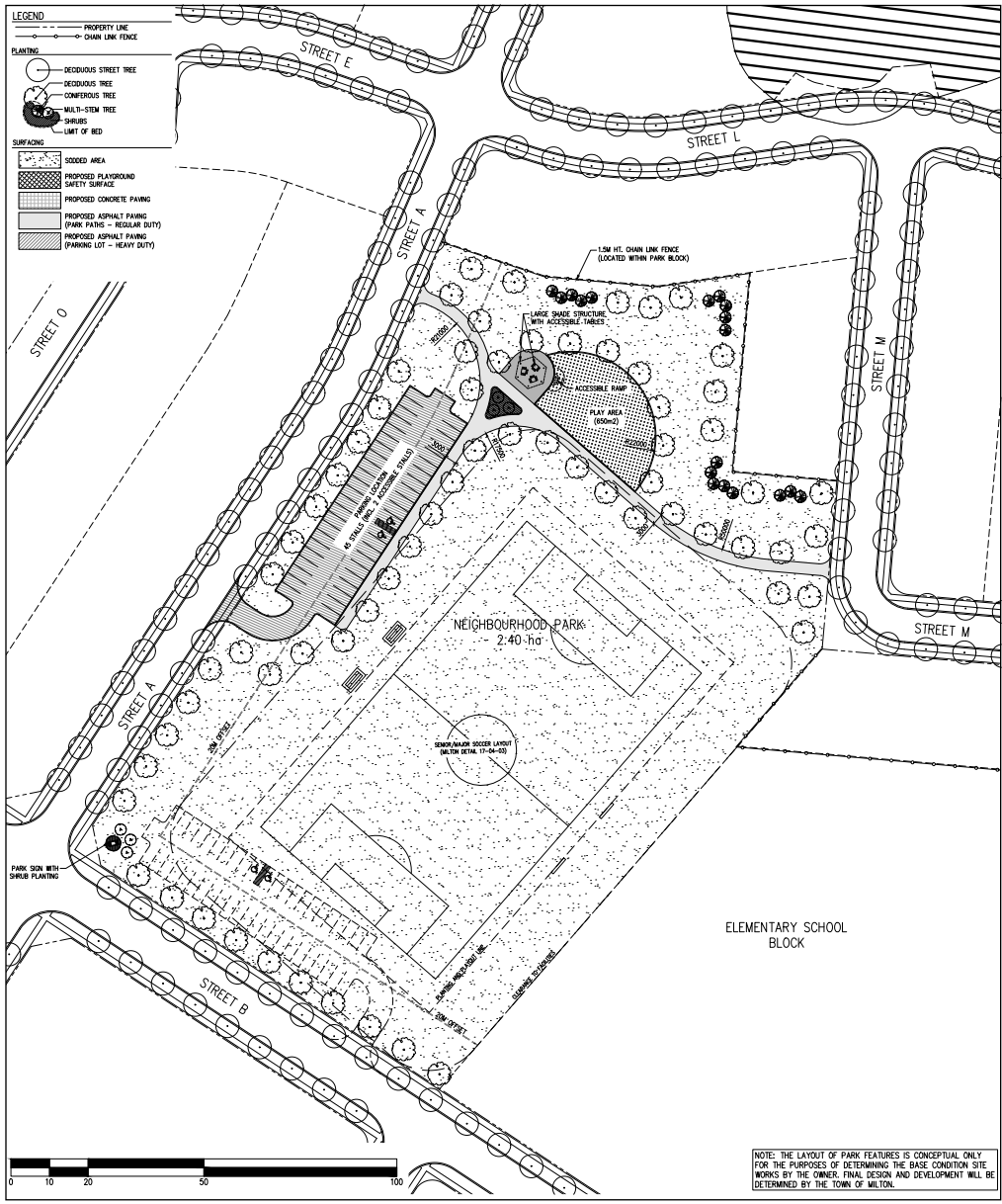



Fig. 2.2.4b - Conceptual Park Type 2 facility fit plan

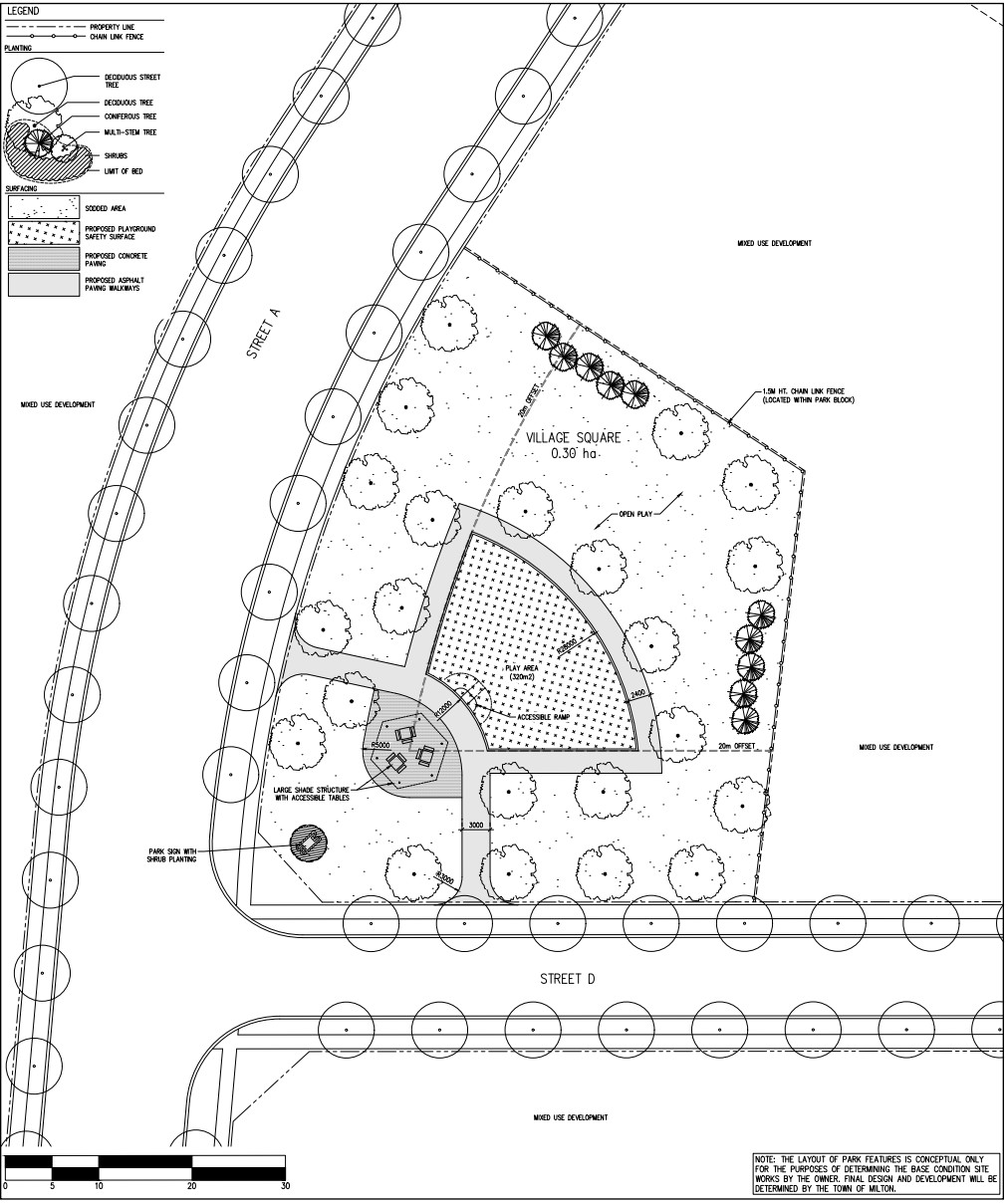



Fig. 2.2.4c - Conceptual Village Square facility fit plan

A 0.30 hectare 'Village Square' is proposed in the south portion of the community and is intended to serve the sub-neighbourhood, providing park facilities that may include a shade structure, seating, and open play area. It has significant frontage along public streets on two sides of the property, and neighbourhood centre mixed use fronting onto the west side.

Fig. 2.2.4d - Image example of a centrally located village square in a neighbourhood centre mixed use block

A 0.43 hectare ‘Village Square’ is proposed in the north portion of the community and is intended to serve the sub-neighbourhood, providing park facilities that may include a playground, seating, and open play area. It has significant frontage along public streets on three sides of the property, and single detached homes fronting onto the south side.

