

TOWN OF MILTON



AGERTON SECONDARY PLAN

DRAFT DESIGN GUIDELINES

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Prepared by



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The Guideline structure is outlined below:

Section 1: Provides an introduction to the Guidelines, including purpose of the guidelines and an overview of the study area's existing context.

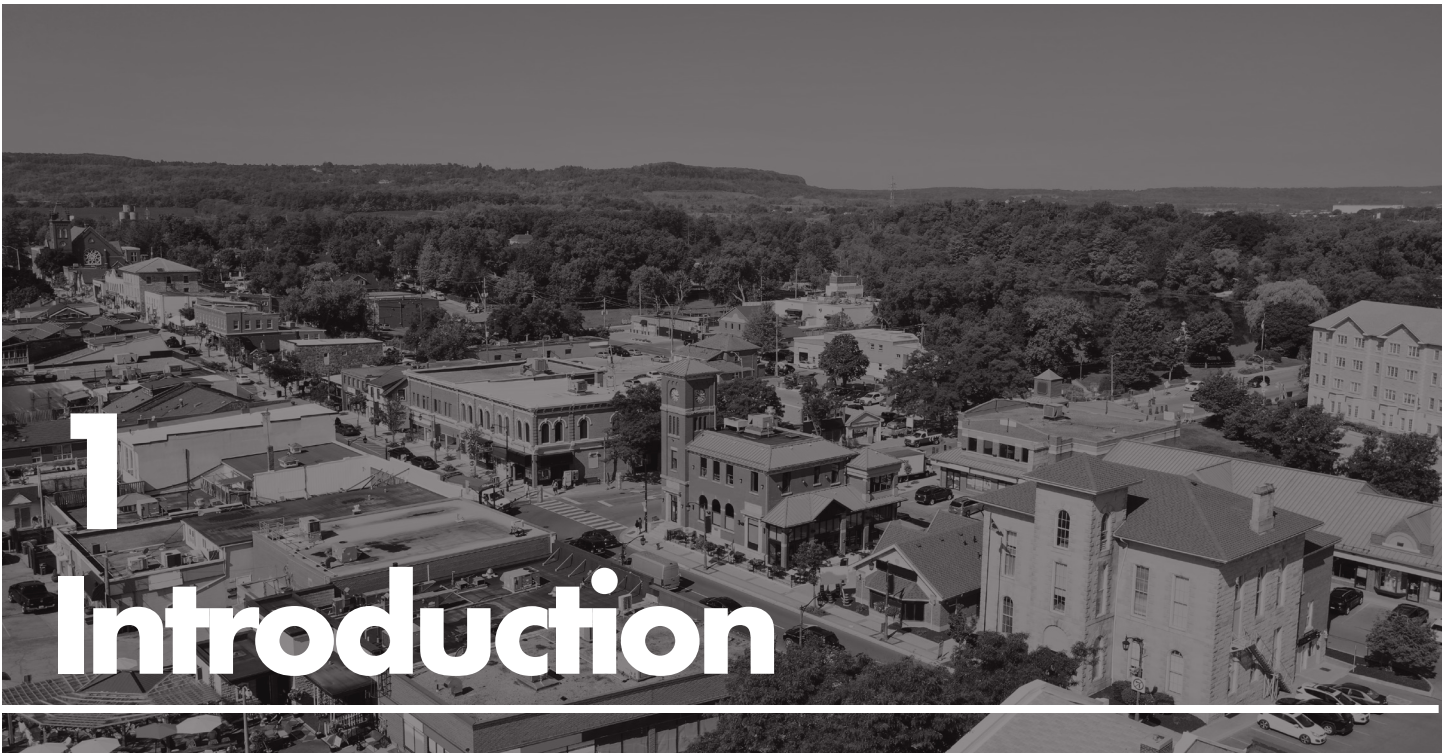
Section 2: Outlines the vision and guiding principles for the development of the Agerton study area.

Section 3: Provides guidelines for the Public Realm, including streetscapes, parks and open spaces, community centres, schools, and public art.

Section 4: Provides guidelines for the Private Realm, including site layout and design, parking, and building articulation.

Section 5: Provides guidelines for Built Form Typologies, including mid-rise buildings, high-rise buildings,

Section 6: Outlines the Implementation Strategy



1.1 Purpose of the Guidelines

The Agerton Secondary Plan Urban Design Guidelines (The Guidelines) apply to development within the Agerton Secondary Plan Area illustrated in **Figure 1**. The purpose of The Guidelines is to implement the vision and development framework set out by the Agerton Secondary Plan (Secondary Plan) and Town of Milton Official Plan by providing detailed direction on the design of the public and private realm, including built form.

The Guidelines ensure a high quality and consistent level of urban design throughout the Secondary Plan area and assist in the creation of community Identity through distinctive built form, pedestrian focused streetscapes, and high quality public spaces. The Guidelines also ensure the design of the community is accessible by all.

The Guidelines are a companion document to the Secondary Plan and form part of the Town's list of Urban Design Guidelines. They are to be read in conjunction with:

- Town of Milton Official Plan;
- Agerton Secondary Plan;
- Mid-Rise Guidelines;
- Tall Building Guidelines;
- Zoning By-Law 016-2014; and
- Engineering and Parks Standards Manual.

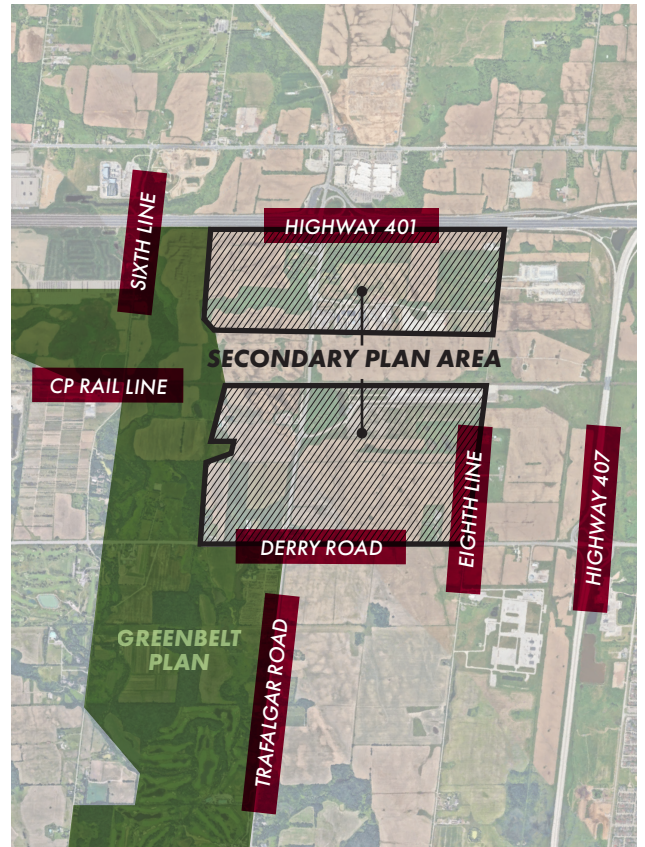


Figure 1. Secondary Plan Study Area

1.2 Who are the Guidelines for?

These Guidelines are to be used by:



Town Staff and agencies as a reference for review and approval alongside the Official Plan and Zoning By-law



Property owners, developers and consultants to ensure alignment of development proposals with the specific vision for the Agerton community



Council to confirm whether an application meets the vision for the Agerton Secondary Plan area



The public to understand how the Agerton Secondary Plan is envisioned to evolve over time.



1.2 Existing Context

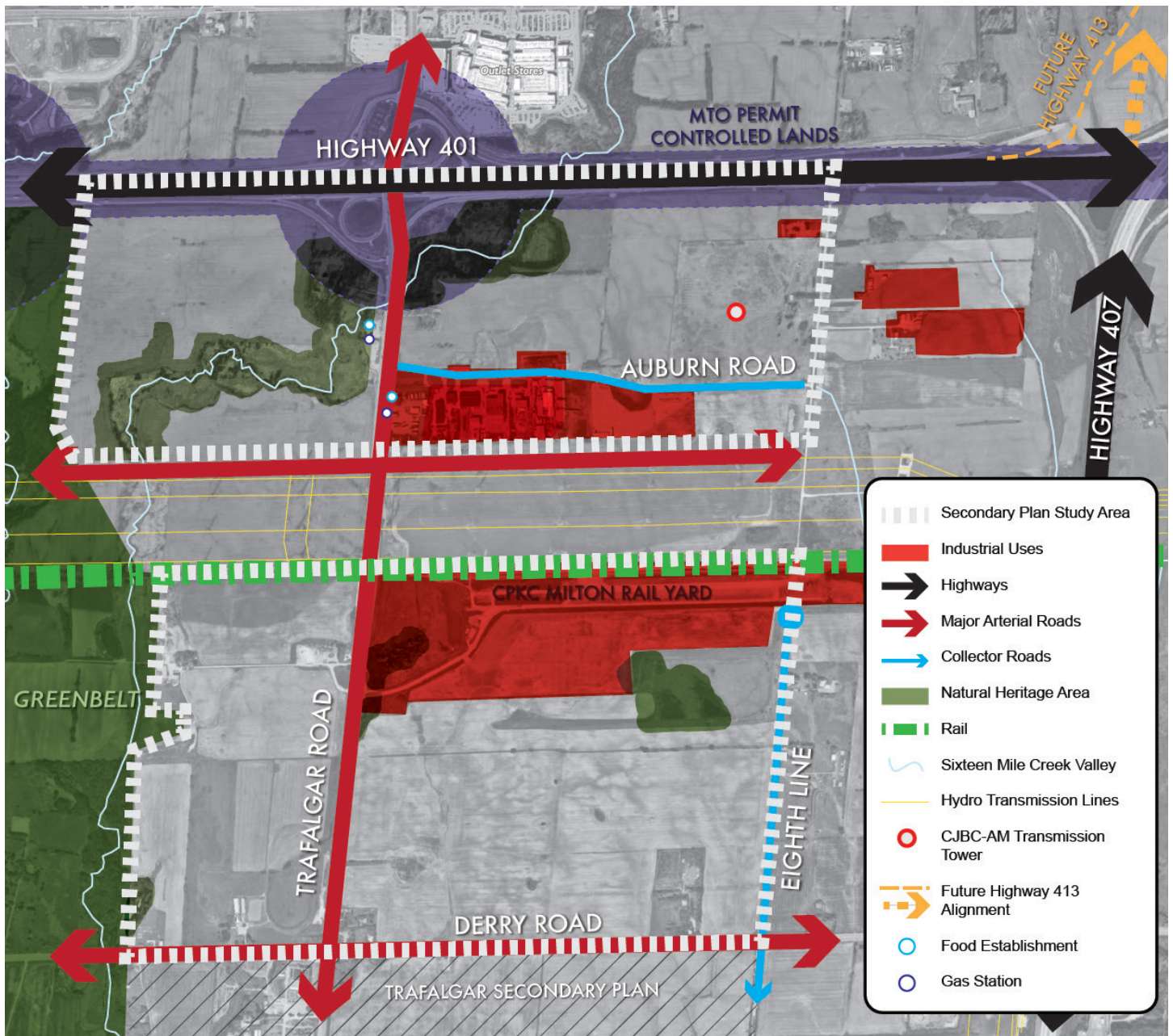


Figure 2. Existing context of Agerton

The Agerton Secondary Plan area is approximately 311 hectares in size and is bound by highway 401 to the north, Greenbelt to the west, Eighth Line to the east, and Derry Road to the south. The Secondary Plan area is bisected by the Parkway Belt West Plan Area, which is a hydro corridor that runs east-west through the subject lands. It borders the Trafalgar Secondary Plan located south of Derry Road. The following describes key features within or surrounding the Secondary Plan area illustrated in

Figure 2 that help inform and direct the development of the Plan.

Existing Land Uses

In the north east quadrant of the plan there are existing uses such as Tim Horton's and Mazaj Lounge, gas stations, agricultural lands and a number of large-scale industrial employment uses (i.e scaffolding rental service and storage lot, water works equipment supplier, metal

machinery supplier, pallet supplier, and ATM supplier, CPKC Rail Yard).

Trafalgar Secondary Plan

The Agerton Secondary Plan area abuts the Trafalgar Secondary Plan area which is located south of Derry Road. Both Secondary Plan areas are envisioned as mixed-use transit oriented communities that will provide a mix of housing types and densities, parks of various sizes, integration of Natural Heritage Systems and Greenbelt into development, and more. Trafalgar Road and Derry Road in both Secondary Plan areas will be developed as key arterial roads that will provide pedestrian and cycling infrastructure to support active transportation. Further, the intersection of Trafalgar Road and Derry Road will include high-density land uses as a key node in both Secondary Plan areas.

Environmental Features

Agerton borders the Greenbelt on the western border of the Secondary Plan area. The Secondary Plan is also traversed by the Sixteen Mile Creek Valley on both the northern and southern portion of the Secondary Plan. The northern portion of the Secondary Plan area is identified as a Highly Vulnerable Aquifer in the Town's Official Plan Schedule 8b, and is identified for long term protection.

Proposed GO Train Station

There is a proposed Milton Trafalgar GO Train Station west of Trafalgar Road, south of the hydro corridor. The GO Train Station will be a major community feature in the Secondary Plan, and will provide regional transit connections to Milton and beyond. Development around the GO Train Station will be high-density with a mix of uses to provide transit supportive populations and opportunities for employment.

