

URBAN DESIGN / ARCHITECTURAL CONTROL GUIDELINES SUNDIAL HOMES (4TH LINE) LIMITED

Boyne Survey Secondary Plan Area
Draft Plan of Subdivision - Part of Lot 6, Concession 5, New Survey
Town of Milton



Prepared by:



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Prepared for:



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1.0 INTRODUCTION

1.1 PURPOSE

This report has been prepared on behalf of Sundial Homes (4th Line) Limited (“Sundial Homes”) for their residential subdivision located within the Boyne Survey Secondary Plan Area in the Town of Milton. The intent of the guidelines is to establish architectural and urban design objectives and performance standards for residential development which:

1. Assists in implementing the goal of the Boyne Survey Secondary Plan: *“to create a safe, liveable, attractive and healthy community in Boyne Survey which is designed to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole”*; and
2. Satisfies the relevant Conditions of Draft Approval related to preparation of Architectural Control Guidelines and implementation of an Architectural Control Review Process.

The Urban Design / Architectural Control Guidelines provides a detailed framework of design criteria, specific to new built form within the subject lands, that will promote an attractive, high quality and sustainable community. General design principles related to the treatment of landscaping features within the public realm (i.e. village square, open space system, storm water management pond, streetscape elements, and fencing design) are provided in Section 2 of this document and should be read together with the Landscape Plan for the subdivision.

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

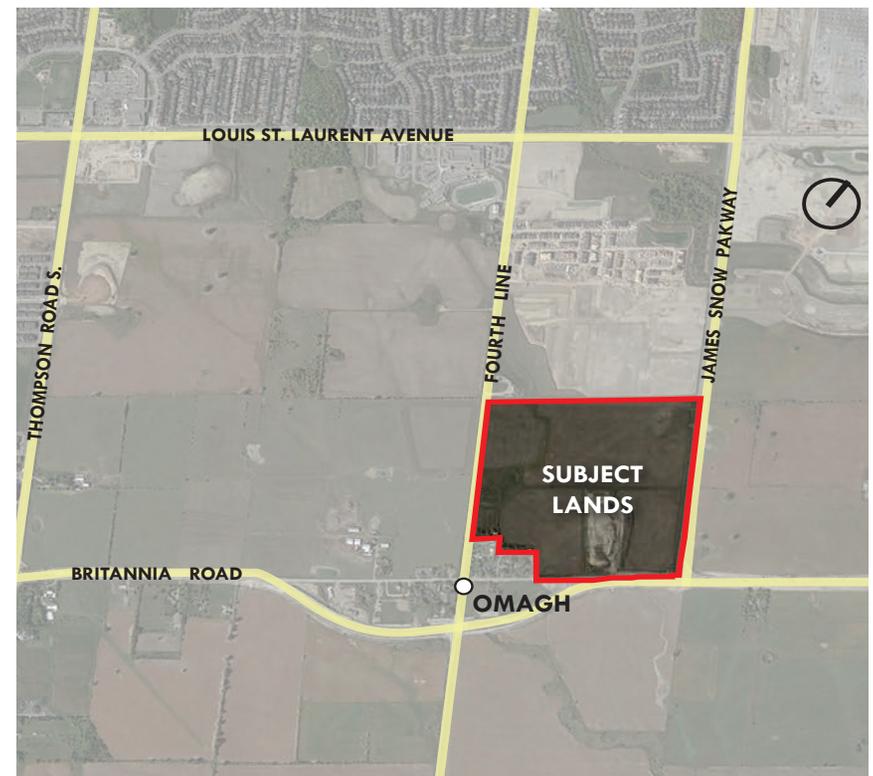
Images and diagrams contained in this document are conceptual in nature and are provided for illustrative purposes to demonstrate the intended guideline or design principle. They should not be construed literally as the final product or as the only manner in which the intended guideline or design principle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

1.2 LOCATION AND COMMUNITY CONTEXT

The site comprises an area of 36.67 hectares (90.61 acres) and is bounded by:

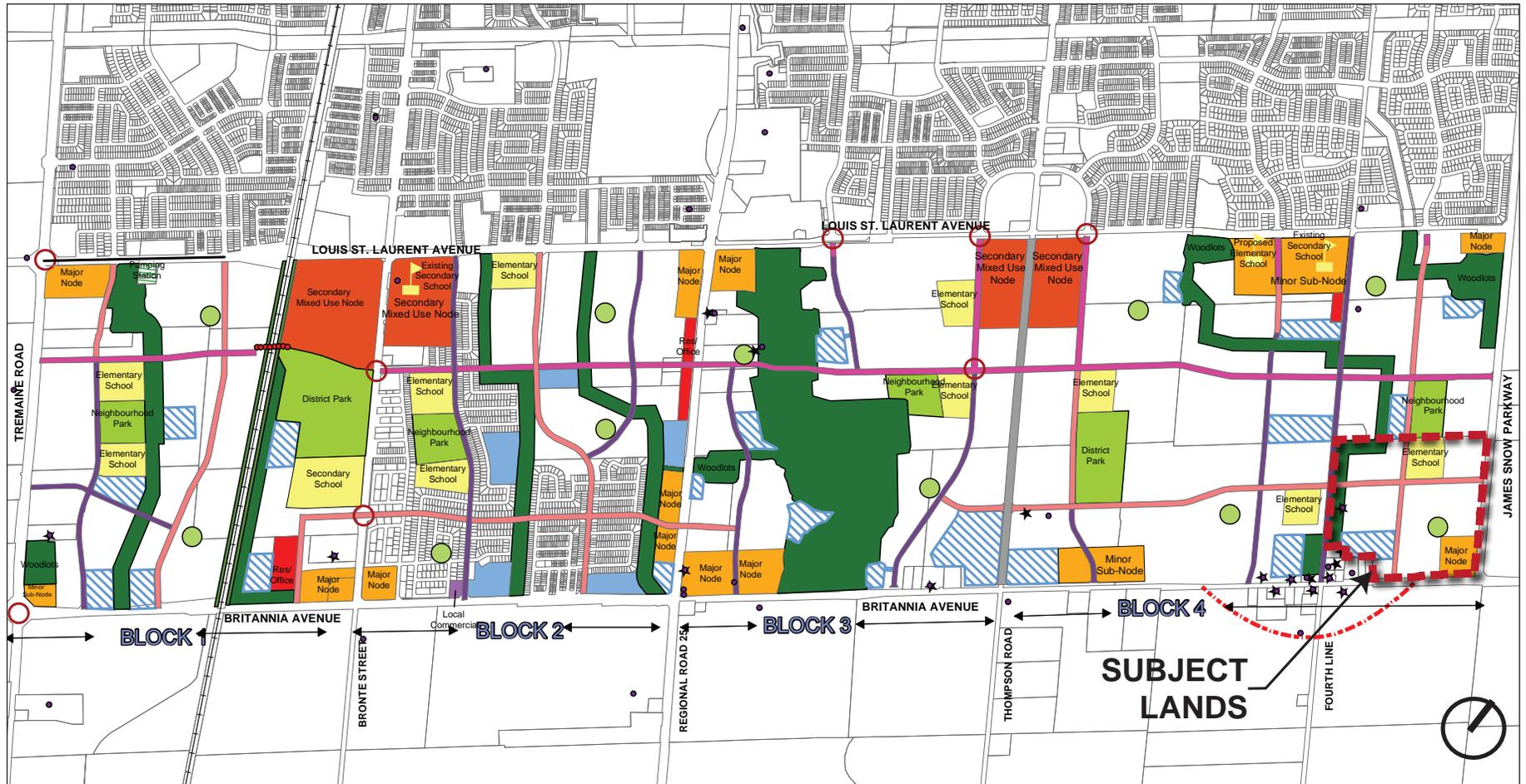
- West - Fourth Line and the historic village of Omagh (a rural cluster of existing structures with significant cultural heritage value); further west are vacant existing agricultural lands;
- East - James Snow Parkway; further east are vacant agricultural lands;
- North - Future residential development and open space uses;
- South - Britannia Road; further south are vacant agricultural lands.

The subject lands were formerly used for agricultural purposes and will be developed for a mixed density residential neighbourhood that will form part of the master planned Boyne Survey Community. Refer to the location of the Sundial Homes site within the Boyne Survey Tertiary Plan on the following page.



Site Location Plan

Source: Google Earth



Location of the Sundial Homes Site within the Boyne Survey Tertiary Plan

Source: Town of Milton, Teranet Inc. (2017)

1.3 DESCRIPTION OF PROPOSED DEVELOPMENT

The Sundial Homes subdivision will become an integral component of the comprehensive Boyne Survey Secondary Plan Area and will establish a safe, livable, attractive and healthy neighbourhood for future residents. The main structuring elements of the proposed neighbourhood include:

- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent existing road network. Primary accesses to the site will occur from Britannia Road, James Snow Parkway and Fourth Line via the proposed collector roads (Streets “1” and “2”). Several local roads will also provide access to future development lands to the north. Window streets are provided along James Snow Parkway and Britannia Road allowing framed views into the neighbourhood and avoiding reverse frontage conditions.
- Open space features, including:
 - A village square located in the southeast quadrant of the subdivision.
 - A 60.0m to 64.0m wide open space channel which runs along the western boundary of the subdivision.
 - A 5.0m wide trail block that runs parallel with the open space channel will contain a multi-use trail that connects the Omagh Special Character Area to the south to the adjoining property north of the site.
 - A stormwater management pond in the southwest portion of the site that will act as an open space buffer adjacent to the Omagh Special Character Area.
- A Major Node Area is located at Britannia Road and James Snow Parkway. This area may include a variety of higher intensity uses. A separate site specific Urban Design Brief may be required by the Town to address the proposed high density / apartment block (Block 306) once a development concept is prepared.
- A Public Elementary School site (Block 310) is proposed at the northeast corner of Streets “1” and “2”, and is strategically located beside a neighbourhood park planned within the future development to the north.
- A mix of grade-related residential types and densities are proposed, including:
 - Single detached dwellings (9.15m and 11.6m lot frontages);
 - Street townhouse dwellings (6.0m lot frontage);
 - Dual Frontage townhouse dwellings (6.0m lot frontage); and,
 - Back-to-back townhouse dwellings (6.0m lot frontage).
- A heritage replica dwelling is proposed on lot 1 to pay homage to the former house located on the subject lands that was ‘listed’, but not designated as a heritage dwelling. The heritage replica dwelling is prominently located on a corner lot entering the subdivision from Fourth Line and Street “1”.
- Refer to the Sundial Homes (4th Line) Limited Subdivision Plan on the following page.