Fig. 2.2.4e - Image example of a village square bordering an NHS, with a playground and seating area

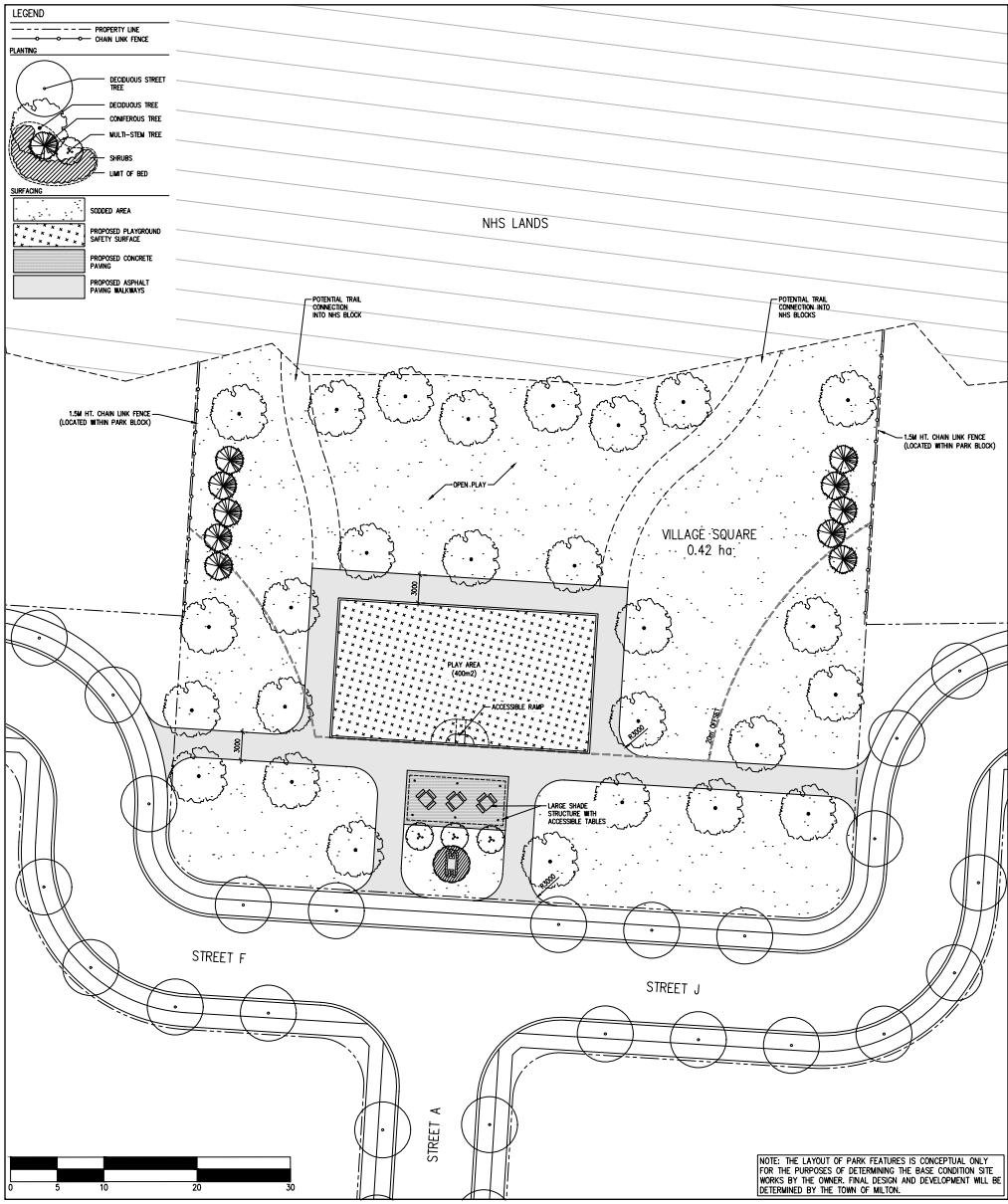



Fig. 2.2.4f - Conceptual Village Square facility fit plan

Fig. 2.2.5a - Image example of elementary school forming a built edge along a collector street.

Fig. 2.2.5b - Image example of shared use school and neighbourhood park facilities.

## 2.2.5 Elementary School

The proposed Elementary School site is 2.64 hectares in size and located at the intersection of Street 'B' and Street 'C'. The school combined with the Neighbourhood Park, will be one of the primary open spaces and focal points within the White Squadron community. This coordinated open space amenity area will be characterized by a mix of open green spaces for passive and active play, seating amenities with shade structures, and recreational features.

