URBAN DESIGN BRIEF

Remington Trafalgar Inc.

Draft Plan of Subdivision
Trafalgar Secondary Plan Area
Town of Milton

Prepared by:

JOHN G. WILLIAMS LIMITED
ARCHITECT

Prepared for:
Remington Trafalgar Inc.

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Consultant Information:

JOHN G. WILLIAMS LIMITED
ARCHITECT

40 VOGELL ROAD, UNIT 46 | RICHMOND HILL, ON L4B 3N6
TEL: (905) 780-0500 | WEB: WWW.WILLIAMSARCH.COM

EXECUTIVE SUMMARY

The Remington Trafalgar Inc. subdivision is located within the central portion of the Trafalgar Secondary Plan Area in the Town of Milton. This Urban Design Brief will serve as a companion document to the Trafalgar Secondary Plan, the Trafalgar Secondary Plan Urban Design Guidelines and the Trafalgar Tertiary Plan. It provides detailed built form and public realm guidelines to direct the creation of a high quality, cohesive and complete new subdivision that will become an integral component of the Trafalgar Community, while allowing flexibility to deliver a range of design expressions and architectural forms that provide interest in the urban environment.

This document provides an illustrated explanation of how the proposed Remington Trafalgar Inc. development responds to the physical context of the site and its surroundings, taking into account the intent of the policy context and supporting urban design policies, guidelines and studies. The information contained herein will guide new development to ensure it: a) complies with the design vision established for the Trafalgar Community; b) creates an attractive and safe pedestrian realm; c) supports transit initiatives, active transportation and recreational activities; d) provides opportunities to live, work and play in proximity to one another; e) respects and enhances the natural heritage features of the area; and f) is environmentally sustainable.

1.0 INTRODUCTION

1.1 PURPOSE

This Urban Design Brief (UDB) has been prepared on behalf of Remington Trafalgar Inc. for their proposed Draft Plan of Subdivision located within the Trafalgar Secondary Plan Area, in the Town of Milton. The intent of this UDB is to establish site specific architectural and urban design criteria which support design principles established in the Trafalgar Secondary Plan, the Trafalgar Secondary Plan Urban Design Guidelines and the Trafalgar Tertiary Plan while allowing flexibility to deliver a range of design expressions and innovation. The UDB also forms the basis for an architectural control review process as required by the Town of Milton.

The information contained herein describes the physical design of the community and is intended to promote new development that:

- is appropriate to its local context within the Trafalgar Secondary Plan Area;
- reinforces a vibrant, walkable and transit supportive community;
- achieves design excellence by enhancing built form and the public realm;
- respects and enhances the natural heritage features of the area;
- supports active transportation and recreational activities; and
- is environmentally sustainable.

Images and diagrams contained in this document are conceptual in nature and 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 can be implemented. Refinements to the concepts contained herein may occur based upon the Town's review of the detailed engineering and landscape submissions.

The UDB is organized in the following manner:

1. Introduction - Describes the general purpose of the UDB, the study area's community context, policy context, community goals, and opportunities and constraints;
2. Design Vision - Describes the proposed design vision for the Remington Trafalgar Inc. subdivision, together with guiding principles;
3. Proposed Development - Describes the subdivision plan and its structuring elements;
4. Public Realm Guidelines - Describes and provides corresponding guidelines for the streetscape design, overall landscape character, open space network (including parks, natural heritage system, stormwater management facilities), streetscape elements, fencing and the active transportation network;
5. Low-Rise Residential Guidelines - Describes and provides corresponding guidelines for low-rise residential built form within the subdivision;
6. Mid-Rise And High-Rise Residential Guidelines - Describes and provides corresponding guidelines for mid- and high-rise residential built form, including mixed-use developments, within the subdivision;
7. Non-Residential Guidelines - Describes and provides corresponding guidelines for non-residential built form such as institutional uses within the subdivision;
8. Sustainability - Describes the low impact development and sustainability strategies; and
9. Implementation - Describes the architectural control and design review process required by the Town.

1.2 OBJECTIVES OF THE URBAN DESIGN BRIEF

The objectives of the Urban Design Brief are:

- Demonstrate how the proposed subdivision appropriately integrates with the planned built form, streetscape, road network and structure of the Trafalagar Community's urban fabric.
- Respect and enhance cultural / natural heritage features within and abutting the subject lands.
- Provide design guidelines that will establish a positive visual character and promote a consistently high standard for built form and public realm elements.
- Promote vibrant, pedestrian-oriented, transit-supportive streetscapes and character areas that promote a sense of place and contribute to a complete community.
- Provide direction for building forms that will help to sustain local and regional transit initiatives.
- Promote variety among building designs within an established vocabulary of architectural styles, forms, materials and details.
- Ensure appropriate transitions between low-, mid- and high-rise built forms.
- Encourage a safe community by adopting principles of Crime Prevention Through Environmental Design ("CPTED").
- Establish design requirements for buildings in prominent locations (Priority Lots).
- Minimize the visual impact of garages and parking areas within the streetscape.
- Establish requirements for the appropriate siting of buildings according to type, size, style and location within the subdivision.
- Establish procedures for an architectural control process.

1.3 COMMUNITY CONTEXT

The Remington Trafalgar Inc. subdivision comprises an area of 40.01 hectares (98.7 acres) within the central portion of the Trafalgar Secondary Plan Area. The site is bounded by:

- West - Trafalgar Road and existing rural residential properties. West of Trafalgar Road is a golf course.
- East - Agricultural lands designated for future residential use.
- North - Agricultural lands designated for future residential use.
- South - A large woodlot (NHS).

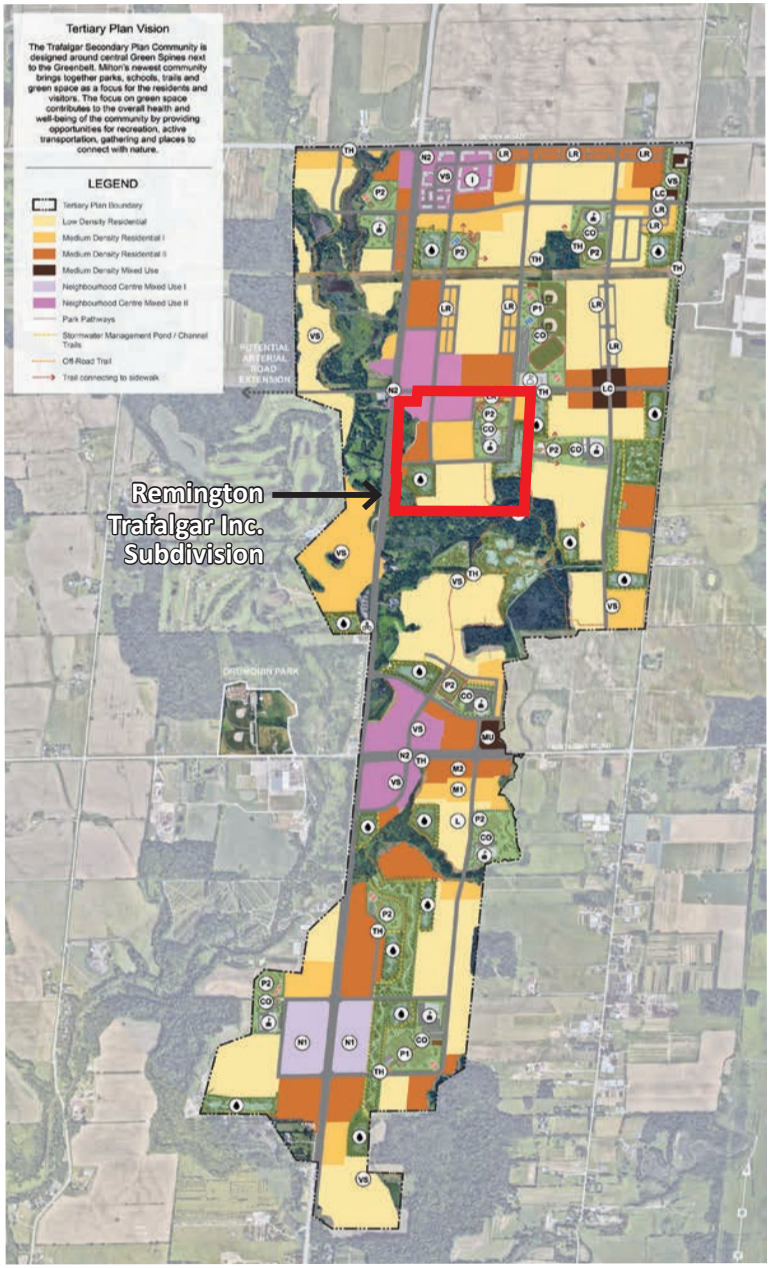
Site topography throughout the subject lands is generally level. The southeast, southwest and northwest portions of the site contain environmentally sensitive lands that will be preserved and integrated into the community's Natural Heritage System (NHS). The remaining portions of the subject lands are presently used for agricultural purposes and contain sporadic mature vegetation along the site boundaries in the form of hedgerows.

There are presently no transit services on Trafalgar Road adjacent to the site; however, GO bus routes 27 (Milton/North York) and 21 (Milton) GO bus routes operate along Derry Road and provide stops at Ninth Line. Lisgar GO Station, which provides train service between Toronto's Union Station and Milton GO is also located approximately 4.0 km northeast of the subject site. In addition, a Major Transit Station Area (MTSA) is proposed to the north of Derry Road with future higher order transit proposed along Trafalgar Road. Other future local and regional transit options are currently being explored, through the Tertiary Planning process, to service the community.

Given the broad spectrum of uses contemplated within the Trafalgar and Agerton Secondary Plan Areas, the Remington Trafalgar Inc. subdivision will become an important component of a complete community, given that it is situated in close proximity to a range of amenities such as public transit, bike routes, trails, parkland, employment lands, commercial / service facilities, recreational and community uses. These features will contribute to creating a walkable and transit-supportive community that provides residents with the opportunity to be less dependant upon automobile usage.

Site Location Plan

Source: Google Earth



Location of the Subject Lands within the Conceptual Tertiary Plan

1.4 POLICY CONTEXT

The proposed Remington Trafalgar Inc. development is subject to a number of planning documents and processes at the provincial, regional and local government levels that will guide its design. This UDB outlines a set of guidelines consistent with the objectives of the following documents:

Provincial Planning Statement (2024)

- The Provincial Planning Statement outlines the province's policies on land use planning, aiming to guide development, protect the environment, and manage growth. It sets direction for key issues like housing, economic development, infrastructure, and natural resource protection.
- Planning for the proposed Remington Trafalgar Inc. subdivision is consistent with the policies of the Provincial Planning Statement.

Halton Region Official Plan

- The Halton Region Official Plan implements the directions of the Provincial Policy Statement and the Growth Plan through local planning policies and outlines a long term vision for Halton's physical form and community character.
- The subject lands are designated "Urban Area" and "Regional Natural Heritage System" on Map 1 - Regional Structure and Trafalgar Road, a major arterial road which runs adjacent to the subject lands is identified as a "Higher Order Transit Corridor" on Map 3 - Functional Plan of Major Transportation Facilities.
- The proposed development is consistent with the regional planning vision.

Town of Milton Official Plan (March 2025)

- The Town of Milton Official Plan provides a vision for the development of the Town of Milton to be an engaging, balanced and a connected complete community with a thriving natural environment.
- The goal of the urban design policies within Section 3.2 Urban Design and Placemaking of the Milton Official Plan is:

  "Objective 1. Achieve a high standard of design in the built environment."

  "Objective 2. Ensure that new development is complementary to and compatible with existing development."

  "Objective 3. Create a high quality, safe and inclusive public realm."

  "Objective 4. Install public art to foster community identity, diversity and history."

- The proposed development of the subject lands and this UDB will respect the pertinent urban design policies of the Milton Official Plan.

Trafalgar Secondary Plan

- The Trafalgar Secondary Plan Area is envisioned as a mixed-use, higher density corridor which supports the extension of higher-order transit.
- The design of the Remington Trafalgar Inc. subdivision generally complies with the Community Structure Plan (Schedule C.11.A) and Land Use Plan (Schedule C.11.C), which graphically illustrates the structuring elements, land uses and overall design of the Trafalgar Secondary Plan Area and sets out the manner in which the policies and figures of the Secondary Plan are to be implemented.
- The proposed development will adhere to goals and objectives established in Section C.11.3 of the Trafalgar Secondary Plan that include: Build Compact And Complete Communities; Protect And Enhance The Natural Heritage System; Provide Mobility Options; Establish A Logical Road Network; Create High-Quality Urban Spaces; and Fiscal Responsibility.
- The UDB will reinforce the urban design policies described in Section C.11.4.5 that support excellence in community design.

Trafalgar Secondary Plan Urban Design Guidelines

- The Trafalgar Urban Design Guidelines provide a starting point for a discussion about urban design concepts and principles underpinning the Secondary Plan but may be modified during the Tertiary Plan process.
- The Trafalgar Secondary Plan Urban Design Guidelines establish a high-level framework of the design criteria for the overall identity and structure of the proposed community, as well as for the appearance of new buildings, streetscape, parkland and open spaces within the Trafalgar Secondary Plan Area.
- The public and private realm elements within the Remington Trafalgar Inc. subdivision will be designed in conformity to the objectives and criteria outlined in the Trafalgar Urban Design Guidelines and the policies of the Official Plan and the Secondary Plan.
- The Trafalgar Urban Design Guidelines, in conjunction with this UDB will be used by the Town in their review and evaluation of the various development proposals within the subject lands.

Trafalgar Tertiary Plan

- The Trafalgar Tertiary Plan provides a higher degree of detail than the Secondary Plan and represents the final planning policy layer between the Secondary Plan and development.
- The Trafalgar Tertiary Plan will guide how development will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard protection, heritage protection, transportation networks, parks and open space, linkages, and phasing.
- It provides a framework for coordinating neighbourhood subdivision development that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan are achieved through coordinated development.
- The Remington Trafalgar Inc. subdivision and this UDB have been designed to respect the Tertiary Plan.

Town of Milton Tall Building Guidelines / Mid-Rise Guidelines

- Tall buildings are generally defined as building that are 9+ storeys in height whereas mid-rise buildings are generally defined as building that are 4-8 storeys in height.
- The Town's Tall Building Guidelines and Mid-Rise Guidelines are individual documents that will be used in the design and evaluation of higher density built form.
- This UDB references and supports these Town-wide design guidelines that provide direction for intensified built form in key areas of the subdivision.

2.0 DESIGN VISION

2.1 DESIGN VISION

The Trafalgar Tertiary Plan provides the following design vision for the community:

> *"The vision and community character is expressed through the Tertiary Plan and brings to life the character elements that will create a sense of place and make this area sought-after to live, work and visit. Strong central spines illustrated in Figure 5 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 design vision for the Remington Trafalgar Inc. subdivision builds from the overall vision stated above by providing:

a. a cohesive mix of housing types and densities to support higher order transit and provide choice of accommodation options;

b. Character Areas (a Neighbourhood Centre) which provide urban activity nodes of higher intensity mixed uses and commercial opportunities;

c. a robust multi-modal and active transportation network;

d. a fine-grained road pattern;

e. a range of open space amenities supporting healthy lifestyles and enhancement of the natural features of the local environment;

f. a school site.

These features will support the emerging urban character of the Trafalgar Secondary Plan Area and contribute to a complete community where residents can live, work and play. The use of distinctive streetscape / public realm elements, high quality architecture, tree lined streets and landscaped community features will help to reinforce the design vision for the Remington Trafalgar Inc. subdivision by providing an attractive urban identity and creating a distinct sense of place within the Trafalgar Community.

2.2 GUIDING PRINCIPLES

The proposed subdivision has been thoughtfully planned to implement the vision for the community. The design and structure of the Remington Trafalgar Inc. subdivision reflects the following guiding principles established within the Trafalgar Secondary Plan and refined within the Tertiary Plan:

1. Design and Build Compact Complete Communities

Response:

- As an integral component of the Trafalgar Community, the proposed subdivision offers a spectrum of uses to support the creation of a compact complete community including: residential (a range of low and medium density housing options that cater to various ages, incomes and household sizes will be provided), mixed-use, institutional and open space uses.
- Integrating these uses in a compact urban setting in proximity to employment uses, a MTSA and higher order transit will reduce the need for automobile usage, promote walkability and provide opportunities for people of all ages and abilities to conveniently access the necessities for daily living.

Guiding Principle: Design and Build Compact Complete Communities

2. Protect and Embrace the Natural Heritage Systems

Response:

- The proposed subdivision contains three parcels that will be preserved and protected to form part of the extensive Natural Heritage System (NHS) within the Trafalgar Community. The NHS, together with the park and SWM ponds will be connected through a compressively planned trail system.
- Greenbelt lands will connected to the Trafalgar Community along the community's western and southern boundaries, in proximity to the proposed subdivision.
- A Type 2 Neighbourhood Park is co-located adjacent to an Elementary School site in the central portion of the subdivision. This neighbourhood amenity will also serve as a social gathering place and may be used to host community events and cultural activities.
- Sustainable development and construction practices that manage and protect valuable resources will be implemented.

Guiding Principle: Protect and Embrace the Natural Heritage Systems

3. Provide a Complete and Efficient Transportation Network

Response:

- The proposed subdivision establishes a well-connected transportation network that provides linkages to the future development to the north and to Trafalgar Road.
- The fine-grained modified grid street network allows for safe and efficient mobility for different forms of travel throughout the neighbourhood and the broader community.
- Active transportation will be accommodated through an interconnected system of streets, sidewalks, trails, multi purpose paths and bike routes allowing residents access to open space amenities and the broader active transportation network in Milton.
- The proposed subdivision is adjacent to higher order transit proposed along Trafalgar Road. The proposed collector roads (Streets A, B, and C) will be designed to accommodate future public transit.
- The Neighbourhood Centre proposed for Trafalgar Road and Street 'A' (Louis St. Laurent Avenue) will provide a variety of intensified land uses that serve as

Guiding Principle: Provide a Complete and Efficient Transportation Network

a community focal area to meet the day-to-day needs of local residents and provide an opportunity to host a variety of activities.

4. Create High-quality Spaces and Public Realm

Response:

- Proposed built form and open space treatments will meet a high standard of urban design quality as described within this UDB.
- The proposed design of these features will utilize elements that reflect the emerging urban character of the Trafalgar Community and will help develop a strong sense of place and civic identity.

Guiding Principle: Create High-quality Spaces and Public Realm

3.0 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT

The Remington Trafalgar Inc. subdivision is a greenfield development whose design aligns with the Trafalgar Secondary Plan and the Tertiary Plan to become a vital component of the Trafalgar Community. It will comprise low and medium density residential uses, mixed-use, environmental lands (NHS), a neighbourhood park, stormwater management ponds, and a school site. The highest intensity of built form will be located within the Neighbourhood Centre at Trafalgar Road and Street 'A' (Louis St. Laurent Avenue) to create a major focal area and support the higher order transit planned along Trafalgar Road. A park, environmental protection areas, trails, multi-use paths and bike lanes will serve as active transportation and recreational amenities.