MTO Lands and Road Expansions

The northern boundary of the Secondary Plan is Highway 401 and Highway 407 further east. The future Highway 413 will be located north of the Highway 401 and 407 interchange. Lands indicated in **Figure 2** illustrate Ministry of Transportation (MTO) Permit Controlled Lands, which means that permits will be required from MTO for any proposed buildings or other structures.

Hydro Lines and Transmission Areas

The Secondary Plan area is bisected by an east-west hydro line. The northern portion of the Secondary Plan area contains a CJBC-AM transmitter tower, and lands designated as Northwest GTA Transmission Corridor Narrowed Area of Interest.



Aerial view of the existing Agerton study area



Agerton's Community Structure surrounding the PMTSA includes a series of nodes, corridors and employment lands where compact growth and intensification supports high-quality pedestrian and transit-friendly design, connectivity and community character illustrated in *Figure 3*.

Both the existing and proposed context sets the stage for the community design and is informed through the plans' gateways, edges, views to key features such as parks, open spaces and natural heritage areas, built form transitions, and streetscape design in the Enhanced Streetscape terminating at the GO Train Station.

Primary Gateways

Gateways signal entry into the new Agerton community, at intersections of collector roads along Trafalgar Road and the Main Street East extension. Gateways can include distinctive built form, signage, street furniture specific to the Agerton community, public art, Privately Owned Public Spaces (POPS), or other placemaking elements that help establish a sense of place for the new community.

Edges

There are several "**edge**" conditions that influence how buildings or spaces should address arterial roads such as Derry Road and Trafalgar Road, the Greenbelt or Natural Heritage System, and community facilities such as the District Park and Community Centre. Refer to **Section 4.5** for guidelines on the establishment of edge conditions in Agerton.

Views

Views to key features such as the Greenbelt, Natural Heritage Systems, District Park, and Community Centre should be created, or enhanced. This can be achieved through the orientation of buildings, streets, location of trailheads, and location of complementary uses such as parks adjacent to the Greenbelt. Refer to **Section 4.5** for guidelines on facilitating views to key features in the Agerton community.

Built Form Transition

A variety of built forms that support transit will be provided to support the GO Train Station. As a result the community will be designed in a way that maintains

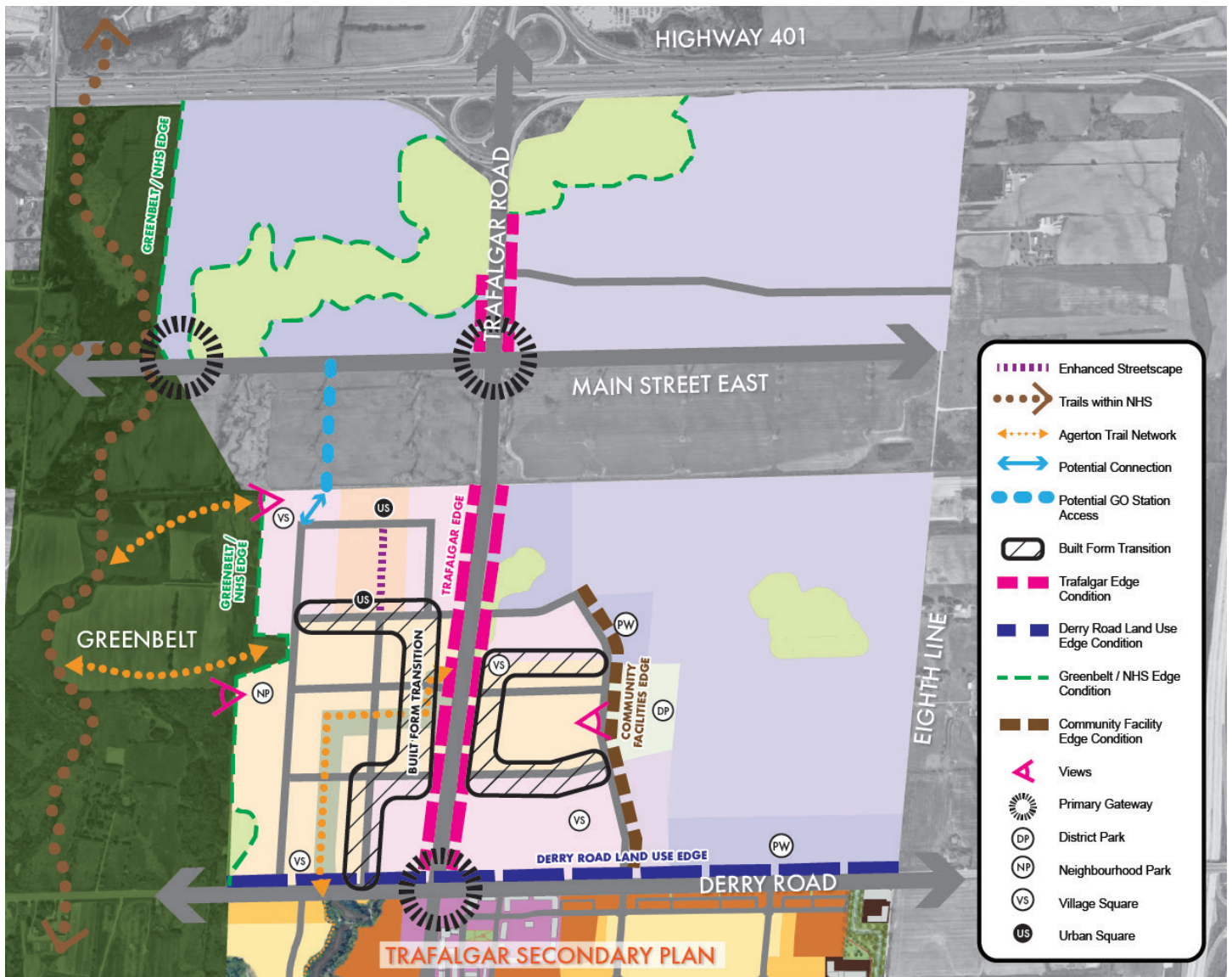


Figure 3. Agerton Community Structure and Land Uses

pedestrian comfort and will include **built form transitions**. Transition tools include the use of building setbacks and stepbacks to establish a pedestrian-oriented podium for taller buildings, variation in massing on one lot to situate taller buildings behind shorter buildings in along transition zones, and more. Refer to **Section 4.5** for built form transition guidelines.

Enhanced Streetscape

The **Enhanced Streetscape** is a special road condition for the north-south collector road terminating at the GO Train Station. It is envisioned as an urban streetscape with wider sidewalks, on-street parking, street trees in planters or grates, and pedestrian-oriented street furniture such as benches and bike rings. Refer to **Section 4.1.3.2** for detailed guidelines on Enhanced Streetscape.

3 Vision + Guiding Principles

3.1 The Vision

These guidelines further define the vision of the Agerton Secondary Plan to establish a truly mixed use community focused on providing a balance between employment uses and transit-supportive mixed-use high-density built forms to support the extension of higher-order transit in Milton. The Agerton Secondary Plan Area will be designed as a sustainable, healthy, connected and complete community with a thriving local economy.



Conceptual illustration of proposed GO Train Station.

3.2 The Guiding Principles

The guiding principles have been prepared based on the goals and objectives of the Agerton Secondary Plan:



Design and build Complete Communities that include a mix of housing types, a variety of high quality parks, open spaces and community buildings that contribute to a successful public realm



Achieve high quality and accessible design in both the public and private realm that fosters a sense of place and respects existing or planned character



Encourage the design and building of an attractive, connected and sustainable environment consistent with the vision for the future Major Transit Station Area for Agerton



Build a well-designed, pedestrian friendly transportation system that safely and comfortably integrates pedestrian friendly streetscapes that facilitate walkability and cycling between, places to work, schools, parks and open space and other amenities and adjacent municipalities



Protect and enhance the natural heritage system, co-locate parks with natural areas wherever possible, and highlight its importance for the new community by establishing a network of off-road trails, view corridors, and view vistas to the natural heritage system



The public realm comprises the continuous landscape of all spaces and buildings that are open and accessible to everyone. This includes parks, streets, sidewalks, trails, transit stops, plazas squares, community centres, and other public buildings which are all integral parts of the community. The public realm is influenced by the buildings that frame and define the space, the spaces themselves, and how the spaces are used.

The best public places are carefully designed in response to their context and provide opportunities for community life, social interaction, recreation, entertainment and reflection.



A privately owned public space in Port Credit, Mississauga

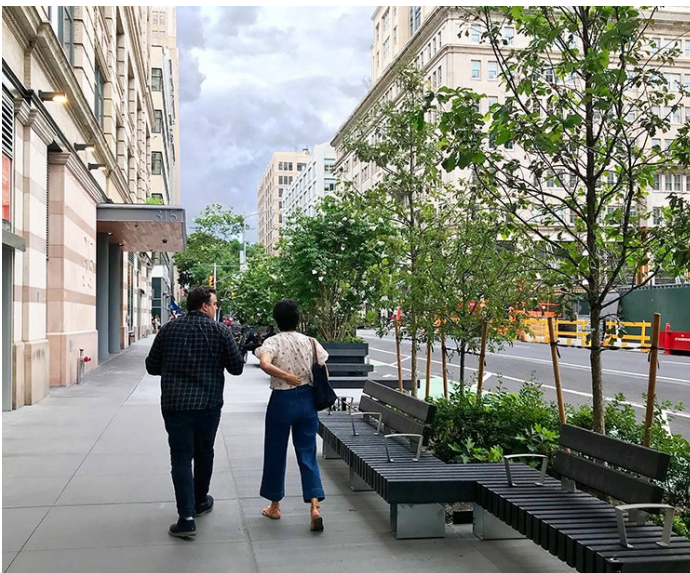
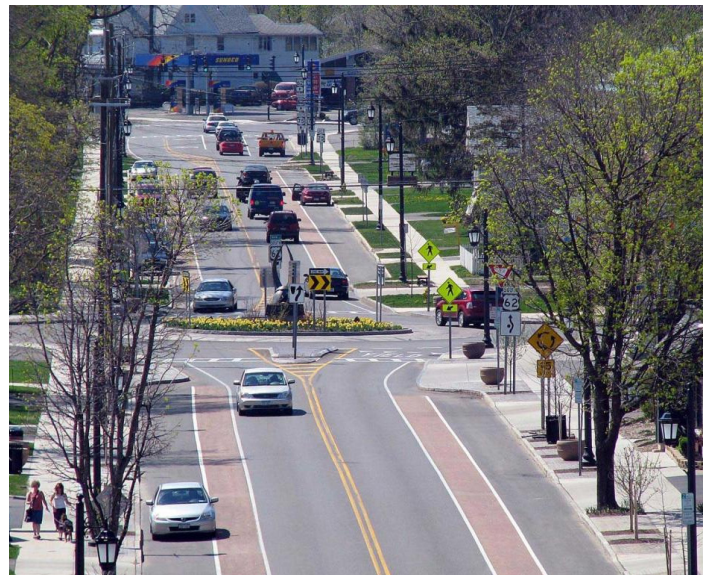


Main Street in Downtown Milton

4.1 Streetscape and Active Transportation Design

Well-designed, Complete Streets are important to create vibrant and pedestrian-supportive streets, particularly along major arterial roads such as Trafalgar Road and Derry Road, and where significant intensification is planned in support of the PMTSA that will rely on a significant amount of active mobility including pedestrians, cyclists and transit use.

Streetscape elements form an important part of the public realm and include components such as sidewalks, multi use paths, dedicated cycling tracks, street trees and planting, street furniture, lighting and utility placement. Streetscape elements may vary based on the character of the Secondary Plan's various streets and road types. When streetscape elements are appropriately coordinated with the adjacent land use, they help to create an attractive, cohesive and safe environment. The Agerton Secondary Plan Area consists of existing Major Arterial Roads, a future Main Street extension and proposed local collectors.



Examples of complete streets and streetscapes

4.1.1 Major Arterial Roads

The Agerton Secondary Plan area contains two existing Regional Major Arterial Roads: Trafalgar Road and Derry Road. *Halton Region's Transportation Master Plan – The Road to Change* (September 2011) identifies road widening for both Trafalgar Road and Derry Road from 4 to 6 lanes, continuing road upgrades already established in the built-up area.

Derry Road and Trafalgar Road will be designed as a C(4) Urban cross section. This cross section, illustrated in *Figure 5* below will incorporate a transition area / marketing zone (setback), sidewalk / multi-use path, landscaped boulevard that may also accommodate site furnishing, and vehicular travel lanes. Refer to Appendix E of *Halton Region's Transportation Master Plan – The Road to Change* for general guidelines for the design of these roads.