The following guidelines for the school block should be considered:

- The layout and design of the school block should allow for the continuation of any multi-use pathways from the Neighbourhood Park, with direct connections to adjacent sidewalks.
- The building should form an edge along Street 'B'. Building architecture should appropriately respond to the terminus views facing south from Britannia Road, and east from the Trafalgar Road. Main building entries should align with view corridors where possible.
- The impact of parking facilities should be minimized through siting at the rear or side of the school and the use of landscape buffers.

# SECTION 3
## BUILT FORM

The built form component proposed for the White Squadron community shall encompass low and medium density residential uses in the form of street townhouses and single detached dwellings, as well mixed use and medium density blocks. A strategic approach to the land use configuration will provide for a logical extension of future residential developments to the south, as well as an appropriate interface with Trafalgar Road to the west and Britannia Road to the south.

A high quality built form character shall be achieved for all dwelling types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. Each individual residential building massing shall reflect a singular and coherent influence.

### 3.1 GENERAL BUILT FORM GUIDELINES

- Architectural design shall support creative expressions, encouraging variation within a consistent program of design.
- Both contemporary and tradition based architectural influences may be used to define and distinguish all dwelling types.
- Built form exposed to important view termini shall have a particular emphasis with regard to design articulation and visual interest.
- Built form shall be designed and oriented to respond appropriately to its context within the community with respect to priority lot locations.
- Height and massing appropriate to the street type and width shall promote a pedestrian-friendly, appropriately scaled street environment.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the home.
- Architectural style, design proposals and location criteria for all built form shall be evaluated through the Town of Milton's architectural approval process.

## 3.2 BUILT FORM TYPOLOGIES

The proposed residential built form within the White Squadron community shall consist of the following range of residential densities and typologies:

- Single-detached Dwellings
- Front-loaded Townhouse Dwellings
- Medium Density Block Dwellings
- Mixed Use Neighbourhood Centre Dwellings

### 3.2.1 Single Detached Dwellings

A large proportion of the development site will consist of single detached, 2 to 3-storey dwellings, with varying frontage widths and street-accessed garages.

Built form design should address the following guidelines:

- A diversity of architectural expressions and elevations is necessary to provide visual interest along the streetscape.
- A variety of 2 and 3-storey buildings (and, potentially, bungalow dwellings) will be permitted. Where a third storey is contemplated, it should be incorporated into the roof massing.
- To ensure appropriate massing relationships, careful consideration shall be given to siting of dwellings.
- Single-detached dwellings shall be designed to contribute individually and collectively to the character of the various neighbourhoods.
- To ensure interesting façades, consideration shall be given to the massing, proportions, wall openings and plane variations of building elevations.
- The façade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. Materials shall be high quality.
- For corner units, the flanking side elevation shall be given a similar level of architectural detailing as the front elevation along collector roads.
- Main entries for corner dwellings are permitted to be oriented to the flanking lot line.

- Designs with covered front porches or porticos are encouraged where they are consistent with the architectural style.
- Street facing attached garages (flanking or front yard) shall be integrated into the main massing of the building to minimize its prominence in the streetscape.
- Porches and bay windows are permitted to encroach into the front, flankage and rear yards as a prominent architectural feature.

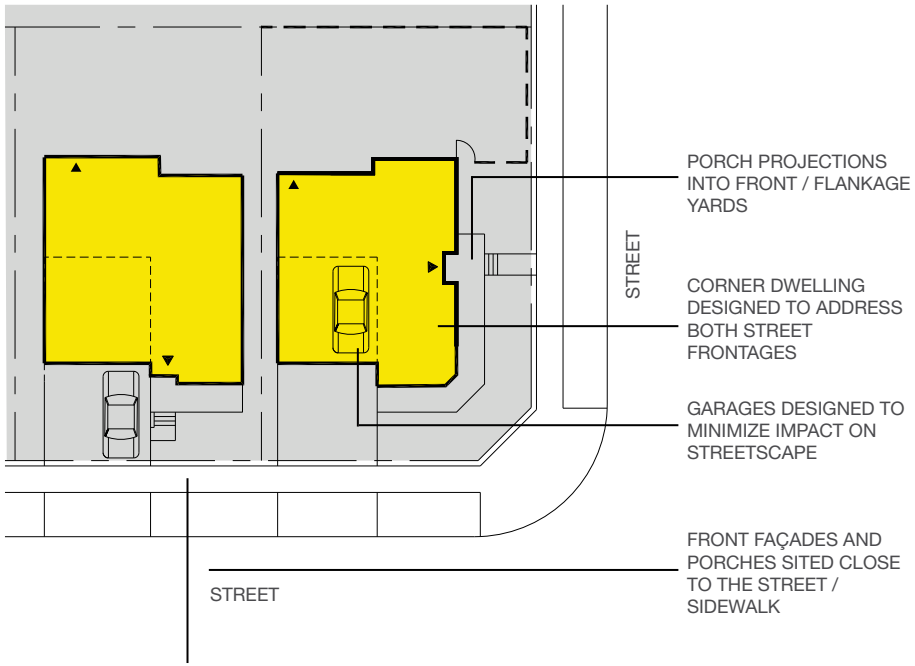



Fig. 3.2.1a - Conceptual siting of single detached dwellings and corner treatment considerations.

Fig. 3.2.1b - Image example of single detached dwellings with 2-storey massing, prominent entries and paired driveways.

Fig. 3.2.1c - Image example of dwellings with functional front porches.

## 3.2.2 Front-Loaded Townhouse Dwellings

Street townhouses will be situated in areas where increased density and pedestrian activity is desired, in close proximity to planned transit routes, medium density, and mixed use blocks. Townhouses make efficient use of land, provide higher density in key locations, reduce energy consumption and increase the diversity of built form within a community.