The main structuring elements of the Remington Trafalgar Inc. Subdivision Plan are described below:

Open Space System

- A comprehensive, integrated trail and open space network is proposed to support a walkable, pedestrian- and cycle-friendly community. This will include:
  - A heavily treed NHS block is located in the southeast portion of the site. Two other NHS blocks are located adjacent to Trafalgar Road.
  - A Neighbourhood Park is co-located adjacent to the school block. Its programming and design will be determined in consultation with the Town staff to provide a balance of facilities and passive and active recreation opportunities throughout the community and to ensure participation and use for all ages and abilities.
  - Two storm water management (SWM) ponds are located adjacent to the NHS blocks along the east and wester portions of the subdivision.
  - This interconnected system of open spaces and amenities is strategically planned and placed within the community to offer ease of walk-to access for residents and to expand upon, buffer and protect the features of the NHS.

Road Hierarchy

- A modified grid road network with varied block lengths provides connectivity within the neighbourhood and responds to the existing adjacent arterial roads.
- Primary accesses to the site will occur from Trafalgar Road and the north subdivision via the proposed collector roads. A series of local streets that branch from the collector road system is proposed.

Low-Rise Residential

- A variety of low-rise residential dwelling types are strategically planned throughout the community including:
  - Single detached dwellings;
  - Street townhouse dwellings; and,
  - Back-to-back townhouse dwellings.
- The range of housing options provided will cater to various ages, incomes and household sizes.

Mid-Rise Residential

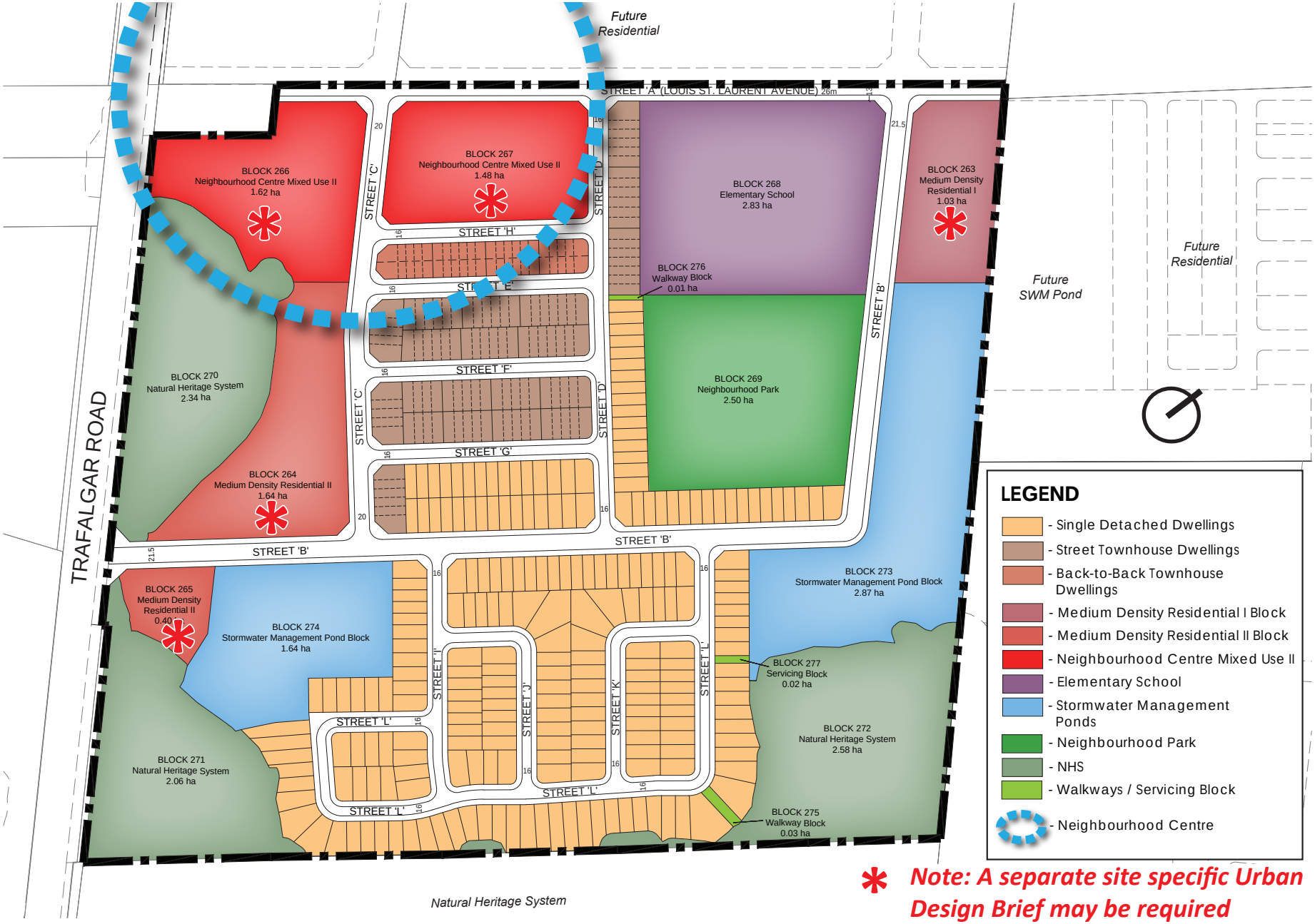
- A Medium Density I block is located at the southeast corner of Street 'A' (Louis St. Laurent Avenue) and Street 'B'.
- Two Medium Density II blocks are located at the entrance to the subdivision from Trafalgar Road on the south and north sides of Street 'B'.
- A variety of intensified residential forms are permitted, including, townhouses, back-to-back townhouses, stacked townhouses and mid-rise apartment buildings.
- As part of the Site Plan Approval process, the Town may request a Supplementary UDB to provide a higher degree of design detail for the proposed development of this block.

Neighbourhood Centre

- A Neighbourhood Centre is located near Trafalgar Road and Street 'A' (Louis St. Laurent Avenue) within the Remington Trafalgar Inc. subdivision and is intended to become a major focal point and intensification node within the Secondary Plan. It will contribute to a complete community and provide opportunity for jobs and residents daily needs.
- The Neighbourhood Centre will be considered a Special Character Area within the community and will include transit-supportive uses such as high density residential (mid-rise and high-rise apartments) and mixed-use buildings.
- Street 'C' runs between Street 'A' (Louis St. Laurent Avenue) and Street 'B', parallel with Trafalgar Road. Street 'C' is envisioned as a Special Character Street and will have a central 'main street' character. Higher intensity built form will seamlessly integrate with the high quality public realm to frame the street and combine with elevated streetscape design and public amenities to create a vibrant, pedestrian friendly urban environment.
- As part of the Site Plan Approval process, the Town may request a Supplementary UDB to provide a higher degree of design detail for development blocks within the Neighbourhood Centre.

School Site

- A School site is centrally located at the northeast corner of two collector roads and strategically co-located beside a neighbourhood park to serve the larger community.



Remington Trafalgar Inc. Subdivision Plan

* ***Note: A separate site specific Urban Design Brief may be required***

4.0 PUBLIC REALM GUIDELINES

The public realm is a vital component of the Remington Trafalgar Inc. subdivision that will work together with private realm built form to assist in the efficient functioning of the community and defining its character. The design of the public realm should reflect a high standard of quality and relate to the surrounding context, land uses, and landmarks so that networks of public open spaces are created that facilitate social and civic interactions.

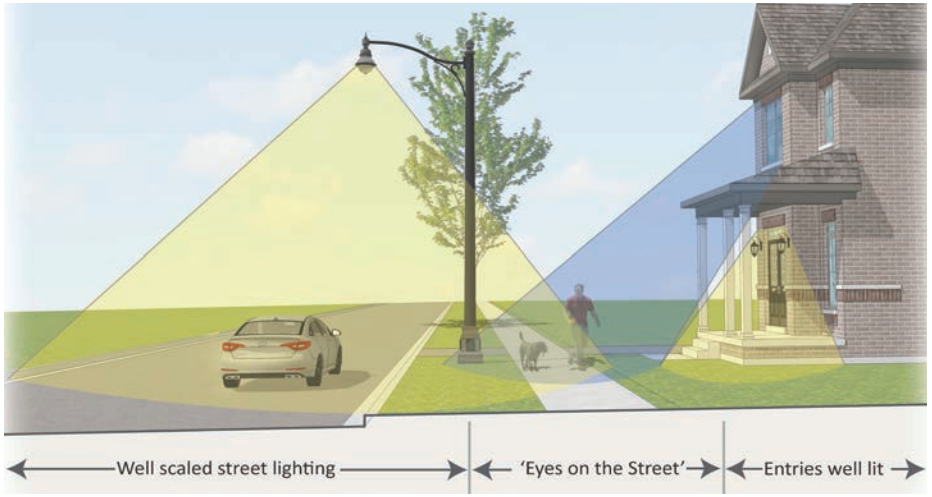
A successful public realm provides:

- A functional, safe, sustainable, and enriching environment.
- Well articulated streetscapes with landscaped boulevards.
- A network of streets that accommodate multi-modal choices for pedestrians, cyclists, transit and vehicles.
- Pedestrian linkages that connect the residential population to the school, open spaces, commercial and mixed use facilities.
- Well-designed street furnishings and way finding that provide orientation, identity and a sense of place.

4.1 COMMUNITY SAFETY

Crime Prevention Through Environmental Design (CPTED) is an approach to crime prevention that takes into account the relationship between the physical environment and the users of that environment. The application of CPTED to urban design assists in the creation of spaces that are perceived as being safe. Public spaces and buildings should be designed to encourage interaction between neighbours and a sense of community in order to deter criminal activity. The following should be considered in the design of this new development to foster a safe community:

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Walkways and landscaping should direct visitors to the building entrance and away from private areas.
- Buildings should be designed to enhance observation of public areas, (streets, parks, schools, walkways, etc.) including ample fenestration to promote natural surveillance or “eyes on the street”.
- Adequate lighting should be provided along streets, lanes, sidewalks, public walkways and parking areas to ensure pedestrian comfort and safety. Site lighting should be directed downward and inward to mitigate negative impact on neighbouring uses.
- Front porches should be provided to promote natural surveillance and serve as an interface between private and public realms.



Buildings and public spaces should be designed to promote community safety

- Main entrances to the building should be well lit and clearly visible from the street or other publicly accessible areas. Avoid building entries which are deeply recessed or hidden from the street.
- The street address should be clearly visible from the street with numbers a minimum of five inches high that are made of nonreflective materials.

4.2 STREET NETWORK

The Remington Trafalgar Inc. subdivision provides a modified grid hierarchy of new streets in conformity with the Secondary Plan and Tertiary Plan that responds to the site's topography, natural features, and future uses planned along the community's edges.

4.2.1 Provisions For All Streets

Site circulation will be facilitated through a coherent network of public roads, sidewalks and trails for the safe and convenient movement of pedestrians, vehicles and cyclists and to reinforce the vision of a pedestrian-oriented neighbourhood with multiple linkages, transit and active transportation opportunities. All streets consist of two components - the public realm which is the area extending within the road allowance, and private property which extends beyond the road allowance.

- 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.
- Ensure pedestrian-scaled and energy efficient lighting for all streets.
- In order to create a continuous and uniform canopy on both sides of the street, street trees and sodded (or hard surface) boulevards shall be provided in accordance with Town standards.
- 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.
- Street name signage shall be incorporated to facilitate orientation and wayfinding.
- On-street parking will occur on public streets, wherever feasible, to reduce vehicle speeds, animate the street and serve as a buffer between pedestrians and moving vehicles.
- All street elements shall be designed in accordance with Town of Milton standards.

4.2.2 Arterial Roads

- Trafalgar Road is classified as a 6-lane Major Arterial Road that runs along the west edge of the subdivision.
- Arterial roads should promote active transportation, pedestrian-oriented development, public transit opportunities and transit-friendly facilities while maintaining the vehicular mobility function.
- Trafalgar Road is the main north-south corridor that traverses through the Secondary Plan. It is identified as a Transit Priority Corridor and is envisioned to have higher order transit infrastructure (i.e. bus rapid transit) between Oakville to the south and a future MTSA located to the north.
- Transit facilities shall be accommodated in the design of all arterial roads.
- Sidewalks should be provided on both sides of Arterial Roads.
- Multi-Use Paths (MUP) will be provided along both sides of Trafalgar Road.
- Direct driveway access onto arterial roads shall be avoided.

4.2.3 Collector Roads

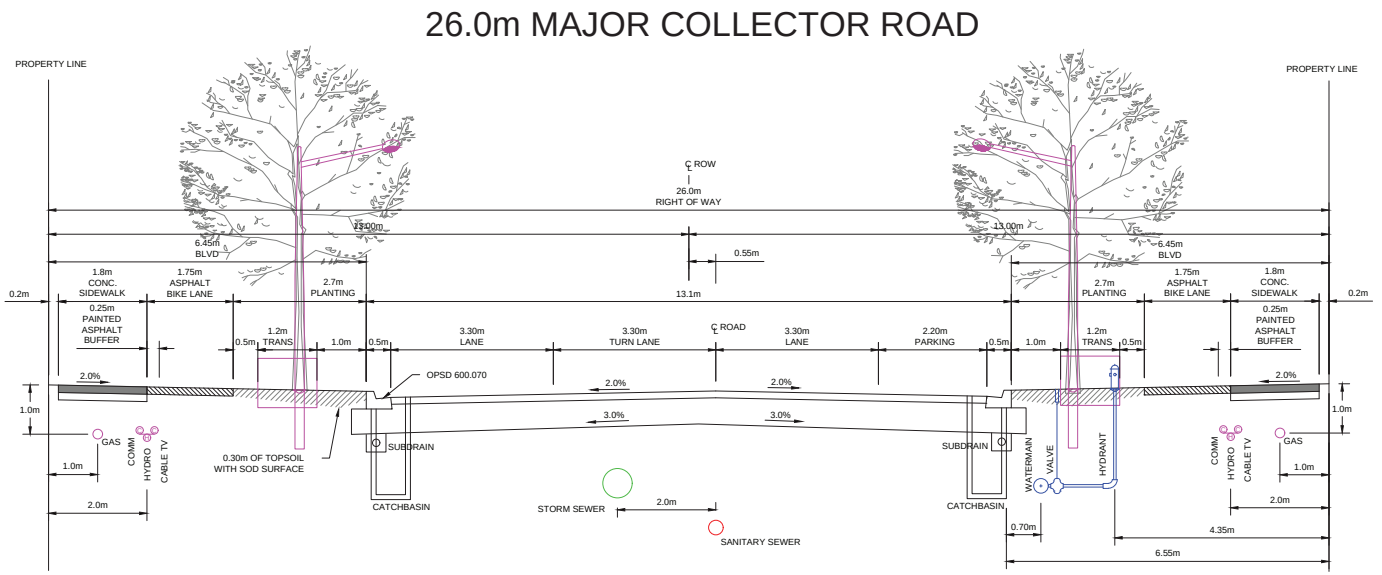
- Collector roads provide important connections between residential neighbourhoods and community functions, such as Neighbourhood Centres, Local Centres, parks, schools, and other facilities. They largely define the community structure and serve as the primary inter-neighbourhood circulation routes.
- Street 'A' (future extension of Louis St. Laurent Avenue) is a 26.0m wide major collector road that runs across the northern limits of the subject lands. This collector road includes 13.1m of pavement plus curbs, 2 driving lanes, a central turn lane, bike lanes on both sides, sidewalks on both sides, and on-street parking on one side.
- Street 'B' will have a 21.5m R.O.W. This road permits driveways and can accommodate buses. The right-of-way includes 9.6m of pavement plus curbs, 2 driving lanes, bike lanes on both sides, sidewalks on both sides, and on-street parking on one side of the street.
- Street 'C' will have a 20.0m R.O.W. and can accommodate buses. The Trafalgar Tertiary Plan defines this road as a "Minor Collector Roads (Character)" due to the proximity to Trafalgar Road where mixed use nodes and higher density uses are proposed. The 20.0m Minor Collector Character Roads will include two conditions; 'Within the Node' and 'Outside the Node', with the first being appealable for the Remington Trafalgar Inc. subdivision.
  - The road right-of-way Within the Node includes 2 driving lanes, sidewalks on both sides, on-street parking on one side of the street, and a cycle track on one side of the street. In addition, the following features are proposed:
    - Within the Node, roads will provide on-street parking adjacent to mixed use buildings. A hardscape boulevard is provided between the

commercial at grade and the curb to provide a seamless public realm.

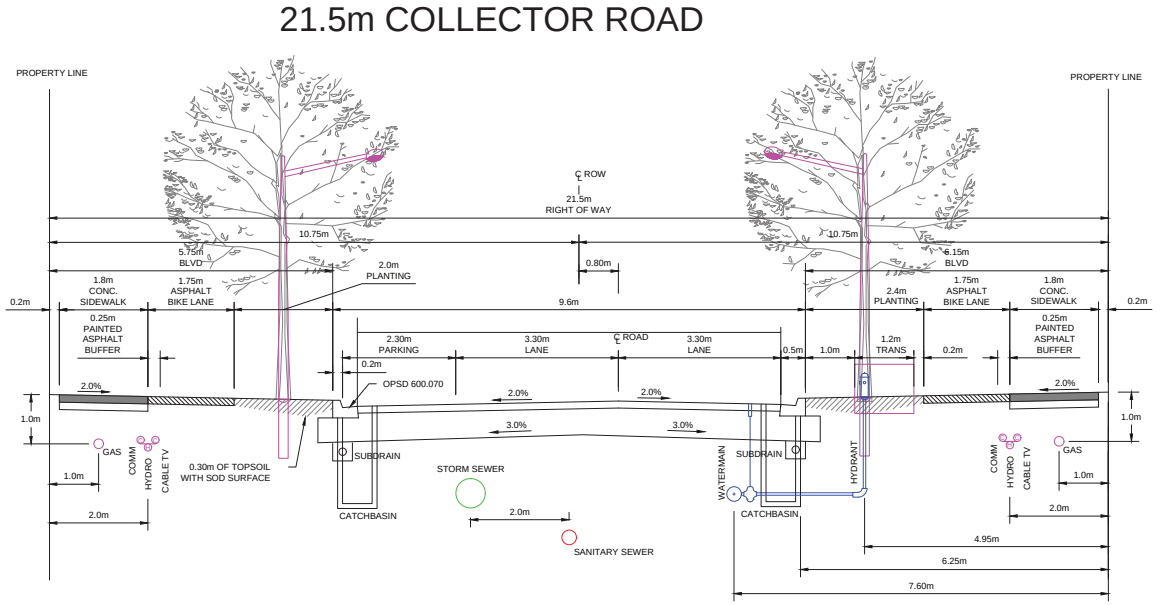
- Street trees are provided along this boulevard with trees in planters or tree grates with silva cells or planting trenches.
- Garages and driveways to individual units are not permitted.

4.2.4 Local Roads

- Local roads have been designed to form a modified grid street network.
- Local roads serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic.
- Local roads will have right-of-way widths of 16.0m and includes 8.5m of pavement plus curbs, 2 driving lanes, sidewalk on one side, and on-street parking on one side.
- The sidewalk should generally be located on the north and east side of the street to receive sunlight to facilitate the melting of snow and ice or where deemed desirable from a pedestrian connectivity standpoint.
- Garages and driveways may face and access local roads.
- All local roads will accommodate on-street parking.