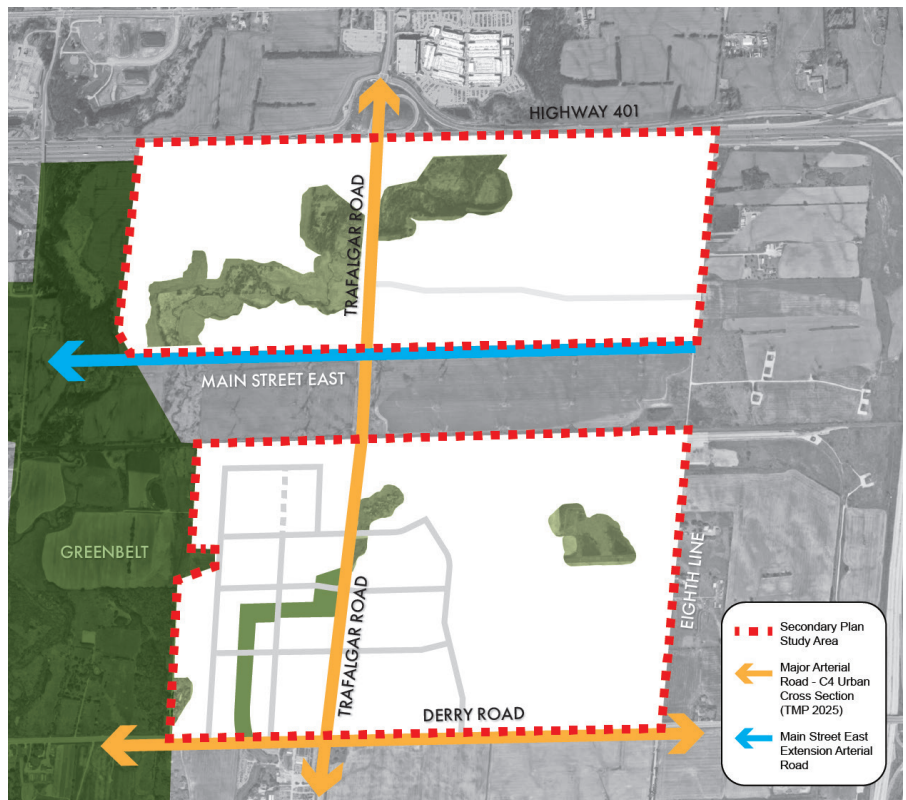


Figure 4. Existing Major Arterial Roads in Agerton and proposed Main Street Extension

4.1.2 Main Street East Extension

Main Street East will be extended, connecting to Eighth Line as identified in the Town's Transportation Master Plan. The Secondary Plan designates the Main Street East extension as a 4 lane Major Arterial Road. *Figure 6* and *Figure 7* illustrate two potential cross section designs for the Main Street extension.

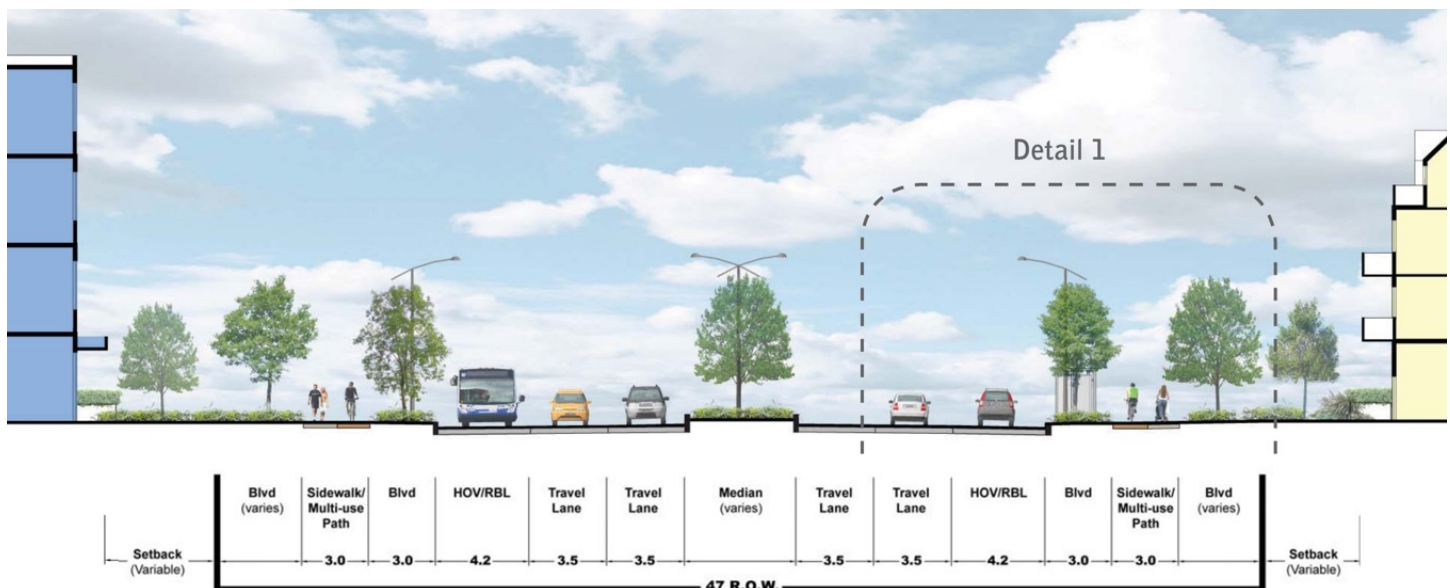


Figure 5. C(4) Urban cross sections for Major Arterial Roads

Source: Appendix E of *Halton Region's Transportation Master Plan – The Road to Change*

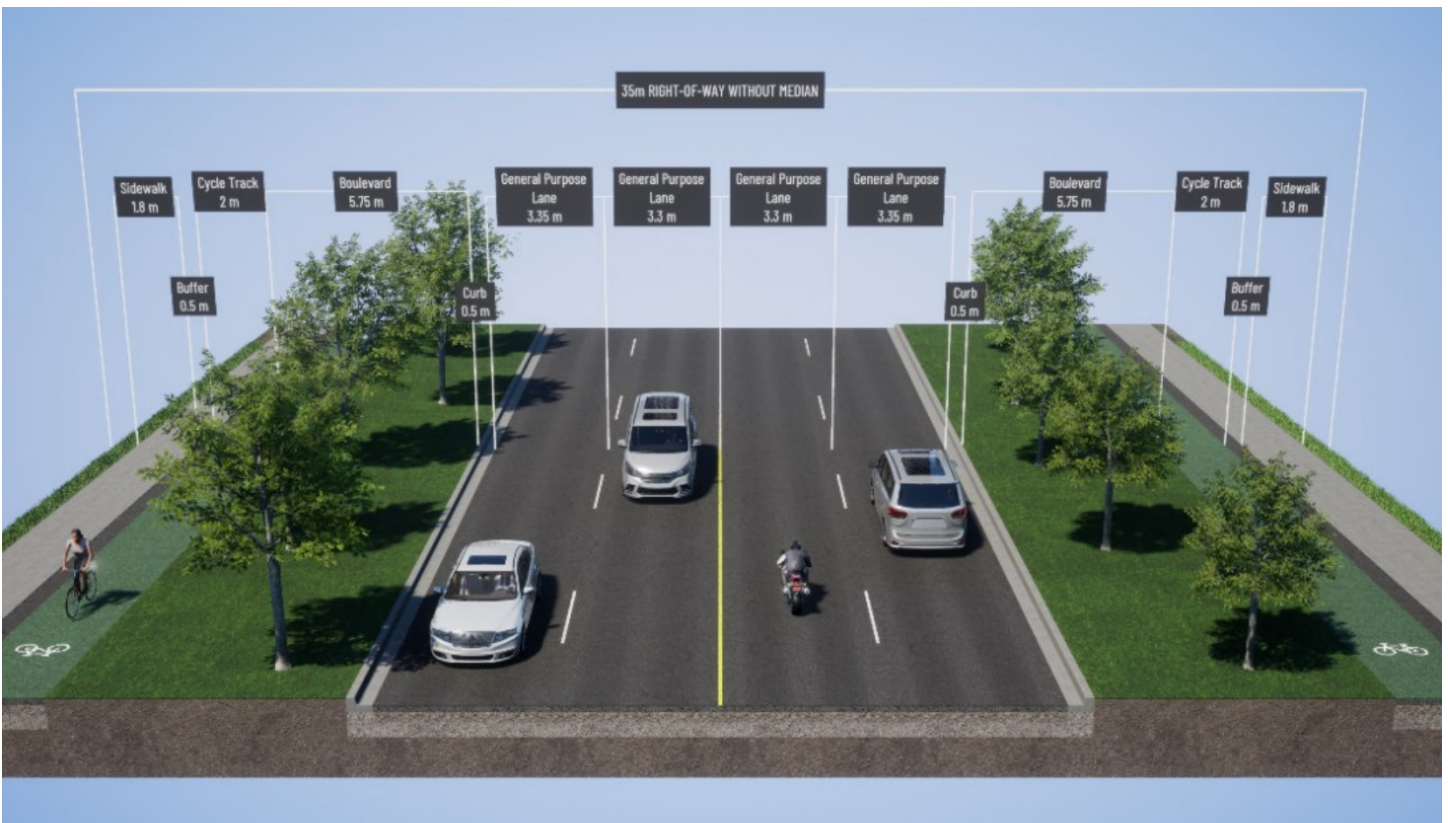


Figure 6. Arterial Road cross section without a central median

Source: Figure 56 - Town of Milton Transportation Master Plan Update | February 2025

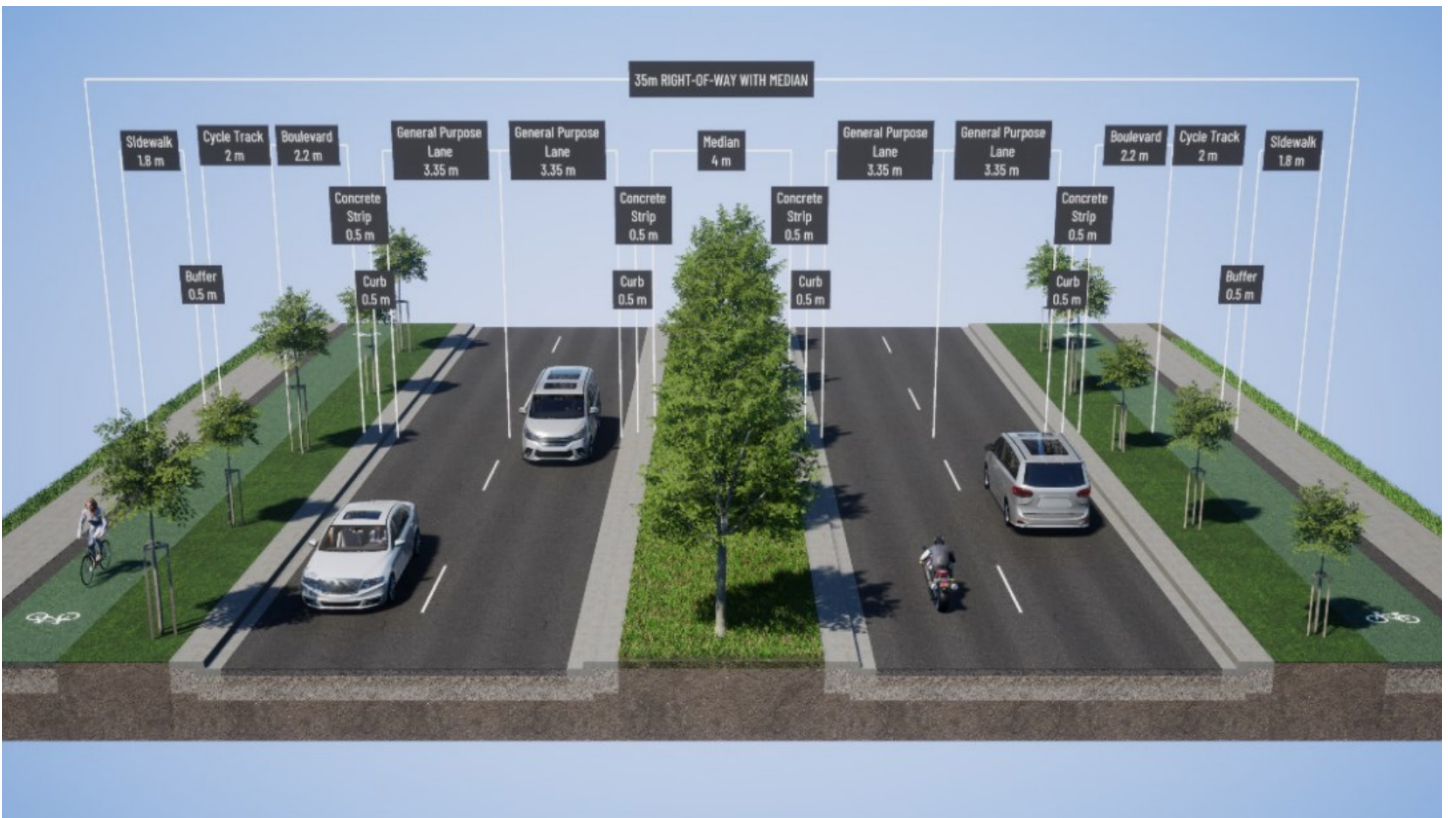


Figure 7. Arterial Road cross section with a central median

Source: Figure 57 - Town of Milton Transportation Master Plan Update | February 2025

4.1.3 Collector Roads

Collector roads in the Agerton Secondary Plan are arranged in a modified grid layout (**Figure 8**). Most collector roads in the Agerton Secondary Plan will have a right-of-way of 22 metre matching the Town standard for the 22 metre minor collector road as illustrated in **Figure 9**.

A 1.1 kilometre north-south Enhanced Streetscape typology is also proposed in the Mixed-Use High Density Residential area south of the GO Train Station, bookended by two Urban Squares located at the intersections of two proposed east-west collector roads.

4.1.3.1 Typical Collector Road Streetscape

Typical collector roads include a sidewalk / pedestrian clearpath, edge / cycling track, and landscaped boulevard and parking on one side of the street. Refer to the Town's *Engineering and Parks Standards Manual* for detailed standards for the design and construction of collector roads. General guidelines for collector roads in Agerton are described in the following section.