Built form design should address the following guidelines:

- The design of townhomes shall consider the entire building, rather than just individual units, as well as how individual buildings relate to one another.
- Building composition shall ensure continuity of massing and design, while providing variety along the streetscape.
- Adequate wall articulation is required to avoid large expanses of roof or wall planes; stepping of units and the addition of porches, bays and gables may be considered where necessary.
- The main front entry should be oriented to the front lot line for interior units and to the flanking lot line for corner units.
- To ensure interesting façades, townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Façade articulation is encouraged to avoid large unbroken expanses of roof or wall planes.
- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape.
- Townhouse units shall feature 2 to 3-storey massing, and bungalow forms should be discouraged.
- For corner dwellings, corner entry units should be oriented to the flankage street, where possible.
- Where consistent with the architectural style, designs with covered front porches or porticos are desirable.
- To avoid prominence in the streetscape, street facing attached garages shall be integrated into the main building massing.
- Street townhouses will typically have a single car, front-facing garage accessed from the street, accommodating 2 cars per unit (1 in garage and 1 on driveway). Two car garages may be considered where it can be demonstrated

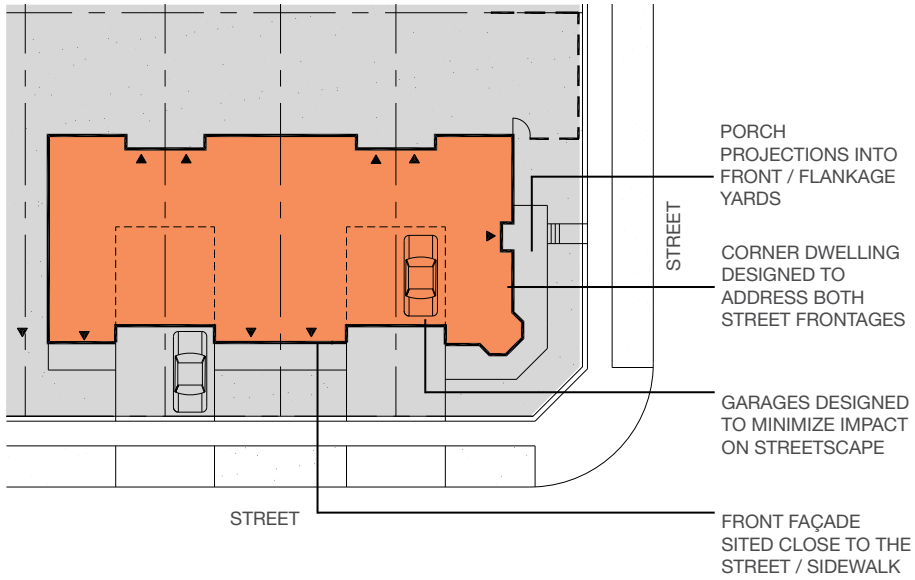



Fig. 3.2.2a - Conceptual siting of front-loaded townhouses and corner treatment considerations.

that there are no negative impacts to the front appearance of the dwelling.

- The design of garages on corner lots or other areas open to public view shall reflect an enhanced design quality consistent with the principal dwelling.
- Utility meters and service connections shall be carefully placed and concealed from public view (i.e. incorporated into the building massing, such as an unobtrusive recessed wall niche, or otherwise screened from views with landscaping), where possible, subject to local utility company requirements and/or maintenance access requirements.

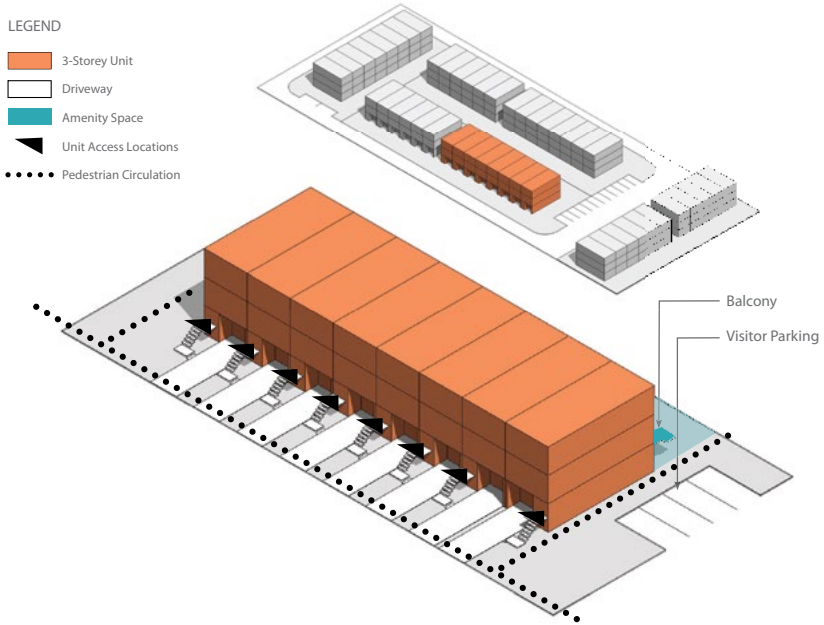



Fig. 3.2.2b - Conceptual massing of front-loaded townhouses.

Fig. 3.2.2c - Image example of front-loaded townhouse dwellings with facade articulation that provides variety along the streetscape.

Fig. 3.2.2d - Image example of front-loaded townhouse dwellings with garages integrated into the main building massing.

## 3.2.3 Medium Density Block Dwellings

In addition to the previously described front-loaded townhouses, the following guidelines shall be applied for any proposed rear-lane townhouse dwellings, back-to-back townhouse dwellings, and mid-rise apartment buildings located within the future Medium Density Residential blocks:

### 3.2.3.1 Rear-Lane Townhouse Dwellings

Rear lane townhouse dwellings may be located in proximity to Collector Streets 'A', 'B', and 'C', where more intensive pedestrian and cycling activity, and transit-supportive built form is desired. Rear-lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways while providing a strong uninterrupted street edge presence that is predominantly urban in character. In addition to applicable guidelines stated for front-loaded townhouses, the following will apply:

- Rear-lane townhouses shall feature 2-3 storey building massing to provide an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy.

Fig. 3.2.3.1a - Image example of rear-lane townhouse dwellings with façade articulation that creates a strong and active street edge.

- The main dwelling facade should be sited to create a strong and active street edge.
- Garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted.
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway.
- Front entrances shall be directly linked to a sidewalk with a walkway. Definition of private front yard space may occur through the use of low fencing and/or edge planting.
- Outdoor amenity areas may take the form of a conventional rear yard (with detached garages) or a functional raised terrace/balcony (with integrated garages).