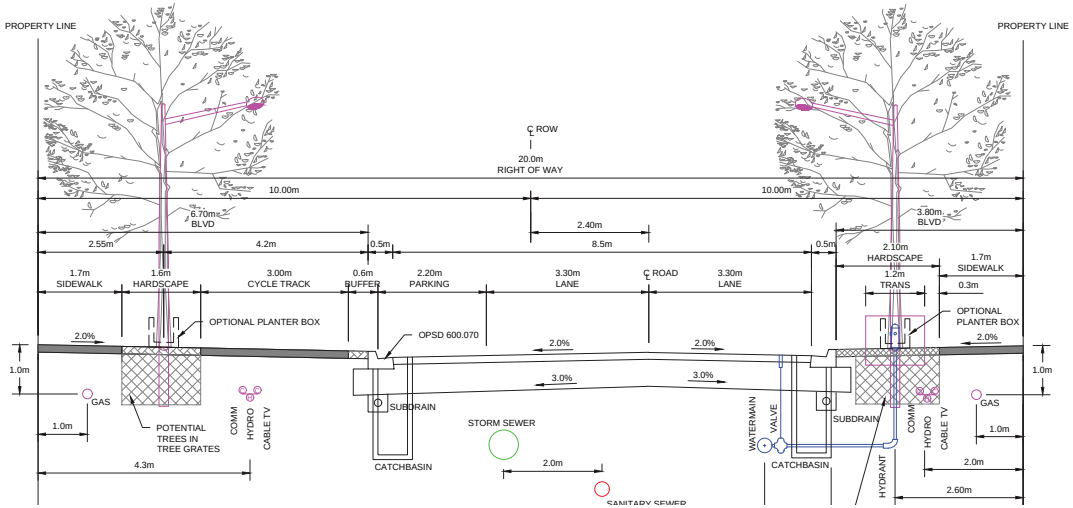


26.0m Major Collector Road Section (Street 'A' - Louis St. Laurent Avenue)



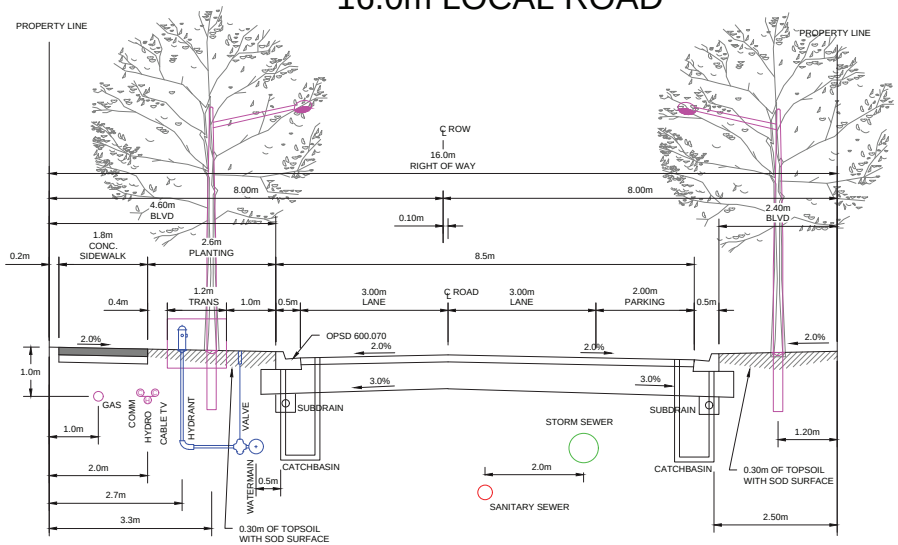
21.5m Minor Collector Road Section (Street 'B')

20.0m CHARACTER ROAD (WITHIN NODE)
3.0m CYCLE TRACK, 2.1m PARKING, HARDSCAPE BLVD

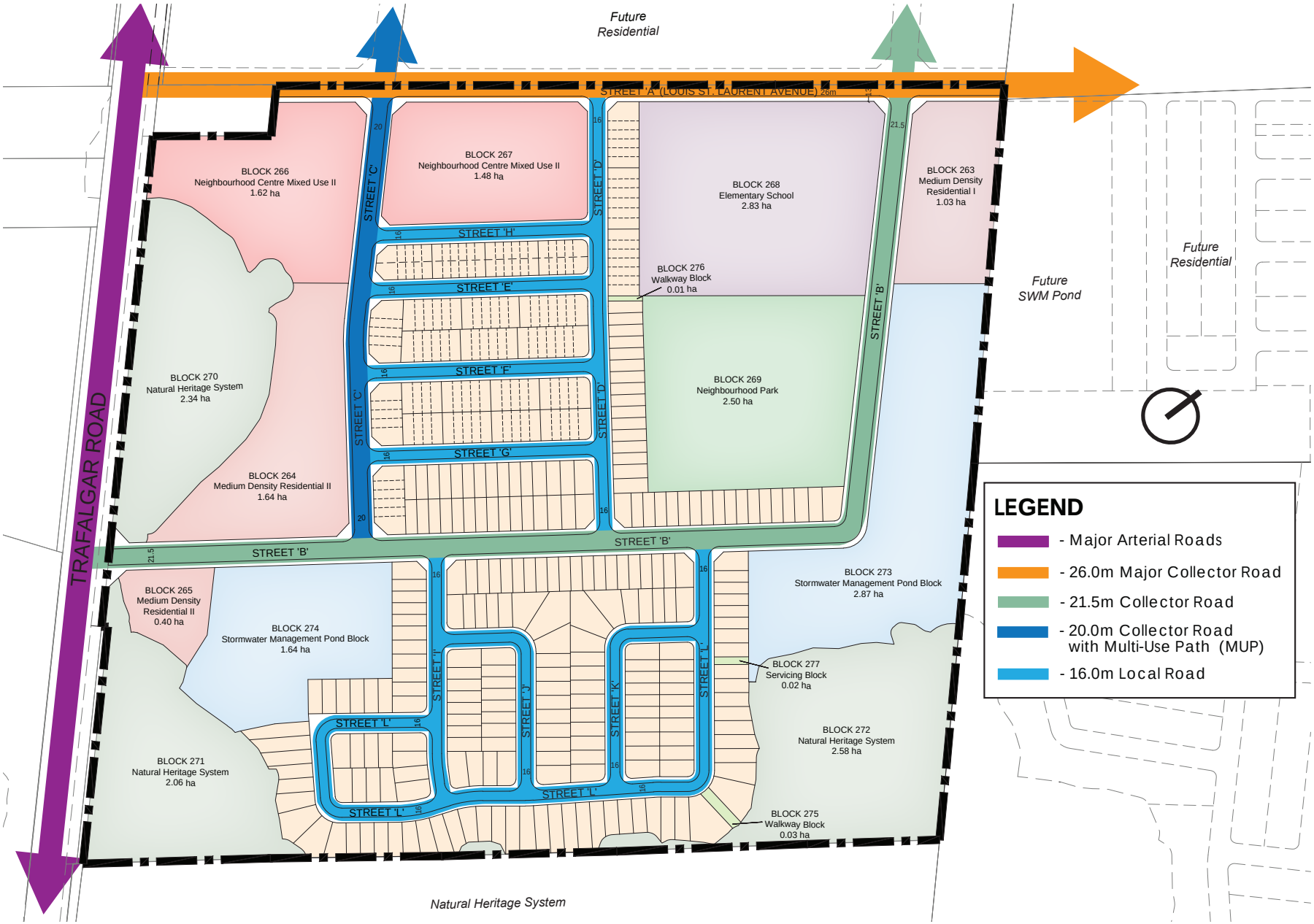


20.0m Minor Collector Road (Within Node) Section (Street 'C')

16.0m LOCAL ROAD



16.0m Local Road Section



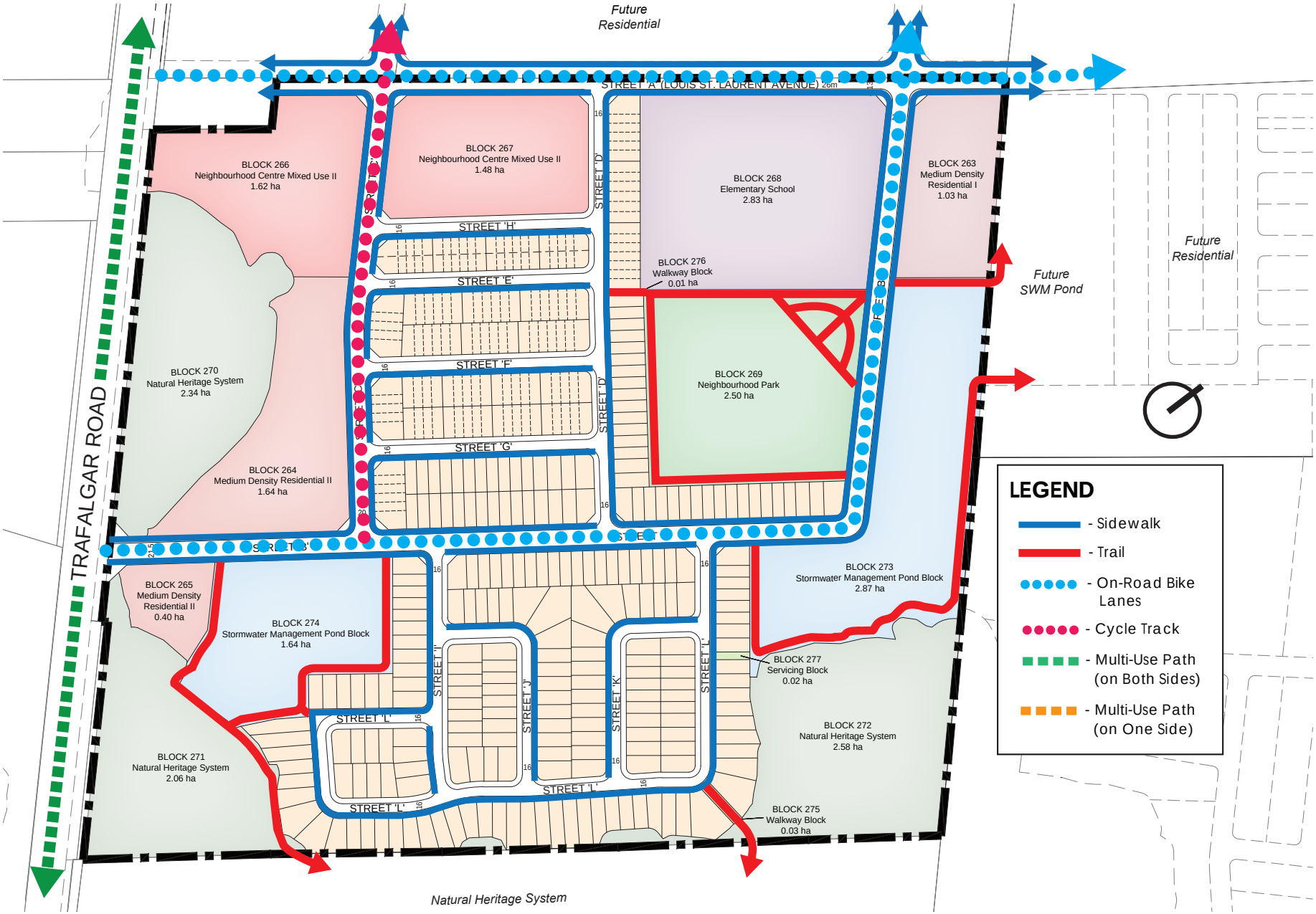
Remington Trafalgar Inc. Street Hierarchy Plan

4.3 ACTIVE TRANSPORTATION

A major factor in creating a healthy, walkable and complete neighbourhood will be offering mobility choices that promote 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. The active transportation network within the proposed subdivision will provide safe, attractive, and convenient access to community focal points and open spaces on a local and community scale, for both commuter and recreation purposes.

- As identified on the Tertiary Plan a series of MUPs, 2-way bike lanes, and trails are proposed within and around the boundaries of the subject lands.
- It shall be designed in accordance with all applicable accessibility standards.
- Trails will link public open spaces through the street and sidewalk network to form a continuous, complete and pedestrian-friendly public realm.
- Additional pedestrian connectivity will be established with the proposed sidewalk system.
- All sidewalks are to be designed and located as per municipal requirements.
- Public open spaces shall be linked through the street and sidewalk network to form a continuous, complete and pedestrian-friendly public realm.
- Streetscape elements, pedestrian-oriented spaces, landscaping and interesting architecture will be used to create a safe and comfortable environment that promotes active transportation.
- The following design standards should be applied for active transportation routes:
  - MUPs should be a minimum 3.0m wide.
  - Bike Lanes, including buffer, should be a minimum 2.3m wide.
  - Cycle Tracks, plus buffer, should be a minimum 3.6m wide.
  - NHS Trail: 3.0m wide trails (limestone) integrated into the NHS buffers.
  - SWM / Channel Trails: 3.0m wide with asphalt finish. These trails will also serve as SWM maintenance access routes where applicable.
  - Sidewalks: 1.5m wide.
  - Pathways within the parks and village squares should be a minimum 3.0m for maintenance purposes.

Community design and linkages to the proposed multi-use trail network provides opportunity for active transportation



Remington Trafalgar Inc. Active Transportation Plan

4.4 OPEN SPACE ELEMENTS

4.4.1 Environmental Lands (NHS)

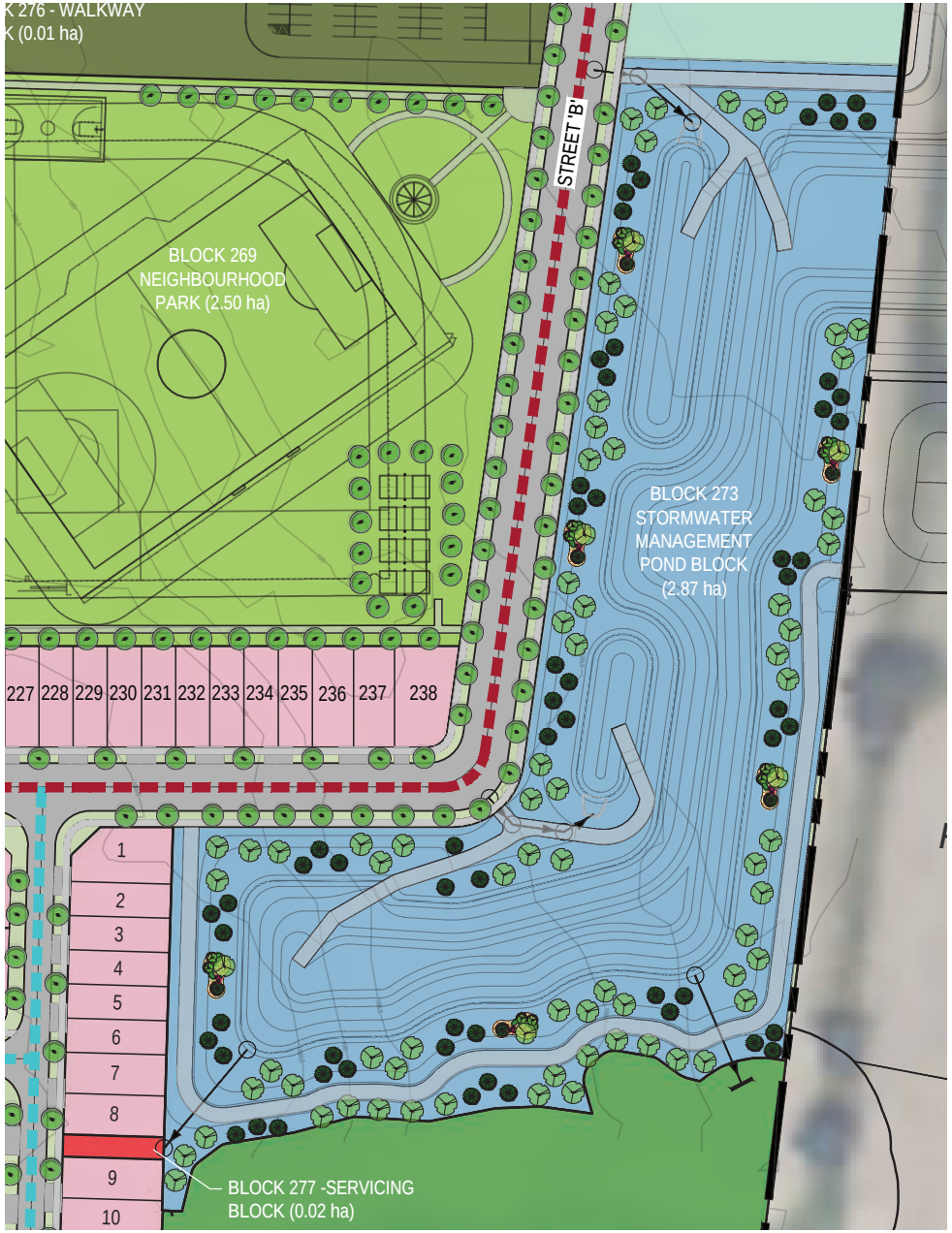
- Environmental Lands are located in the southeast, southwest and northwest portions of the subdivision, contributing to the extensive Natural Heritage System (NHS) within the community.
- Buffers will be applied to aid in protecting wildlife habitat and connect natural features, while improving community diversity and water management. Through this framework, the Environmental Lands remain protected while providing healthy and sustainable open space features within an urbanized setting.
- Existing vegetation within the Environmental Lands shall be preserved. Restoration plantings and monitoring conducted as part of an Edge Management Plan may be required within buffers of the Environmental Lands in consultation with the Town, Region and Conservation Authorities.
- The interface with residential lots/blocks should consist of 1.2m height black chainlink fencing. Gates to open space features from individual residential lots are prohibited.
- A series of trails are proposed within the buffers of the NHS in the southern portion of the subject lands. These trails provide access to the larger NHS area to the south. Trail linkages will also be provided through the SWM facility and designated walkway block.
- Architectural upgrades to rear and/or side elevations of dwellings backing or flanking onto highly visible open space areas will be required, unless obscured by dense vegetation.

4.4.2 Storm Water Management

- Two SWM ponds are provided - one in the southwest portion of the subdivision, the other in the east portion of the subdivision.
- A naturalized, low maintenance approach to design (layout and planting) should be adopted in the development of SWM ponds and the channel. Aquatic, riparian and upland planting zones which use native trees and shrubs and seed mixes should be specified. Proposed plantings shall comply with Town of Milton and the local conservation authority standards.
- Look-out features/seating areas, incorporating decorative paving and site furnishings, to be provided within SWM blocks in appropriate locations in accordance with Town standards. These features should reflect the aesthetics and character of landscape elements and built form provided within the community.
- The interface between rear and/or side yards of adjacent residential lots and the SWM pond shall consist of black vinyl chainlink fence. Architectural upgrades to rear and/or side elevations of units backing or flanking publicly visible areas will be required.