Figure 8. Proposed Collector Roads in Agerton

Sidewalk / Pedestrian Clearpath Zone

1. Sidewalks must be a minimum of 1.8 metres wide, be direct and continuous, and located on both sides of all streets.

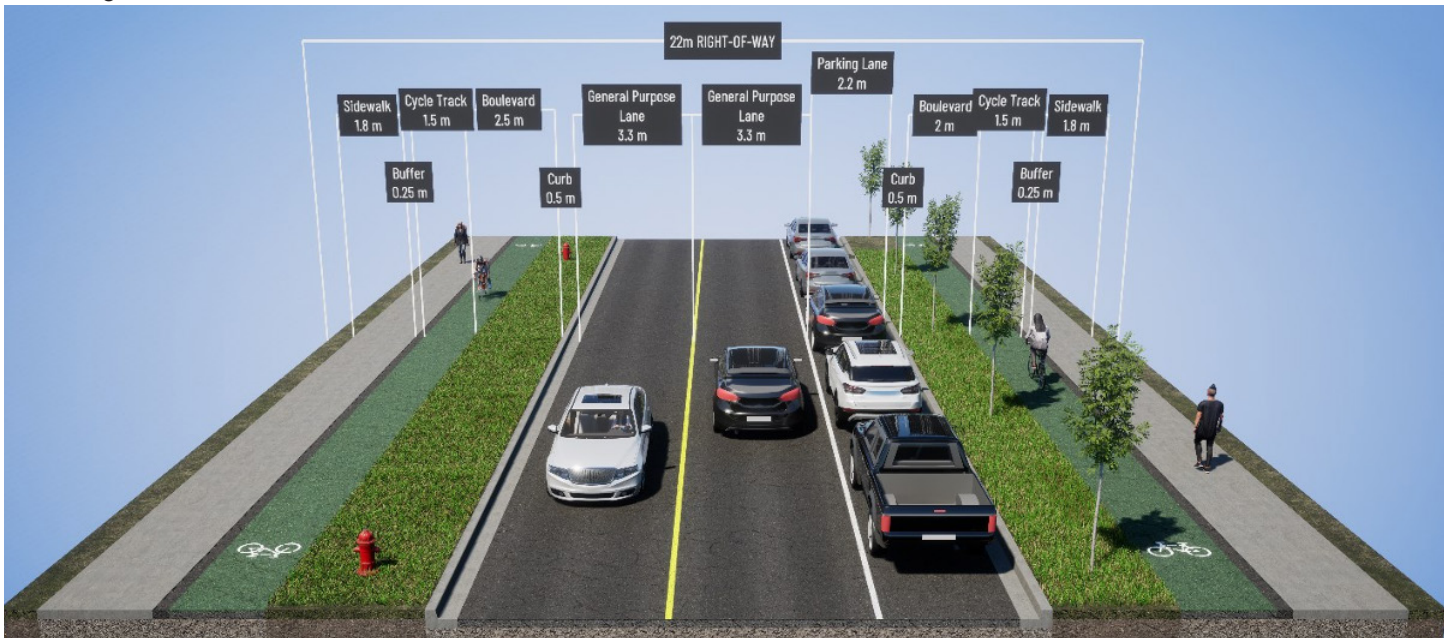


Figure 9. Cross sections for Collector Roads

Source: Figure 54 - Town of Milton Transportation Master Plan Update | February 2025

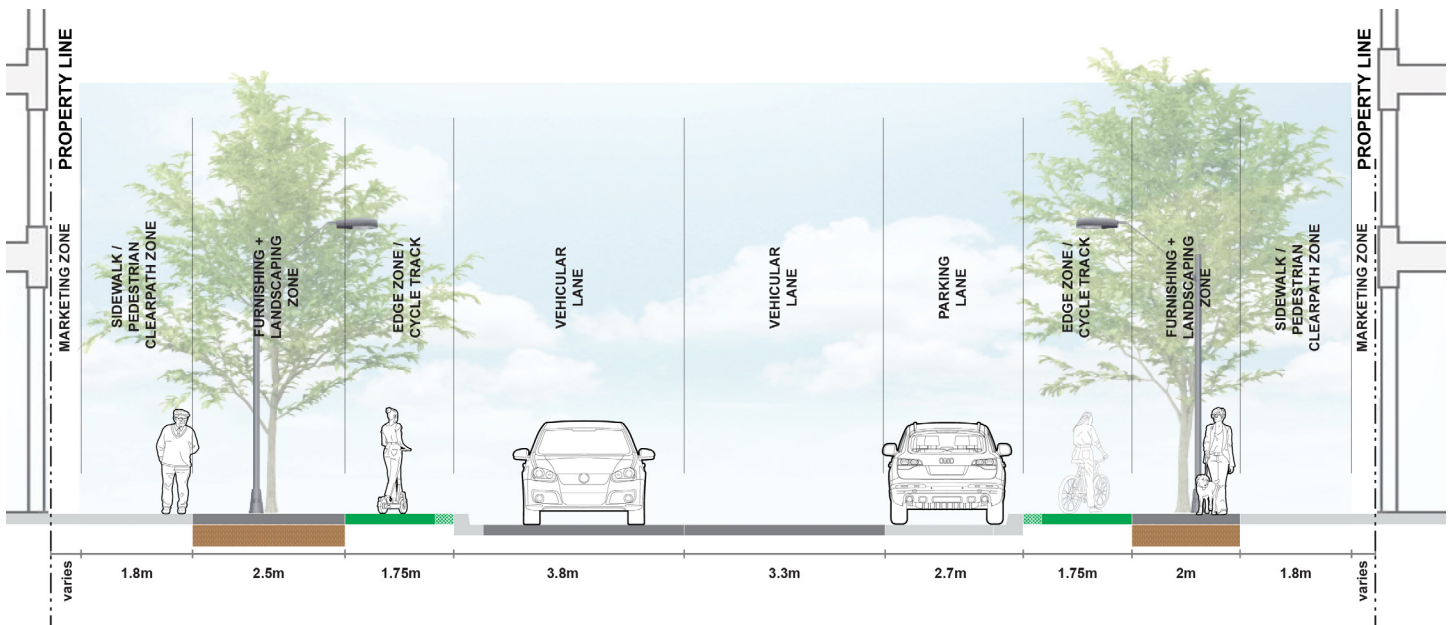


Figure 10. Cross section for the Enhanced Streetscape Zone within the Mixed-Use High Density Residential Area

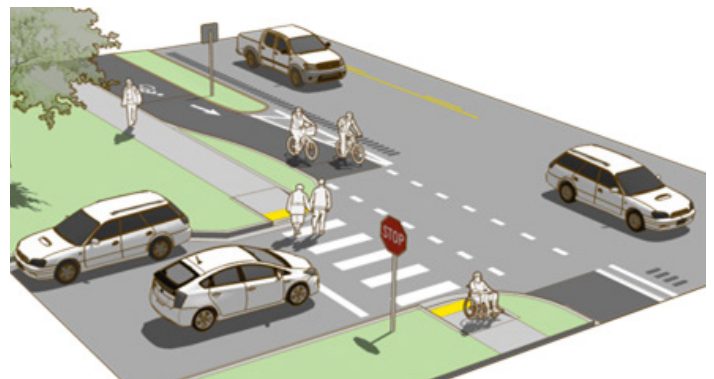
2. Provide street furniture, including benches, lighting, waste and recycling bins, bollards, planters, bicycle parking and transit shelters, along sidewalks. Coordinate their appearance to establish a unified streetscape.
3. Ensure street furniture does not encroach within the 1.8 metre wide sidewalk to maintain a barrier-free sidewalk / pedestrian clearpath.
4. Design sidewalks to connect to tie directly with trails and multi-use paths.

Edge Zone/Cycle Track

5. Provide a 1.5 metre wide cycle track between the sidewalk / pedestrian clearpath zone, boulevard and vehicular travel lanes.

Boulevard

6. Plant a variety of Town-approved native street tree species to enhance biodiversity to support the character of distinct areas. Generally, shade tree varieties should be selected over smaller ornamental varieties to provide the greatest amount of shade and help reduce the urban heat island effect.



Example of how sidewalks and cycle tracks could transition to collector roads at the edge of the Enhanced Streetscape collector road illustrated in Figure 7
Source: Small Town and Rural Design Guide

4.1.3.2 Enhanced Streetscape - Adjacent Mixed Use Urban Streetscape

The Enhanced Streetscape is a 22 metre wide collector road that will provide a pedestrian friendly, pedestrian oriented, main street mixed-use typology in a mixed use area, illustrated in **Figure 10**. This typology includes a marketing zone, sidewalk / pedestrian clearpath, furnishing and landscaping, and edge / cycling track zones along the pedestrian right-of-way, described further below.

Marketing Zone

1. Provide outdoor seating areas, patios, planters, signage, temporary retail displays and other

elements that extend active land uses outdoors and create visual interest in the streetscape in the marketing zone.

2. Wherever possible, plantings should be used to announce residential lobbies and commercial entrances, accent Urban Squares or POPS, and define the edge of the sidewalk/pedestrian zone.

Sidewalk / Pedestrian Clearpath Zone

3. Provide a minimum 1.8 metre sidewalk / pedestrian clearway adjacent to the transition area / marketing zone or building setback at the property line. The sidewalk or hardscape may be wider on private realm depending on the adjacent land use and amount of pedestrian traffic.
4. Sidewalks must be direct, continuous, and located on both sides of all streets.
5. Design sidewalks to connect to other public realm components such as Urban Squares and tie directly with trails and multi-use paths.
6. Eliminate or minimize grade changes at the street level to allow pedestrians to move directly from the street into buildings.



Transition zones extend active land uses outdoors and create visual interest



Coordinate and cluster street furniture and landscaping to establish a unified appearance

Furnishing and Landscape Zone

7. Street furniture, including benches, lighting, waste and recycling bins, bollards, planters, bicycle parking and transit shelters, should be coordinated to establish a unified streetscape appearance.
8. Only publicly owned and maintained furniture can be located within the municipal right-of-way.
9. Locate street furniture in areas with the highest pedestrian traffic such as Urban Squares and at the GO Train Station. Coordinate street furniture with furniture proposed in private lands along a streetscape.



Select street furniture to compliment sense of place

10. Ensure the placement of street furnishings are clustered for safety, provided at all transit stops and located to minimize conflicts with pedestrian travel routes.
11. Plant a variety of native street tree species to enhance biodiversity to support the character of distinct areas. Generally, shade tree varieties should be selected over smaller ornamental varieties to provide the greatest amount of shade and help reduce the urban heat island effect.
12. Based on the streetscape design and boulevard space, incorporate tree grates and/or open pit landscape strips to provide minimum 30 metres³ of soil volume for each tree.
13. Provide dark sky compliant lighting in high pedestrian activity areas.
14. The buffer zone should not overlap with cycling facilities.

Edge Zone/Cycle Track

15. Provide a 1.5 metre wide cycle track between the landscaping, site furnishing and buffer zone and vehicular travel lanes.
16. Provide a 0.25 metre buffer between cycle lanes and vehicular travel lanes to ensure no encroachment and provide space for signage, utilities, and snow storage.
17. Road signage, utility posts and snow storage can be located within the buffer directly adjacent to the street. The buffer should provide clearance between the roadway and other streetscape elements and act as a safety buffer against car doors and cyclists.

Vehicular Lanes

18. Provide on-street parking on one side of the street.



Ensure sidewalks provide a direct and continuous pedestrian clearway



Plant a variety of species in the median and boulevard space

4.1.4 Trails

The Agerton Secondary Plan proposes trails to provide connections to the Greenbelt and within the NHS. The following provides guidelines for the design of trails in the Agerton community. Where trails are in or adjacent to the CP rail corridor, refer to the *Canadian Railway-Roadway Grade-Crossings Standards* for rail crossing standards.

1. The Secondary Plan trail network should be well connected to pedestrian networks, including sidewalks and multi-use paths to facilitate permeability and connectivity both internally and externally (*Figure 11*).



Figure 11. Proposed trails in Agerton

2. Ensure the trail network is safe and comfortable for all users.
3. Implement wayfinding and trailhead features such as maps that direct users to intersections, landmarks and both on and off-street facilities.
4. Year-round use is encouraged through well maintained connections for sidewalks and trails to destinations such as parks, transit stops and commercial uses.

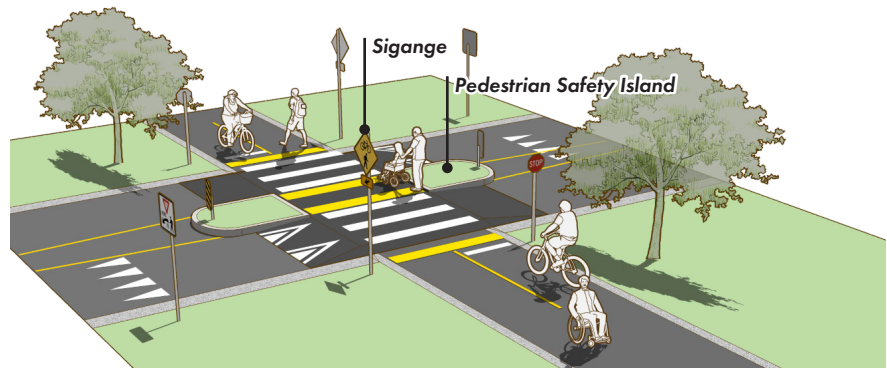


Figure 12. Example of a trail crossing over an arterial or collector road
Source: *Small Town and Rural Design Guide*

5. Ensure trails and multi-use path provide a continuous and connected network that lead to destinations such as the GO Train Station, a transit stop or commercial nodes.
6. Trail design shall comply with AODA and municipal standards.
7. Trails should connect to and be incorporated into parks and open spaces to provide opportunity for passive recreation.
8. Where trail crossings must be provided over an arterial or collector road, provide a pedestrian crossing area delineated by signage and pedestrian safety island where appropriate (*Figure 12*). Install bollards at the intersection of the trail and road to prevent vehicular access to the trail.
9. Provide fencing or a physical barrier between the active rail line and the trail or multi-use path. Provide at least 8 metre buffer between the centre of the rail line and the trail's lateral clearance.
10. Where a trail or multi-use path crosses a railway (i.e along Trafalgar Road), provide an at-grade separated crossing with barriers and warning lights.