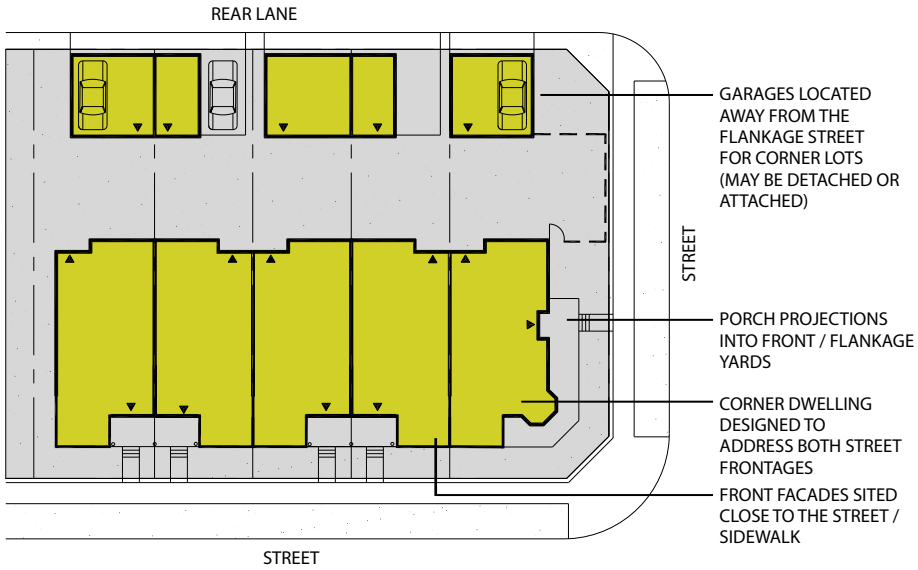



Fig. 3.2.3.1b - Conceptual siting of rear-lane townhouses and corner treatment considerations.

### 3.2.3.2 Back-to-Back Townhouse Dwellings

The back-to-back townhouse form is typically a 3-storey freehold structure with front facing garages accessed from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage or portion of the roof in the form of a terrace or as a balcony feature. Built form design should address the following guidelines:

- Facades shall be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, garages, porches and roof overhangs. Modern architectural styles may be the exception.


Fig. 3.2.3.2a - Conceptual massing of back-to-back townhouses.

- Flat roofs are permitted to allow for rooftop terraces, particularly with contemporary or modern architectural styles.
- Garages shall not project beyond the front wall or porch face of the main building.
- The treatment of balconies facing the street is critical to the overall design quality of the facade. A well-detailed balcony and railing design shall be consistent with the architectural theme of the building and shall integrate high quality, durable and low maintenance materials.
- Privacy screens, coordinated with the design treatment of the townhouse, shall be provided between the neighbouring units to provide privacy.
- Entrances to each unit should be at-grade and accessed with minimal to no steps, subject to site grading conditions.
- Utility and service connections shall be incorporated into the building massing, such as an unobtrusive recessed wall niche, or otherwise screened from views, where possible.

Fig. 3.2.3.12b - Image example of back-to-back townhouse dwellings with amenity space provided by balconies.

### 3.2.3.3 Mid-Rise Condominium Apartments

Mid-rise condominium apartment buildings may be proposed within the Medium Density Residential blocks or within the Mixed Use Neighbourhood Centre. These higher density residential forms are conducive to establishing an active urban character through an emphasis on building height and massing where intensity of use and a landmark form is desirable, such as within mixed use nodes, higher density residential blocks, or along transit corridors. The following guidelines will apply:

- Buildings shall be designed to have consideration for the surrounding built forms and street sizing.
- A shadow impact study may be required, depending on building height, location, and orientation relative to adjacent land uses to ensure the appropriate angular plane is considered in the transition.
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space.
- Building set-backs shall be minimized to relate well to the adjacent roadway or open space amenity, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- Building façades shall provide visual interest through use of materials, colours, fenestration, wall articulation, and style appropriate architectural detailing.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Main entrances shall be designed as a focal point of the building. Main entrances shall also be ground-related and wheelchair accessible.
- Apartment units shall include private open space amenity areas (i.e. balconies / terraces) to enhance the private living environment of residents.
- Underground parking is preferred to avoid unsightly large expanses of parking typically associated with higher density buildings.
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents.

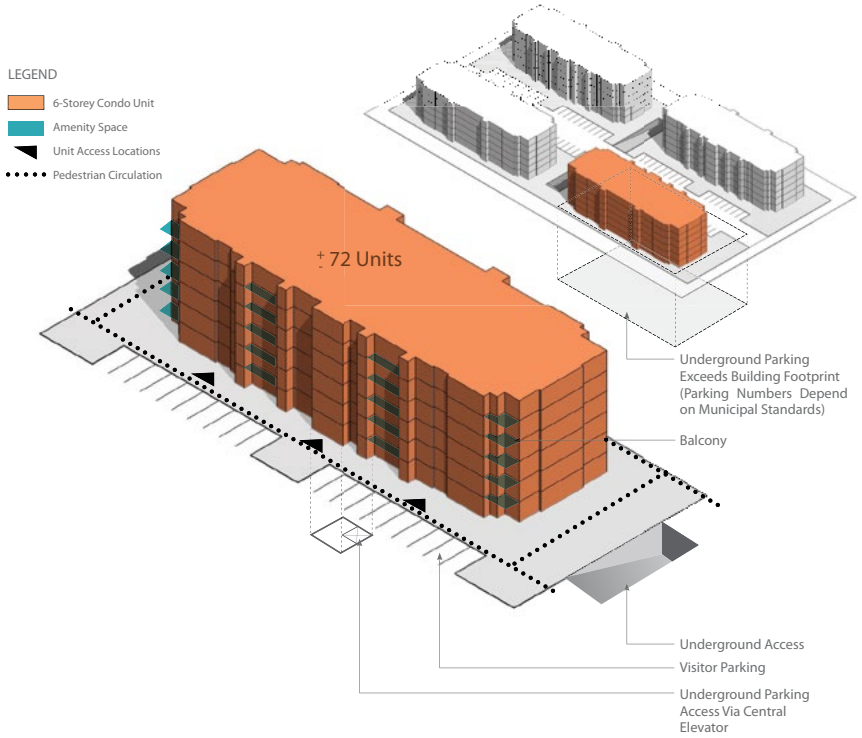



Fig. 3.2.3.3a - Conceptual massing of mid-rise apartment buildings

- Where surface parking is provided, it shall be done so in a non-obtrusive manner. Surface parking areas shall be screened from street views through the use of landscaping or building siting to provide appropriate screening.
- Garbage facilities shall be incorporated into the overall design of the building.
- Mid-rise building forms shall be designed in a way that the interface between the mid-rise building and the surrounding streets and public spaces has a positive impact on how pedestrians interact with the building and ensures the building fits within the street level environment.
- Where outdoor amenity areas are proposed, there shall be special attention given to the interface between public and private spaces.
- Mechanical equipment shall be screened from public view and integrated into the design of the building.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.
- Building design shall have regard for the Town of Milton approved “Urban Design Guidance for the Site Planning and Design of Mid-Rise Buildings in Milton”, dated May 2018.

Fig. 3.2.3.3b - Image examples of mid-rise apartment buildings.