Conceptual image of SWM Pond with Lookout Feature

Conceptual images of dwellings backing / flanking onto SWM Pond (with architectural upgrades)



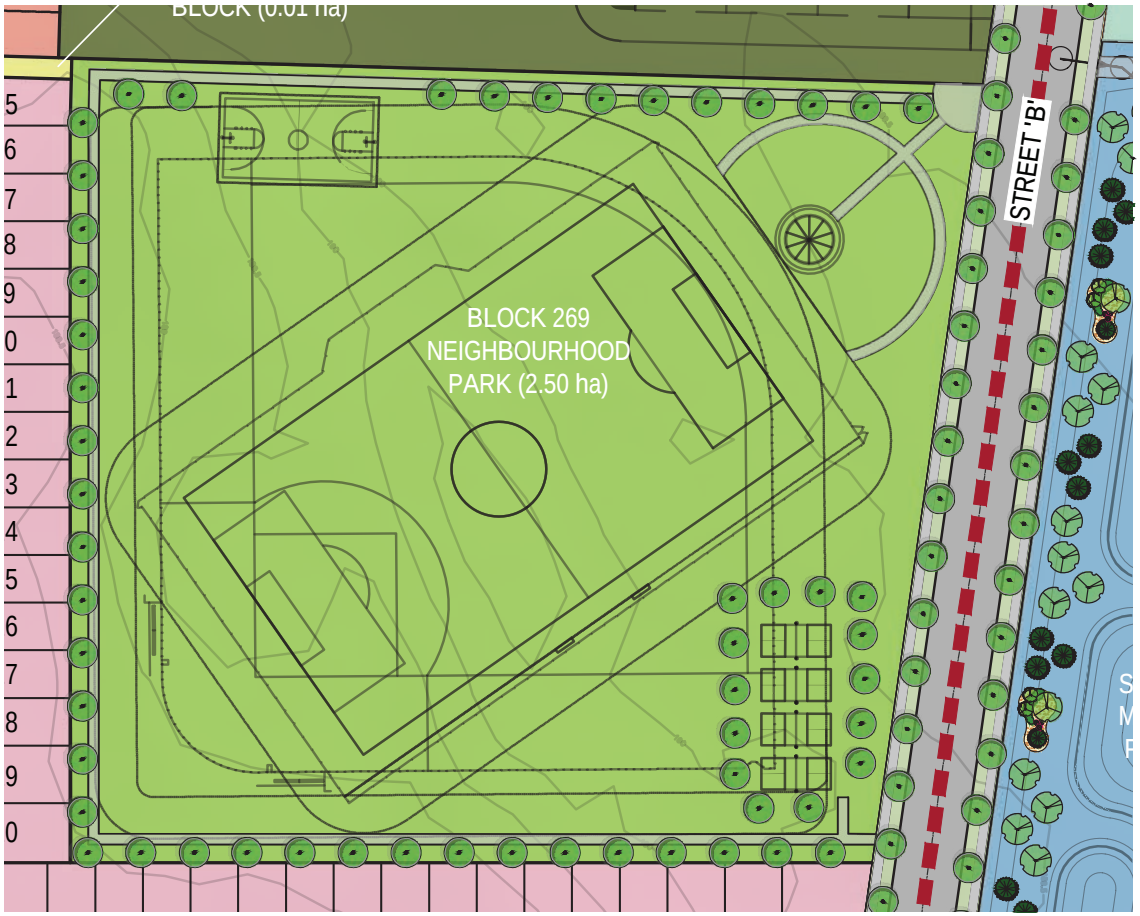
Facility Fit Concept for Stormwater Management Pond Block 273

Facility Fit Concept for Stormwater Management Pond Block 274

4.4.3 Park

The subdivision plan provides a 2.50ha (6.17ac) Type 2 Neighbourhood Park in accordance with the Secondary Plan and Tertiary Plan. The park will be co-located adjacent to the Elementary School block with primary road frontage along Street 'B'. The following guidelines should be considered:

- Predominantly soft landscaping should be utilized allowing for a variety of active and passive use opportunities that serve the surrounding neighbourhoods.
- Provide reasonably level and functional open play areas for passive recreation use.
- All aspects of the park design should reflect the goals of integrated, inclusive programming and universal accessibility through barrier-free design, wherever practicable.
- Shade structures and playgrounds should be unique in character and designed as major focal elements.
- Entry points to the parks shall be strategically located to ensure convenient access and should be consistent with neighbourhood themes (i.e. surrounding architectural styles and gateways).
- The location of the proposed school immediately adjacent to the central park block will allow for shared-use facilities, such as a parking lot, and access to both sites.
- Lighting shall be provided for facilities and pathways, as required.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Tree planting may reflect largely an informal layout with some more formal groupings of trees contained within lawn areas to facilitate shaded passive use.
- Potential features may include junior and senior play structures, multi-use trails, multi-purpose play courts, splash-pad, skateboard park, shade structure and seating, formal entries and seating, unprogrammed open space, structured sports fields, parking and site furnishings (i.e. trash receptacles, bicycle racks and lighting)
- Pedestrian circulation through the park should be clearly defined to encourage and promote public use. The walkway system within the park shall recognize connections to the surrounding street and sidewalk pattern.
- Incorporate CPTED design principles of access control, territorial definition and natural surveillance, into site plan and landscape design. Landscaping and fence treatments should be designed to maximize natural surveillance of the park while demarcating the interface between public and private space.
- Housing that backs or flanks onto the park shall be designed with enhanced rear and/or side elevation treatments (i.e. additional glazing, upgraded architectural detailing, roof form articulation, etc.).
- Park design details will be provided on the Landscape Plans to be reviewed and approved by the Town of Milton.



Facility Fit Concept for Neighbourhood Park Block 269

4.4.4 Views and Vistas

- Opportunities to provide strategic views and vistas towards open space features (environmental lands, park and SWM ponds) within the Remington Trafalgar Inc. subdivision have been considered where practical and integrated into the proposed street and block framework.
- These views and vista opportunities are provided through the location of open street frontages immediately adjacent to open space features in several locations throughout the subdivision.
- The use of built form designed to front onto open space features contributes to the overlook and safety of these public amenities while also providing an attractive architectural backdrop.
- The park has been strategically placed and complexed with the school site to provide an enhanced sense of open space within the community.

Remington Trafalgar Inc. Views and Vistas Plan

4.5 STREETSCAPE DESIGN

The streetscape consists of the elements within the street right-of-way and of the built form located within the adjacent private realm which provides enclosure to the street zone. The streetscape plays a key role in promoting and enhancing the identity of a community and functioning as a common space for social interaction. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience. The design of streetscape elements shall be coordinated and consistent with the vision established for the Trafalgar Community in order to reinforce the character and identity of the community and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists.

The streetscape design elements within the Remington Trafalgar Inc. neighbourhood will consist of:

- Street Trees
- Street Lighting
- Community Gateways
- Fencing
- Crosswalks
- Community Mailboxes
- Street Furniture
- Utilities

4.5.1 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 Plan:

- Boulevard trees will be located throughout the development to provide a sustainable amenity that will enhance the streetscape, provide visual interest, create shade to reduce the heat-island effect, and provide pedestrian comfort along sidewalks and trails.
- 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.
- Unless otherwise stipulated, 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. Where space is unrestricted, as along school, drainage channel or storm pond frontages, trees are to be planted as per Town requirements and as determined by the landscape architect.
- 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. There should be no trees located within the sight-triangles.
- Ornamental or flowering trees shall be considered for key entry streets to help define or emphasize community gateways. Shrub and perennial planting may also be located in these areas to reinforce the community identity.
- 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 light poles, transformers, cable/telephone boxes or driveways.
- Street 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.
- The following street tree categories should be included:
  - Native / Non-Invasive Trees (Medium or Coarse-Textured Species) – typically located on streets adjacent to natural heritage features, stormwater management facilities and buffers.
  - Urban Tolerant Trees (Medium, Coarse or Fine-Textured Species) – typically located within high density and commercial areas predominantly characterized by a hardscape environment.
  - Ornamental or Flowering Trees (Medium or Coarse-Textured Species) – typically located at significant community gateways or alongside main gathering areas.
  - Medium or Coarse-Textured Trees – typical to all street hierarchy types, including local, collector and arterial roads.
  - Fine-Textured Trees – typically located along local streets.

- Trees of the same species should be planted on both sides of the street and may extend the length of the block or street, with the objective of creating a uniform canopy.
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas.
- The trees should have a minimum caliper and height as per Town requirements, as specified by the Landscape Architect.
- Street tree planting to be completed per Town requirements.

Conceptual Images of Street Trees

4.5.2 Street Lighting

Street lighting is an essential component of streetscape design that plays a key role in establishing the character of the public realm. 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.

- Lighting design (pole and luminaire) should be selected based on aesthetics, maintenance, cost effectiveness and energy efficiency.
- Lighting design should be coordinated to promote a consistent and definable character for the community.
- Consideration should be given to establishing a hierarchy of coordinated light standards which are sized according to use related to vehicular routes, parking areas, walkway blocks and open space amenities, as appropriate.
- Pedestrian routes shall be well-lit to promote pedestrian safety and use of public spaces.
- Outdoor site and building lighting should be task oriented and not excessive.
- Use of full cut-off light fixtures that cast little or no light upward in public areas is recommended. All lighting should be 'night sky' compliant.
- Energy efficient LED lighting should be utilized to conserve resources. Opportunities should be considered for renewable energy use, such as solar-powered lighting.
- Selection and placement of lighting fixtures shall be in compliance with established Town of Milton standards and local hydro authority requirements.

Conceptual Image of Street Lighting

4.5.3 Community Gateway

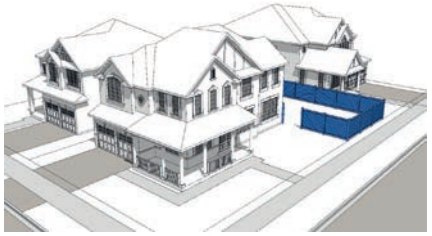
A community gateway occurs at the main entrance to the subject lands from Trafalgar Road. The gateway should be designed to act as a landmark that facilitates orientation and wayfinding, reinforce the character of the community, contribute to placemaking and enhance civic pride.

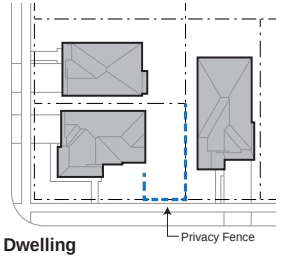
- Within the Remington Trafalgar Inc. development, Mixed Use Neighbourhood Centre II, Medium Density Residential II and NHS blocks will frame the primary community entrances. Currently, a hold-out property containing an existing single detached dwelling is located at the southwest corner of Trafalgar Road and the future extension of Street 'A' (Louis St. Laurent Avenue).
- Traditional suburban gateway features, such as masonry walls with subdivision names, is discouraged. Instead, well-articulated building forms in addition to enhanced landscape design elements such as special paving at pedestrian crossings, lighting, seating and other site furniture, lookout feature, and/or coordinated fencing (as appropriate to the building type) all can be used to support the creation of the community gateway.
- Enhanced landscape features can be used in both the public and private realm to help create a defined and recognisable entry to the community.
- Built-form that incorporates prominent architectural features and well-articulated facade treatments on the two sides oriented to the corner should be used to define and frame the space of a community gateway.
- The community gateway should employ a vocabulary of design elements, or kit of parts, coordinated with other community design elements in order to visually knit together the Trafalgar Community.
- The community gateway should consider a variety of distinctive landscape features to provide a consistent visual appearance to the edges and entrances to the community.
- Public art should be considered at community gateways for larger mixed use development sites.

Conceptual image of community gateway

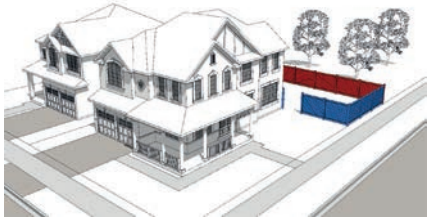
4.5.4 Fencing

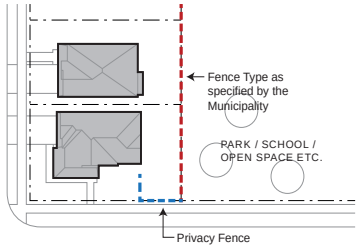
Several types of fencing will be provided throughout the development, depending on the need for privacy and containment. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance. The design of fencing visible from the public realm should portray a consistent theme through design, materials and colour to reinforce the character and identity of the community. All fencing shall be designed and installed in compliance with municipal standards and all applicable noise attenuation fencing requirements.



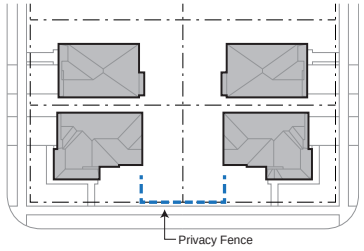


CONDITION ONE: Backing onto Side Lot Line of Adjacent Dwelling





CONDITION TWO: Backing onto Other Land Uses



CONDITION THREE: Back to Back Corner Lots

Typical locations of corner lot fencing

Wood Privacy Fence

- Corner lot fencing, where required by the Town, is intended to screen and enclose private low-rise residential rear yards otherwise exposed to flanking streets.
- 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 facade of the dwelling is not hidden from public view). The exact location of the fence will also be determined by the location of windows.
- This fencing shall return to within 1.2m of the flanking building face to accommodate a gate.
- All fences should have the same design and be the same colour.
- All fencing shall comply with the municipal standards.

Decorative Fencing

- Low decorative metal or wood fencing, accented at intervals with masonry pillars intermitted masonry columns, may be used in certain areas of the neighbourhoods to highlight the importance of public areas.
- Decorative fencing should be 0.9m to 1.2m in height.

Chainlink Fence

- Black vinyl chainlink fence is required where proposed residential lots abut open space features and the public elementary school site.

Noise Attenuation Fence

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

Corner Lot Fencing

Chainlink Fencing

Noise Fencing

Decorative Fencing

Conceptual image of various fencing treatment proposed throughout the development

4.5.5 Crosswalks

Crosswalks provide a traffic calming feature that demarcates the route for pedestrians to safely cross the street thereby promoting active transportation and creating a pedestrian-friendly environment.

- In high pedestrian traffic areas a formal pedestrian crosswalk installation shall be provided at every four-way intersection.
- Pedestrian crosswalks shall be highly visible to motorists and include signage where appropriate.
- Intersections shall be designed and constructed in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and may include raised tactile surfaces and accessible pedestrian signals where appropriate.
- Curb ramps should be provided to facilitate wheel-chair and stroller usage in areas of high pedestrian activity, as per accessibility requirements. To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.
- To enhance visibility and minimize conflicts between pedestrians and motorists, crosswalks at key intersections should consider enhanced intersections with distinctive coloured and/or textured materials or markings. This may include either zebra stripes (using retroreflective thermoplastic markings), broom finished concrete, concrete unit pavers, impressed concrete or an upgraded impressed asphalt (such as Streetprint XD).

4.5.6 Community Mailboxes

- Community mailboxes will be located in easily accessible and highly visible locations in the community within walking distance for all residents.
- Community mailboxes are typically located in boulevards along flankage yards or in other centralized areas close to neighbourhood activity nodes. Mailboxes may also be integrated into stormwater management pond lookouts in close proximity to sidewalk and street.
- Community mailboxes provide opportunities to integrate attractive streetscape features as focal points within neighbourhoods where social interaction may occur.
- Mailboxes shall be located on a level paved surface in accordance with Canada Post's requirements.
- Design, siting and location of community mailboxes shall be in accordance with the requirements of both Canada Post and the Town of Milton.

Conceptual Images of Community Mailboxes

4.5.7 Street Furniture

Street furniture occurs within the public right-of-way and typically includes transit shelters, seating/benches, waste receptacles, public signage / sign blades, bicycle racks, rings or posts, etc. Attractive, sturdy, and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces.

- Street furniture will be provided for the safety and convenience of users in high pedestrian traffic areas within the Neighbourhood Centre and Local Centre areas and in key open space areas, such as parks and stormwater management pond lookouts.
- The colour, material, form, and style of street furniture shall be consistent with and complementary to the established design theme for the community.
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function.
- As much as possible, furnishings shall be vandal-resistant and low-maintenance, with readily available componentry.
- 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.
- Transit shelters and stops, where contemplated should be located conveniently for pedestrian access.

4.5.8 Utilities

- Above ground utility infrastructure should be located way from highly visible locations within the streetscape and designed to minimize their visual impact on the public and private realm, where feasible.
- Utility boxes should not be located along the frontage of parks and open space blocks, where feasible.
- Utility companies are encouraged to incorporate graffiti maintenance controls for applicable utility boxes.
- For utility meters within the private realm (i.e. located on buildings), refer to Sections 5.3.9 and 6.2.5.

5.0 LOW RISE RESIDENTIAL GUIDELINES

5.1 BUILDING TYPOLOGY

Low-rise residential development will account for the majority of new built form constructed within the Remington Trafalgar Inc. subdivision. A wide variety of housing choices will be provided to create a diverse, vibrant, and cohesive community for residents of varying ages, income levels, household composition and lifestyles. The various architectural forms proposed will provide a harmonious mix of traditional and contemporary architectural influences. Low-rise residential buildings should be designed to reflect a high quality, legible community character while at the same time ensuring variety of architectural expressions to promote placemaking.

It is important that new buildings are designed to be complementary to the design of the public realm. Building elevations exposed to public view will be evaluated through an architectural control process to ensure attractive, harmonious streetscapes are realized.

Outlined on the following pages are design objectives for the various low-rise residential building typologies, including:

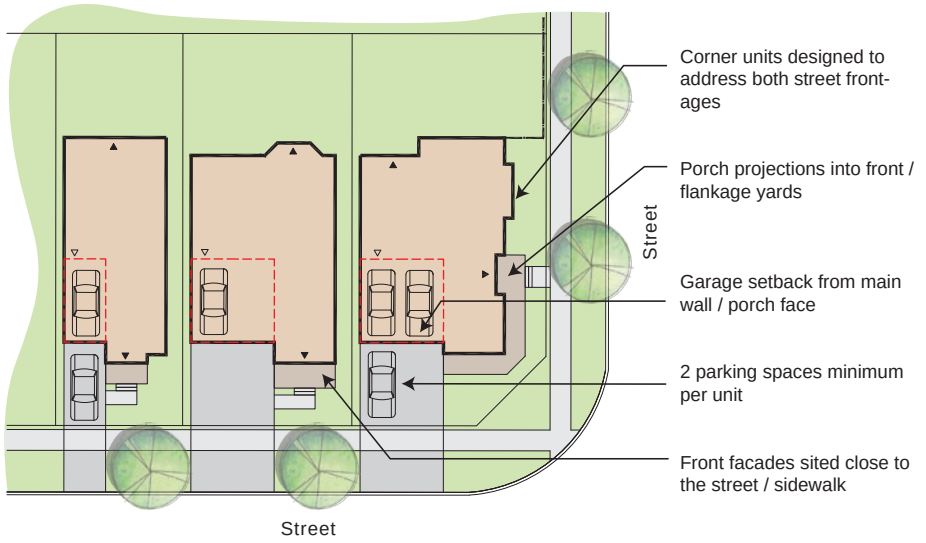
- Single Detached Dwellings
- Street Townhouses
- Back-To-Back Townhouses

Conceptual Examples Of Low-Rise Residential Built Forms

5.1.1 Single Detached Dwellings

Single detached dwellings will occur on 9.15m (30') and 11.0m (36') lot frontages within the southern and middle portions of the subdivision.