4.2 Parks and Open Space Network

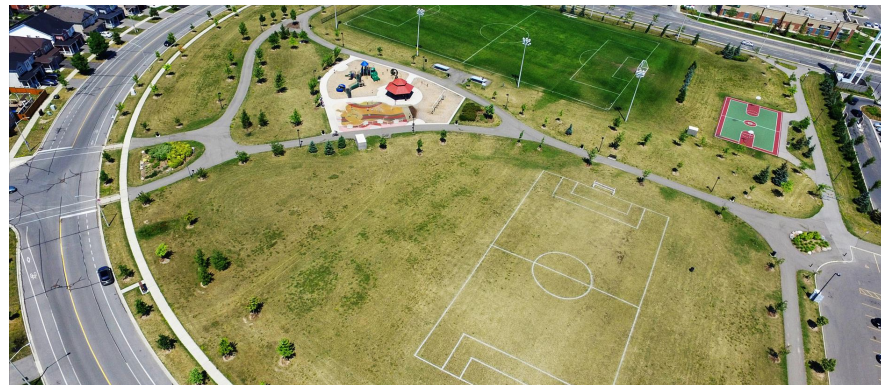
A vibrant community includes parks and open spaces that facilitate gathering and recreation and support ecological function. The parks and open space system includes a range of park sizes, trails, and NHS. The Agerton Secondary Plan Area includes one District Park, one Neighbourhood Park, two Urban Squares and five Village Squares as illustrated in *Figure 13*.

4.2.1 General Guidelines

1. Where appropriate, co-locate parks with schools or other community uses to allow shared amenities such as parking and recreational fields.
2. All parks should front along a minimum of one public street and should be located to minimize backlotting from residential dwellings.
3. All parks should connect to sidewalks, trails or multi-use path system.
4. Use signage and landscaping / tree planting to clearly define entrances or access points to the park.
5. Provide on-street parking adjacent to the park wherever possible.
6. Accessible and visible bicycle parking should be located on hard surfaces adjacent to play areas and entrances to the park.



Figure 13. Parks and open spaces in Agerton



District Parks serve as significant community hubs that service the Secondary Plan area, and Milton as a whole

4.2.2 District Park

The District Park will be co-located with the proposed Community Centre and will serve as a significant community hub. The location of the park and community centre provides a transition between the residential uses and future employment uses.

District Parks will be designed to serve multiple Neighbourhood Areas in the Secondary Plan and will include major outdoor recreation facilities, other active and passive facilities and non-programmed open space with direct connection to the community centre. The following provides guidance for the location, size and orientation of parkland.

1. Locate the park within a 10 minute (800m) walking distance of the majority of residences creating the opportunity for physical activity and gathering.
2. Be a minimum of 6 ha in size and designed to accommodate major outdoor recreation facilities such as sports fields, hard surface sport courts, in addition to park amenities such as playgrounds, spray pads.

4.2.3 Neighbourhood Park

The Neighbourhood Park is proposed along the western edge of the PMTSA adjacent to the Greenbelt and co located with an elementary school. Neighbourhood Parks are intended to serve at a neighbourhood level within the Secondary Plan and should provide outdoor recreation facilities.

1. Locate on collector roads with frontage along a minimum of one public street and where possible, adjacent to the NHS or Greenbelt.
2. Locate within a 5 to 10 minute (400m to 800m) walking distance of all residents creating the opportunity for physical activity and gathering.



Parks should contain a range of features and amenities to enhance user interaction, and enjoyment for people of all ages and abilities

3. Be a minimum of 2.5 ha in size with sports fields, hard surface sport courts, as well as park amenities such as playgrounds, and spray pads.

4.2.4 Urban Squares: Mixed Use High-Density Residential Area

Two Urban Squares are proposed in the Mixed-Use High-Density Residential area, in close proximity to the GO Train Station. The Urban Squares will be designed as key landmark and gateway features that signal entry into the mixed use high-density area. These Urban Squares are envisioned to be designed as urban places with a balance of accessible hardscape and softscape surfaces to allow a variety of uses and activities throughout the year. The following guidelines will guide the design of the Urban Squares in the Mixed Use High-Density Residential area.

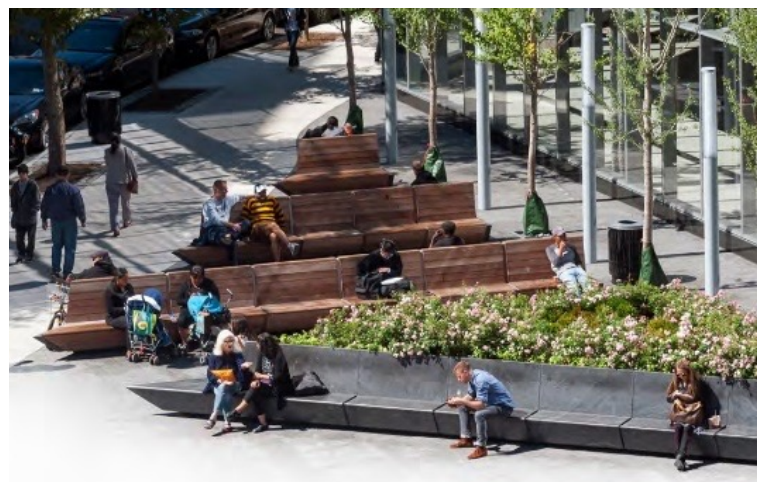
1. Integrate one of the Urban Squares into the design of the GO Train Station.
2. Orient active building uses adjacent to the Urban Squares and provide clear physical and visual access into the Squares from the public sidewalk.
3. Use landscaping to highlight and direct people through the space where appropriate.
4. Provide sun and shade exposure, street furniture and landscaping using high-quality materials.
5. Plant deciduous trees on the southern side of buildings of public spaces to provide shade in the summer but allow sunlight through winter.



Plaza located at prominent intersection



Flexible winter use of a reflection pond in Uptown Waterloo Public Square as a skating rink ensures year-round enjoyment



Village squares provide flexible spaces for sitting, public events and programming

6. Design for year round use. Consider using strategic materials (such as brightly coloured), architectural details and pedestrian-scaled lighting that help counteract changes in natural light through the seasons.
7. Ensure pedestrian comfort for sitting throughout the year by minimizing adverse wind conditions through design and square location.
8. Include utilities and amenities to accommodate art exhibits, artisan markets, pop up events and programming.

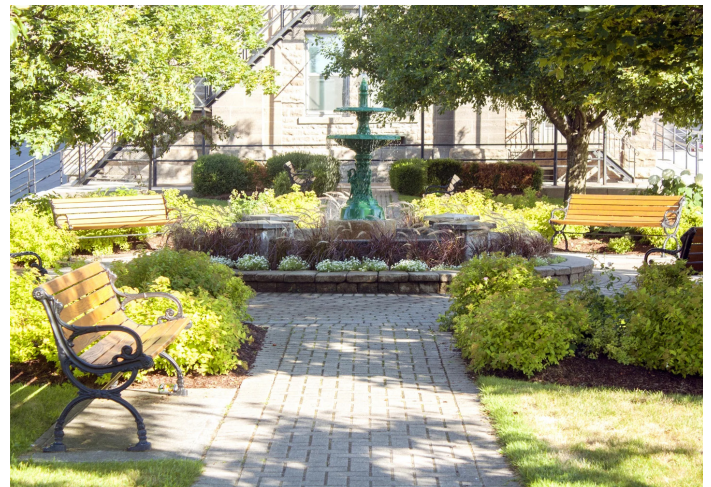


Provide a range of public open space types and comfortable streetscapes with active uses activity and movement



Village Squares in Toronto





4.2.5 Village Squares

Five Village Squares are proposed throughout the Agerton community. A Village Square is a small park without active recreation facilities located within a neighbourhood.

1. Locate Village Squares central to neighbourhood blocks to provide equitable access to parks and park facilities.
2. Provide passive park uses such as open play areas, junior and senior playgrounds, trails, and areas for gathering and sitting.
3. Be approximately 0.39 ha in size with playgrounds, open play and active recreation areas.
4. Provide both sun and shade exposure, landscaping, high-quality materials and pedestrian amenities that contribute to functional open spaces.
5. Where appropriate, plan and design Village Squares year round use. Consider using strategic materials (such as brightly coloured) and architectural details and providing pedestrian-scaled lighting that help counteract changes in natural light through the seasons.
6. Ensure pedestrian comfort for sitting throughout the year by minimizing adverse wind conditions through design and location.

4.2.6 Natural Heritage System

1. Provide views, vistas and connections to the NHS and Greenbelt by orienting streets and utilizing terminal views at the end of prominent streets.
2. The preservation of existing vegetation, particularly mature trees, is strongly encouraged.
3. Provide trail or mid-block connections to the NHS and Greenbelt through residential blocks.
4. Where necessary and desirable, access to the NHS and the Greenbelt should be provided through adjacent public park blocks, stormwater management blocks, private development blocks and municipal sidewalks.
5. Where necessary, access to the Greenbelt should be restricted to designated trails and trailheads and/or buffered from private lands, such as through fencing and restriction of gates, to preserve the integrity and ecology of the system as a whole.
6. Surface parking lots, parking garages, and loading and service areas should not be located along the edge of the NHS. Where this is not possible, they should be well-screened.



Trails should be provided to the Greenbelt lands that border the western boundary of the Secondary Plan area



Design trails to follow accessibility standards



Trails should highlight key features of the NHS such as interesting views and vistas

4.3 Public Use

Public Use blocks are planned to accommodate a future community centre and fire hall adjacent to a future District Park. Both the community centre and fire hall will be designed based on regional and municipal standards. Additional guidelines for the siting, orientation and servicing access are outlined below.

4.3.1 General Guidelines

1. The Community Centre should be a focal point within the Agerton community.
2. The community centre should demonstrate high quality design and incorporate high quality materials.

4.3.2 Site Orientation and Design

1. Orient the building close to the street with the main front wall facing the collector street.
2. Site the main front door of the Community Centre with direct access to the public sidewalk. Orient entrances to the building along the collector road and District Park.
3. Site the main frontage of the Fire Hall along Derry Road.

4.3.3 Servicing, Loading, Parking and Access

1. Provide a shared access between the District Park, the Community Centre and Fire Hall.
2. Consider shared parking between the Community Centre and District Park.
3. Layby parking and drop off areas may be provided at the front of the Community Centre.
4. Parking lots should be located at the rear of the main building. Do not site parking lots along the collector road or Derry Road frontage.



Milton Fire Hall



Sherwood Community Centre and Library, Milton

4.4 Schools

The Agerton Secondary Plan Area proposes two elementary schools. Both these schools, while more typical, are strongly encouraged to be an urban format elementary schools. Additional schools that may be required as the community grows are proposed to be podium schools. Guidelines for urban elementary schools and podium elementary school typologies are described below.

4.4.1 General Guidelines

1. Co-location of parks and schools is strongly encouraged to facilitate shared play facilities, parking and efficient use of land.
2. Schools should be located close to the street to help define the street, create prominence and provide direct access to school entries from the street.
3. Schools should be designed with high-quality materials, and architectural details.
4. The front door should face the main street and be directly accessible from the public sidewalk.
5. Ensure easy and direct access to public transportation.
6. Clearly identify entrances and drop-off areas for safe traffic circulation on and around the site providing adequate distance between vehicular surface and / or underground parking, services entrances and pedestrian student entrances.

4.4.2 Urban Elementary School Design

1. Design the school to have a unique identity to foster a sense of belonging and community and



Future elementary school, Milton

promote a holistic and integrated approach to education.

2. Three storey buildings located close to the street are encouraged to minimize land required and provide a more compact building site.
3. Provide layby spaces as close as possible to the entrance of the school for bus loading and unloading.
4. No parking or drop off should be located between the building and the street with the front door. Parking should be located at the side of the building.
5. Rooftop mechanical equipment should be screened from view through a parapet wall or complementary materials.
6. Schools should be designed to ensure safe cycling and pedestrian access and crossing. Students should be able to reach the entrances without crossing bus zones, parking and drop off areas.



4.4.3 Podium Schools

Where high-density land uses are proposed, there are opportunities to incorporate schools in the ground floor of a building. This maximizes development potential while accommodating a key community facility in dense areas. Podium schools may reduce dependence on personal vehicles and facilitate walkability for staff and students.

1. School uses may be located on the first or ground floor of the building.
2. Within a multi use development, prioritize a school design that ensures the school's functions are considered and identified appropriately as part of the multi-use development.
3. The school's architecture and aesthetics should complement the surrounding environment while standing out as a place of learning and community focus.