### 3.2.4 Mixed Use Neighbourhood Centre Dwellings

Mixed Use Neighbourhood Centre blocks are proposed along Britannia Road, extending north to Medium Density Residential blocks and Street 'B'. The blocks may comprise a combination of mixed use / commercial and mid-rise residential and townhouse dwelling types, and may include a variety of potential forms, including a mixed use / commercial building(s), mid-rise apartment(s), and various townhouse forms. Access into and throughout the block will be via private drives and lanes, with associated amenity space, guest parking, waste disposal areas, etc., provided as required.

In addition to the previously described mid-rise apartment and townhouse dwellings, the following guidelines shall be applied for any proposed mixed use / commercial buildings:

#### 3.2.4.1 Mixed Use Buildings

A strong built form and street relationship is key to integrating the node block into the community and establishing a mixed use building(s) as an important community node and landmark along Britannia Road and Trafalgar Road, south of the NHS. The following guidelines will apply:

- Entrances to the site shall be defined through a strong built form orientation to the corners and associated landscape treatment that reinforces convenient and accessible pedestrian and cycling connections.
- Corner buildings shall be designed to address both street frontages in a consistent manner to appropriately reinforce their landmark status in the streetscape.
- Buildings shall have a strong relationship with the street frontage, with minimal setbacks from the street edge.
- Building scale shall be appropriate to the street and reinforce comfortable pedestrian connections.
- Ample fenestration shall be provided along the entire extent of the building to visually connect the street with commercial units and functions.

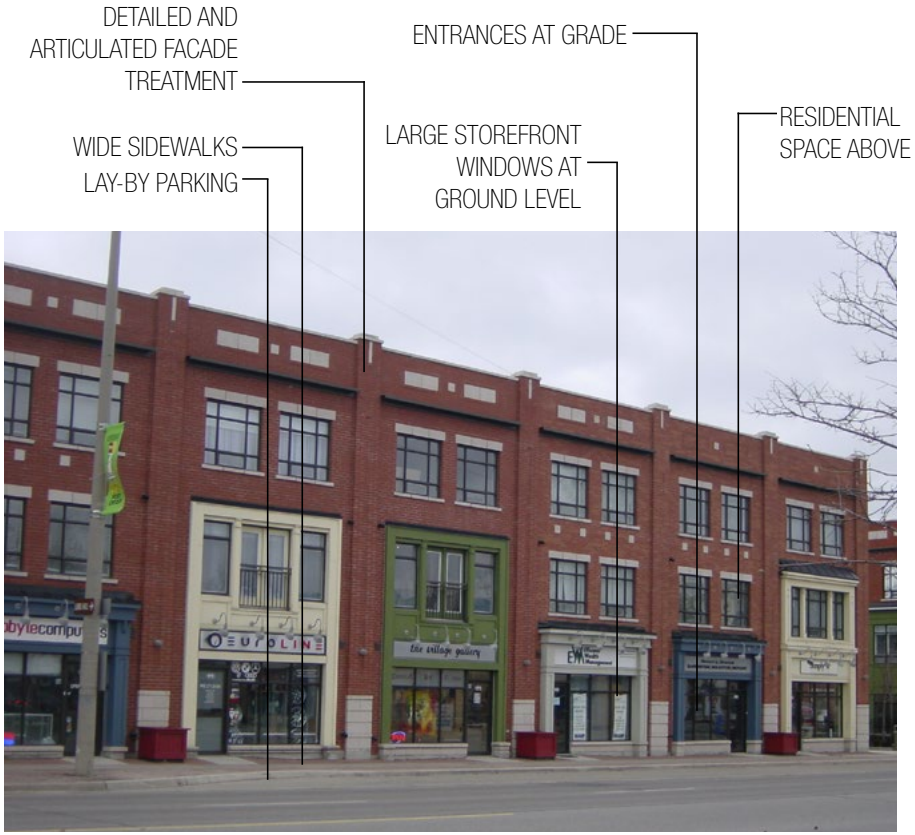



Fig. 3.2.3.3a - Design features that shall be integrated with live-work or mixed use buildings with at-grade commercial, including streetscape provisions.

- Mid-rise building forms shall be designed in a way that the interface between the mid-rise building and the surrounding streets and public spaces has a positive impact on how pedestrians interact with the building and ensures the building fits within the street level environment.
- Signage shall be appropriate to the architectural style.
- Vehicular entry points shall not break the continuous built form wall along the street edge and do not impact the architectural integrity.
- Parking areas shall not dominate street frontages, and are substantially screened from views by built form and landscape features.
- Residential built form height and massing shall be appropriate to the street type and width to promote a pedestrian-friendly, appropriately scaled street environment.
- Where outdoor amenity areas are proposed, there shall be special attention given to the interface between public and private spaces.
- Publicly accessible private open space, such as parkettes or pocket parks, may be incorporated in the mixed use node block.
- Building design shall have regard for the Town of Milton approved “Urban Design Guidance for the Site Planning and Design of Mid-Rise Buildings in Milton”, dated May 2018.

Fig. 3.2.3.3b - Image examples of mixed use buildings within a neighbourhood centre.

Fig. 4.1a - Built form in the White Squadron community shall have well-designed archiecture that contributes to a visually appealing streetscape.

# SECTION 4

## ARCHITECTURAL DESIGN CRITERIA

As described, the residential built form component proposed for the White Squadron community shall encompass low and medium density in the form of single detached dwellings, front-loaded townhouse dwellings, and medium density / mixed use blocks. These dwelling types provide the opportunity to integrate strategic residential densities in proximity to neighbourhood and community serving amenities, such as the neighbourhood park and transit connections along Trafalgar Road.

A high quality built form character shall be achieved for all built form types, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes.

### 4.1 CHARACTER AND IMAGE

The design of all dwellings within the White Squadron community shall offer a harmonious mix of architectural themes derived from either traditional or contemporary styles. The use of distinctive and well-designed architecture employing high-quality materials (brick, cement board, siding and stone, depending on architectural style) will be a consistent characteristic of all proposed development, linking various communities in the Trafalgar Corridor Secondary Plan Area. Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include Victorian, Georgian, French Chateau, English

Fig. 4.1b - The character and image of the White Squadron community will be established through a harmonious mix of built form types and architectural styles.

Manor, Craftsman, Tudor, Colonial, Gothic Revival, etc. As well, designs based on a modern, contemporary style may be considered.

Distinguishing elements from each building design should reflect a single identifiable architectural style. Avoid combining discordant architectural elements in a single building design and ensure that a consistent level of design quality is achieved regardless of the chosen architectural style.

### 4.2 MASSING WITHIN THE STREETSCAPE

An attractive streetscape is largely achieved by the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling units individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment. Building forms located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.