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



Conceptual Demonstration Site Plan for Single Detached Dwellings

9.14m (30') Lot

11.0m (36') Lot

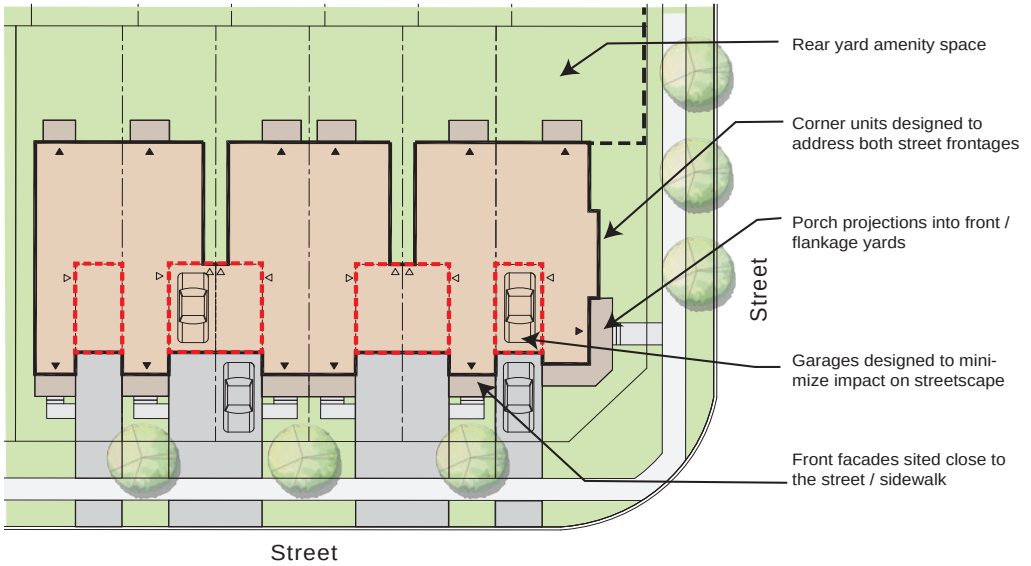
Corner Lot

Conceptual images of Single Detached Dwellings

5.1.2 Street Townhouses

Street townhouses will occur on lot frontages of 7.01m (23') in the north-central portion of the subdivision. Street townhouses will contribute to the mix of housing types in the development, adding diversity of housing choice and streetscape character.

- Street townhouse blocks may range from 4 to 7 units.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Townhouse dwellings should have 2- to 3-storey massing.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Street-accessed townhouse dwellings will have single-car attached garages accessed from the public or private street, with an additional parking space on the driveway.
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities.
- Utility meters should be concealed from public view in accordance with local utility company requirements.



Conceptual Demonstration Site Plan for Street Townhouses

Front Façade

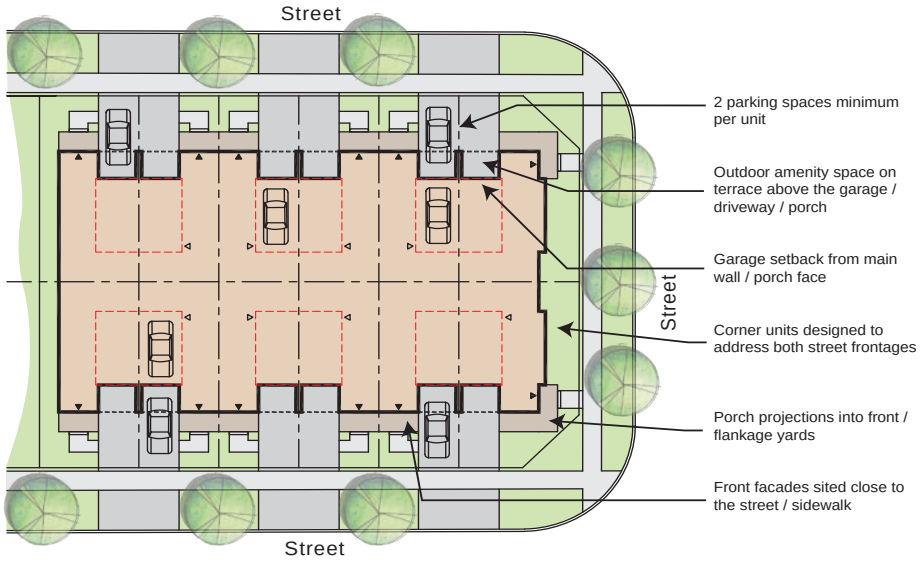
Flankage Façade of Corner Lot Dwelling

Conceptual images of Street Townhouses

5.1.3 Back-to-Back Townhouses

Back-to-back townhouses will occur on lot frontages of 6.4m (21') in the north-central portion of the Remington Trafalgar Inc. subdivision. This type of townhouse has a front facing garage accessed from a public road, and as the name suggests, there is a common demising wall along the rear of the unit in addition to the traditional interior side party walls.

- Proposed back-to-back townhouse block sizes range from 10 to 12 units.
- Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Back-to-back townhouses should have 3-storey massing.
- Outdoor amenity space is provided in the form of a balcony typically located above the garage facing the street or on a rooftop terrace.
- Privacy screens shall be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded materials
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.
- Garages shall not project beyond the front wall or porch face of the dwelling.
- Back-to-back townhouses will have a single-car attached garage with an additional parking space on the driveway.
- Utility meters should be concealed from public view in accordance with with local utility company requirements. Air conditioning units, if provided, should be located discreetly on the balcony away from public view.



Conceptual Demonstration Site Plan for Back-to-Back Townhouses

Conceptual images of Back-to-Back Townhouses

5.2 LOW-RISE RESIDENTIAL STREETSCAPES

5.2.1 Building Relationship to Street

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

- Dwellings should be designed to suit the site topography conditions.
- The primary façade of the dwelling should relate directly to the street.
- Ground related entries are encouraged in order to minimize the negative visual impact of large concentrations of stairs, subject to site grading.
- The scale, height and massing of buildings should combine to create a well-balanced, human-scale streetscape which encourages pedestrian activity.
- Building setbacks should define the street edge and create a visually ordered streetscape.
- Publicly exposed elevations shall incorporate adequate massing, proportions and wall openings (i.e. window, doors, porches, etc.) to avoid large, blank façades.
- Projections into the front or flankage yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
- Covered front porches, sized to comfortably accommodate seating (1.5m min. depth), are encouraged on the majority of dwellings to encourage social interaction among residents and opportunities for 'eyes on the street'. Porch widths should be consistent while still allowing for a variety of porch / portico styles. Porch encroachments into front and exterior side yards are provided in the zoning by-law to enable these features.
- Garages shall be subordinate to the overall home façade to contribute to a comfortable pedestrian environment.
- Corner buildings should be designed to address both street frontages in an equally enhanced manner.

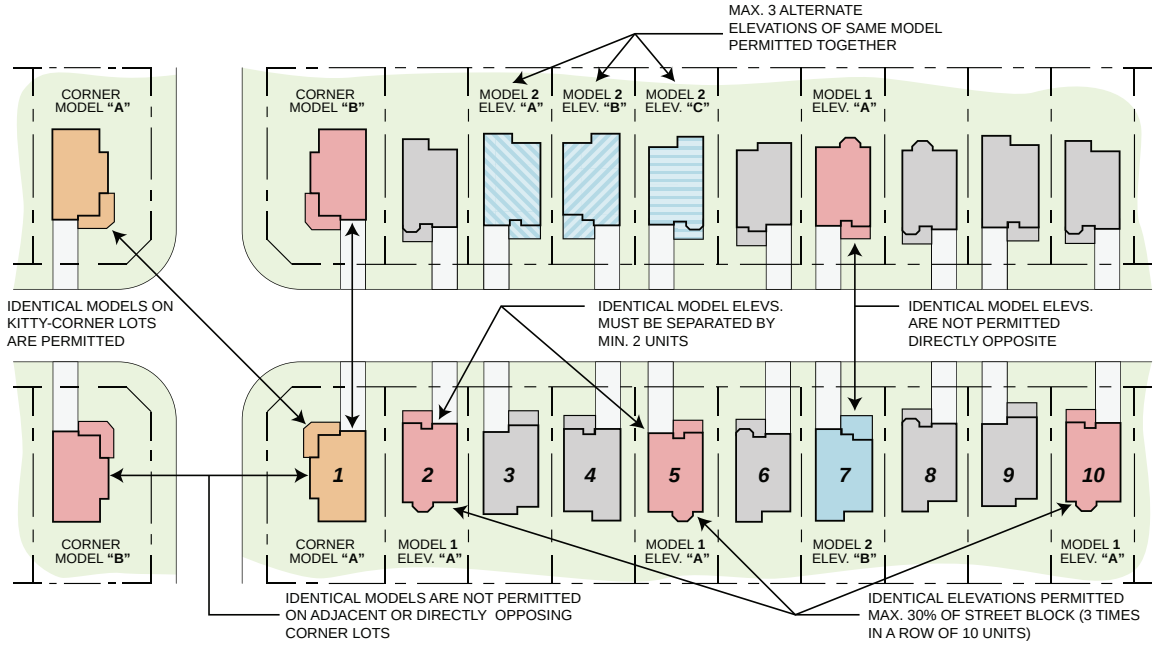
Buildings should relate positively with the street

5.2.2 Variety in the Streetscape

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

- Building elevations will be evaluated on their ability to contribute to an attractive character for each street. It is important that individual buildings combine to create harmony when sited together within the streetscape in order to avoid a cluttered or disorganized streetscape appearance. This can be reinforced by use of complementary details and architectural elements.
- Variation in the design of abutting house types should be provided to avoid undue repetition and monotony within the streetscape as follows:
  - Identical dwelling façades for single detached dwellings should be separated by a minimum of 2 different dwelling façades and will not be permitted directly opposite one another.
  - Alternate elevations of the same model shall have a unique architectural expression (including features such as, but not limited to: differing roofline, wall articulation, porch design, fenestration pattern, architectural style, etc.) that serves to reinforce architectural variety within the streetscape when different elevations of the same model are sited side by side.
  - The repetition requirements stated above for single-detached will not apply to townhouse forms. Instead the massing and design of each townhouse block, rather than the individual units, will be reviewed based on the design merits of the block. Identical block elevations should generally not occur adjacent to each other unless part of a themed enclave.
  - Identical dwelling façades should not comprise more than 30% of a street block and should be separated as noted above.
  - A maximum of 3 alternative elevations of the same model may be sited adjacent one another.
  - For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite.

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

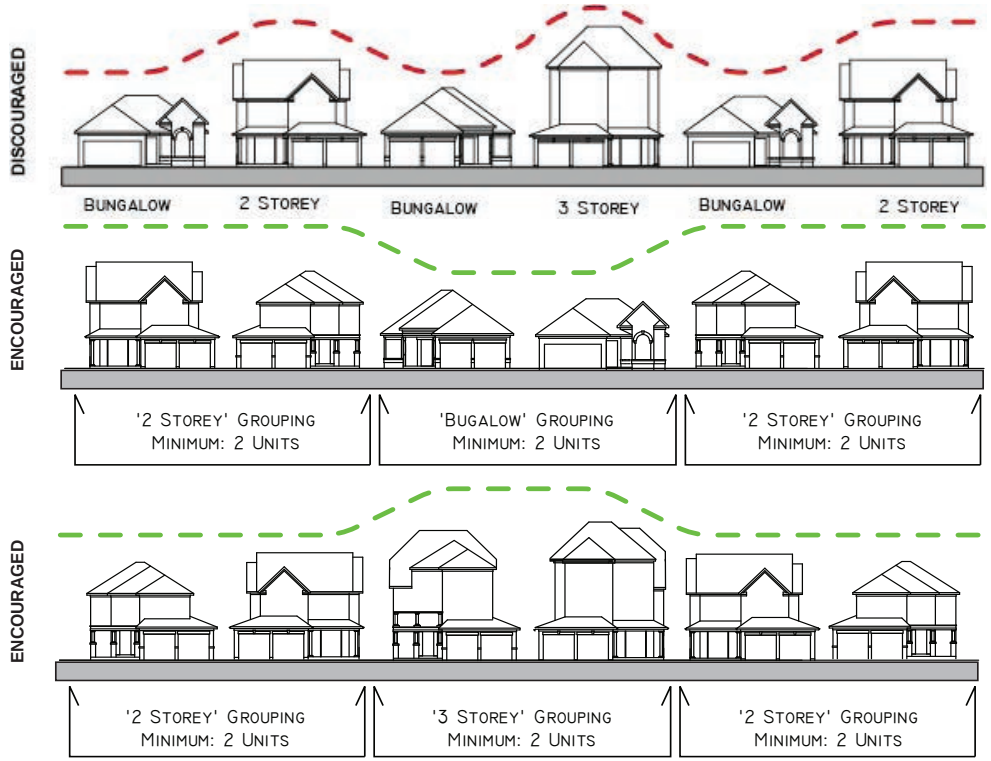


Model repetition and façade variety criteria (single detached dwellings)

5.2.3 Massing Within the Streetscape

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

- Low-rise built form may include a mix of 1- to 3-storey dwellings.
- Harmonious variety of massing and architectural expression among publicly exposed building elevations is encouraged through the use of alternative façade treatments, massing, roofline, colours and architectural style.
- Buildings adjacent one another should be compatible in massing and height. Extreme variation in massing should be avoided. For example:
  - 3-storey dwellings should not be sited adjacent to bungalows.
  - Where bungalows are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units. Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side-gabled) is employed to provide an acceptable visual transition between these house types.
  - 2-storey dwellings sited amongst bungalows or 3-storey dwellings should comprise groupings of at least 2 adjacent units, where feasible.
  - 3-storey dwellings sited amongst 2 storey dwellings should comprise groupings of at least 2 adjacent units.

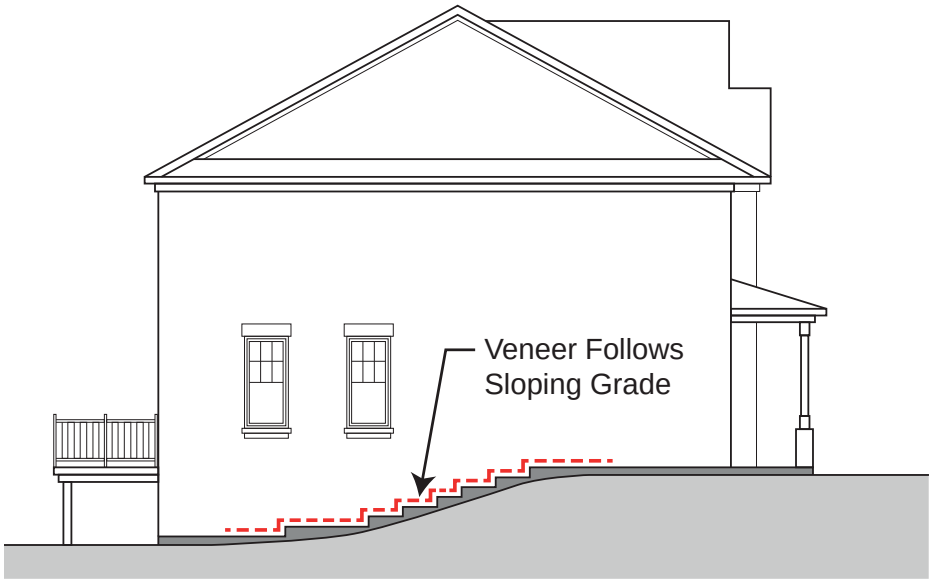


Example of massing compatibility objectives

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

5.2.4 Site Grading Conditions

- Care should be taken to ensure foundation walls are not exposed. Where sloping finished grades occur, finished wall materials and foundations shall be stepped accordingly to minimize exposed foundation walls.
- Buildings should be designed to provide a comfortable pedestrian-scale relationship with the street. In this regard, it is desirable to minimize the height of the first floor of the dwelling above grade to no more than approximately 6 risers, understanding that site grading conditions may require additional risers. Where additional risers are necessary they should be incorporated inside the dwelling, where feasible.



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

5.2.5 Coordination of Dwelling Design / Sitings with Streetscape Elements

- The Builder's Design Architect should be aware of the approved "Above Ground Utility Plan" for the subdivision in order to coordinate the design and siting of each dwelling with the various streetscape elements (such as community mailboxes, transformers, light standards, street trees and other required street furniture).
- It is the Builder's complete responsibility to ensure there are no conflicts in the design and siting of their dwellings with any street furniture or other streetscape elements.
- The builder/developer will be completely responsible for ensuring that fences comply with the Town's fencing requirements and by-laws.

5.3 ARCHITECTURAL ELEMENTS

5.3.1 Architectural Character

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

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

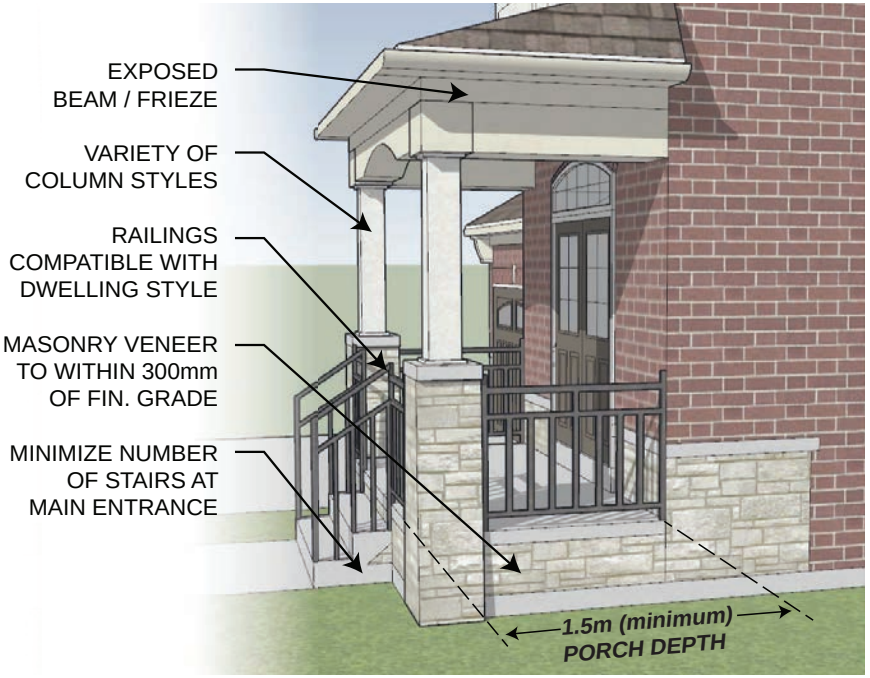
Conceptual Images of Architectural Character

5.3.2 Main Entrances

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

5.3.3 Porches and Porticos

- Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a linkage between the public and private realm.
- Porches should generally be located closer to the sidewalk / street than the garage. This diminishes the visual impact of the garage and creates a comfortable pedestrian environment.
- Porch dimensions should be adequate to comfortably accommodate seating. Porch depths should be no less than 1.5m. Deeper porches are encouraged and should be in proportion to the scale of the dwelling.
- Porch design and detailing should be consistent with the character of the house. An exposed beam/frieze is required at the top of the support columns on the underside of the soffit.
- Porches and porticos should be designed with a high degree of openness to allow for ample visibility and light penetration. The excessive use of narrow masonry porticos within the streetscape should be avoided.
- Where handrailings are used, they should be consistent with the character of the house. Maintenance-free, prefinished aluminum/wrought iron railings or high quality composite railings are preferred. Plain, thin profile metal railings are discouraged.
- Colour of railings should be integrated with the dwelling's colour package.