Urban elementary schools

4. Play and amenity spaces, and other community uses such as daycares should be incorporated into the design of the building.
5. Provide outdoor rooftop play spaces and/or courtyards that encourage exploration, creativity, and physical activity.
6. Where play or amenity spaces cannot be accommodated into the design of the building or rooftop, provide outdoor amenity space for students adjacent to the building. Ensure outdoor amenity spaces are designed for safety (i.e include fencing) and exhibit high-quality design.
7. Pick-up and drop-off areas should prioritize pedestrian and bicycle access. Vehicular access should be located on the street (with signage), internal to the site (at the side or rear of the building) or underground.
8. The main access, marshalling areas and main portions of the school should be directly adjacent to outdoor space, at grade rooftop space or shared park space.
9. Bus drop off and pick up, marshalling areas and secure access to the school should be provided off a secondary street
10. Maintain flexible building layouts to allow for future retrofit and/or expanded facilities to accommodate enrolment growth and program changes while promoting shared use and service integration.
11. Support and encourage the practice of sharing space, such as schools providing recreation space for community programs outside of academic hours.
12. Consider wider sidewalks for school children, families, strollers and children on bicycles and generous and safe access to outdoor playgrounds.



Example of a podium school

4.5 Edges, Views and Built Form Transition

4.5.1 Edges

4.5.1.1 Trafalgar Road Edge Condition

1. Consider sufficient setbacks or appropriate landscaping for residential facing a major arterial such as Trafalgar Road.
2. Where Trafalgar Road runs along the edge of a Natural Heritage Feature, consider the implementation of benches or areas for pause along the street to capture a view port to the feature.

4.5.1.2 Derry Road Edge Condition

1. Reflect similar built form in height and massing to those south of Derry Road in the Trafalgar Secondary Plan along Derry Road in the Agerton Community.
2. Consider sufficient setbacks or appropriate landscaping for residential facing a major arterial such as Derry Road.

4.5.1.3 Greenbelt / NHS Edge Condition

1. Wherever possible, orient built form to either front or flank the Greenbelt or Natural Heritage System to maintain it as a public feature.
2. Wherever possible, orient streets to terminate at the Greenbelt or Natural Heritage System to provide views and a vista to these features.
3. Where land uses backlot the Greenbelt and / or Natural Heritage System, provide a wider landscaped boulevard along the rear yard to prevent overlook into private yards.
4. Establish trailheads or openings to trails in the Greenbelt and / or Natural Heritage System to ensure public access within a short walking distance.

4.5.1.4 Community Facilities Edge Condition

1. Wherever possible, orient built form to either front or flank community facilities to maintain views to key community features.
2. Wherever possible, orient streets to terminate at community facilities to provide views and a vista to these features.
3. Consider placing shorter buildings along the community facilities edge / collector road to provide built form transition and create a more comfortable pedestrian experience.

4.5.2 Views

1. Provide views to the Greenbelt and Natural Heritage System where parks border these areas.
2. Establish vistas to key features such as the Greenbelt, Natural Heritage System, District Park, and Community Centre through street and road orientation.
3. Orient streets to terminate views to these key features to establish them as landmarks in the Agerton community.

4.5.3 Built Form Transition

In addition to the transition guidelines in the *Tall Building Guidelines*:

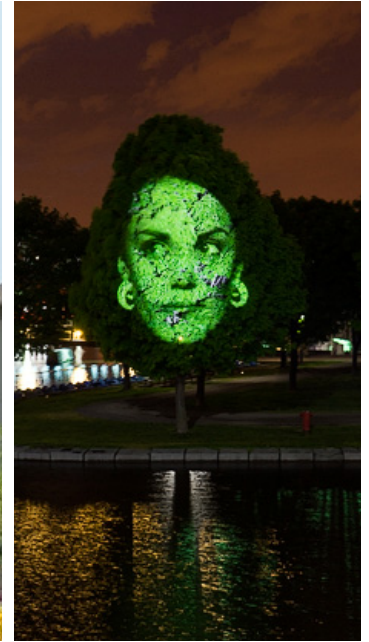
1. Where tall buildings are adjacent to mid rise buildings, the height of the podium should be compatible with the adjacent mid rise built form.
2. A generous setback for tall buildings should be provided adjacent to mid-rise buildings.
3. Provide a maximum two storey height transitions between mid-rise built forms and podiums of tall buildings.

4.6 Placemaking Through Public Art

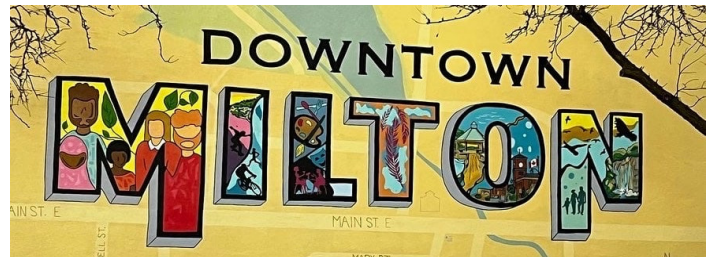
1. Consider incorporating public art into publicly accessible spaces such as streetscapes, District Parks, Neighbourhood Parks, Urban Squares, Village Squares and Privately Owned Public Spaces (POPS).
2. Public art often includes murals and sculptures, but is also encouraged to include decorative crosswalks, light features, street furniture, interactive features and mixed media art.
3. Public art should identify and emphasize elements that relate to site history, local context or sense of place.
4. Prioritize public art along pedestrian, cyclist and transit routes and at transit stops.
5. Encourage public art exhibits and programmed space in public or semi-public spaces.
6. Promote public art as signage, façade design features and street furnishings.



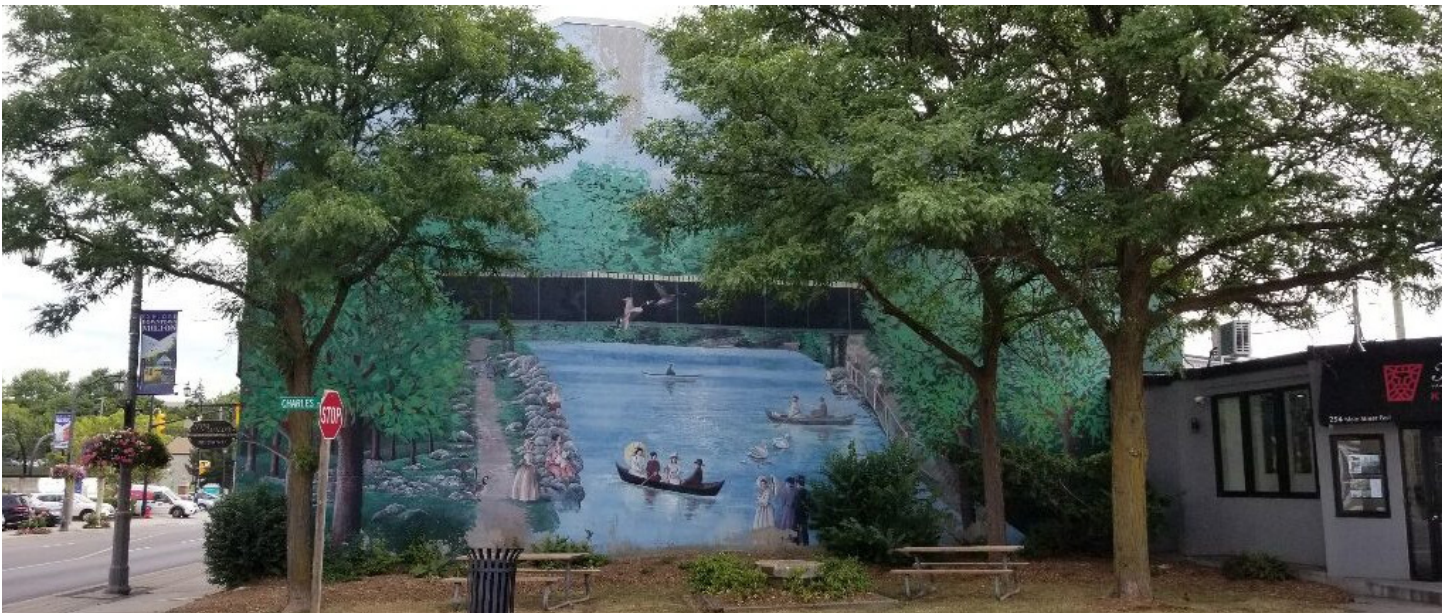
Existing sculpture in Milton



Cité Memoire uses projections on trees as a public art feature



Existing public art and murals in Milton



Existing public art and murals in Milton



5

The Private Realm

The design of individually owned sites and buildings shapes the quality of the public realm and helps to define the character of different areas. It is critical that sites and buildings demonstrate good design using high-quality, varied, yet complimentary, architectural, open space and landscape elements.

The private realm applies consistent standards for design and built form, scale, setbacks, massing, site access, parking, servicing, character, and landscaping.

The built form framework for the Agerton Secondary Plan prioritizes the greatest heights and densities around the GO Train Station, with tapering, lower heights closer to the edges of the community.

A secondary high density node is located at the intersection of Derry Road and Trafalgar Road, which will round out the high density intersection identified in the Trafalgar Secondary Plan.

Medium density residential land uses will surround these mixed use, high density nodes, providing a transition in height to the central portion of the community. Employment and commercial focused land uses and areas will provide buildings and heights appropriate for intended employment or institutional uses.



Caroline and Allen Street in Waterloo, Ontario

5.1 Site Layout and Design

1. A sense of place should be fostered through site design that respects the planned context for the Agerton and Trafalgar Secondary Plan areas, with particular attention given to coordinated streetscapes and creativity and innovation in architectural design.
2. Through development and redevelopment, opportunities should be identified that result in a distinct identity of a site or building, with emphasis on coordinated building materials and colours, architectural style, public art and landscaping.
3. Design and orient buildings with active façades close to the street to promote pedestrian activity and animation of the public realm especially along the Enhanced Streetscape as described in **Section 4.1.4**. Locate active uses at-grade, provide transparent windows along the street frontage and place building entrances along public sidewalks.
4. Buildings on corner sites should be designed to address both street frontages through the placement of entrances and building articulation, with a focal point or visual interest at the corner and active uses, where feasible.
5. Locate the greatest building heights and density towards the primary street frontage and intersections, where appropriate.
6. Pedestrian routes should provide direct, convenient and safe access to building entrances, public sidewalks and streets, amenity spaces, parking areas and transit stops. Pedestrian walkways should be clearly differentiated from vehicular paths of travel using distinctive paving patterns and materials and physical separation (curbs) to promote pedestrian and non-vehicular safety and contribute to site orientation.
7. Provide walkways and mid-block connections through sites to provide access between buildings to public streets, parking areas and other public or semi-public spaces. Mid-block connections can be implemented as Privately Owned Public Spaces (POPS).



Orient buildings with ground floor commercial units to the main street to activate street frontages and provide a focal point at corner lots, with the greatest building heights towards the corner



Focus taller built form heights at key street intersections such as the intersections of collector and arterial roads

5.2 Parking

1. Surface parking in the transit-oriented community area is discouraged. Surface parking is permitted during interim conditions prior to complete build-out and intensification of the community.
2. Convenient parking for bicycles, scooters and strollers should be provided within the public realm to encourage active transportation options.
3. Underground parking structures are preferred for intensified development in mixed use areas in the PMTSA. Where surface parking is permitted, locate parking in the side or rear yard behind the front main building wall, away from the primary street view.
4. During the evolution of mixed use areas, off-road surface parking may be provided as an interim condition.
5. Where practical, interim surface parking should not be located adjacent to public streets. Interim parking should be located behind or beside buildings.
6. When located adjacent to public streets or residential buildings, interim parking areas should include a landscaped perimeter to screen and buffer parking areas from adjacent streets as well as at-grade level views from neighbouring buildings.
7. Where permitted, above-grade parking structures that face onto the public realm should be wrapped with animated street frontages.
8. Where permitted, surface parking lots should have a defined edge of street trees or other vegetation that improves the streetscape and screens parking areas.



On-Street Parking should be provided along the Enhanced Streetscape



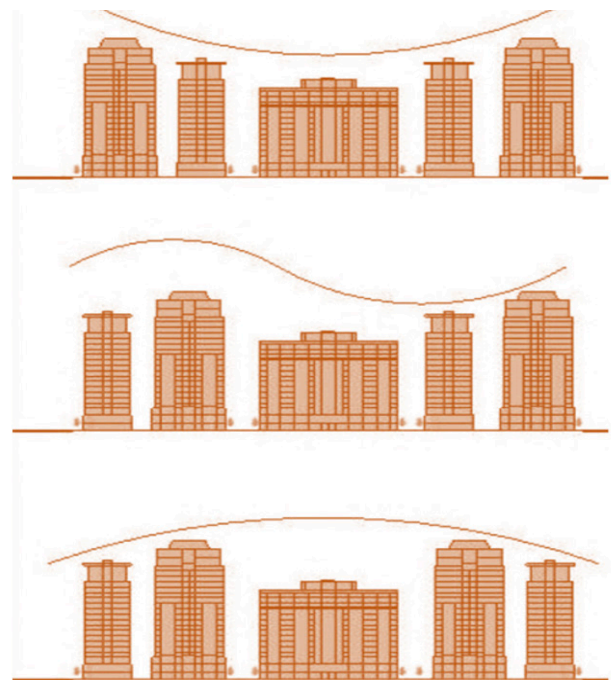
Locate convenient bicycle parking adjacent to active uses such as patios

5.3 Building Articulation

1. Create a sense of distinct identity through building design while respecting and enhancing the surrounding context, particularly relating to scale, rhythm, building materials and colours, fenestration patterns and architectural expression.
2. Provide variation in built form and heights to create an interesting, defined skyline.
3. Design buildings to have detailed architectural articulation that creates interest along the public realm and street frontages through colour and material variations, windows, changes in roof line, projecting and recessing wall surfaces, lighting and signage and other architectural elements and detailing such as cornices, dormers, columns and pilasters.
4. All façades overlooking streets and the public realm should include a substantial number of windows with clear glazing, proportionate to the size of the façade generally a minimum of 50%, including windows, balconies, glaze partitions, etc.
5. New buildings should utilize long lasting, high quality building materials (brick, stone, and wood) chosen for their functional and aesthetic qualities, compatibility with surroundings and energy and efficiency.