Single Detached Dwellings



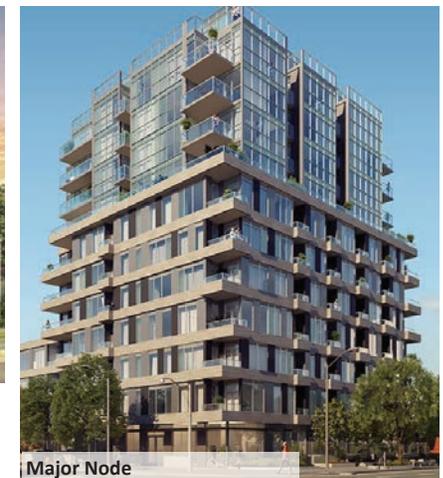
Street Townhouses



Rear Access Townhouses

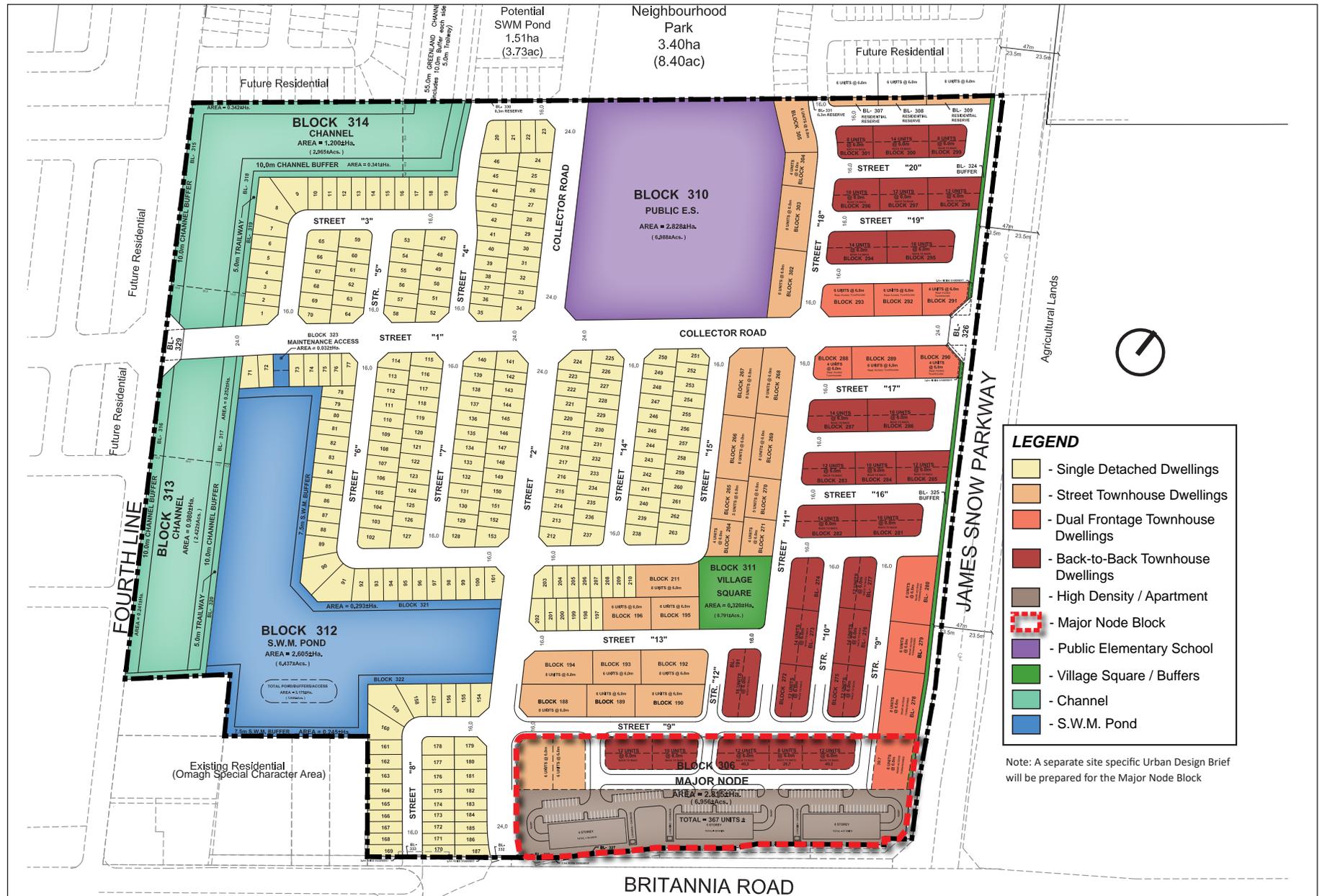


Back-to-Back Townhouses



Major Node

Conceptual Images of Proposed Residential Built Form within the Sundial Homes Subdivision



Sundial Homes (4th Line) Limited Subdivision Plan

1.4 INTERFACE WITH OMAGH SPECIAL CHARACTER AREA

The historic village of Omagh was founded in 1818 near the intersection of today's Britannia Road and Fourth Line. It is the only village in Milton from the former Trafalgar Township that retains its original village character. It also retains a number of significant heritage resources as well as having a creek and floodplain running through the heart of the village. As per the Boyne Survey Secondary Plan, "Omagh has a special character which reflects its significant cultural heritage and its relationship to the Natural Heritage System." The Boyne Survey Secondary Plan proposes that a Heritage Conservation District Study be conducted to ensure the preservation of this unique village and to ensure new development reflects the unique character and addresses issues such as transportation, cultural heritage and natural heritage.

The proposed Sundial Homes subdivision abuts the northeast portion of the village of Omagh. The Town of Milton has advised that the Sundial Homes lands do not form part of the heritage district for Omagh. Notwithstanding this, a number of planning decisions have been made to respect this special character area in a manner that will protect its distinct heritage identity and unique sense of place as an urban village within the Boyne Community.

- The future alignment and widening of Britannia Road will be located to the south of its present alignment to avoid bisecting Omagh and to facilitate a village by-pass instead. Street "8" will connect with a portion of old Britannia Road that will be retained in order to facilitate connectivity between new and existing development areas and promote a walkable community.
- A 60.0 metre wide channel is proposed along the east side of Fourth Line and a storm water management pond is proposed adjacent to this channel. These open space features will abut the existing properties at the northeast corner of Britannia Road and Fourth Line within the village to create a green interface, providing a visual and physical buffer that allows for significant distance to occur between proposed on Street "6" and existing residential lots in the village.
- Along the village's east edge, a rear lot interface is proposed through the introduction of single detached lots on frontages of 9.15m and 11.6m that will front onto the west side Street "8" and back onto the easternmost existing lot. Dwellings on these lots (Lots 159 - 169) should be designed with regard for the Omagh special character area in a manner that provides for an appropriate transition between new and old. The following design criteria is recommended:
 - New housing shall be respectful to the existing built form by having appropriate regard for design, massing, masonry building materials and

colours that will promote a heritage character.

- Building heights should be no greater than 2 storeys to avoid building massing that overpowers the existing buildings and will be established in the zoning by-law.



Images Illustrating Heritage Character of Omagh



Photo of Easternmost Existing Dwelling in Omagh Adjacent to Proposed Lots 159-169

1.5 DESIGN VISION

The Sundial Homes subdivision is an integral component of the comprehensively planned Boyne Survey Secondary Plan Area and will be developed in a manner that establishes an attractive, compact, walkable and transit-supportive neighbourhood. The design vision is to provide a cohesive mix of housing types and densities, together with open space amenities, a school and an urban activity node of higher intensity uses to create a distinct character that will contribute to the emerging urban character of the Boyne Survey Secondary Plan Area while also respecting the subdivision's context close to the historic village of Omagh. The use of distinctive streetscape elements, high quality architecture, tree lined streets and landscaped community features will help to reinforce the design vision for the Sundial Homes subdivision.

The conceptual built form images in Sec. 1.3 portray the intended architectural character for the subject lands.

1.6 OBJECTIVES

The following objectives will be articulated throughout these Guidelines to reinforce the design vision for the subject lands:

- Promote an attractive architectural character that will create a sustainable and positive urban presence within Milton's Boyne Survey Secondary Plan future urban fabric.
- Provide for a pedestrian-oriented development that appropriately integrates with the built form, streetscape and road network of adjacent developments.
- Provide residential forms and densities, together with Major Node development at the corner of Britannia Road and James Snow Parkway, that will help to sustain local and regional transit initiatives.
- Establish an appropriate interface with the Omagh Special Character Area at the southwest corner of the subdivision that recognizes and respects the cultural heritage and natural heritage of this existing rural village and surrounding landscape.
- Encourage harmonious and attractive streetscapes that promote a sense of place and identity by providing design criteria that will guide the appearance of new housing, dwelling facade variety and colour palettes.
- Establish design requirements for buildings in prominent locations (Priority Lots).
- Minimize the visual impact of garages within the streetscape.
- Promote the use of integrated front porches and recessed garages to foster pedestrian-friendly streetscapes.
- Establish requirements for the appropriate siting of dwellings according to size, style and location within the development.



2.0 PUBLIC REALM

2.1 COMMUNITY SAFETY

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

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



Well scaled street lighting | 'Eyes on the Street' | Entries well lit



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

2.2 STREET NETWORK

Streets are public spaces that balance transportation requirements with pedestrian amenities. The Sundial Homes development provides a hierarchy of new streets designed to accommodate walking, cycling, transit and vehicles. The street zone offers a place for community interaction and socializing. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment.

The design objectives for the streetscape are to:

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

2.2.1 Provisions For All Streets

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

- 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.
- In order to create a continuous and uniform canopy on both sides of the street, a row of street trees is recommended to be located between the sidewalk and the curb in accordance with Town standards.
- Sodded boulevards are required on both sides of the street.
- 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.

2.2.2 Arterial Roads

- Britannia Road and James Snow Parkway are both classified as Major Arterial Roads and run along the site's southern and eastern edges, respectively.
- These major arterial roads provide connections to the subject lands as well as to future developments within the Boyne Survey Secondary Plan area, major regional roads, highways, public transit opportunities and other municipalities.
- Britannia Road will be re-aligned to the south, west of Street "2", in order to by-pass the village of Omagh.
- Transit facilities shall be accommodated in the design of these roads.
- Sidewalks should be provided on both sides of Major Arterial Roads.

2.2.3 Collector Roads

- Streets "1" and "2" are 24.0m collector roads. Fourth Line is also classified as a collector road as per Schedule C.10.B of the Boyne Survey Secondary Plan.
- Fourth Line will form the western boundary of the site and provides connections to surrounding developments to the north and west and runs through the heart of the Omagh special character area southwest of the site.
- Street "1" will form an east-west passage through the subject lands and provide access to James Snow Parkway and Fourth Line. Street "2" will run north-south through the site with access to Britannia Road and future development lands to the north.
- Both Streets "1" and "2" will accommodate on street bike paths.
- 1.5m wide sidewalks will be provided on both sides of the collector roads.
- Garages and driveways may face and access collector roads.

2.2.4 Local Roads

- Local roads have been designed to form a modified grid street network providing access to neighbourhood areas.
- Local roads within the development have right-of-way widths of 16.0m and will accommodate sidewalks on one side of the street (refer to Active Transportation Plan).
- Garages and driveways may face and access local roads.
- All local roads will accommodate on-street parking.



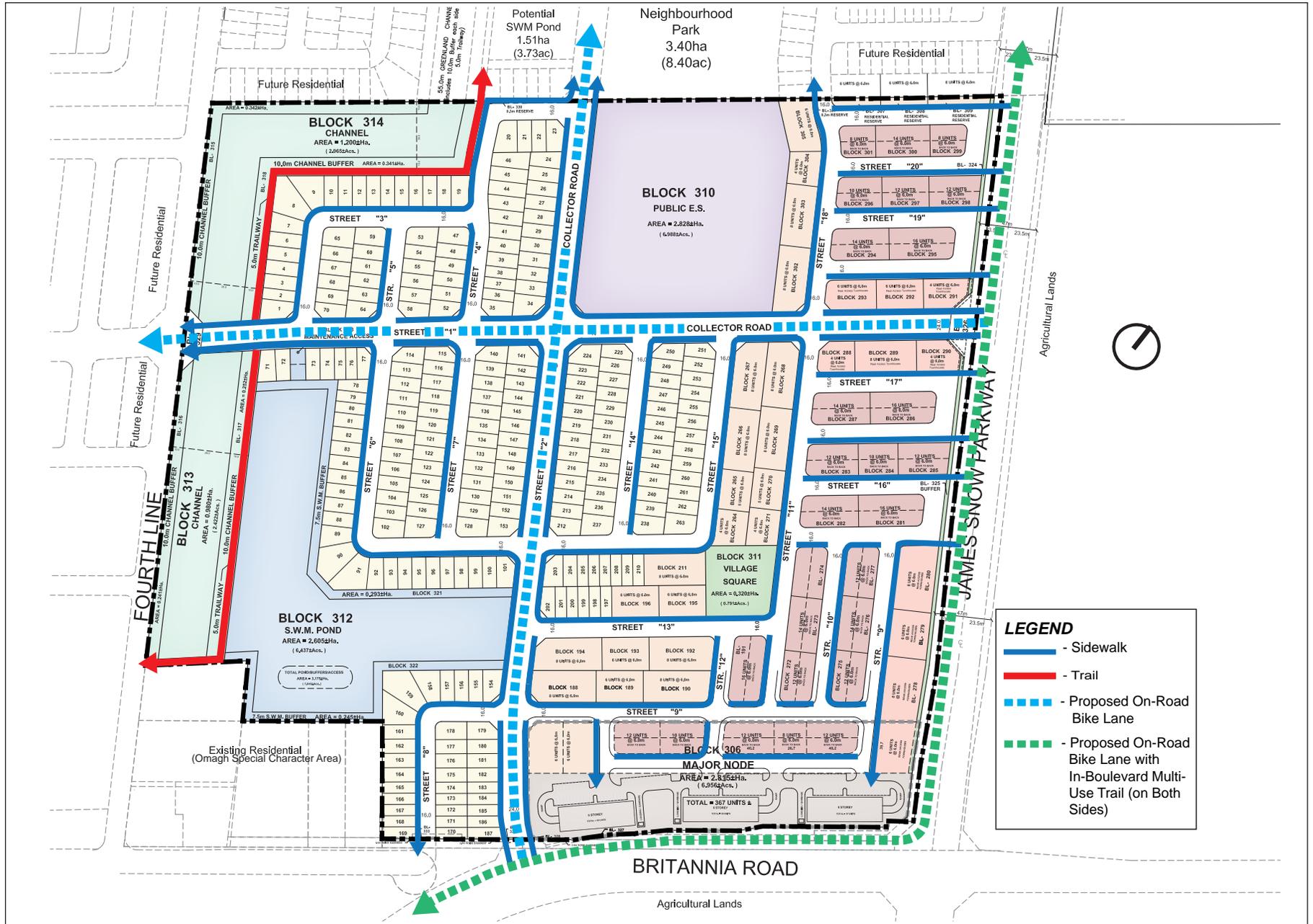
2.3 ACTIVE TRANSPORTATION

A major factor in creating a sustainable and healthy development will be promoting pedestrian and cyclist connectivity, comfort and safety. Provision of public sidewalks, multi-use paths, bicycle lanes and off-street trails will offer pedestrians and cyclists alternatives to vehicular travel through the community.