Typical porch detail

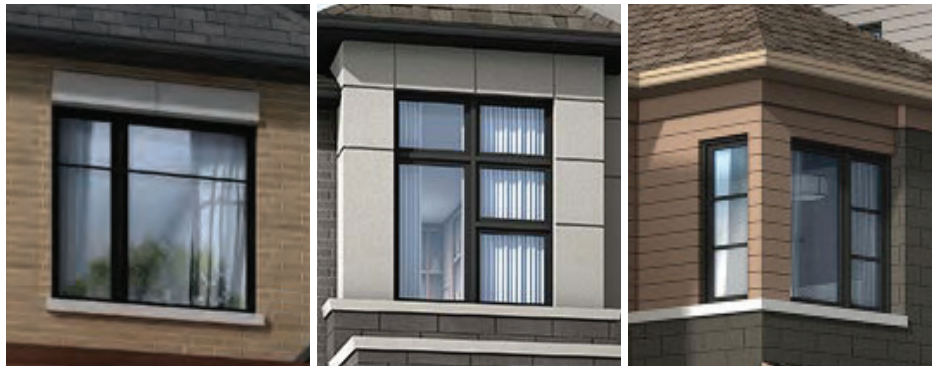
Dwelling with porch

Dwelling with portico

5.3.4 Windows

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

Examples of traditional window styles



Examples of contemporary window styles

Examples of window style variety

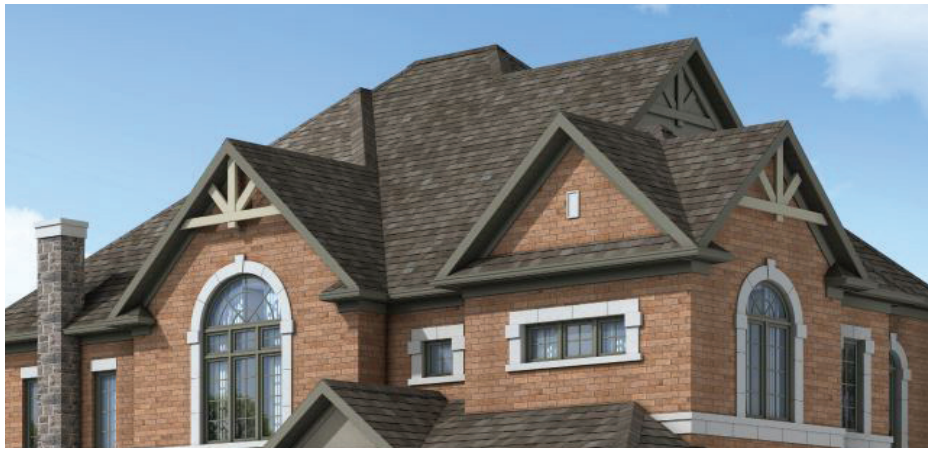
5.3.5 Roof Form

- Roofs play a significant role in the massing of the individual dwelling and in the overall built form character of a neighbourhood.
- A variety of roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street; alternate designs for a given model should have differing roof designs.
- Where contemporary / modernist architectural designs are proposed, consideration will be given to the use of flat or low sloped roofs, depending on the merit of the building design and the overall massing of the building within the streetscape.
- Minimum main roof slopes should be 7.9:12 pitch (side slopes) / 5.9:12 (front to back slopes); Bungalows should have minimum 7.9:12 side slopes and front to back slopes.
- Where bungalows are proposed, they should incorporate gabled roof forms and/ or roof dormers to assist in massing compatibility with 2-storey dwellings.
- Steeper pitches than the minimums stated are encouraged where appropriate

Variety of roof forms, including use of gables and dormers, helps to create visual interest

to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian, Contemporary).

- Roof overhangs should generally be 300mm.
- Where metal accent roofs are used (i.e. on bay features, porticos or turrets) they should be a heavy gauge, have a standing seam and be prefinished in a dark tone complementary to the main roof colour.
- All vent stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible.
- 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.



Traditional roof design

Contemporary roof design

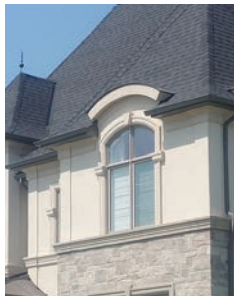
5.3.6 Exterior Materials And Colours

i) Materials

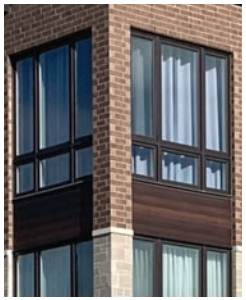
The use of high quality exterior building materials reflective of the architectural style of the building will be required.

- The dominant main wall cladding material will be brick.
- The use of accent materials such as stone stucco, siding and precast, is encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
- Main wall cladding material shall be consistent on all elevations of the dwelling; no false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick. These features should return along the side walls a minimum of 600mm from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
- Material changes which help to articulate the transition between the base, middle and top of the building are appropriate. Where changes in materials occur they should happen at logical locations such as a change in plane, wall opening or downspout.
- Exposed foundation walls and/or basement foundation walls are to be limited. The main wall cladding material shall be within 300mm of finished grade. Foundation walls must be check-stepped along sloping grade to allow masonry veneering to be installed. Special care shall be taken for sides of projecting garages, porches/ porticos, front and flanking dwelling elevations.

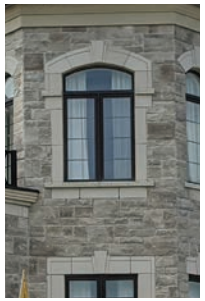
Brick



Stucco



Siding



Stone

ii) Colours

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

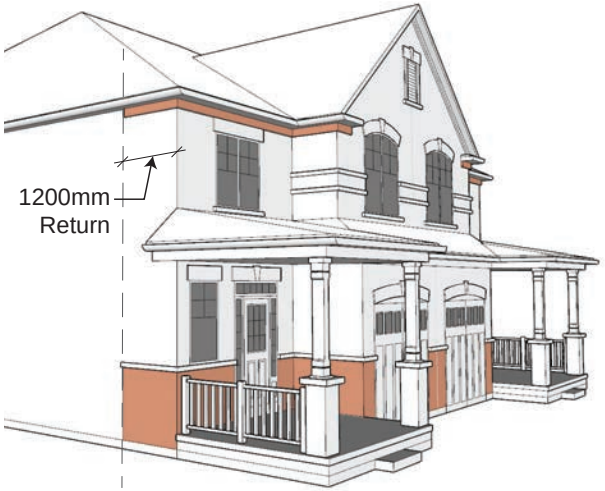
- Compatible material colours are required within each individual colour package.
- Adjacent dwellings shall not have the same main wall cladding colour. Identical colour packages should be separated by at least 2 dwelling units.
- The accent colour for brick detailing such as lintels, bands or quoins, should be subtly different from and complementary to the colour of the main façade brick.
- The roof shingle colour should complement the colour of the primary wall cladding.
- The use of trim colours which are the same or directly similar to the dominant wall cladding colour is discouraged.
- All flashing is to be prefinished to match the roof or adjacent wall cladding colour.
- Refer to examples of "Exterior Material and Colour Schedule" below. Builders should follow this format in the preparation of their proposed colour packages for submission to the Control Architect.

EXTERIOR COLOUR SELECTIONS	MANUFACTURER	Package 2 Assigned to: TH BLOCKS 4 and 11
Roof	BP DAKOTA	Two Tone Black
Metal Roof (where applicable)	IDEAL ROOFING	Black #8262
Brick	HANSON BRICK	Hudson
Horizontal Vinyl Siding – D4.5	MITTEN	Ash
Vertical Vinyl Siding - Board and Batten	MITTEN	Ash
Horizontal & Vertical Vinyl Siding Corner Trim	MITTEN	Brownstone
Vinyl Shakes	MITTEN	Brownstone
Shutter	NOVIK	Heritage Brown
Stone Veneer	SHOULDICE - ESTATE SERIES (NON-RAKED JOINTS)	Bradford
Soffit/Fascia/Downspout - Aluminum	GENTEK	Pebble
Railings (Aluminum)	DISTINCTIVE RAILINGS	Cashmere
Columns	DISTINCTIVE RAILINGS	Cashmere
Windows	NEWMAR	Driftwood
Privacy Screen (aluminum)	GENTEK	Cashmere
Painted Trim (where applicable)	PARA PAITNS	Stoneware Tint 2 PP2063-1
Front Door (STANDARD)	PARA PAINTS	Blackfoot Trail P2109-5
Garage Door	AMARR	Terratone

Typical Exterior Material and Colour Schedule

5.3.7 Architectural Detailing

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



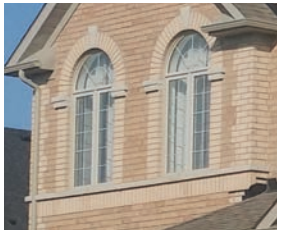
Front façade detailing (i.e. stone, stucco, frieze/cornice) shall return a minimum of 600mm along the side wall

Frieze Board

Window Surrounds

Lintel/Headers

Gable Post

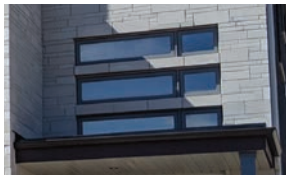


Masonry Banding

Quoining

Examples of Traditional Architectural Detailing

Metal Canopies



Glazing

Stone Details

Smooth Faced Brick

Panels

Railing

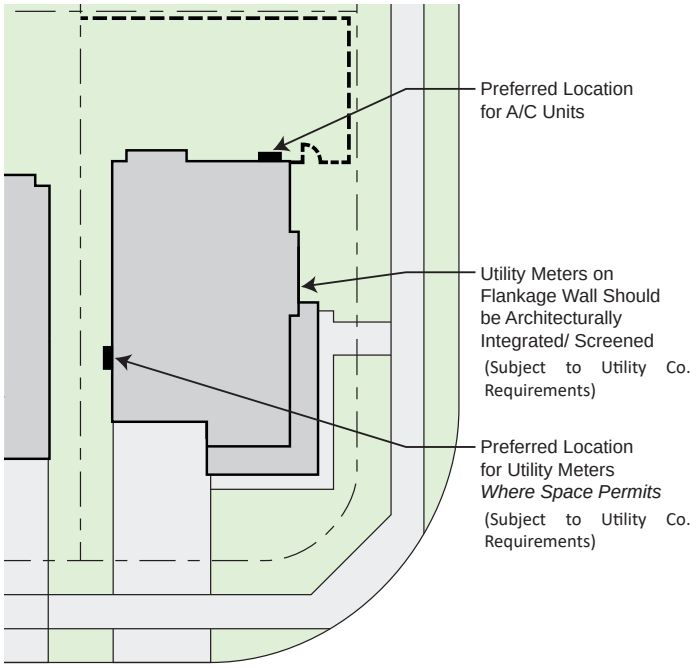
Municipal Address Signage

Light Fixtures

Examples of Contemporary Architectural Detailing

5.3.8 Utility And Service Elements

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



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

5.3.9 Municipal Address Signage

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

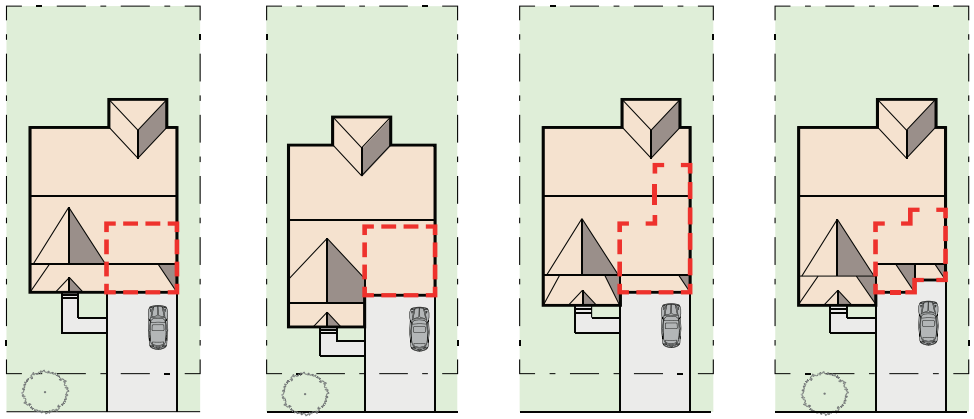
For Townhouses and other higher density forms, utility meters should be architecturally integrated or screened

5.4 GARAGES AND DRIVEWAYS

5.4.1 Attached Street-Facing Garages

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

- Garages shall not dominate the massing of the dwelling - they should be integrated into the main massing of the house and oriented toward the street.
- Attached garages should be complementary in character and quality to the principal dwelling.
- Garage widths and projections shall comply with the requirements of Section 6.3 – Special Residential Provisions of the Town's Comprehensive Zoning By-law 144-2003 and site specific zoning bylaw for the project.
- Street townhouses, back-to-back townhouses, and single detached dwellings on lots less than 11.0m will have single-car width garages.
- Single detached dwellings on lots 11.0 or greater will have two-car garages.
- 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 (required for 11.0m lots to comply with zoning) patterned to appear as 2 single doors.
- 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).



Attached Garage Options

Garages should not dominate the streetscape and their design should be complementary to the dwelling design

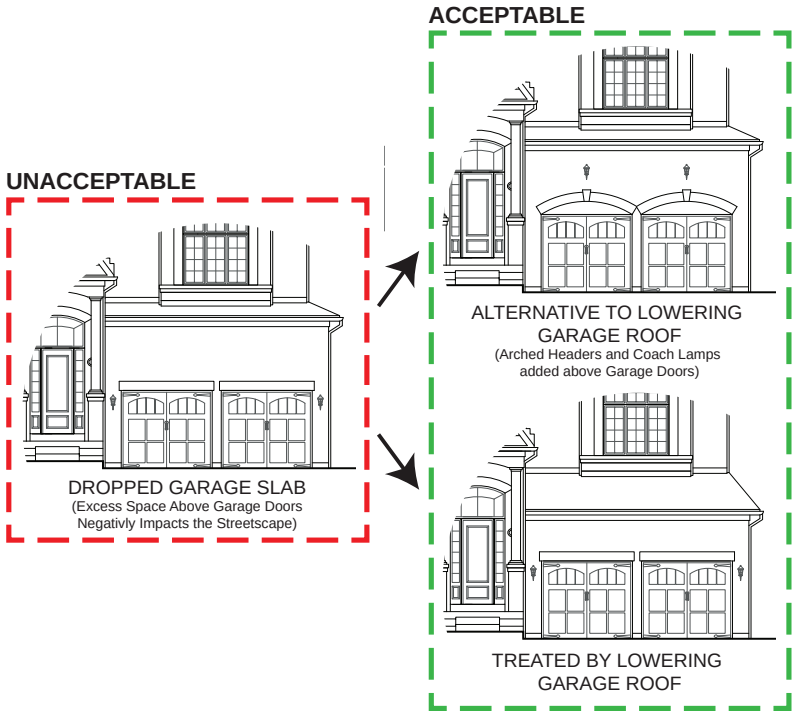
- Storage areas within the garage are encouraged. This can be achieved by designing deeper garages or providing storage niches along interior side walls of the garage.
- A variety of upgraded garage door styles are required throughout the community. The streetscape should include a combination of garage door styles to avoid repetition and dominance by a single door type.
- Garage doors shall be sectional (roll-up), panelled and have a variety of header/ lintel treatments above.

Variety of Upgraded Garage Door Styles

Image of 4.8m wide garage door patterned to appear as 2 single doors

5.4.2 Dropped Garage Conditions

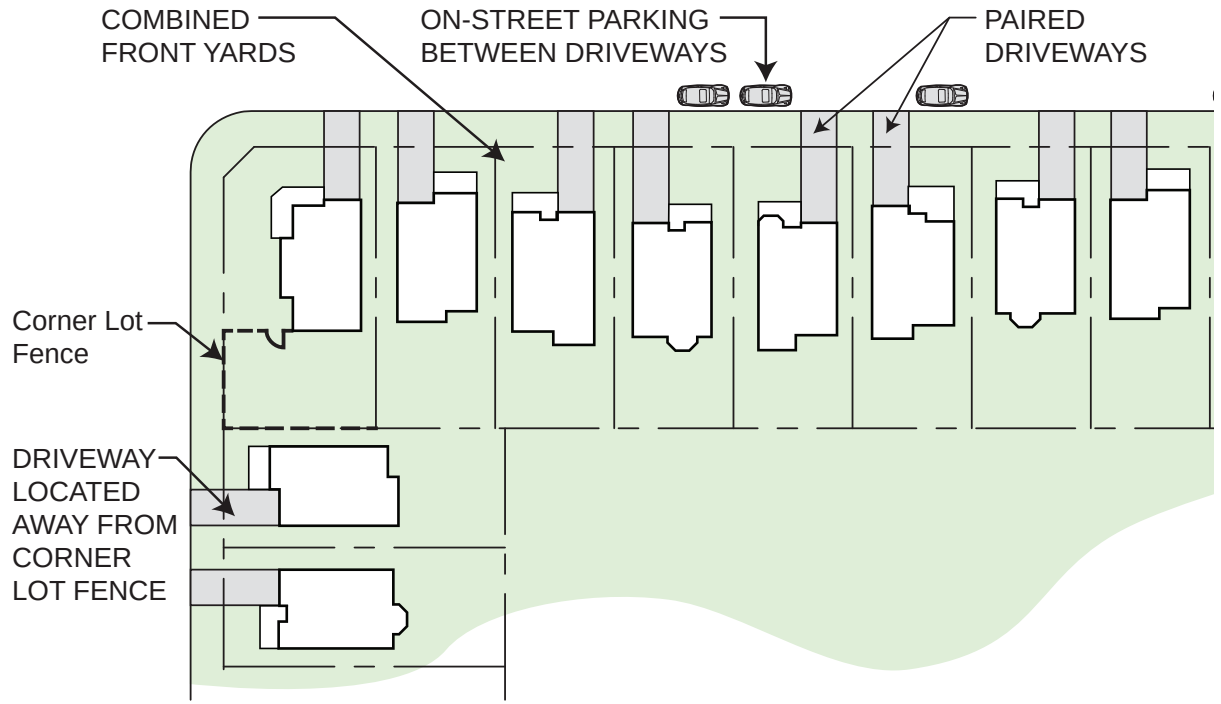
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit. The following are some techniques that may be considered:
  - Increasing the garage door height;
  - Lowering the garage soffit and/or increasing the garage roof pitch;
  - Add a decorative gable louvre or feature;
  - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
  - Consider window treatments above the garage doors, as appropriate to the dwelling;
  - Provide wider and/or arched lintels over the garage door to reduce the massing.
  - Repositioning light fixtures above the garage doors.



Example of dropped garage conditions / solutions

5.4.3 Driveways

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



Example of Driveway Location Objectives

5.5 PRIORITY LOT DWELLINGS

Within the proposed subdivision certain dwellings will possess greater visual significance due to their increased level of public exposure. These are typically referred to as Priority Lot Dwellings and they occur in visually prominent locations such as neighbourhood entry points, corners, view termini or adjacent to highly visible areas such as neighbourhood's edges, main avenues, village square, school and public open space areas. Special attention is required for the site planning and architectural design on publicly exposed elevations of Priority Lot Dwellings to enhance their visual character. This can be achieved through the use of architectural elements characteristic to the style of the dwelling such as additional fenestration, bays, porches, chimneys, stone accents, etc. The enhanced treatment of focal lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

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

- Corner lot dwellings;
- Community edge dwellings;
- Upgrade rear and side architecture;
- View terminus dwellings;

Certain Priority Lot models are required to be reviewed and approved by the Urban Design section of the Town of Milton, as identified in the Conditions of Draft Approval for the subject lands.