Corner buildings provide opportunities to implement distinct architectural elements



Create a distinct skyline along corridors using varied heights, massing, articulation and roof design



The use of varied building materials and glazing creates interest along the streetscape

5.4 Privately Owned Public Spaces (POPS)

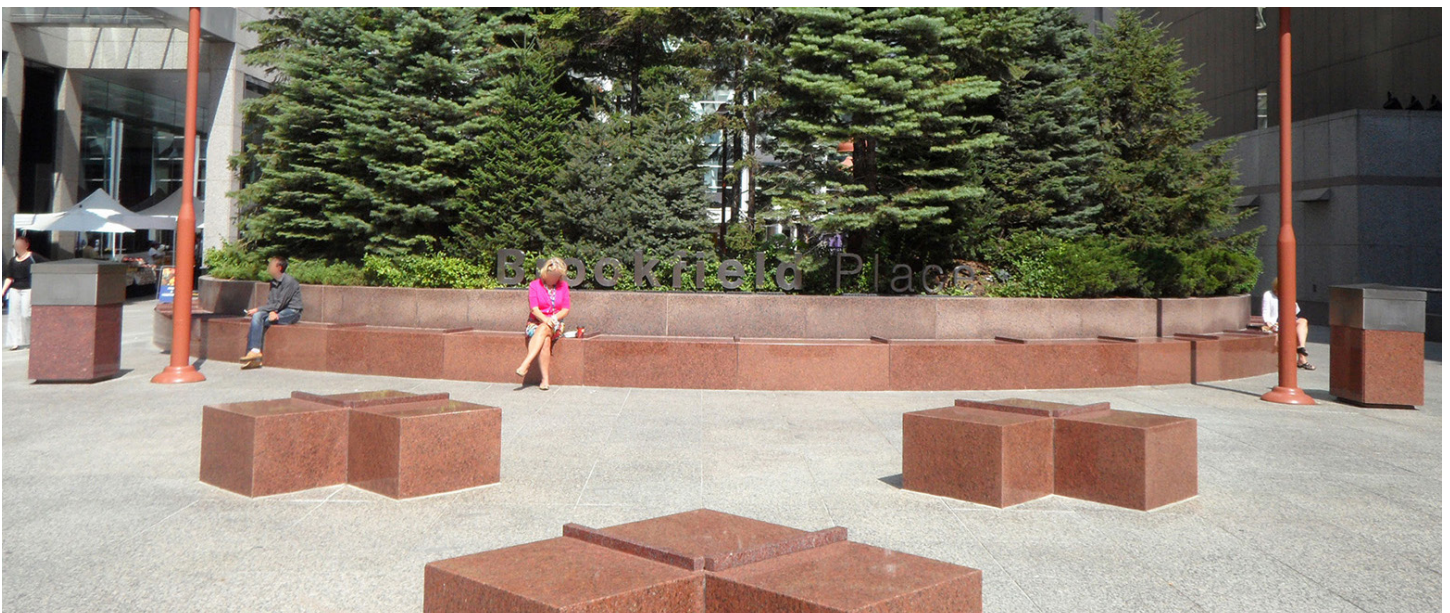
Privately Owned Public Spaces (POPS) are privately owned amenity spaces designed as part of a development application that can be accessed by the public for recreational use. They are typically implemented where public parks cannot be accommodated due to limited lot size, or as a supplementary park space for a development. In the Agerton Secondary Plan, POPS may be provided as Village Squares especially in higher density areas.

1. POPS are to be located in highly visible areas with approximately 50% frontage on a public street between buildings or at intersections.
2. Orient active building uses adjacent to POPS and provide clear physical and visual access from the public sidewalk.
3. POPS should reinforce their role in the community by being located adjacent to key destinations such as the GO Train Station, trails and multi-use paths, or parks.
4. Should contribute to the public realm through high-quality design and integration with the adjacent built form.
5. Locate the perimeter of the POPS adjacent to active ground level uses and away from blank walls and servicing areas.

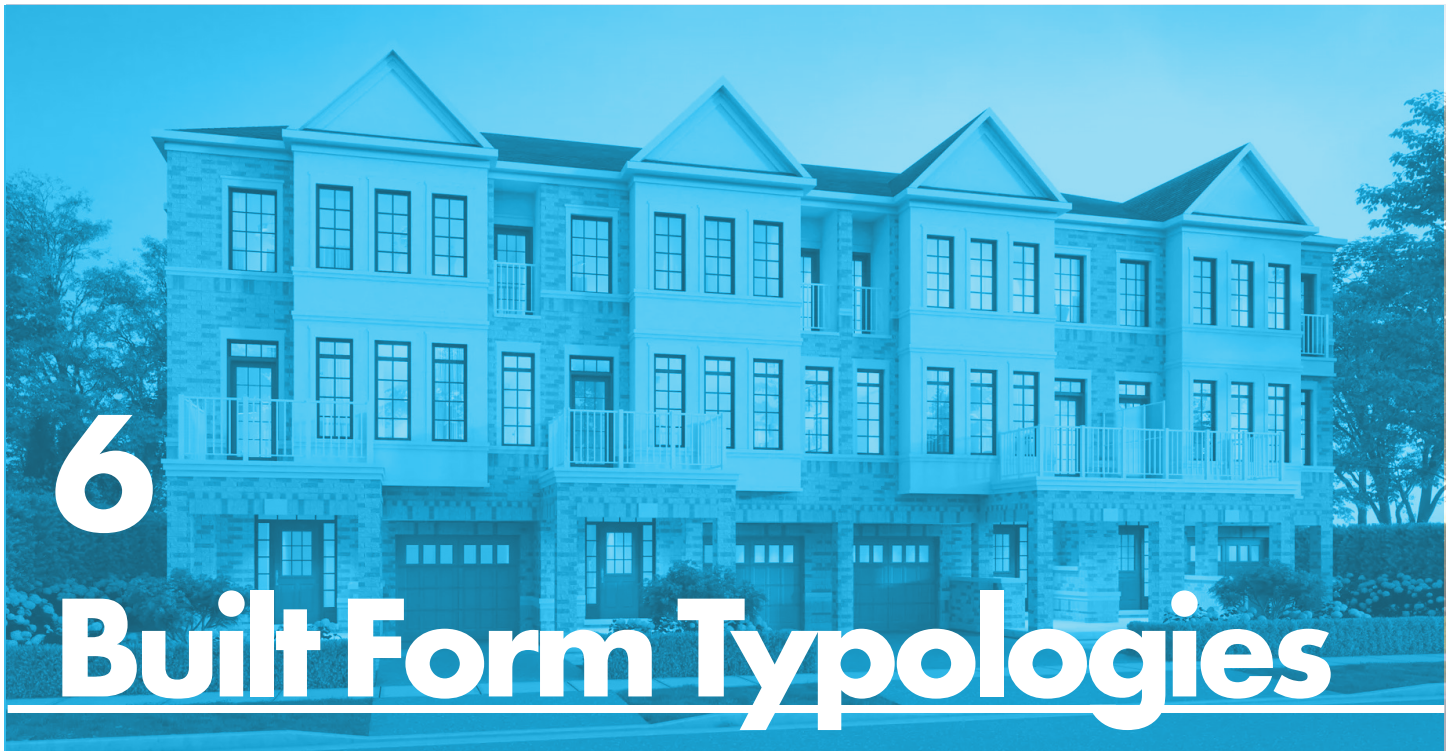


Examples of POPS in Toronto

6. Include more active features in the design of the POPS for play for all ages.
7. Maximize sun/shade microclimates to maximize pedestrian comfort year round.
8. Ensure design elements encourage year round use.
9. Provide direct connection to adjacent public sidewalks.
10. Provide a combination of hard and soft landscaping with a minimum soil volume for canopy trees.
11. Including a combination of shade trees, building canopies or arcades and shade/weather protection on buildings.



Examples of POPS in Toronto



The following provides guidelines on the various built form typologies in the Agerton Secondary Plan. Built form typologies include high and mid-rise mixed-use buildings, commercial buildings, mid-rise residential and employment buildings.

6.1 Mid-Rise Buildings

The Town's *Mid-Rise Guidelines* provide design guidance for both residential and mixed use buildings between 4 – 8 storeys. The Town's *Mid-Rise Guidelines* do not provide guidelines on other forms of mid-rise multiple residential buildings such as townhouses. The Agerton Secondary Plan contemplates a variety of built forms in Medium Density Residential II and Neighbourhood Centre Mixed Use areas including townhouses, stacked and back-to-back townhouses. The following are guidelines for street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes.

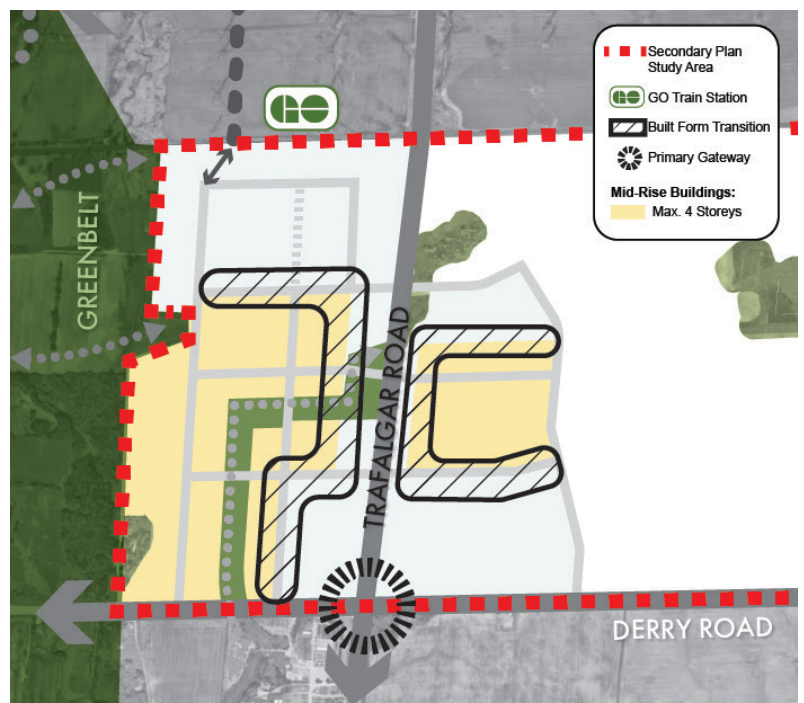


Figure 14. Mid-rise Buildings in Agerton

6.1.1 General Guidelines

1. Where mid-rise buildings front or flank Derry Road, design buildings to address the intersection, where applicable through the:
 - a. Implementation of a gateway feature such as signage, POPS, public art, or similar placemaking features;
 - b. Provide primary façades facing both streets with the entrance facing the primary street.
2. Consider a landscape setback for mid-rise buildings along Derry Road to improve the interface with the major arterial road.
3. Where rear yards back onto the Greenbelt or NHS, provide enhanced high quality landscaping along the trail to buffer private yards from public trails and prevent overlook into private property.



6.1.2 Townhouses

Typically townhouses are 2 to 4 storeys and accessed by a rear lane or front driveway and/or garage. Where a townhouse width is less than 6 metres the buildings should be accessed by a public or private rear lane or underground parking.

1. Coordinate the siting, massing, and façade design of townhouse on a block-by-block basis.
2. Visually unite and articulate each townhouse block to provide variation between units.
3. Provide a variety in roof designs to break up the massing of the units.
4. Use traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details to break up the roof massing.
5. Where possible, the main roof should appear as one roof and reflect the architectural style of the block units.



Various typologies of townhouses

6. Provide direct access from the main front entry to the public sidewalk for interior units, while the entry of the corner unit is encouraged to be oriented to the exterior lot line.
7. Where garages are permitted, they should not protrude beyond the main front wall of the dwelling unit and front garages should not exceed 50% of the width of the unit and should be paired to allow for more substantial front yard green space.

8. A block of street townhouses should generally be limited to a maximum of 6 units.
9. For private townhouse developments, mid-block pedestrian connections should be provided at regular intervals between townhouse blocks in the interior of neighbourhoods.
10. Utility meters should be screened from public view and integrated into the design of the units through the use of wall recesses, enclosures, or inseting within the building walls. Rear lane units should locate utility meters at the rear lot line where allowed by the utility provider.

3. To ensure visible ends are not blank walls, locate main entries for corner units on the flankage elevation where possible.
4. Avoid exposed parking structures. Where portions of underground parking structure are exposed, they should match the building materials.
5. Provide landscaped soft areas between entrances to individual units and sidewalks, public streets and condominium roads.
6. Limit the number of stairs to a unit entrance from three to six risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs.
7. Minimize the number of overhead doors by consolidating entrances to the underground structure.
8. Design the building base to be distinct from the middle and top through the use of material selection, massing and articulation.
9. Provide usable private outdoor amenity spaces as appropriate to the building type, such as at-grade rear yards, above-grade balconies, decks above garages, front yard terraces, and/or roof top patios.

6.1.3 Stacked and Back-to-Back Townhouses

Stacked and Back-to-Back townhouses are typically 3 to 4 storeys in height and stacked vertically or horizontally with direct access at grade, with underground parking or garages accessed from a public street or private street, mews or open space.