- As identified on Schedule C.10.B, Boyne Survey Secondary Plan Active Transportation and Natural Heritage System Plan, a series of on street bike paths and trails are proposed within and around the boundaries of the subject lands.
- On street bike paths are proposed along Britannia Road, James Snow Parkway, Street "1" and Street "2".
- A trail is proposed within the Street "1" right-of-way and along the east side of the 60.0m wide channel in the western portion of the site.
- 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.



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



Sundial Homes (4th Line) Limited Active Transportation Plan

2.4 STREETScape DESIGN

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

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

The streetscape design elements within the Sundial Homes (4th Line) Limited neighbourhood will consist of:

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

2.4.1 Street Trees

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

- Boulevard trees will be located throughout the development to provide shade for pedestrian sidewalks, create visual interest, and unify the community.
- 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.
- 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.

- Quantity of trees is to be determined by the Landscape Architect and the Town.
- 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.
- At primary gateway entrances, the tree planting should be placed in conjunction with the proposed subdivision entry. There should be no trees located within the sight-triangles. Shrub and perennial planting may be located in these areas to reinforce the community identity.
- All tree planting locations should be coordinated with the underground and above-ground utilities. Trees should not be planted where there is a conflict with a light pole, transformer or cable/telephone box.
- All boulevard trees are to be attractive, high-branching deciduous trees that will help define the street edge and contribute to the pedestrian-oriented goals of the neighbourhood.
- Native or non-invasive native cultivar species should be selected where possible. The species should be salt-tolerant.
- The trees should have a minimum caliper and height as per Town requirements, as specified by the Landscape Architect.
- To avoid a monoculture a variety of tree species should be planted on each street as per Town requirements.
- Street tree planting to be completed per Town requirements.



Conceptual Image of Street Trees

2.4.2 Community Mailboxes

- Community Mailboxes will be located in public spaces that are easily accessible on foot as well as by car. They are typically located along side yards of flankage lots.
- Mailboxes are typically located within the boulevard and not within parkland. Locations shall be safe and visible while protecting the privacy of the adjacent residents. Final locations will be determined by Canada Post.
- Mailboxes shall be located on a level paved surface in accordance with Canada Post's requirements.
- Design and siting of community mailboxes shall be in accordance with the requirements of both Canada Post and the Town of Milton.

2.4.3 Street Furniture

Street furniture occurs within the public right-of-way and typically includes street lights, transit shelters, mailboxes, seating/benches, waste receptacles, public signage / sign blades, utility elements, fencing, etc.

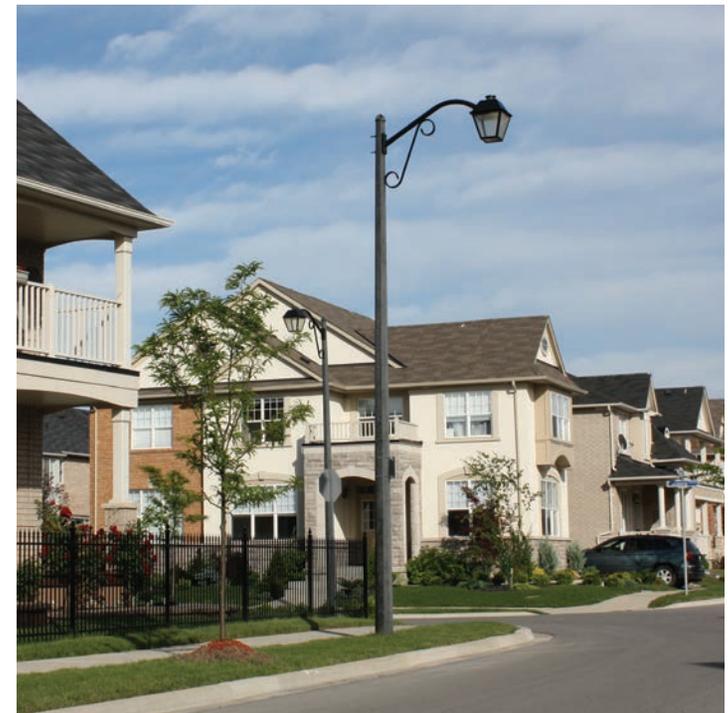
- Street furniture will be provided for the safety and convenience of users at appropriate locations. For high traffic areas this may include: pedestrian/roadway lighting, waste receptacles, benches, bus shelters, signage etc.
- Wayfinding elements may be incorporated to provide clear and concise direction 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.
- The builder is required to coordinate dwelling site plans with all street furniture and any other streetscape elements located within the street R.O.W. to ensure there are no conflicts with the dwelling, driveway, walkway or other dwelling site plan component.

2.4.4 Street Lighting

- 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.
- Pedestrian routes will 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.
- Energy efficient lighting should be utilized to conserve resources.
- Light standards shall be provided in accordance with Town and local hydro authority requirements.



Conceptual Images of Community Mailboxes



Conceptual Image of Street Lighting

2.4.5 Community Gateways

Community gateways occur at the main entrances to the subject lands from the arterial roads and at the intersection of Britannia Road and James Snow Parkway. Gateway features, such as masonry walls, are not suggested. Instead, special building forms will be required to produce visual interest and help define the entries to the community.

- Gateway buildings and landscaping shall be coordinated and given special consideration in terms of design and materials
- Built form should have a high degree of architectural design quality and be sited close to the intersection.

2.4.6 Fencing

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

Wood Privacy Fence

- Corner lot fencing, where required by the Town, is intended to screen and enclose private 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.

Chainlink Fence

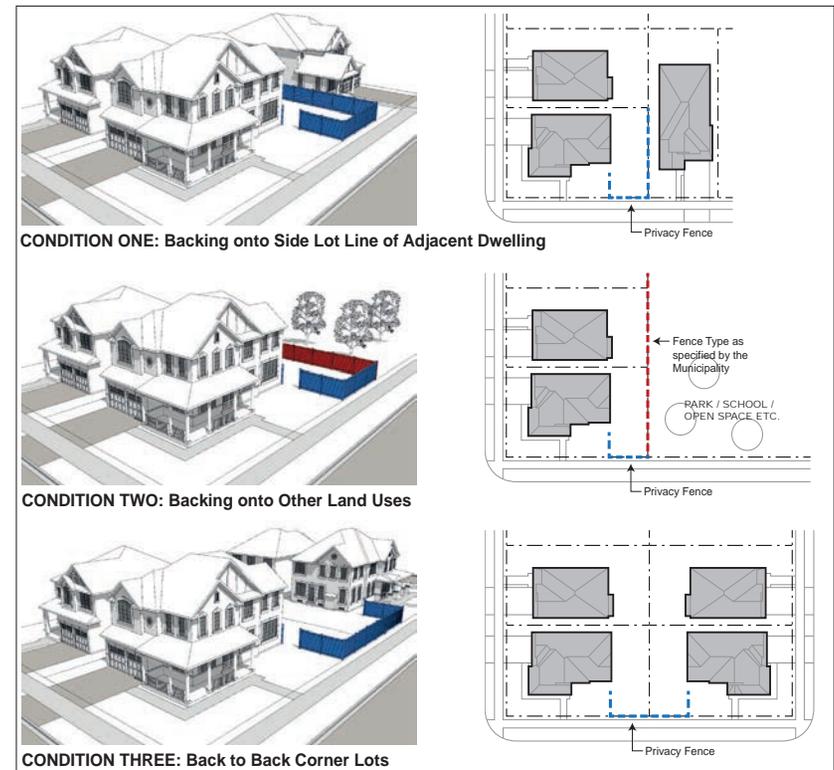
- Black vinyl chainlink fence is required where proposed residential lots abut open space features and the public elementary school site.
- Chainlink fencing shall be 1.5m in height and is required along park perimeters adjacent private/residential lands, and is installed on Town property; gates are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

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.

2.4.7 Utilities

- Above ground utility infrastructure should be located and designed to be compatible, organized and visually minimized.
- Transformers and HVAC equipment within the public realm should be located away from highly visible locations within the streetscape, to the extent reasonable, so they do not negatively impact public views.
- For utility meters within the private realm (i.e. located on buildings), refer to Section 3.3.9.



Typical locations of corner lot fencing

2.5 STORM WATER MANAGEMENT POND / CHANNEL

A storm water management facility and a 60.0m to 64.0m wide drainage channel are located along the western limits of the subject lands adjacent to Fourth Line and the Omagh special character area. The proposed location of the storm water management facility and channel will take advantage of the natural drainage patterns of the site. The proposed SWM facility and channel is designed to manage the overland flow as well as uptake by the localized planting and seed mix. It will be low maintenance and provide a sustainable asset to the community.

- A naturalized approach to design (layout and planting) should be adopted in the development of the SWM facility and drainage channel.
- Access to these facilities will occur from the adjacent street network.
- Where street frontage occurs it shall be designed as a formalized edge to include planting.
- A 5.0m wide buffer running along the eastern edge of the channel block will accommodate a trail.
- Maintenance access for the pond will be provided from Streets "1" and "2". Any proposed trails within the storm water management pond should be combined with the maintenance access road to minimize non-vegetative surfaces, while providing opportunities for pedestrian interaction.
- Aquatic, riparian and upland planting zones which use native trees and

shrubs and seed mixes shall be specified.

- The interface with adjacent residential lots shall consist of black vinyl chainlink fence.
- The design of the storm water management pond, channel and proposed plantings shall comply with Town of Milton and the local conservation authority standards.
- Architectural upgrades to rear or side elevations backing or flanking publicly visible areas will be required.



Conceptual image of the 60.0m Channel



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



2.6 VILLAGE SQUARE

A 0.32 hectare (0.79 acres) Village Square is situated within the southeast portion of the Sundial Homes subdivision. The Village Square will provide a focal point for the neighbourhood and will be characterized by a mix of open green spaces for passive and active play, seating amenities with a shade structure, and a variety of recreational features. The following guidelines should be considered:

- The Village Square provides a central green space that will serve as a key recreational and gathering space that services the immediate neighbourhood.
- Entry points shall be strategically located to ensure convenient access and should be consistent with neighbourhood themes (i.e. surrounding architectural styles and gateways).
- The shade structure and playground should be designed as major focal elements for the park.
- Ensure that all aspects of the park design reflect accessibility through barrier-free design wherever practicable
- Lighting shall be provided for facilities and pathways, as required.
- Provide reasonably level and functional open play areas for passive recreation use.
- 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 more formal groupings of trees contained within lawn areas to facilitate shaded passive use.
- Potential features may include junior and senior play structures, pathways, shade structure and seating, seating or fitness stations, and unprogrammed open space.
- Incorporate CPTED design principles of access control, territorial definition and natural surveillance, into site plan and landscape design.



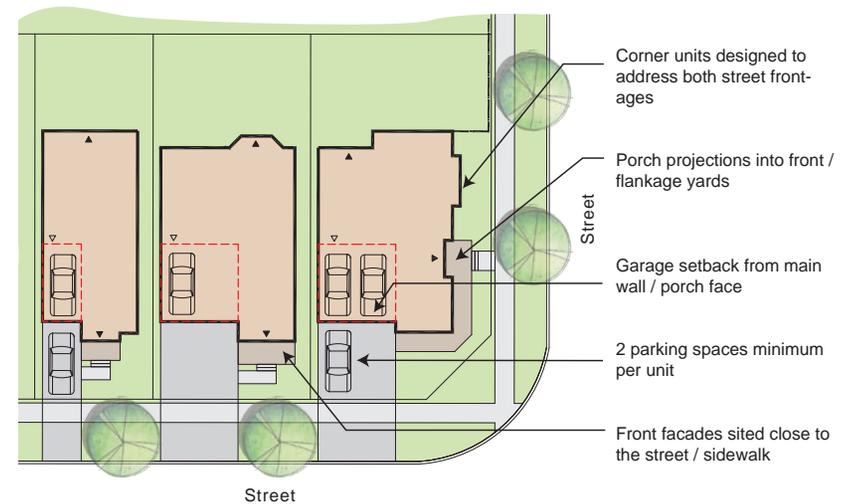
Conceptual images of Village Square features

3.0 LOW AND MEDIUM DENSITY RESIDENTIAL

3.1 BUILDING TYPES

3.1.1 Single Detached Dwellings

- Single detached dwellings will occur on 9.15m (30') and 11.6m (38') lot frontages.
- 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. Most homes will be two storeys. It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing relationships are achieved.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- The use of covered front porches or porticos will be 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.



Conceptual plan layout for Single Detached Dwellings



Conceptual images of single detached dwellings



3.1.2 Street Townhouses

- Street townhouses will occur on lot frontages of 6.0m (20') within the eastern half 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 3 to 8 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 3.5-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 with local utility company requirements. Refer to Sec. 3.3.9 for further details.