Corner Dwellings

Rear Upgrade Dwellings

Side Upgrade Dwellings

View Terminus Dwellings

Community Edge Dwellings

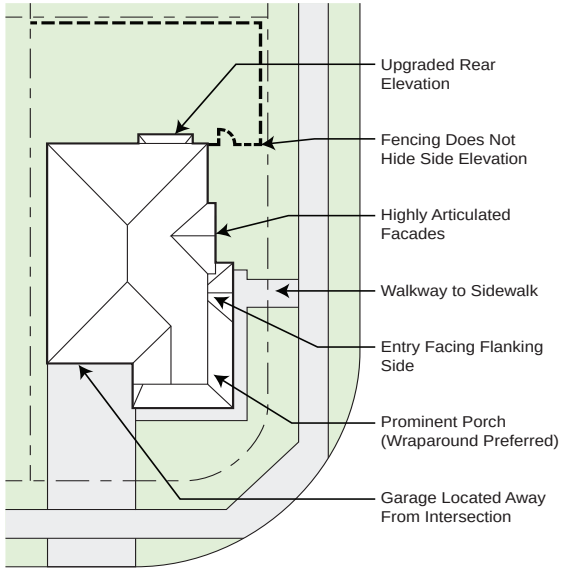
Priority Lots are important in establishing the character and quality of the streetscape

Remington Trafalgar Inc. Priority Lot Map

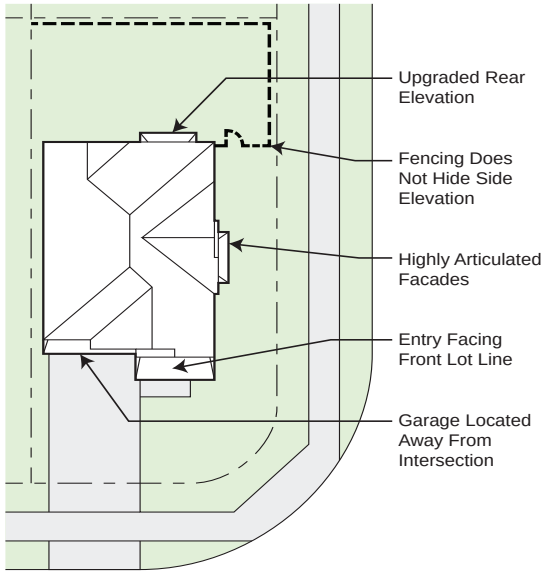
5.5.1 Corner Lot Dwellings

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

- Dwelling designs must be appropriate for corner lot locations.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Architectural design elements required for Corner Lot Dwellings include:
  - Entry portico or porch on the long side of the dwelling.
  - Well proportioned apertures for doors and windows, located to create well balanced elevations.
  - Wall projections along the flanking wall face.
  - Gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
  - Enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
- The preferred design for corner lots is to have the main entry to the dwelling located on the long elevation facing the flanking street (flanking main entry).
- Main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted on a limited basis on low exposure corner lots only. Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face should include a secondary entry, projecting bay or other appropriate architectural feature.
- The main entry from the flanking elevation should be connected by a walkway to the sidewalk and the driveway.
- Identical elevations on abutting or directly opposite corner lots are discouraged.
- A privacy fence should be provided to provide screening to the rear yard from the flankage street.



Conceptual plan view and photo of Corner Lot Dwelling (Flanking Main Entry)



Conceptual plan view and photo of Corner Lot Dwelling (Front Main Entry)

5.5.2 Community Edge Buildings

Buildings located along the perimeter major collector road (Street 'A') and a portion of Trafalgar Road streetscapes provide a strong community edge and create a framed view into the community. Community Edge Buildings shall be designed to respect their prominence within the streetscape in order to express the image, character and high quality of the community to residents and passersby.

- Due to the high level of public exposure from the Street 'A' (future Louis St. Laurent Avenue) and Trafalgar Road, Community Edge Buildings will require enhanced architectural design qualities and landscaping treatments to ensure a distinct and attractive streetscape character.
- Community Edge Buildings shall have a high degree of architectural detailing consistent with the architectural style of the building, such as large windows/ increased amount of glazing, articulated façades and roof forms, front porches/ porticos or entries, canopies, projecting bays, and/or other design feature to reflect their visual prominence within the streetscape.
- The use of rear garages, underground parking, or parking located at the rear of the building will ensure that garages and parking areas are not visible within the streetcape.
- The use of upgraded building materials, such as stone or precast detailing is encouraged, where appropriate to the dwelling style, to reflect the character of the community.
- Buildings should be sited close to the street to encourage an active and urban street edge.
- Walkways linking main building entrances to the public sidewalk shall be provided.

Conceptual Images of Community Edge Buildings

5.5.3 Upgraded Rear and Side Yard Architecture

Where a dwelling's rear or side elevations are exposed to the public realm, they require enhanced design treatment, having detail and quality consistent with the street-facing elevation. This will include dwellings backing or flanking onto the school, park, SWM ponds, NHS, and walkway.

- Applicable enhancements on the exposed elevations may include:
  - Bay windows or other additional fenestration, and enhancement of windows, frieze board, precast or brick detailing.
  - Gables or raised parapets within the roof and variation of roof form along row of dwellings.
  - Wall projections to articulate the exposed facade.
  - Casement windows with muntin bars.
  - Trim and brick detailing consistent with the front facade.
- Where a long row of rear elevations is exposed, rear façades should include variation in rear yard building setback and roof form variation.
- The dwelling that flanks onto parks or other highly visible open space use should be designed in a manner similar to corner lot dwellings (refer to Sec. 5.5.1), but will not require the main front door to facing this feature.
- Where dwellings back onto heavily treed areas of low public visibility, architectural enhancements can be reduced.
- 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.

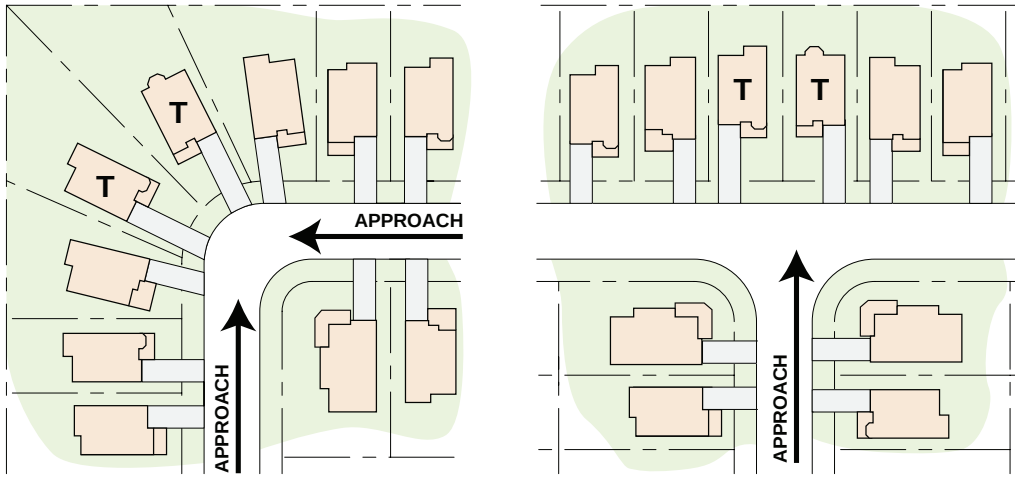
Example of upgraded rear elevations

Example of upgraded side elevation

5.5.6 View Terminus Dwellings

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

- Where 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 Dwellings

Example of View Terminus Dwellings

6.0 MID-RISE / HIGH-RISE RESIDENTIAL GUIDELINES

Compact, high density, mixed use, street-oriented mid- and high-rise urban form supports a healthy, pedestrian-oriented lifestyle and promotes intensification instead of sprawl. Mid to high-rise buildings are proposed within the Neighbourhood Centre focused around the Trafalgar Road and Street 'A' (Louis St. Laurent Avenue) intersection. Mid-rise buildings may occur within the medium density residential I and II blocks along Streets 'A', 'B', and 'C'. These higher density, transit-supportive building forms encourage a reduction in automobile usage by being located in areas served by public transit and will contribute to an intensified urban character within the Neighbourhood Centre through emphasized height and massing. Refer to the Trafalgar and Louis St. Laurent Neighbourhood Centre concept plan for the Remington Trafalgar Inc. subdivision on the following page.

The following section builds upon design requirements within the Town of Milton's Mid-Rise Guidelines (May 2018) and Tall Building Guidelines (May 2018). All mid-rise, high-rise and mixed-use buildings will be reviewed and approved by the Town through a Site Plan Approval process based in part on the design merits of the proposal, compatibility with neighbouring buildings and their ability to appropriately fit within the local context of the community. Prior to development of the High Density and Mixed Use blocks a site specific Urban Design Brief may be required by the Town.

6.1 BUILT FORM CHARACTER

6.1.1 Architectural Character

- Excellence of building design should be exhibited for all buildings to ensure a positive physical and aesthetic impact on the community public realm.
- Architectural styles and building elevations will be evaluated on their ability to reinforce the character of the Neighbourhood Centre and medium density blocks as compact, cohesive and vibrant mixed use activity hubs.
- Publicly visible building elevations shall incorporate appropriate massing, proportions, wall openings and plane variation in order to ensure an attractive and highly animated streetscape appearance. This may include:
  - Well-articulated facades that display interest through window openings, balcony treatments, cladding / colour variety and massing / height.
  - Animated ground floor levels with design emphasis on the main entrance and generous amounts of fenestration.
  - Appropriate massing and street relationship to reinforce pedestrian-scaled streetscapes.
- The design of buildings within the streetscape should combine to create smooth transitions and harmonious built form relationships. In this regard, where multiple buildings are proposed within a streetscape, they should be designed with regard for adjacent buildings with respect to scale, massing, orientation, façade treatment, materials, colours, setbacks, etc.

Mid- and high-rise buildings should be designed and sited to reinforce the character of the Neighbourhood Centre as a transit-supportive activity hub

Concept Plan of the Trafalgar and Louis St. Laurent Neighbourhood Centre

- Mid- and high-rise buildings in locations that have heightened public visibility provide opportunities to create landmarks that reinforce the character of the community. Buildings on corner sites should employ appropriate height, massing and orientation to emphasize the importance of the intersection while equally addressing both street frontages.
- The use of a variety of high quality, durable, low-maintenance building materials that support the architectural character of the building will be used. Preferred cladding materials include brick, stone, metal, glass, in-situ concrete and pre-cast concrete. Stucco, vinyl siding, plastic, plywood, concrete block, mirrored glass and metal siding is strongly discouraged.
- The main entrance to the building should be barrier-free and convey its importance as both a focal point of the façade. Weather protection at entries should be provided through the use of canopies, colonnades, porticos, or port-cocheres.

6.1.2 Shadow Impacts

- A Shadow Impact Study in accordance with the Town's Terms of Reference for Sun Shadow Analysis (January 2023) shall be undertaken as part of the Site Plan Approval process. For tall buildings, a Wind Impact Study will also be required.
- The purposed of the Sun Shadow Analysis is to evaluate whether the proposed development causes any undue shadow impacts on the adjacent lands and surrounding context, including building facades, private and public outdoor amenity and open spaces, public parklands, sidewalks, and other components of the public realm.

6.1.3 Building Heights

- Mid-rise buildings will be considered as those having heights that range from 4 storeys up to 8 storeys, plus mechanical penthouse.
- High-rise buildings will be considered as those having heights that range from 9 storeys up to 25 storeys, plus mechanical penthouses.
- Final building heights and total number of dwelling units will be determined based upon density and floor space index targets, the building's location within the community, and the Zoning By-law.
- Building heights should be tallest close to the Street 'A' (Louis St. Laurent Avenue) and Street 'C' intersection to provide greater architectural emphasis.
- Buildings should transition in height and scale to respect neighbouring

Conceptual Demonstration Plan For Mid-Rise Building

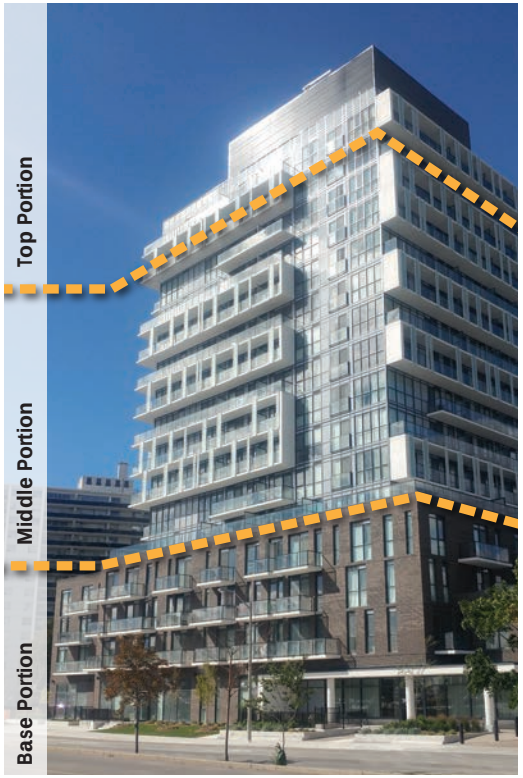
Conceptual Demonstration Plan For High-Rise Building

low-rise development and to ensure adequate sunlight and sky views are maintained for surrounding streets, parks, open space areas and neighbouring properties.

- Angular planes will be applied in accordance with the Mid-Rise Guidelines and Tall Building Guidelines, as applicable.

6.1.4 Base, Middle and Top Portion of Building

- Mid- and high-rise buildings should be designed to establish distinct base (podium), middle and upper portions in order to visually break down their vertical massing.
- **Base Portion of Building**
  - The base should be designed to create an active and attractive building façade that reinforces a human scale environment at street level.
  - Glazed areas should be maximized along street frontages to encourage comfortable and safe pedestrian use.
  - A podium is recommended in the design of taller buildings to create a base element that reinforces a human scale adjacent to the public sidewalk while allowing the tower portion of the building to be setback from the street wall.
  - Buildings taller than 6 storeys, or with a streetwall taller than 80% of the adjacent right of way width should use stepbacks on upper floors to minimize shadow impacts and contribute to a human scaled street.
  - Podium heights should be proportional to the right-of-way width in accordance with the Mid-Rise Guidelines and Tall Building Guidelines. The minimum height of the building base or podium is 1/3 of the right of way width. The maximum height of the podium is generally 4 storeys but up to 6 storeys may be considered for very tall buildings.
  - Direct access to residential units from the street is encouraged while ensuring privacy and security by defining the limit between public and private space.
  - Where ground level commercial use is provided, floor heights should be a minimum height of 4.5m to create a strong street presence and provide opportunities for flexible commercial space. Commercial uses shall be oriented towards, and have at least one principal entrance facing the adjacent public street(s).
- **Middle Portion of Building**
  - Variation in the design and articulation of the middle portion of the building should be provided to promote visual interest.
  - A minimum stepback of 1.5m will be required to the tower portion above the podium. The amount of stepback will vary in proportion to the height of the building, i.e. the taller the building the greater the stepback.
  - Operable windows should be utilized to allow ventilation and lessen heating and cooling costs.
  - Balconies must be well-detailed to suit the architectural style of the building. Glass guards rather than picket railings should be provided. Balconies should be large enough to comfortably accommodate space for seating. Balcony depths should be a minimum of 1.5m.
- **Top Portion of Building**
  - Roof form plays a significant role in the overall massing, character and quality of the building as well as the Town's skyline.



Mid- and high-rise buildings should be designed to establish distinct base, middle and upper portions

- For tall buildings on prominent building sites, such as gateway, corner or view terminus locations, a signature tower top can contribute to the landmark status of the building.
- Rooftop mechanical and telecommunications equipment must be visually integrated into the roof form and screened.

6.2 SITE ORGANIZATION & STREETSCAPE COMPOSITION

6.2.1 Building Relationship to Street / Public Spaces

- Buildings should maximize street-facing conditions to create an active streetscape. At least 60% of the street frontage should be active uses.
- Building setbacks at the street line should be minimized while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- The interface between new mid-rise and high-rise development and the adjacent street frontages shall be carefully considered, including: Maximum and minimum street wall heights should be proportionate to adjacent road R.O.W. width to create a sense of enclosure and provide a comfortable pedestrian zone.
- The combination of landscape architecture and building architecture should physically and functionally serve to reinforce the street edge and the interface with other public spaces.
- Corner buildings shall be sited close to the intersection and address both street frontages in a consistent manner.

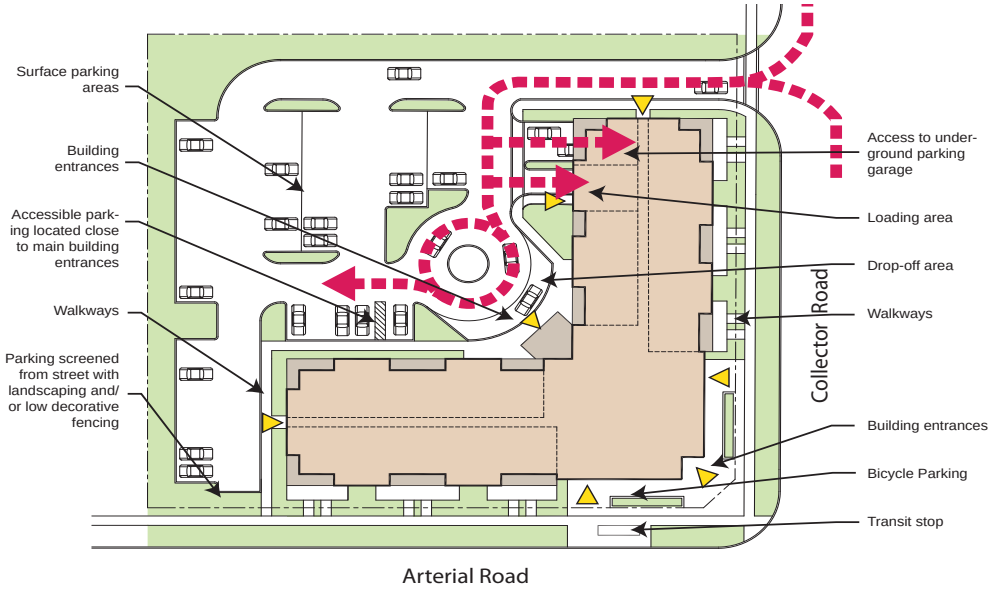
Building setbacks should maintain a strong relationship with the street

6.2.2 Site Access and Vehicular / Pedestrian Circulation

- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Building placement should allow for appropriate spacing and/or consolidation of driveway accesses to the site.
- Vehicular access to high-rise, mid-rise, and mixed-use apartment sites should occur from side streets or consolidated access driveways that provide connections to the building entrance and passenger drop-off areas, as well as to parking, servicing, loading and garbage pick-up areas.
- Pedestrian circulation networks should be integrated into the site design to provide well-defined, direct, barrier-free, convenient, predictable, and safe access.
- On larger sites, create permeability through the use of privately owned public space such as courtyards, forecourts, plazas, or urban squares.

6.2.3 Parking Areas

- Main parking areas should be located underground to minimize negative visual impact on the streetscape. Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged.
- Surface parking areas should generally be limited to barrier-free parking, visitor parking and drop-off zones for loading/unloading.



Conceptual Site Access And Circulation Demonstration Plan

- Where provided, surface parking should be located behind or to the side of the building and should be screened from street view through the use of hard and soft landscaping.
- Opportunities for on-street parking in front of buildings should be considered, wherever feasible.
- Driveway access ramps to the underground parking area should be located at the side or rear of the building in an easily identifiable but unobtrusive manner. Ample lighting shall be provided within the parking garage.
- Passenger drop-off areas should be provided close to the building's main entrance.
- Bicycle parking should be provided within the underground parking garage in secure lockers. Visitor bicycle spaces should be located above ground near the main entrance.