Fig. 4.2 - Image example of how height and massing appropriate to the street will help achieve a pedestrian-friendly, comfortable scale environment.

Fig. 4.3.2 - Building façades shall be well articulated with appropriately coordinated materials and colours.

## 4.3 ARCHITECTURAL ELEMENTS

### 4.3.1 Architectural Detailing

- A high standard of architectural detailing is required.
- Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations.
- The use of trim elements, including frieze board, gable posts, finials, brackets, arch windows, shutters and shingle effects, as well as masonry detailing such as dichromatic brick, quoining, lintels/headers, pilasters, etc., appropriate to the architectural style, is encouraged to provide design interest for each building type.
- Trim elements and detailing shall be an authentic expression of a single architectural style. They shall be appropriate to the dwelling scale and massing and shall only include high quality materials and proper installation practices.

### 4.3.2 Façade Treatment

- Building façades shall be well articulated and achieve a consistent and high level of design quality with appropriately coordinated materials and colours.
- Irrespective of architectural influence, a larger proportion of openings (windows, doors, porches, balconies) to solid wall should be integrated into elevations with prominent public views.
- Fenestration style shall be compatible with the architectural theme consistent throughout the building.
- Building façades shall have a strong orientation to adjacent streets.

## 4.3.3 Exterior Materials and Colours

- The use of high quality materials and detailing that are appropriate to the architectural style of the dwelling is essential in establishing an authentic representation.
- Dwellings will be predominantly constructed of brick. Stone, stucco, cement board and siding, as appropriate to the architectural style, are other potentially suitable materials, particularly as accents.
- Brick sizing should reflect standard residential sizes. Oversized brick inappropriate to the scale and style of the architecture design shall be avoided.
- The selection of accents and decorative detailing shall be consistent with the architectural style.
- Authentic colour arrangements are a key element in effectively communicating a particular architectural style.
- Exterior colour packages shall combine to create a visually harmonious streetscape appearance.


Fig. 4.3.3a - Examples of exterior main façade cladding materials. The selection of materials and colours shall be consistent with the architectural style.

Fig. 4.3.3b - Authentic colour arrangements are a key element in effectively communicating a particular architectural style.

### 4.3.4 Fenestration

Prominent fenestration, consistent with the dwelling's architectural style, is required for all elevations facing public areas. The intent is to enhance the front façade appearance of each building or unit and provide a close relationship between building and street.

- Windows should be proportioned and include design elements consistent with the architectural style of the built form, including integrated muntin bars where appropriate.
- Consideration shall be given to low maintenance, durable window cladding, such as vinyl or fiberglass.
- Vertical, rectangular window configurations are encouraged to better fit with most traditional architectural styles. Other window formations may be considered where consistency with the architectural style is maintained.
- All window related elements (sills, lintels) shall be consistent with the given architectural style.
- Window types, such as bay windows, should be used as appropriate to the location and siting of the dwelling, consistent with the given architectural style.
- Window placement in combination with other architectural elements is an effective method to animate rear or side elevations exposed to public view.

### 4.3.5 Building Setbacks

- Setbacks for townhouses shall allow for private front yard or balcony amenity space facing the street.
- Each unit shall have a minimum front yard setback to enable the provision of a usable front porch or portico, and delineate the transition between public and private realms.

### 4.3.6 Building Entrance & Porch Design

- The main entry should be a distinctive element of the building design, and should reflect the character of the entire building.
- Should weather protection at main entrances be proposed, it shall be integrated into the design in a form consistent with the architectural style.
- Varied and distinctive entry door designs should be provided, such as single-door, double-door, or door with sidelights or transoms.
- Building designs featuring porches should be sized with min. depth of 1.5m to allow sufficient space for seating.
- Steps constructed with landscape paving slabs could be an attractive alternative to conventional precast steps, and may be considered where the number of riser is limited (e.g. max. of 4 risers or 3 steps).

Fig. 4.3.6 - Front entry and porch design is encouraged to provide enough room to provide an area for seating and shelter from the weather.

### 4.3.7 Roof Form

The design of the roof form will significantly impact the overall appearance of the dwelling. Variation in roof types and forms are encouraged to emphasize interesting roof lines for street facing buildings or flanking units. Depending on the architectural style, roof forms may include gables, dormers, hips, ridges, mansards, etc. that will establish an effective roof line.

- Roofing materials, whether asphalt, wood or composite materials, shall be consistent with the architectural style.
- The use of upgraded or alternative materials may be considered to distinguish neighbourhood areas, priority lots or the activity node.
- Roof forms and materials shall appropriately fit with neighbouring dwellings to help establish a harmonious appearance. Stark changes in form or material is discouraged amongst adjacent dwellings.
- Main roof slopes shall comply with accepted standards for a given architectural style and dwelling type.
- Roof overhangs shall follow acceptable standards as per a given architectural style.
- Where possible, roof plumbing stacks, gas flutes and vents should be located away from street view along the rear roof slope.
- Skylights should have a flat profile and preferably located away from street view at the rear roof slope.

### 4.3.8 Private Amenity Space

In addition to single detached dwellings, each townhouse unit shall have ample outdoor amenity space. Front-loaded townhouses will have traditional rear yards, whereas any rear lane and back-to-back townhouses proposed within the medium density blocks will provide private amenity space in the form of a terrace or balcony, in addition to the front yard or front/side yard for corner units.

- The design of the terrace or balcony shall be appropriately integrated with the architectural style of each unit and the overall built form massing.
- Opportunities for terraces or balconies should be considered.

### 4.3.9 Utility and Service Elements

- Public views towards utility meters and utility service connections (hydro, water, natural gas, telephone, etc.) shall be minimized by siting the utility on side walls (perpendicular to the street) and facing an interior side yard, where possible.
- Where there are no interior side yards, utility and service connections should be screened from view through landscape treatment or recessed into the wall where possible, subject to standard access requirements for a given utility.
- For townhouses, utility meters and utility service connections should be screened / recessed into a wall niche where possible, subject to standard access requirements for a given utility.

## 4.3.10 Garages

Garages in the White Squadron community will include predominantly street-accessed, with rear-accessed garages associated with the park fronting lane based singles, and potentially within the proposed condominium blocks.

### A. Street-Accessed Garages

- Where garages are attached, they should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- Attached garages located within the front or flankage yards and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwelling.
- Street facing garages should be minimized in scale in compliance with the vision for the Town of Milton and the Trafalgar Secondary Plan. The following are acceptable placement options for attached street facing garages:
  - Site the garage to the side of the dwelling, set back from the main front wall;
  - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
  - Integrate the garage into the main massing of the dwelling, in line with the porch projection (not including the front steps).