Conceptual plan layout for Street Townhouses

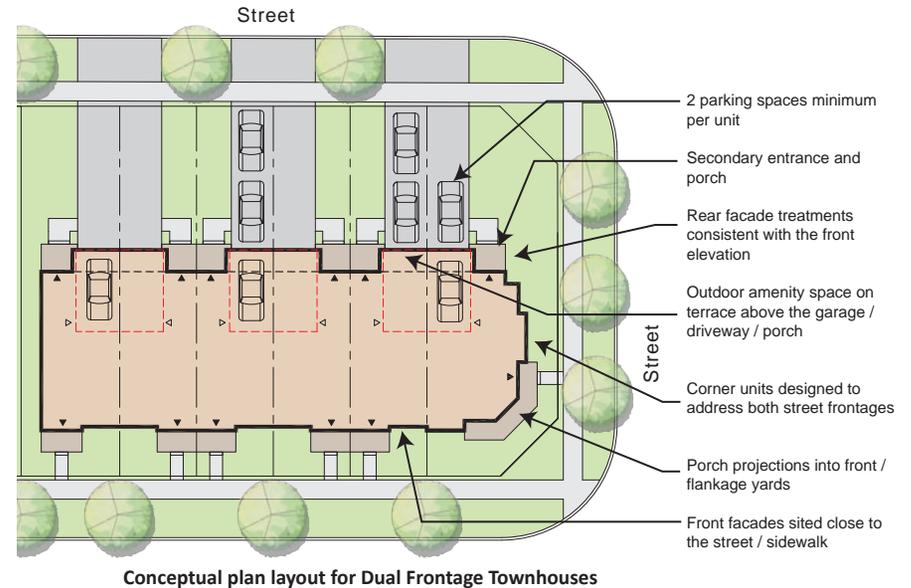


Conceptual images of Street Townhouses



3.1.3 Dual Frontage Townhouses

- Dual Frontage Townhouses contribute positively to the built form character of the neighbourhood by removing garages and driveways from higher order arterial and collector roads and establishing an uninterrupted street edge that is urban in character.
- Rear Access Townhouses on 6.0m (20') lot frontages are proposed at the entrance to the neighbourhood from Street "1" and James Snow Parkway and along a portion of James Snow Parkway within and immediately north of the Major Node block. The primary front facades shall face James Snow Parkway and Street "1" with the rear elevations and garages facing the minor local roads (Streets "9", "17" and "19"). These buildings will have a high degree of exposure to both the front and rear elevations and shall be designed to appropriately address both street frontages.
- The rear elevation and garages facing the minor road shall have similar architectural detailing as the front elevation to ensure an attractive and consistent streetscape appearance is achieved.
- Dual Frontage Townhouses should have 2- to 3.5-storey massing to create a dominant massing along the street edge.
- Dwellings should be predominantly attached above grade.
- Outdoor amenity space may take the form of an elevated terrace located at the rear of the dwelling overlooking street. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Dwellings should be sited close to the primary street to encourage an attractive, pedestrian friendly streetscape. A walkway connecting the front entrance directly to the public sidewalk is required.
- Buildings shall be designed with active front, rear and flanking facades, including large porches, ample fenestration and balcony treatments to stimulate overlook of public areas and contribute to vital and safe public spaces.
- Dwellings, at a minimum, will have a single-car attached garage with an additional parking space on the driveway. Units may have a 2-car garages + additional 2 parking spaces on the driveway provided a high standard of architectural design quality is presented along the rear facade facing the public street.
- Utility meters should be concealed from public view in accordance with local utility company requirements. Refer to Sec. 3.3.9 for further details.
- Municipal address plaques should be provided in a well lit location on both the front and rear facades.



Front Elevation Facing Primary Street

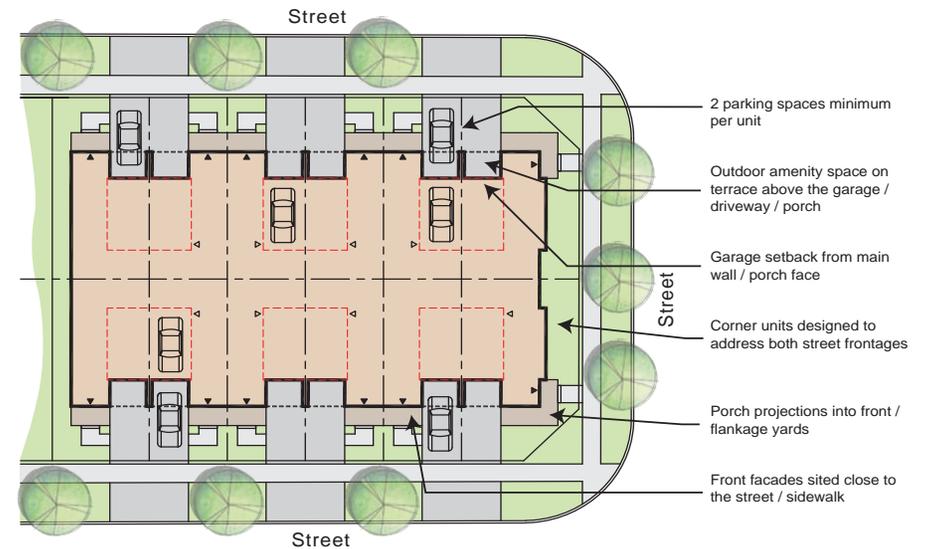


Rear Elevation Facing Minor Street

Conceptual Images Of Dual Frontage Townhouses

3.1.4 Back-to-Back Townhouses

- Back-to-back townhouses will occur on lot frontages of 6.0m (20') within the eastern portion of the subdivision and within the Major Node block.
- This type of townhouse will be a 3- or 3.5-storey housing form with front facing garages accessed from a public road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side party walls.
- Proposed back-to-back townhouse block sizes range from 6 to 16 units. Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Outdoor amenity space is provided in the form of a balcony typically located above the garage facing the street.
- Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded 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.
- Utility meters should be concealed from public view in accordance with local utility company requirements. Refer to Sec. 3.3.9 for further details.
- Air conditioning units, if provided, should be located discreetly on the balcony away from public view.



Conceptual demonstration plan for Back-to-Back Townhouses



Conceptual images of Back-to-Back Townhouses

3.2 RESIDENTIAL STREETSCAPES

3.2.1 Building Relationship to Street

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

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



Front façade relates well to the street

Porch projections into front yard

Garages designed to minimize impact on streetscape



Corner building designed to address both street frontages

Porch projections into flankage yard

Pedestrian linkages to sidewalk

Front facades sited close to the street / sidewalk

Buildings should relate positively with the street

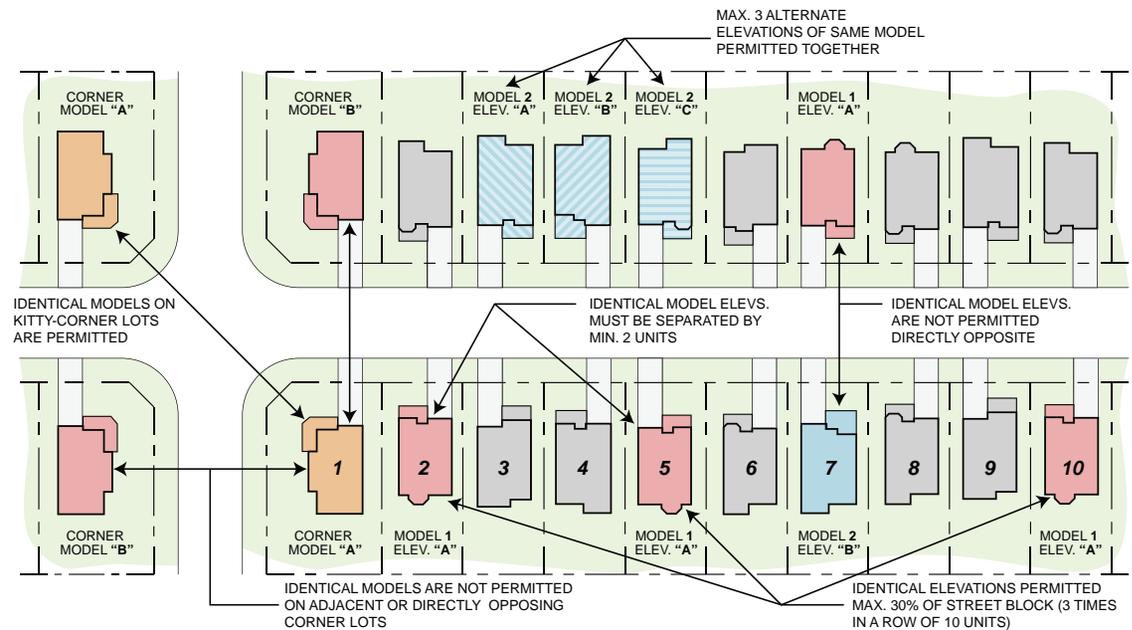
3.2.2 Variety in the Streetscape

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, livable community with a positive identity.



Model repetition and façade variety criteria (single detached dwellings)

3.2.3 Massing Within the Streetscape

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

- Low and medium density residential built form may include a mix of 1- to 3.5-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- to 3.5-storey dwellings should comprise groupings of at least 2 adjacent units, where feasible.
 - 3- to 3.5-storey dwellings sited amongst 2 storey dwellings should comprise groupings of at least 2 adjacent units. 3 storey models with a loft will be considered 3 storey.
 - 2-storey models with a loft will be considered 2-storey.
 - 3 storey models with a loft will be considered 3 storey.



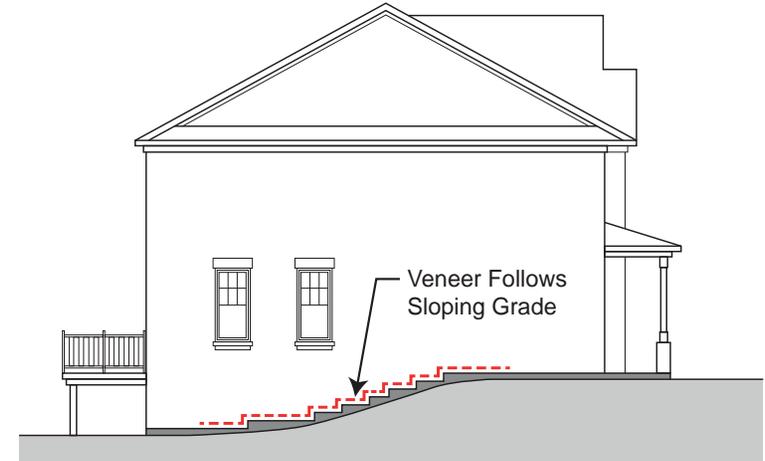
Example of massing compatibility objectives



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

3.2.4 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

3.3 ARCHITECTURAL ELEMENTS

3.3.1 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.



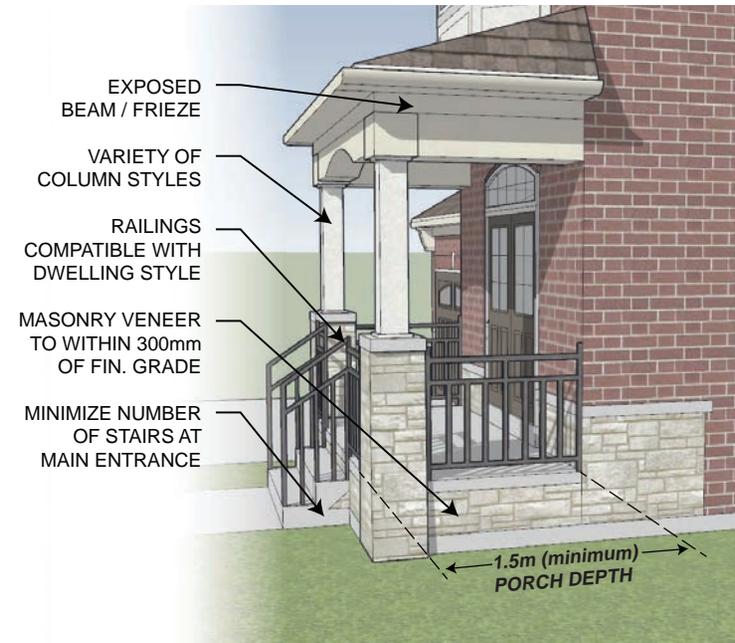
Conceptual Images of Architectural Character

3.3.2 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.

3.3.3 Porches and Porticos

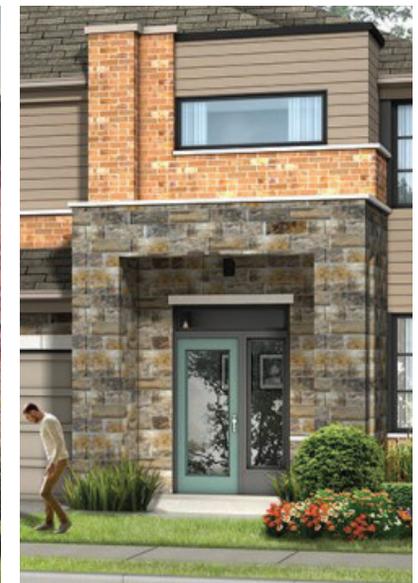
- Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a linkage between the public and private realm.
- Porches should generally be located closer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

3.3.4 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 minimum width of 100mm are required.
- 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

3.3.5 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.