Main parking areas should be located underground

6.2.4 Outdoor Amenity Space

- A range of outdoor amenity spaces should be incorporated into the design of the building to enhance quality of life for residents and visitors.
- Provision of private amenity space should occur in the form of balconies, terraces or patios for each dwelling unit.
- Common outdoor amenity areas should be provided within developments at prescribed ratios.
- Common outdoor amenity areas typically provide a focal point within the proposed development that serve as social gathering spaces while providing for passive recreational opportunities. They should be designed to be inviting and inclusive to all groups of people.
- Provision of privately owned public space such as urban squares or plazas are encouraged to generate street level activity. Inclusion of public art in a highly visible location is encouraged.

Surface parking areas should be located away from public views at the sides or rear of the building

A range of outdoor amenity spaces should be provided

- Landscaping treatments should be designed to maximize natural surveillance of the amenity area.

6.2.5 Servicing Areas and Utility Elements

- Loading, service and garbage areas shall be incorporated into the overall design of the building, co-located away from street frontages or high profile areas and buffered visually as necessary.
- Loading doors should be recessed and of a high quality finish.
- Noise attenuation measures shall be provided where service areas are in proximity to sensitive land uses. These features should be complementary in material and design to surrounding buildings / structures.
- Utility meters should be recessed or architecturally screened from public view. For large scale developments, this may include utilities being housed within a separate meter room that is designed as a component of the main building.
- Transformers, HVAC equipment, ventilation shafts and other above-ground servicing equipment should be located away from public views or appropriately screened with landscaping, where feasible.
- Rooftop mechanical and telecommunications equipment shall be screened from public view and integrated into the design of the building. \

6.2.6 Lighting and Signage

- High quality, energy efficient lighting should be integrated into the building architecture and located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
- Use of full cut-off light fixtures that reduce light pollution and avoid light spillage or glare on nearby properties should be utilized.
- Signage that assists with wayfinding and accessibility should be included.
- Space for a sign band should be provided just below the second floor level to clearly delineate commercial uses, where provided.
- Signage should be high quality, face lit or directly lit. This includes: formed letter signage; channel letter signage; awning signage; signs mounted perpendicular to the sidewalk. Plastic backlit signage or sign boxes should not be permitted.

6.2.7 Bird-Friendly Building Design

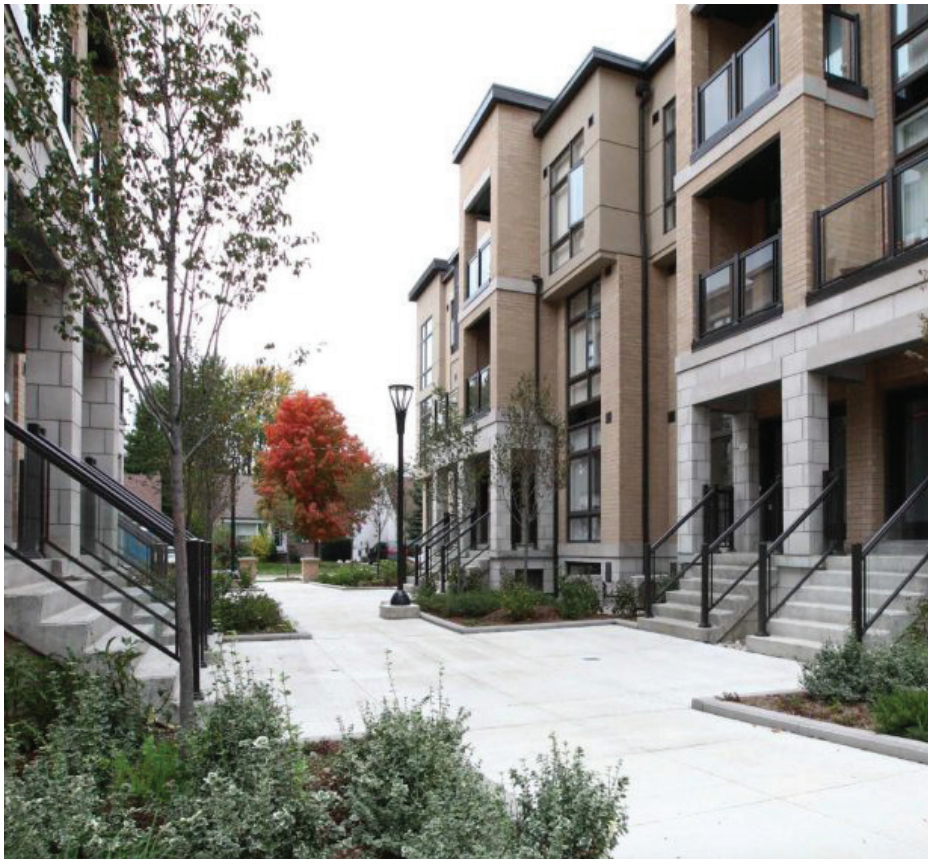
- Bird-friendly building design strategies should be employed in the design of mid- and high-rise buildings. This may include:
  - Creating visual markers and/or muting reflections on glass surfaces, particularly for the first 12 metres or so above grade to avoid the reflection of adjacent trees in the windows.
  - Eliminating upward projecting light pollution and reducing spillover lighting.
  - Avoiding brightly lit lobbies and enclosed walkways with clear glass that are decorated with indoor greenery features.
  - Glass panels angled to project reflections downward.

Service areas and mechanical equipment should be screened from public view

6.3 OTHER POTENTIAL BUILT FORMS

The previous section has highlighted design criteria for denser mid-rise and high-rise apartment building forms. Other permitted built forms within the Neighbourhood Centre Mixed Use II and Medium Density Residential I and II blocks may also include front loaded townhouses, dual frontage townhouses, rear lane townhouses, stacked townhouses, and stacked back-to-back townhouses. These building forms will be subject to restrictions on their location within the Neighbourhood Centre.

These housing forms will require a Site Plan Approval process administered by the Town. Also, an Urban Design Brief may be requested by the Town prior to development of these parcels to detail and demonstrate how the proposals meet the urban design intent of the community.



Conceptual Image Of Stacked Townhouses

Conceptual Image Of Rear Lane or Dual Frontage Townhouses

Conceptual Image Of Stacked / Back-To-Back Townhouses

7.0 NON-RESIDENTIAL GUIDELINES

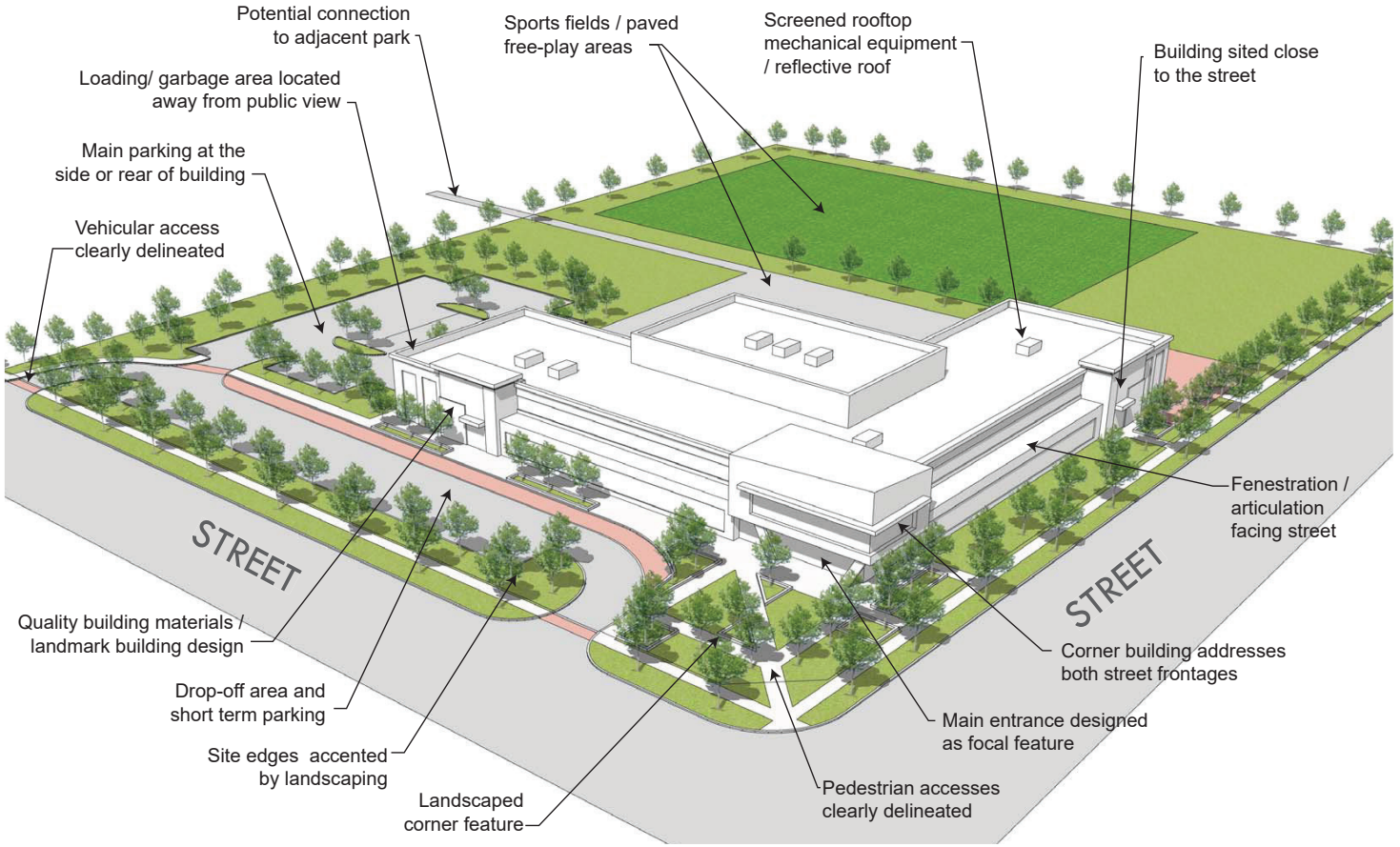
7.1 INSTITUTIONAL (SCHOOL)

A school site has been provided on a prominent site at intersection of Street 'A' (Louis St. Lauren Avenue) and Street 'B' in the northeast portion of the subdivision adjacent to the proposed Type 2 Neighbourhood Park. The school will be designed to act as landmark building within the community. It is recognized that the school site and building will be designed by the respective school board. Notwithstanding this, it is desirable that the following design criteria be considered in the design of the school site and by the Town of Milton in their Site Plan Approval review process:

- A strong built form relationship to the street should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks to ensure positive connections between the building and pedestrian routes are established.
- Since the building is located on a corner site, it should be sited close to the intersection and be designed to address both street frontages in a consistent manner.
- Building widths exposed to the street should be optimized.
- The building should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of buildings should typically be limited to drop off zones and short term parking.
- The scale and proportion of the building should acknowledge the surrounding context while also establishing a human scale to ensure a strong impacts the "sense of place" within the community.
- The school should embody a distinct visual identity and exhibit architectural excellence to contribute a strong urban built form character and to emphasize its civic role within the community.
- The school should incorporate the highest standards of sustainable design (i.e. LEED or similar).
- Prominent architectural features should be incorporated into the building design to help reinforce its landmark status by responding to its location and public views.
- Architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing and character lighting) should be utilized to provide interesting façades and encourage comfortable and safe pedestrian use.
- The use of high quality building materials, such as brick and stone, characteristic of the neighbouring residential community is required.
- Two- to three-storey building massing should be provided. Portions of the building may be a single storey.

Conceptual Images of School Building

- The impact of main parking facilities from the street edge should be minimized through siting (at the rear or side of buildings away from the street) and landscape buffer treatment. A drive aisle, passenger drop-off area, and a single row of visitor parking are permitted between the building and the public sidewalk / street.
- CPTED design principles of access control, territorial definition and natural surveillance should be incorporated into site plan and building design.
- Bicycle facilities should be provided in convenient locations (i.e. adjacent to primary building entrances) to promote active transportation.
- Loading, service and garbage areas should be integrated into the building design, located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views and integrated into the design of the building.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.
- Lighting for school buildings should be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture. Where ground level signage is used it should be designed to incorporate planting beds.



Conceptual Demonstration Plan For School Block

8.0 SUSTAINABILITY

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. A variety of Low Impact Development (LID) and sustainability design initiatives will be considered in the development of the land and the construction of new buildings, including:

- Protecting natural and cultural heritage features.
- Providing a high quality of life for residents.
- Being cost effective to build, operate and maintain.
- Accommodating growth through compact development on a street-grid road system supported by alternative transportation modes.
- Reinforcing walkability and cycling.
- Transit supportive.
- Minimizing environmental impacts.
- Resiliency to climate/weather-related events.
- Promoting water conservation and energy efficiency.
- Utilizing green building design.
- Enhancing building performance to lower utility bills.
- Considering alternative energy sources.
- Combining living, working and playing environments in close proximity.

These features are intended to promote a healthy and sustainable neighbourhood by optimizing energy efficiency, conserving natural areas, encouraging compact development, promoting intensification instead of sprawl and supporting active transportation / transit usage.

8.1 WATER BALANCE / DEVELOPMENT CONSIDERATIONS

The following energy efficiency and conservation measures will be considered:

- Low Impact Development techniques on private property that encourage stormwater to be treated where it falls, thereby improving water quality and quantity on the site.
- Reduce impermeable surfaces and stormwater runoff (including bio-retention, drought tolerant vegetation, rain gardens, rear-yard infiltration trenches, etc.).
- Mitigate stormwater flow through the integration of stormwater management ponds and drainage pools.
- Provide additional depth topsoil placement on lots.
- Provide street trees and landscaping that increases the urban tree canopy.
- Provide natural feature protection and edge management planting.
- Provide LED street lighting.
- Source local materials and manufactured components.
- Provide pedestrian connectivity to future transit stops.
- Ensure future transit route integration with community plan.

8.2 BUILDING CONSIDERATIONS

Low-Rise Residential

The Ontario Building Code (2012) as Amended in 2024, has been substantially enhanced over the last decade to bring in a range of energy efficient building standards that limit reliance on fossil fuels, reduce emissions, and minimize impacts on climate change. All new low-rise construction will be subject to the requirements of the OBC, or the applicable code in effect at the time of construction. The voluntary use of a higher energy efficiency building program, i.e. “Energy Star” or similar, may also be considered by the Builder. The following sustainable building practices may include:

- Water efficient fixtures throughout the home.
- Energy efficient lighting fixtures and appliances.
- Energy efficient heating, ventilation and cooling (HVAC) systems.
- Heat recovery ventilation system (HRV or ERV).
- Energy efficient windows/patio doors to help reduce the need for air conditioning in the summer and heating in the winter.
- Tightly sealed homes to reduce drafts.
- Low-emitting VOC adhesives and sealants, paints and coatings, and carpets and wood flooring.
- Employ a waste management policy to ensure that all trades work efficiently to

reduce, eliminate or recycle waste.
- Erosion sediment control during construction.
- Purchase stone, concrete and masonry from regional/local sources.
- Low maintenance building materials.
- Materials with recycled content.
- Accessibility / barrier free upgrades where requested by purchasers prior to construction.

Mid-Rise Developments

Mid-rise residential buildings encourage a healthy, pedestrian-oriented lifestyle by providing a smaller footprint to house a larger number of people than a typical low density neighbourhood. Compact, street-oriented urban form supports a healthy, pedestrian-oriented lifestyle and promotes intensification versus sprawl. Transit-supportive building forms encourage a reduction in automobile usage by being located in areas served by public transit. To further promote active transportation, bicycle parking and connectivity to public transit will be integrated into the site design.

In addition to the applicable items noted for low-rise construction, the following shall be considered for mid-rise residential, high-rise residential, mixed-use and non-residential buildings (commercial and institutional), where appropriate:

- A building's site planning, orientation and design can decrease energy consumption by maximizing passive solar gain, ventilation and natural daylighting.
- Buildings should be designed to be cost effective to construct, operate and maintain. Net Zero Energy buildings, LEED or similar standards should be considered as a key component in built form design.
- Durable, high quality, low-maintenance building materials should be selected to minimize premature replacement or repair.
- Ensure lighting achieves a balance between safety and security, reduces energy consumption and avoids light pollution. Utilize energy efficient LED lighting.
- Bicycle facilities and Electric Vehicle charging stations should be provided.
- Green roofs are encouraged for mid- and high-rise residential and/or mixed use buildings as a means of stormwater, retention, improving air quality, cooling ambient air and adding visual interest.
- The use of reflective or white roofs should be employed, wherever a green roof is not provided to reduce solar heat absorption and building energy demand.
- Light-coloured paving which reflects light and reduces the urban heat island effect or paving alternatives that allow for increased permeability and infiltration should be considered.
- Solar panels should be considered and oriented to achieve maximum solar gain.
- Bird-friendly glazing should be utilized where necessary.
- Shade structures and shade trees should be provided.

8.3 WALKABILITY AND CYCLING

Promoting active transportation is one of the key urban design principles for the Trafalgar Secondary Plan Area. A major factor in creating a sustainable and healthy community 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. Key destinations, such as the various open space, institutional, commercial and mixed-use assets within the community have been located and designed within walking distance of the residential neighbourhoods. The following design guidelines should be considered:

- All homes should be within approximately a 5 minute walk (500m) of open space assets and/or mixed-use areas.
- Attractive, safe and pedestrian-scaled environments shall be created to maximize pedestrian comfort.
- Sidewalk, multi-use path and trail systems shall be interconnected and provide for ease of navigation.
- An inclusive walkable community shall be promoted to reduce barriers for persons with disabilities, seniors, strollers, etc.
- A network of dedicated on-street bicycle lanes.

9.0 IMPLEMENTATION

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

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

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

The builder is obligated to ensure that sales staff are familiar with the requirements of these Architectural Control Guidelines, in particular the requirements pertaining to model repetition (refer to Section 3.2.2 - page 23).

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. Minor amendments to these Guidelines may be made in consultation with Town staff.

A Site Plan Approval Process administered by the Town of Milton is required for all development except freehold ground-related residential development. As part of the Site Plan Approval process, the Town may request a Supplementary UDB for the proposed high density, mixed use and commercial blocks in order to provide a higher degree of design detail than this UDB. The intent of the Supplementary UDB is to demonstrate site specific architectural and landscape design intentions as well as pedestrian access and parking location for the site and to describe how the proposal meets the principles set out in the Remington Trafalgar Inc. UDB and any other relevant policy and guideline documents.

9.1 PRELIMINARY REVIEW PROCESS

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

9.2 FINAL REVIEW AND APPROVAL (prior to submission for building permit)

9.2.1 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.

9.2.2 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.

9.2.3 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.

9.2.4 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.

9.3 SUBMISSION REQUIREMENTS

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

  John G. Williams Limited, Architect
  40 Vogell Road, Unit 46
  Richmond Hill, ON L4B 3N6
  Tel: (905) 780-0500 / Email: info@williamsarch.com

9.4 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.
- The Builder will respond to the Control Architect in writing of their intention to rectify the problem after which the Developer will be informed of the Builder's response or lack of response. The Developer may take appropriate action to secure compliance.

9.5 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 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.