Fig. 4.3.9 - Example of where public view towards utility meters and utility service connections are minimized by siting and consolidating the utilities on side walls (perpendicular to the street) or recessed into a wall niche.

Fig. 4.3.10 - Image example of garages integrated into the main massing of the dwelling, set-back from the main front wall.

- Where a double car garage is proposed, it should be divided into two individual garage doors/bays separated by a dividing column. The dividing column or pier should be comprised of a material consistent with the dwelling façade (brick, stone, siding, stucco) that will allow it to blend in with the overall appearance. Consideration may be given to a single door for a double car garage where it is complementary and appropriate to a specific architectural style, particularly in modern influences.
- Only sectional, roll-up type garage doors shall be proposed.
- A variety of garage door header treatments may be considered, consistent with the architectural style of the dwelling.
- Light fixtures mounted to the side of above the garage door is encouraged and shall be consistent with the architectural style of the dwelling.
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural techniques shall be used to minimize the extent of wall space between the top of the garage door and the underside of the roof soffit. The following techniques may be considered:
    - Increase the garage door height as appropriate to the scale of the dwelling;
    - Lower the garage door and/or increase the roof pitch;
    - Add a decorative gable louvre or feature;
    - Integrate architectural features, such as a decorative brick pattern, to break up the wall massing.

## B. Rear-Accessed Garages

Rear-accessed garages typically refer to lane based homes, which may potentially be a component of the proposed Medium Density Residential blocks or Mixed Use Neighbourhood Centre.

- Lane accessed garages for townhouses and single detached dwellings may be attached or detached from the dwelling. Both single and double car garages may be permitted.
- The design of garages shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality.
- The garages shall be designed with articulated rooflines and can integrate gables, dormers or other architectural features that will enhance the appearance from the public lane.
- Corner lot garages shall be designed with upgraded features in consideration of its prominence along the street.
- Parking pads may be permitted beside the rear yard garage where space permits. For corner lots, parking pads should not be sited between the garage and the street line, but, rather, between the garage and the interior lot line.
- Habitable and/or amenity space above a rear garage may be permitted to add variety to the landscape and enhance the character of the neighbourhood.
- Pairing of garages within the lane may occur where advantageous to lot layout and vehicular accessibility.
- Only sectional, roll-up type garage doors shall be proposed.
- Garages shall be sited to provide for access and drainage from the rear yard of the unit to the laneway.


Fig. 4.4 - White Squadron community land use plan with priority lots identified.

## 4.4 PRIORITY LOTS

Priority lots are located within areas of the community that have a greater degree of visibility from the public realm (refer to Fig. 4.4 for identified priority lots). Their visual prominence from adjacent streets and open spaces requires that the siting, architectural design and landscape treatment for each of these dwellings represent an upgraded quality in recognition of the landmark location within the community. Built form on priority lots shall be designed to ensure an attractive architectural appearance is achieved, with massing appropriate to the lot designation.

Priority Lots include:

- Corner lot dwellings
- View terminus dwellings
- Upgraded rear and/or side architecture dwellings
- Park / school / pond facing and fronting dwellings

**LEGEND**

- Corner Lot Dwellings
- View Terminus Dwellings
- Upgraded Rear/Side Dwellings
- Park Facing/Fronting Dwellings

### 4.4.1 Corner Lot Dwellings

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character and quality of the community.

- Dwelling designs must be appropriate for corner locations, with dual façades that address both streets (e.g. porches and balconies, large windows, side entrances, etc.). Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street, located at or close to the corner. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling provided it is close to the corner.
- Driveway access on corner lots should be provided from the minor street.
- Rear lane garages on corner lots shall have upgraded side elevations facing the street.
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.
- Windows from active indoor spaces (e.g. living rooms) shall be oriented to the higher order street.

Fig. 4.4.1 - Image example of a corner lot dwelling with well-articulated architectural treatment and street orientation on both sides.

Fig. 4.4.2a - Image example of street elbow dwellings terminating views with upgraded architectural treatment.


Fig. 4.4.2b - Image example of T-intersection dwellings with garages located away from the intersecting street.

Fig. 4.4.3 - Image example of an upgraded side elevation with wall articulation, ample fenestration and interesting roof line.

Fig. 4.4.4 - Image example of upgraded rear architecture with second floor balconies and wall articulation.

## 4.4.2 View Terminus Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.

## 4.4.3 Upgraded Rear and/or Side Architecture Dwellings

Where a dwelling's rear or side elevation is prominently exposed to the public realm, the side/rear elevations shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc, subject to approval by architectural control.

- The design of the applicable rear and/or side façade shall, therefore, acknowledge the prominent exposure to the public realm.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing (quoining, dichromatic), gables and dormers, wall articulations, etc.

### 4.4.4 Park Facing and Park Fronting Dwellings

Given the prominence of the neighbourhood park and its function as a focus and gathering space for the north portion of the community, dwellings that front onto this feature shall be designed in a manner that considers and complements the exposure from this public open space.

- Dwellings that are very visible from the main gathering space within the community shall implement an enhanced architectural treatment consistent with the architectural style, such as substantial front porches, prominent, well proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- Park facing and park fronting dwellings shall have available a variety of model types, elevation types and colour packages. However, a cohesive, harmonious relationship shall be achieved for all lots.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design.
- Dwellings adjacent to public open space shall be sited such that the driveway and garage is furthest away from the edge of the open space, where possible.

Fig. 4.4.4a - Image examples of park fronting dwellings with rear accessed garages.

Fig. 4.4.4b - Dwellings that front onto parks provide a backdrop to these important community spaces and should therefore be designed in a manner that complements their public exposure.

Fig. 5a - The implementation of the White Squadron Community Built Form Guidelines will support the vision of the Trafalgar Corridor Secondary Plan.

# SECTION 5
## CONCLUSION

The design guidelines, principles, standards and recommendations contained in the Mattamy Milton Phase 4 - White Squadron Community Built Form Guidelines set out to achieve a coordinated approach to urban design and to govern the preparation of detailed built form design at the Draft Plan approval stage.

The Built Form Guidelines have addressed pertinent urban design issues as applied to the contextual analysis, community goals and objectives, site design and land uses, structuring elements, built form, architectural design criteria and implementation. The intended result is the development of a community that is reflective of the fundamental key design tenets established for the Trafalgar Corridor Secondary Plan Area (Milton Phase 4) and the broader Town of Milton.

Fig. 5b - Aerial view of the White Squadron lands facing northeast.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