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

- Bungalows should incorporate gabled roof forms and/or roof dormers to assist in massing compatibility with 2-storey dwellings.
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian, Contemporary).
- Roof overhangs should generally be 300mm.
- Where metal accent roofs are used (i.e. on bay features, porticos or turrets) they should be a heavy gauge, have a standing seam and be prefinished in a dark tone complementary to the main roof colour.

- All vent stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible.
- 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.

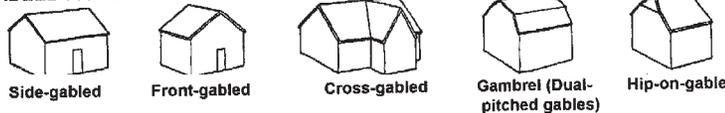
3.3.6 Exterior Materials And Colours

i) Materials

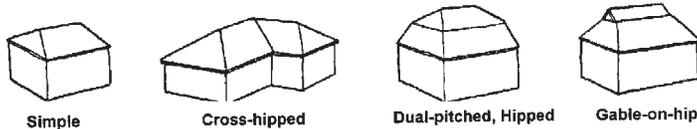
The use of high quality exterior building materials reflective of the architectural style of the building will be required.

- The dominant main wall cladding material throughout the Milton III-75 Land Limited subdivision will be brick.
- The use of accent materials such as stone and precast, is encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
- 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

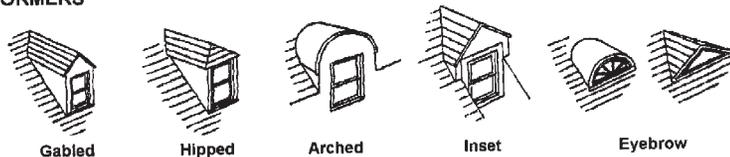
GABLED FAMILY



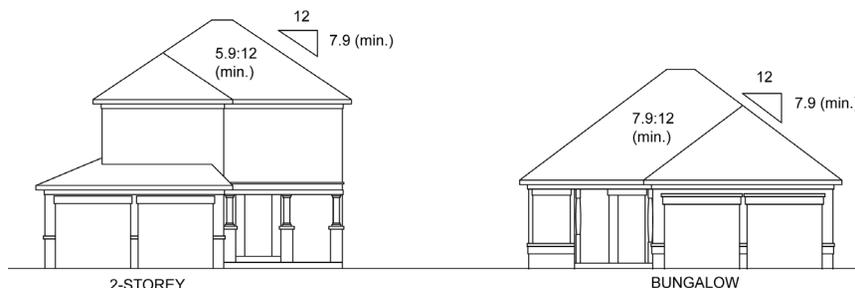
HIPPED FAMILY



DORMERS



Examples of traditional roof and dormer styles



Examples of minimum required roof pitch



Brick

Siding Accent

Stone Accent

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.

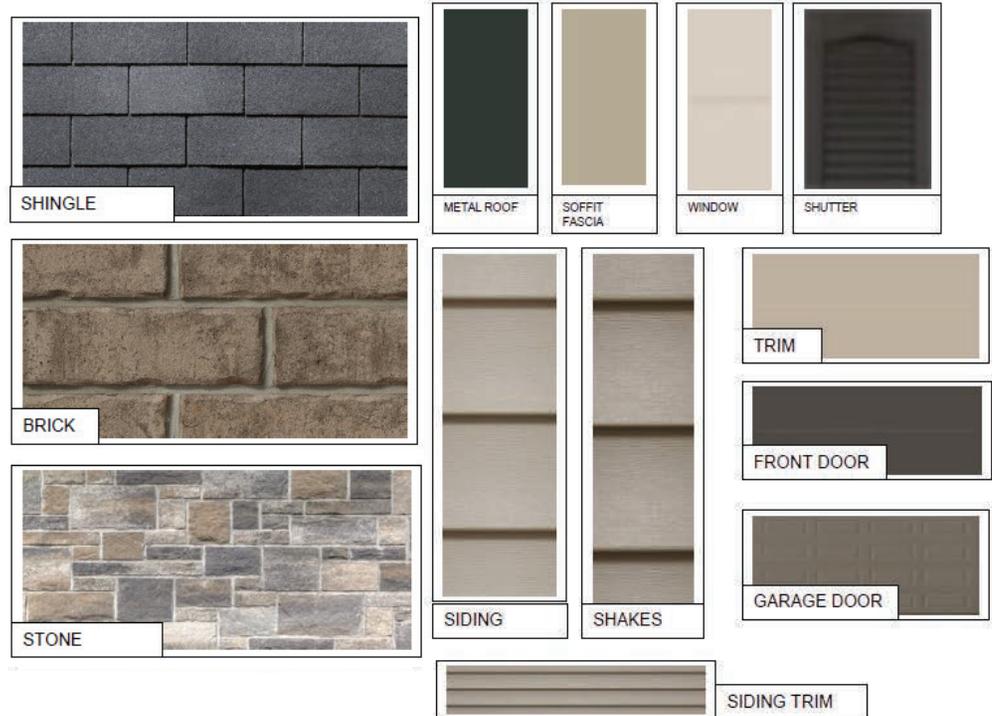
ii) Colours

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 light coloured shingles, such as white or light grey, shall be avoided.
- The use of trim colours which are the same or directly similar to the dominant wall cladding colour is discouraged.
- All flashing is to be prefinished to match the roof or adjacent wall cladding colour.
- Refer to examples of “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 PAINTS | Stoneware Tint 2 PP2063-1 |
| Front Door (STANDARD) | PARA PAINTS | Blackfoot Trail P2109-5 |
| Garage Door | AMARR | Terratone |



Typical Exterior Material and Colour Schedule

3.3.7 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;
 - Moulded detailing (i.e. Canamould, Fypon, etc.);
 - Decorative metal railings;
 - Good quality garage doors (see section 3.4);
 - Overall use of high quality materials and crafting.
- 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 600mm 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 600mm 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



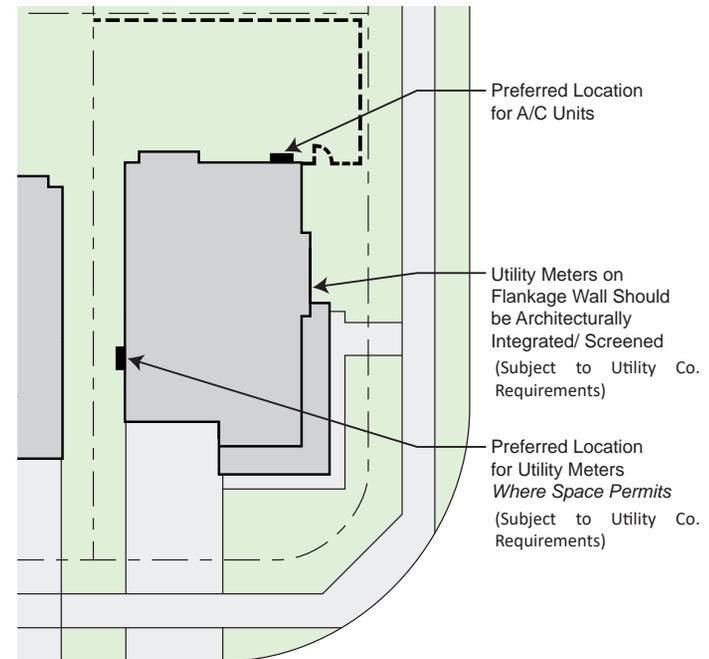
Stone Details Smooth Faced Brick Panels



Railings Municipal Address Signage Light Fixtures
 Examples of Contemporary Architectural Detailing

3.3.8 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.



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



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

3.4 GARAGES AND DRIVEWAYS

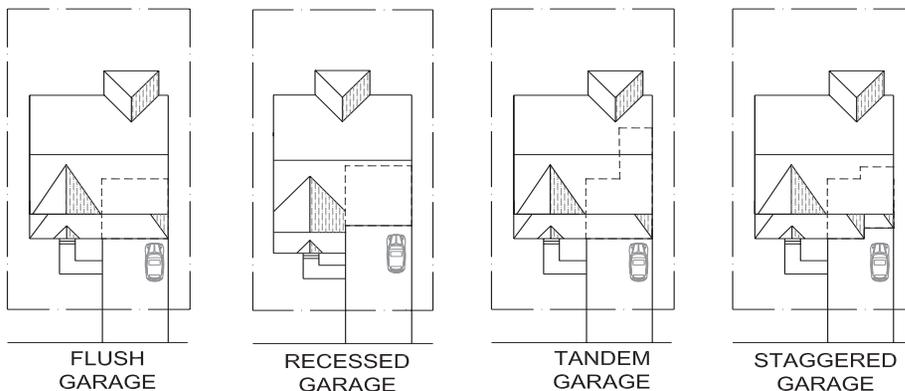
3.4.1 Attached Garages

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

- Garages shall not dominate the massing of the dwelling. They should be integrated into the main massing of the house and oriented toward the street.
- Garage projections shall comply with the requirements of Section 6.3 – Special Residential Provisions of the zoning by-law.
- Garage widths should be in proportion to the width of the lot and in accordance with the zoning by-law.
- Attached garages should be complementary in character and quality to the principal dwelling.
- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).
- Storage areas within the garage are encouraged. This can be achieved by designing deeper garages or providing storage niches along interior side walls of the garage.
- Where 2-car garages are provided they may include: i) two single bay (2.4m wide) garage doors separated by a pier; or ii) a double wide (4.8m) single garage door patterned to appear as 2 single doors (subject to zoning requirements).



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



Attached Garage Options



Example of Street-facing rear garages for Dual Frontage Townhouses

- 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.



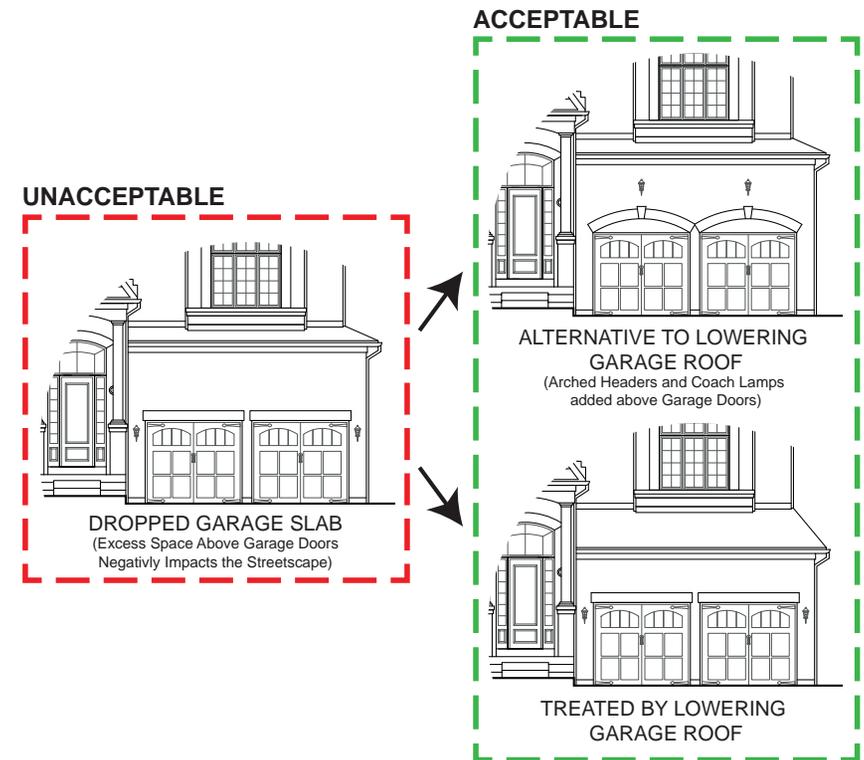
Image of 2 single (2.4m) garage doors separated by a pier



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

3.4.2 Dropped Garage Conditions

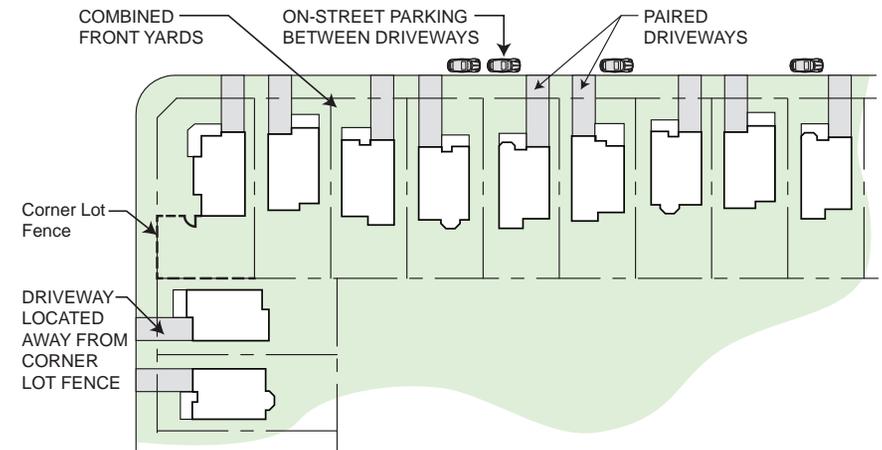
- Dropped garages generally occur where rear-to-front sloping grade conditions exist. This often creates “top-heavy” garage massing resulting from additional wall height between the garage door opening and the soffit. Where the slab of the garage drops more than 900mm below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape. The preferred alternative design treatments for dropped garages include:
 - lowering the garage roof;
 - providing additional detailing or brick banding and soldier coursing above the garage doors;
 - adding a habitable scale window above the garage doors;
 - increasing the height of the garage door;
 - providing arched headers above the garage doors;
 - repositioning light fixtures above the garage doors.



Example of dropped garage conditions / solutions

3.4.3 Driveways

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



Example of Driveway Location Objectives

3.5 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.

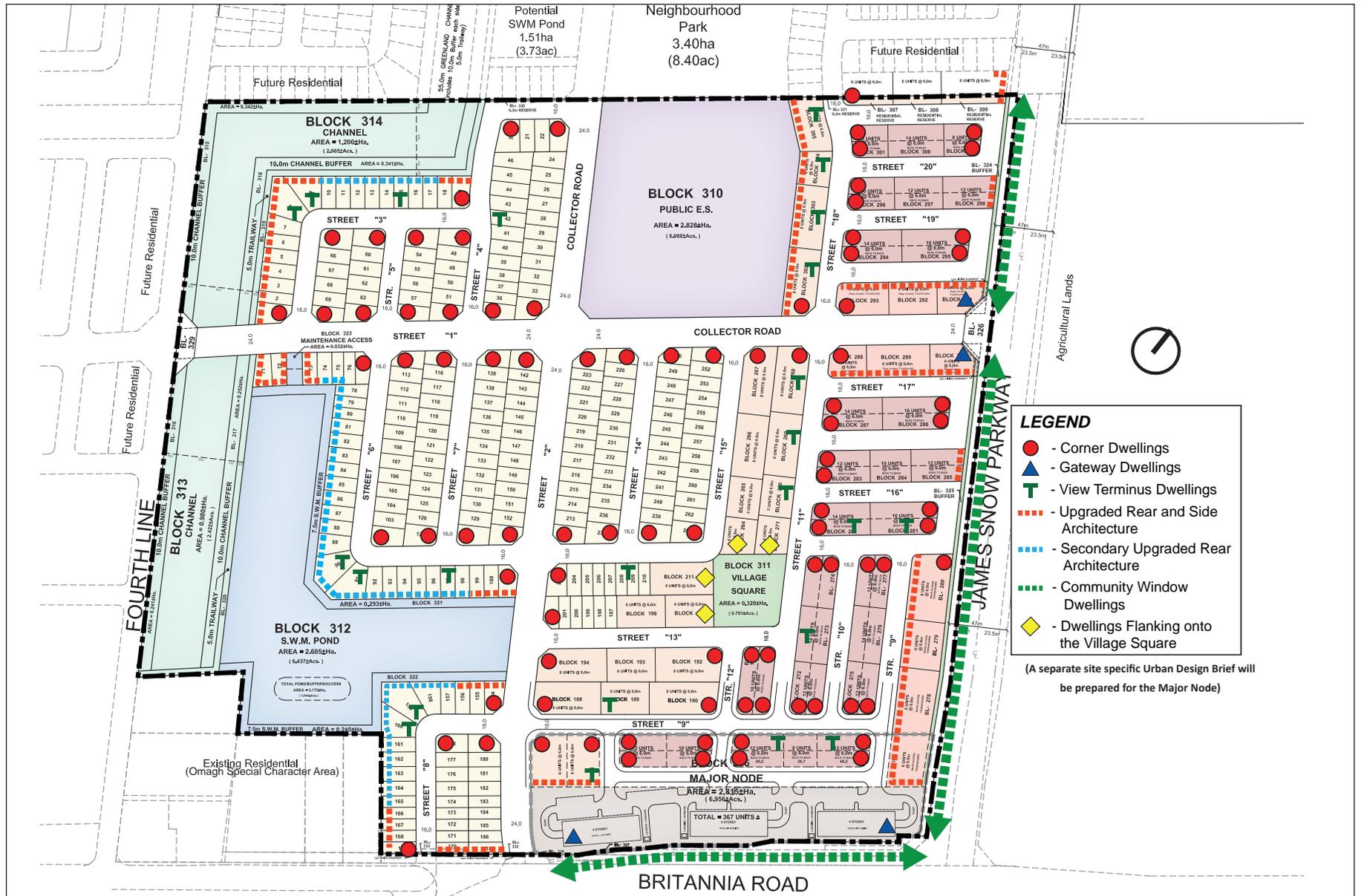
Priority Lot Dwellings are shown on the Priority Lot Map and include:

- Gateway dwellings;
- Corner lot dwellings;
- Dwellings flanking onto the village square;
- Dwellings backing / flanking onto the 60.0m to 64.0m channel, stormwater management pond, school site, adjacent roads or the Omagh special character area;
- View terminus dwellings;
- Community window dwellings.

Certain Priority Lot models may also be subject to review and approval by the Urban Design section of the Town, as stipulated in the Conditions of Draft Approval for the subject lands.



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



Priority Lot Map

3.5.1 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. Designs intended for internal lots will not be permitted.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Architectural design elements required for Corner Lot Dwellings include:
 - Entry portico or porch on the long side of the dwelling.
 - 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) or angled towards the intersection (angled entry).
- Main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted on a limited basis on low exposure corner lots only. Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face should include a secondary entry, projecting bay or other appropriate architectural feature.
- The main entry from the flanking elevation should be connected by a walkway to the sidewalk and the driveway.
- Identical elevations on abutting or directly opposite corner lots are discouraged.
- A privacy fence should be provided to provide screening to the rear yard from the flankage street.
- The corner lot dwelling on lot 1 entering the subdivision from Fourth Line and Street "1" shall be specially designed to incorporate significant heritage elements to commemorate the single detached dwelling that previously existed on the property. Refer to the proposed elevations for the replica heritage house proposed for lot 1 on the following page.



Corner Lot Dwellings Shall Have Equivalent Levels Of Architectural Design And Detail For Both Street Frontages

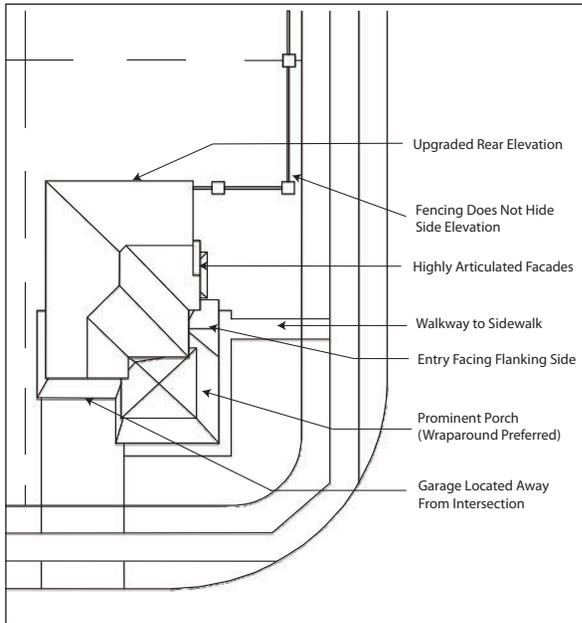


Front Elevation (Facing Street "3")

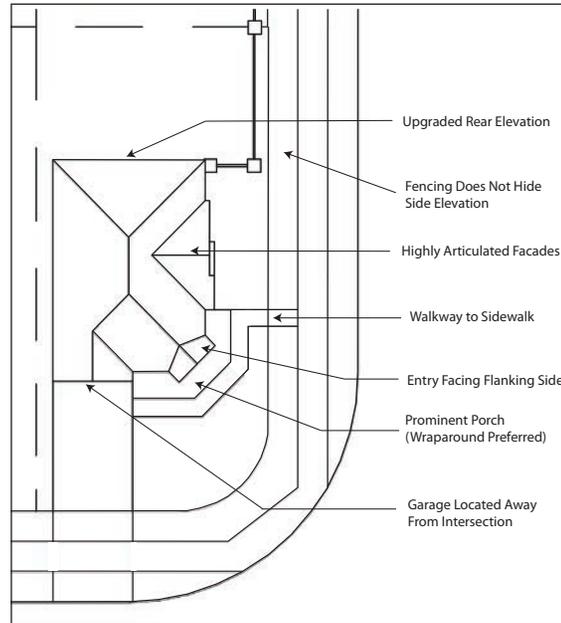


Flankage Elevation (Facing Street "1")

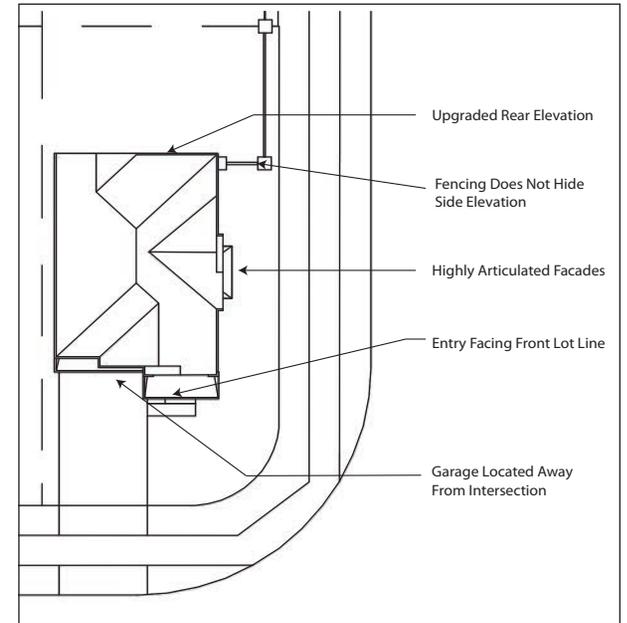
Elevations of the Replica Heritage House proposed for Lot 1 - Prepared by Anderson + Associates for Sundial Homes



Corner Lot Dwelling With Entry Facing Flanking Side Lot Line



Corner Lot Dwelling With Angled Entry Facing the Intersection



Corner Lot Dwelling With Entry Facing Front Lot Line

3.5.2 Gateway Lot Dwellings

Gateway Dwellings are located at the entrances to the residential portion of the neighbourhood from Britannia Road and James Snow Parkway and play an important role in expressing the image, character and quality of the development. The intention is to avoid the typical community entry features found in most contemporary suburban subdivisions and instead, have the architecture of the building define the gateways to the neighbourhood. In this regard, house designs suited for gateway locations will be utilized.

In addition to the design characteristics of Corner Lot Dwellings (refer to Sec. 3.5.1), the following shall apply:

- Building placement and massing shall be oriented to create a distinctive presence at the intersection. Buildings should exhibit 2 to 3 storey massing. Bungalow forms are discouraged in these locations.
- The main entrance should be oriented to the higher order street or to the daylight triangle unless this conflicts with any noise attenuation requirements (berm/fence) or with an entry feature (fence/gate/wall).
- Where front facing garages are present, the garage should be recessed or flush with the front porch or wall face and should not face the arterial / the higher order road. Garages shall be oriented away from the higher order street.
- Distinctive architectural elements such as wraparound porches, chimneys, turrets, projecting bays, precast detailing, shutters and gables or other similarly dominant design features should be employed where architecturally appropriate to emphasize the gateway dwelling's landmark qualities.
- Special attention to the exterior colour package is required with the use of upgraded materials such as stone and precast details being strongly encouraged.
- Noise attenuation measures shall be placed in such a manner to complement the flanking building elevation.
- For gateway buildings that occur within the Major Node at the intersection of Britannia Road and James Snow Parkway refer to Section 4 of the Guidelines.



Conceptual Image of Gateway Dwellings

3.5.3 Dwellings Flanking onto Village Square

Dwellings that flank onto the Village Square present an excellent opportunity to create a special architectural character that will provide an attractive built form backdrop to the public open spaces of the Village Square.

- Dwellings in this area of the neighbourhood are highly visible within the public realm and shall have a high degree of design quality.
- The public/private interface between the park and the residential lots shall be providing dwellings with upgraded flankage elevations facing the park.
- Dwellings that flank onto the Village Square should be designed in a manner similar to corner lot dwellings (refer to Sec. 3.5.1), but will not require the main front door to face/access the park.
- The following features should be provided facing the Village Square:
 - Additional large and well-proportioned windows in accordance with O.B.C. requirements.
 - Wall articulation such as a projecting bay.
 - Roof form articulation.
 - Architectural detailing consistent with the architectural style of the dwelling.
- At a minimum, 1.5m high chain link fencing will be installed where residential lots are abutting the Village Square. Any upgrades to the Town standard fencing or the perimeter planting in Park Blocks would need to be discussed with Community Services (Operations) given the impact to the service level for maintenance. Upgrades are typically at the Applicant's expense, and may include a perpetual maintenance fee.



Example of upgraded side elevations flanking onto the Village Square

3.5.4 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 60.0m to 64.0m channel/ trail block, stormwater management pond, school site, the Omagh special character area, flanking Britannia Road/ James Snow Parkway and the Major Node block.

- 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 the 60.0m to 64.0m Channel/ trail block should be designed in a manner similar to corner lot dwellings (refer to Sec. 3.5.1), but will not require the main front door to

facing this feature.

- Secondary rear upgrades will consist a minimum of frieze board and muntin bars within the windows.
- 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 backing onto 60.0m Channel / Trail Block, SWMP and School Site



Example of upgraded side elevation flanking onto the 60.0m Channel / Trail Block

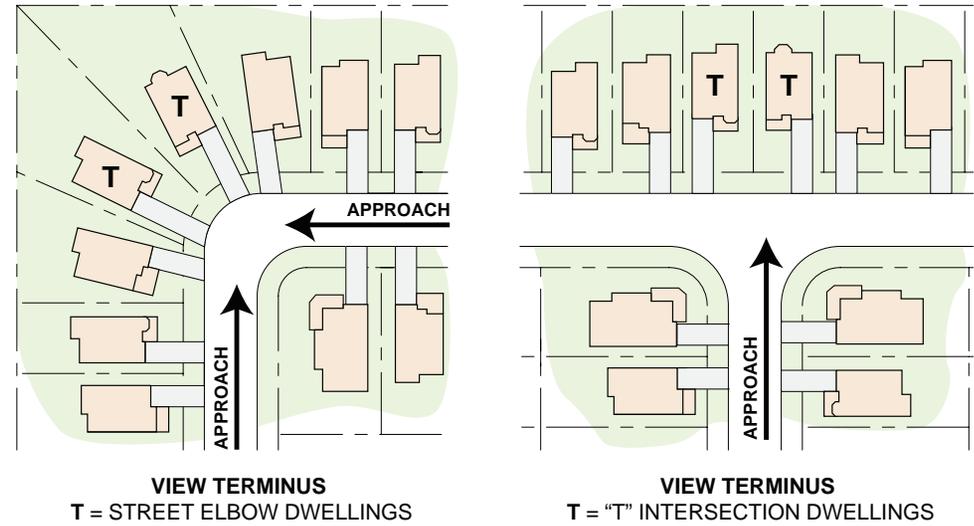


Example of upgraded side elevation flanking onto Britannia Road/ James Snow Parkway

3.5.5 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

3.5.6 Community Window Dwellings (Townhouses Only)

Local roads which are parallel and adjacent to Britannia Road and James Snow Parkway will create a framed view into the neighbourhood and are important in establishing the overall character of the neighbourhood to residents and passersby. Townhouse Dwellings in these locations are referred to as Community Window Dwellings.

- These dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- The use of masonry building materials shall be predominant within the streetscape.
- Dwellings which flank onto an arterial road will be considered Community Window Dwellings. The design of these dwellings shall be consistent with the requirements of Corner Lot Dwellings and shall be built predominantly with masonry.



Examples of Community Window Dwellings

4.0 DESIGN GUIDELINES FOR MAJOR NODE DEVELOPMENT

The Major Node block at the northwest corner of Britannia Road and James Snow Parkway will provide a transit-supportive, pedestrian-oriented, urban activity hub. Development within the Major Node will be subject to the Town of Milton's Mid-Rise Guidelines (May 2018) and Tall Building Guidelines (May 2018), as applicable, and a Site Plan Approval process conducted by the Town of Milton.

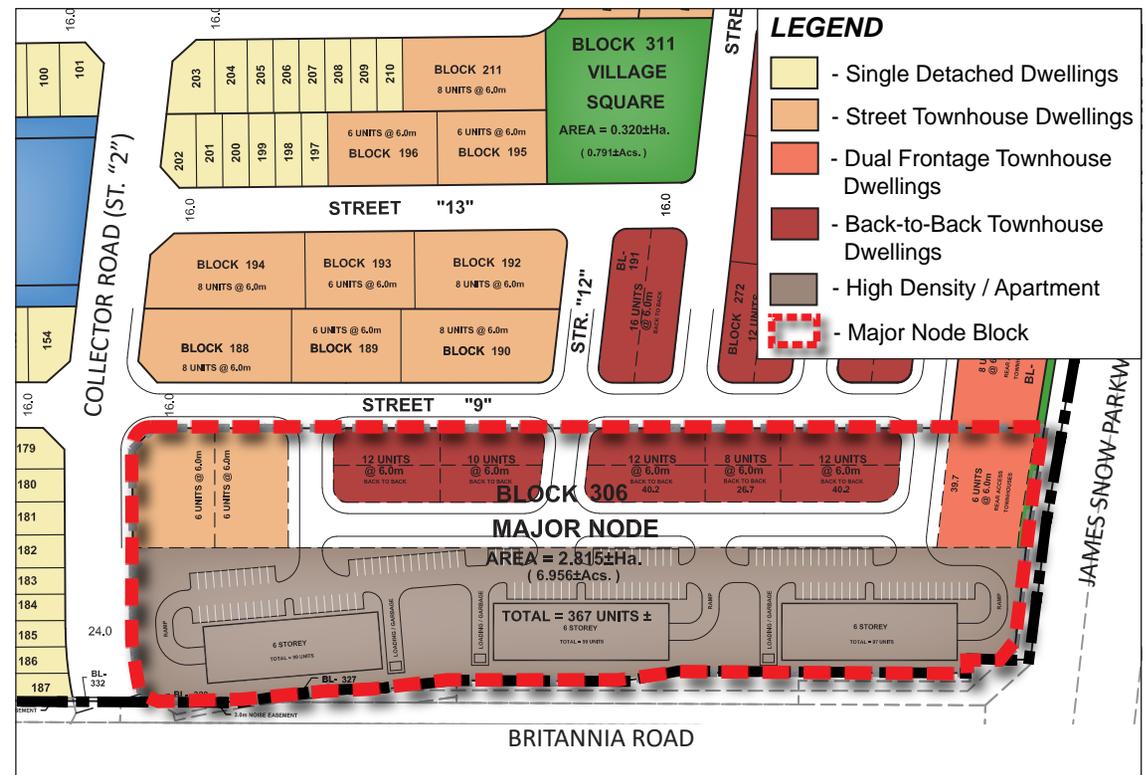
Building forms within the Major Node may include:

- High Density Residential and Medium Density Residential II Uses.
- Limited grade-related multiple attached housing forms. A maximum of 20% of the total number of dwelling units on the lot will be permitted to be ground related (i.e. low-rise).
- Potential for retail and service commercial uses occurring within the first floor of a multi-storey building.
- Other permitted uses include institutional, office, seniors and special needs housing,
- Building heights shall be a minimum of 3 storeys and a minimum FSI of 1.0 up to a maximum of 15 storeys and a maximum FSI of 3.0.

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

- Buildings that appropriately address the street and public areas with well-articulated street facing façades that provide visual interest to pedestrians.
- Building entrances directly visible / accessible from the street;
- On-site parking that does not dominate street frontages, provided through integrated garages, underground parking garages, small short-term surface parking areas or lay-by street parking on side streets in front of the building;
- Signage that is incorporated into the building design.
- Landscaping that focuses attention on the building and creates an attractive pedestrian environment.

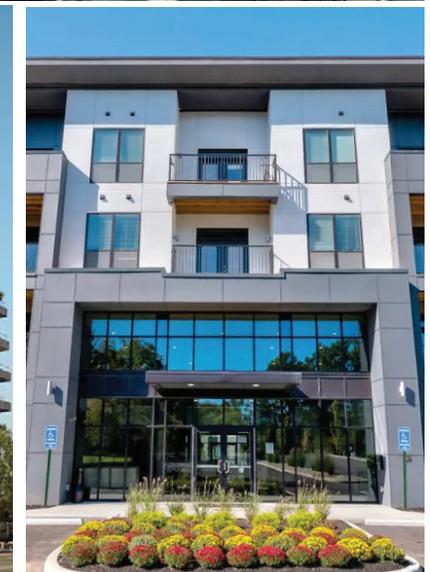
Note: The following section provides general / high level design objectives and guidelines only. Prior to development of the Major Node a site specific Urban Design Brief that articulates a refined design vision for this site may be required by the Town.



Major Node Block

4.1 BUILT FORM CHARACTER

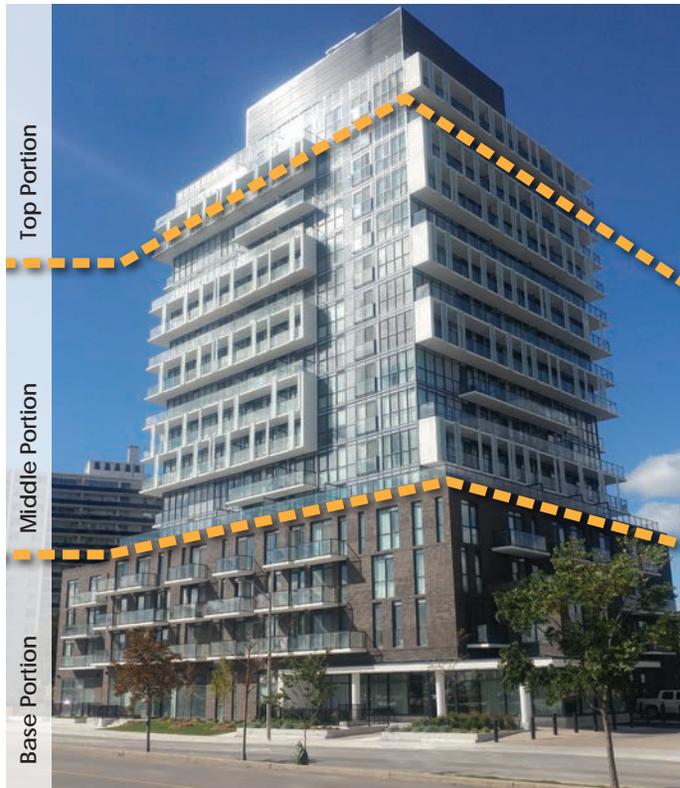
- Built form character within the Major Node will be influenced by the various densities, building forms and land uses permitted. Final building types, uses, heights and densities will be determined through further consultation with Town planning staff.
- Low-, mid- and high-rise buildings will provide an urban form that assists in creating an attractive, transit-supportive and pedestrian-friendly community.
- A high quality, attractive built form character will be achieved through a mix of building types with varied, yet congruous, architectural treatments that:
 - Exhibit design excellence and innovation with a distinctive contemporary or traditional aesthetic;
 - Eliminate garages and large parking areas from the streetscape;
 - Provide appropriate height and massing at key locations (i.e. Britannia / James Snow gateway) ;
 - Ensure a positive physical and aesthetic impact on the community public realm is achieved;
 - Promote comfortable pedestrian environments; and
 - Help to foster the identity of the Major Node as a compact, cohesive and vibrant residential development.
- Objectives for built form character are set out below:
 - Allow for flexibility, variability and creativity in the creation of contemporary or traditional architectural design expressions while providing clear design parameters.
 - Buildings shall be articulated to provide visual interest and character facing public areas.
 - Architectural character and design proposals for all buildings will be evaluated for suitability, based upon the building's use and location within the development, through the design review and site plan approval processes.
- A cohesive variety of high quality façade treatments will be required to ensure an attractive and highly animated streetscape appearance. Publicly visible building elevations should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades and repetitive or monotonous streetscapes.
- Individual buildings should combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements. Although the building forms may vary, a similar vocabulary of materials and architectural elements should be employed throughout the development area to create a



Building and site design shall combine to enhance the pedestrian experience

cohesive development with a distinct identity.

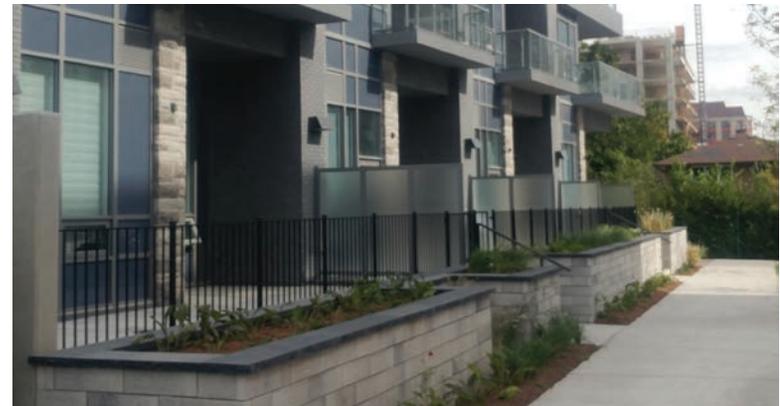
- Mid- and high-rise buildings should establish distinct base, middle and upper portions in order to visually break down their vertical massing.
 - The base portion should reinforce a human scale environment at street level. Direct access to residential units from the street is encouraged.
 - The middle portion should contain the largest mass of the building and should reflect the architectural character of the community.
 - The upper portion should be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward.
- True vision glazed areas should be maximized along street frontages to encourage comfortable and safe pedestrian use.
- In accordance with the Town's Tall Buildings Guidelines, a podium may be recommended in the design of taller buildings to create a base element that reinforces a pedestrian scale adjacent to the public sidewalk while allowing



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

the tall middle portion of the building to be setback from the street wall. Podium heights may range from 3-5 storeys.

- Buildings should be articulated with the surrounding in massing and scale to ensure proper transition.
- 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.
 - Encourage blinds to be drawn after dark.



Direct pedestrian access from the street to individual units are strongly encouraged

4.2 BUILDING PLACEMENT AND RELATIONSHIP TO STREET

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

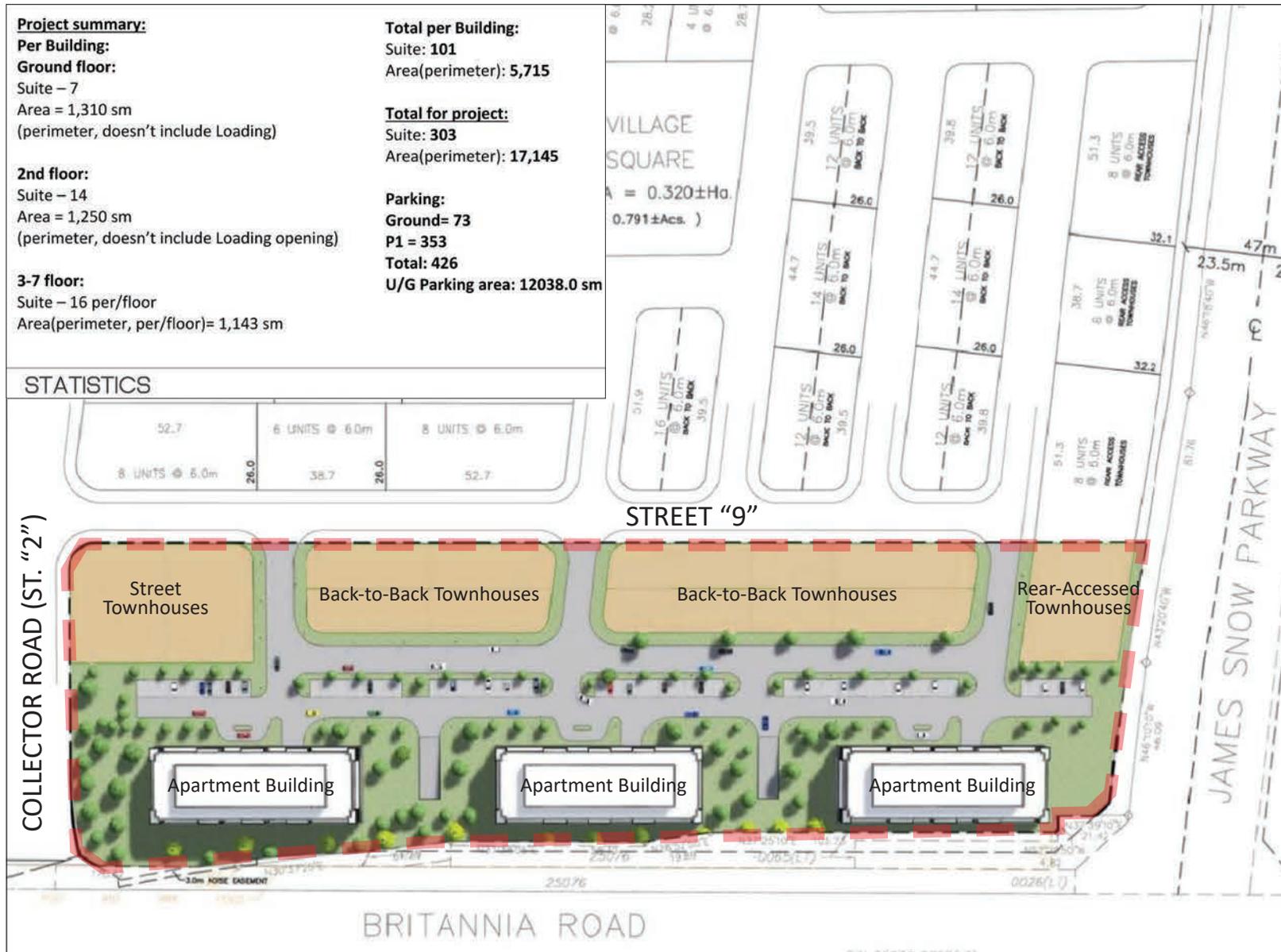
- The building placement shall provide visual connection to the surrounding streets and development parcels through appropriate orientation of the building. Buildings shall maintain ample exposure to the street frontages along Britannia Road and James Snow Parkway.
- For corner buildings, both street frontages shall be addressed in a similar and appropriate manner. All building façades that are exposed within the public realm shall be well articulated and detailed.
- Prominent building massing should be oriented towards the intersection of Britannia Road and James Snow Parkway.
- Building setbacks should provide for consistency to define the street edge and create a visually ordered streetscape. Building setbacks at the street line should be minimized to maintain a strong relationship with the street while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- Internal circulation routes should be established to provide for the safe, coherent and convenient movement of pedestrians, vehicles and cyclists.
- Buildings shall be located to ensure good sight lines for all vehicular access points.
- The interface between the ground floor level of the building and public spaces should be at grade to avoid elevated entrances and large concentrations of stairs along street and park frontages, subject to site grade conditions.
- Where tall buildings are located adjacent to the street, the use of a podium with a stepback to the main tower will be required to establish a pedestrian scaled street wall.
- Projections into the street zone, such as entrance canopies, porticos, window bays and pilasters, are encouraged for their beneficial impact on creating an animated streetscape.
- Main entrances to the building should face the street and be connected to the sidewalk by a hard surface walkway.



Building setbacks should maintain a strong relationship with the street



Corner buildings should reinforce their landmark status within the streetscape



Project summary:
Per Building:
Ground floor:
 Suite – 7
 Area = 1,310 sm
 (perimeter, doesn't include Loading)
2nd floor:
 Suite – 14
 Area = 1,250 sm
 (perimeter, doesn't include Loading opening)
3-7 floor:
 Suite – 16 per/floor
 Area(perimeter, per/floor)= 1,143 sm

Total per Building:
 Suite: 101
 Area(perimeter): 5,715

Total for project:
 Suite: 303
 Area(perimeter): 17,145

Parking:
 Ground= 73
 P1 = 353
 Total: 426
 U/G Parking area: 12038.0 sm

STATISTICS

| | | |
|----------------|----------------|----------------|
| 52.7 | 6 UNITS @ 6.0m | 8 UNITS @ 6.0m |
| 8 UNITS @ 5.0m | 26.0 | 38.7 |
| 26.0 | 26.0 | 52.7 |

Conceptual Demonstration Plan - Major Node Block (Note: this plan demonstrates only one potential method in which the site could develop)



View looking west along Britannia Road



View looking southwest from James Snow Parkway



View looking east along Britannia Road



View looking east from the Collector Road (Street "2")



View looking south



View looking north

Perspectives of the High Density / Apartment Development within the Major Node Block (Note: these perspectives demonstrate only one potential method in which the site could develop)

4.3 PARKING AREAS

Parking requirements will vary by building type. The primary objective is to mitigate the negative visual impact on the public realm associated with parking areas, driveways and garages.

Mid- and High-rise Built Form:

- For mid- to high-rise buildings underground parking garages or above grade parking structures should be provided.
- Driveways to underground parking areas should be located in an easily identifiable but unobtrusive manner, typically along the side of the buildings or in the rear yard.
- Above grade parking structures shall be designed with high quality exterior active façade treatments to residentialize their appearance where exposed to public view. Consideration may be given to adding a veneer of residential around the parking structure.
- Large surface level parking lots shall be avoided. Small surface parking areas will be permitted for limited visitors parking, deliveries and drop-offs.
- Where provided, surface parking shall be located in a non-obtrusive manner and shall be screened from street view through the use of landscaping (including features such as metal fencing with masonry pillars) or building location to provide appropriate screening.

Low-rise Built Form:

- Unless below-grade parking is provided to service low-rise built form, a private garage, accessed from a public street or laneway, should be provided for each dwelling unit.
- Where surface parking areas are provided they shall be located in a non-obtrusive manner and shall be screened from street view through the use of landscaping (including features such as metal fencing with masonry pillars) or building location to provide appropriate screening.
- On-street lay-by parking may occur in between driveways.
- Driveways for dwellings adjacent to intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- All driveways shall be finished with a hard surface paving material.
- All parking areas should be adequately illuminated to foster a safe environment.



Conceptual images of parking areas integrated into the building / site plan design

4.4 LIGHTING AND SIGNAGE

- High quality outdoor 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.
- Outdoor lighting shall be selected and located to reduce light pollution and avoid light spillage or glare on nearby properties and those living in the building above.
- 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 should be utilized.
- Buildings shall be designed to include defined spaces to accommodate signage that respect building scale, architectural features, signage uniformity and established streetscape design objectives.
- Space for signage should be provided to clearly delineate commercial uses, where provided.
- Plastic backlit signage shall not be permitted.
- High quality, face lit or directly lit signs which are integrated into the building design are encouraged. This includes:
 - Formed letter signage;
 - Channel letter signage;
 - Awning signage;
 - Small signs mounted perpendicular to the sidewalk.



4.5 LANDSCAPING, SITE FURNITURE AND PUBLIC ART

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



Lighting, signage and landscaping should support the character of the Neighbourhood

4.6 SERVICING AREAS

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



Mechanical equipment and serving areas should be screened from public view

5.0 DESIGN GUIDELINES FOR INSTITUTIONAL DEVELOPMENT

A public elementary school site (Block 310) has been provided at the northeast corner of Streets “1” and “2” in the north-central portion of the neighbourhood adjacent to a proposed neighbourhood park (north of subject lands). The proposed school will act as landmark building within the neighbourhood and will help to define the character of the Sundial Homes (4th Line) Limited neighbourhood within the Boyne Survey community. The school site has been strategically located based on several factors including: 1) locations which promote maximum accessibility by pedestrians, cyclists and motorists; 2) locations which provide maximum visibility from adjacent areas such as the intersections of major roads; and 3) locations which provide linkages with the open space system through pairing with the neighbourhood park. It is recognized that the school site and building will be designed by the respective school board. It is desirable that the following design criteria be considered in the design of the school site and by the Town of Milton in their Site Plan Approval review process:

- The school building should address and define the street by generally being located close to the streetline and/or intersection in the case of corner sites.
 - A strong built form relationship to the surrounding street should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks.
 - Main entrances should be directly visible from the street and be given design emphasis to serve as a focal feature.
 - The school should develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the community.
 - Prominent building features which help to reinforce their landmark status should be employed.
 - A cornice treatment shall be provided to define the roof line.
 - 2-3 storey building massing should be provided.
 - 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 the school should typically be limited to drop off zones.
 - Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
 - Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
 - 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.
 - Loading, service and garbage areas should be integrated into the building design or 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.



Conceptual Image of School Building

6.0 IMPLEMENTATION

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

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

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

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

A Site Plan Approval Process administered by the Town of Milton is required for the High Density / Apartment block within the Major Node.

6.1 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.

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

6.2.1 Working Drawings

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

6.2.2 Site Plans

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

6.2.3 Streetscape Drawings

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

6.2.4 Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.



- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

6.3 SUBMISSION REQUIREMENTS

- The Builder is required to submit to the Control Architect for final review and approval, the following:
 - 6 sets of engineer approved site plans;
 - 4 sets of working drawings;
 - 2 sets of streetscapes;
 - 2 sets of colour schedules together with 1 set of colour sample boards;
 - The Builder may also submit the above materials electronically for review and approval.
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re- approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these 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

6.4 MONITORING FOR COMPLIANCE

- The Control Architect will conduct periodic site inspections (typically every 6-8 weeks during the construction phase) to monitor development.

- Any significant visible deficiencies or deviations in construction from the approved plans which are considered by the Control Architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder and Town.
- The Builder will respond to the Control Architect in writing within 7 days of notification of their intention to rectify the problem after which the Developer and the Town will be informed of the Builder's response or lack of response. The Developer and/or Town may take appropriate action to secure compliance.

6.5 TOWN OF MILTON APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect and the Project Engineer (site plans only), as required, prior to submission to the Town of Milton for building permit approval. Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Priority lots identified by 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.