1. Provide massing and height transitions, setbacks and buffers between townhouse types of varying heights.
2. To avoid excessively long blocks, promote pedestrian connections, allow for landscaping and a break in massing, the maximum length of a block should not exceed ten units.



Example of stacked back-to-back townhouses



6.2 High-Rise Buildings

The Town has *Tall Building Guidelines* that provide design guidance for high-rise buildings. Tall buildings are not defined with a specific height range in the *Tall Building Guidelines*, but are instead considered as tall buildings based on the building's surrounding context and height in proportion to the adjacent roadway.

In the context of Agerton, high-rise buildings (also referred to as tall buildings) are considered as buildings over 8 storeys (Figure 15). Refer to the Town's *Tall Building Guidelines* for general tall building guidelines. The following guidelines are specific high-rise guidelines for the Agerton Secondary Plan.

6.2.1 Site Orientation and Design

1. For Buildings fronting along arterial roads such as Trafalgar and Derry:
 - a. Uses facing an arterial are encouraged to be non-residential uses such as amenity space, office use and gym uses or other active uses.
 - b. Building massing should be close to the street with consideration for a larger setback where residential units are facing the arterial at ground level.
 - c. Primary lobby entrances should access directly to the arterial and where feasible secondary through lobbies located with direct access to the adjacent collector or local street.

6.2.2 Built Form

1. Break up the building mass with changes in material, balconies, setbacks and building articulation.
2. Limit front yard setbacks for non-residential at grade uses to 1 metres to up to 3 metres.

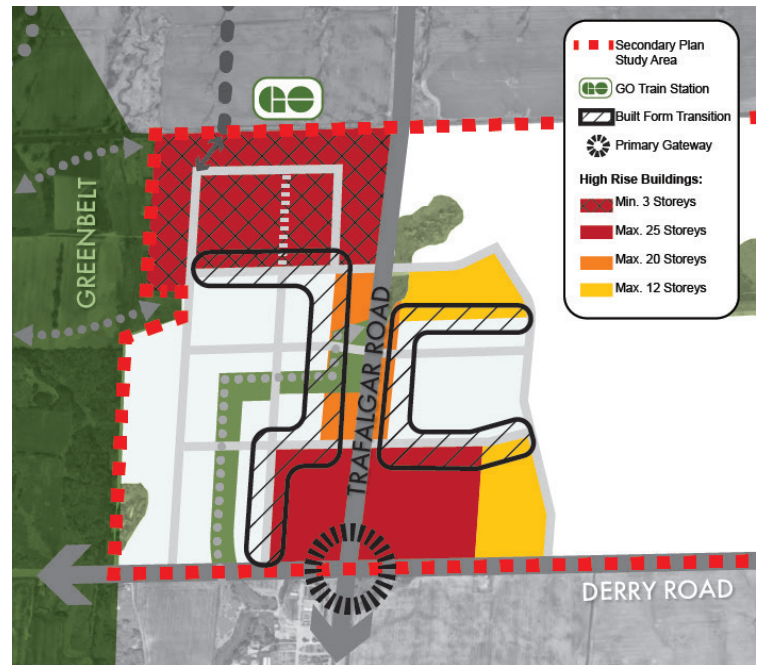


Figure 15. High-rise Buildings in Agerton

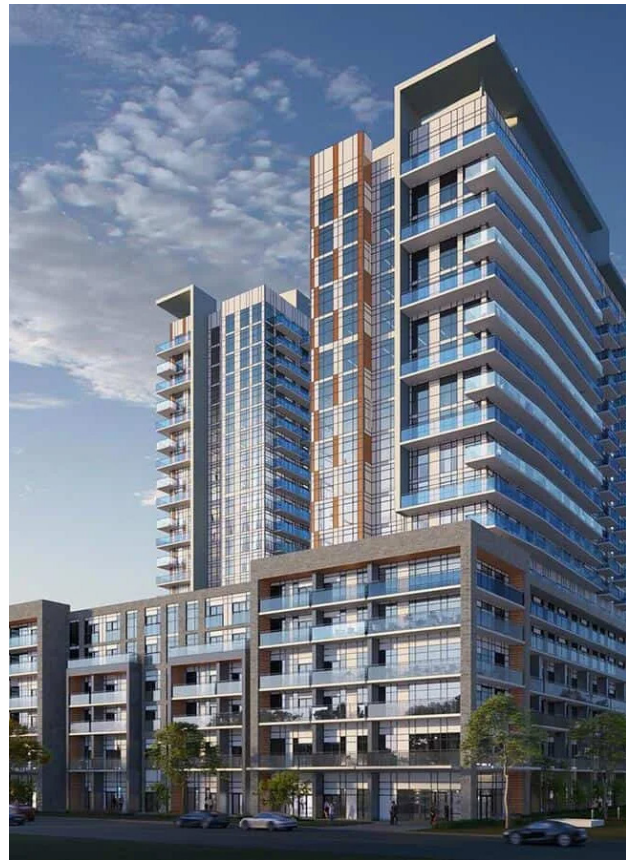


Examples of high rise buildings with varied massing to facilitate transition in Milton



Individual storefront identity is provided through signage, varied setbacks, façade design and window treatments

3. Active at grade uses such as outdoor cafés or patios should be provided to animate the street and encourage pedestrian activity where appropriate.
4. Distinguish residential entrances from commercial entrances through building design, location, and landscaping treatment. Locate residential lobby entrances and commercial entrances along the Enhanced Streetscape collector road wherever feasible.
5. Provide a 2 - 5 metre private setback at grade for residential units for pedestrian access, privacy and private amenity areas, by using screening, hard and soft landscape treatments and grade changes within the setbacks.
6. A sun/shadow and/or wind study may be required to demonstrate there is no adverse impacts on the Urban Squares, sidewalks, private amenity spaces and adjacent development.



6.2.3 Servicing, Loading, Parking and Access

1. Servicing, loading and parking should provide access at the rear of the building, where appropriate.
2. Parking is encouraged to be underground. Where underground is not feasible structured parking could be acceptable. Surface parking is the least preferred except as temporary layby parking along collector roads or in front of buildings.
3. Outside temporary parking and inside bicycle storage should be incorporated into all buildings wherever possible.
4. Utility meters, air conditioning units, and similar infrastructure should be 1st incorporated as part of the building design, 2nd screened and not visible from the public realm.



Break up the building mass with changes in material, balconies, setbacks and building articulation

6.3 Mixed Use High-Rise Residential

The Mixed Use High-Density Residential area is envisioned as the key focal point of the Agerton community. Bisected by an Enhanced Streetscape collector road, this area is envisioned as a pedestrian-oriented mixed-use main street, bookended by two Urban Squares that signal entry into the heart of the PMTSA.

6.3.1 Streets and Blocks

As a significant component of the public realm, streets and blocks should be designed to facilitate walkability to key features such as the GO Train Station and Urban Squares, be designed with the highest-quality materials and design standards especially within the Mixed Use High-Density Residential designation. Refer to **Section 4.1.3.2** of these Guidelines for the Enhanced Streetscape. Additional guidelines for the layout of streets and blocks in this designation are outlined below.

1. Streets and blocks should be designed to have a rectilinear or modified grid.
2. Block lengths should not exceed 150 metres for collector or local roads to support active transportation and mid-block connections where appropriate.
3. Block depths should be designed to maximize density, allow for appropriate built form typologies, and accommodate adequate setbacks, outdoor amenity



Figure 16. Example of site and built for orientation in the Mixed Use High-Density Residential area (NTS)



Example of how the GO Train Station may be integrated into the design of a high-rise building

spaces, service, parking and vehicle access arrangements, and transitions in scale.

4. Design of streets should create views to landmarks such as the GO Train Station or Urban Squares through careful placement of intersections and terminus wherever possible.
5. Back-lotting or reverse lot frontages along the Enhanced Streetscape is not permitted.
6. Avoid back-lotting or reverse lot frontages along any road in this designation unless demonstrated to be the only option.

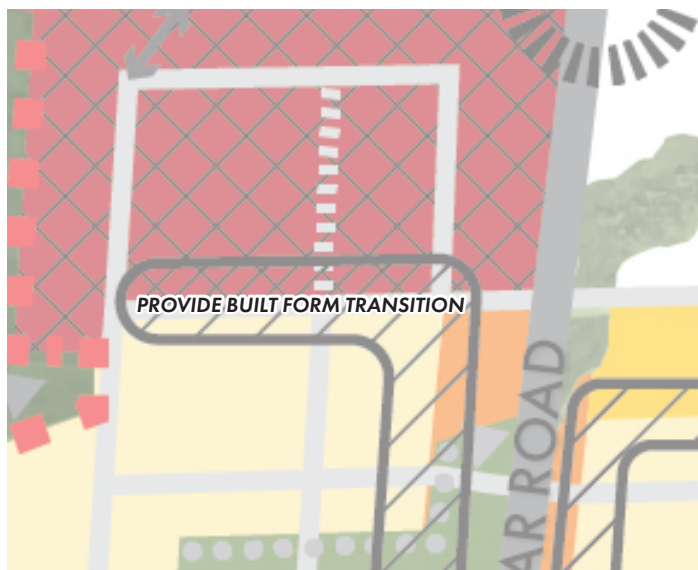
6.3.2 Site Orientation and Design

Buildings should follow similar site orientation and design as High Rise buildings. Refer to **Section 6.2.1** for site orientation and design guidelines.

6.3.3 Built Form

Land uses in this area may include mixed use buildings with ground-floor commercial units and residential above the ground floor, or may be a mix of uses in proximity to each other. Refer to the Town's **Mid Rise Building** and **Tall Building Guidelines** for built form design guidance for apartment buildings. Additional built form guidelines specific for the Mixed Use High-Density Residential are outlined below.

1. This area will provide the greatest heights and massing to provide transit-supportive densities for the GO Train Station and higher-order transit along Trafalgar Road.
2. Focus the tallest heights at the intersections of collector roads, Urban Squares, and at the GO Train Station.
3. The 1st floor of a mixed use building should have a minimum height of 4.5 metres.



Provide additional building setbacks and stepbacks where higher density land uses border lower-rise land uses



Examples of built form transition with reduced built form massing and stepbacks

4. Minimize the design of a slab building and reduce the overall massing with a maximum building length of generally 60 metres.
5. Break up the building mass with changes in material, balconies, stepbacks and building articulation.
6. Limit front yard setbacks for non-residential at grade uses to 1 metres to up to 3 metres.
7. Active at-grade uses such as outdoor cafés or patios should be provided to animate the street and encourage pedestrian activity where appropriate.
8. Distinguish residential entrances from commercial entrances through building design, location, and landscaping treatment. Locate residential lobby entrances and commercial entrances along the Enhanced Streetscape collector road wherever feasible.
9. Locate commercial entrances and residential lobbies with direct access to the enhanced streetscape.
10. Provide a 2 - 5 metre private setback at grade for residential units for pedestrian access, privacy and private amenity areas, by using screening, hard and soft landscape treatments and grade changes within the setbacks.
11. A sun/shadow and/or wind study may be required to demonstrate there is no adverse impacts on the Urban Squares, sidewalks, private amenity spaces and adjacent development.



Orient buildings with active façades to the street and transparent glazing to activate street frontages and provide a focal point at corner lots



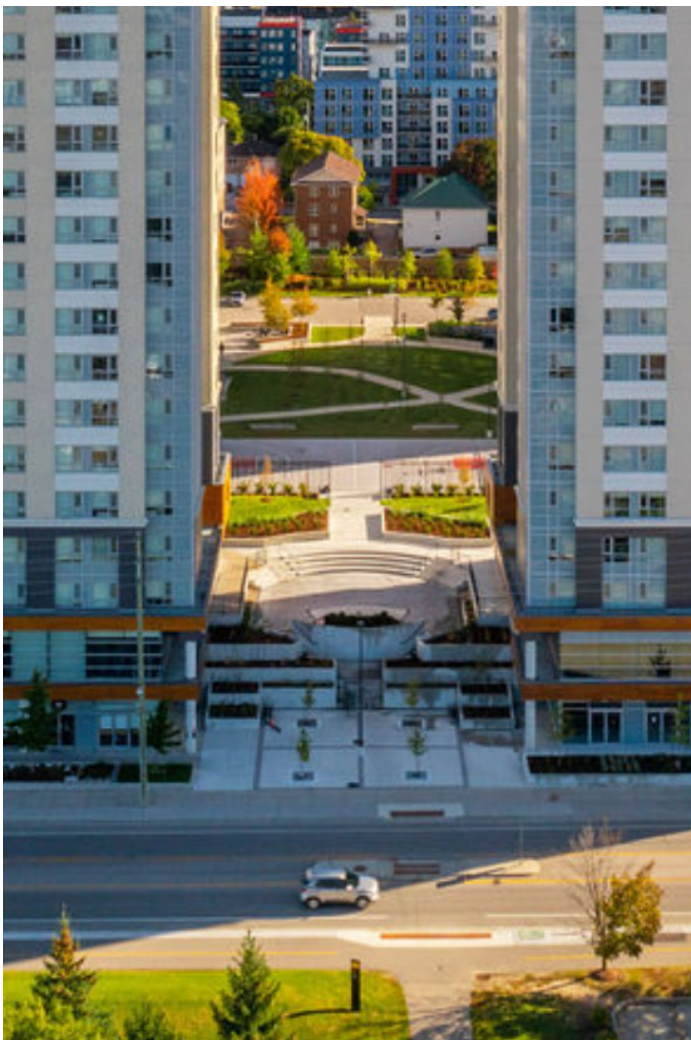
Signal entry into residential lobbies with planting and defined openings

6.3.4 Urban Squares

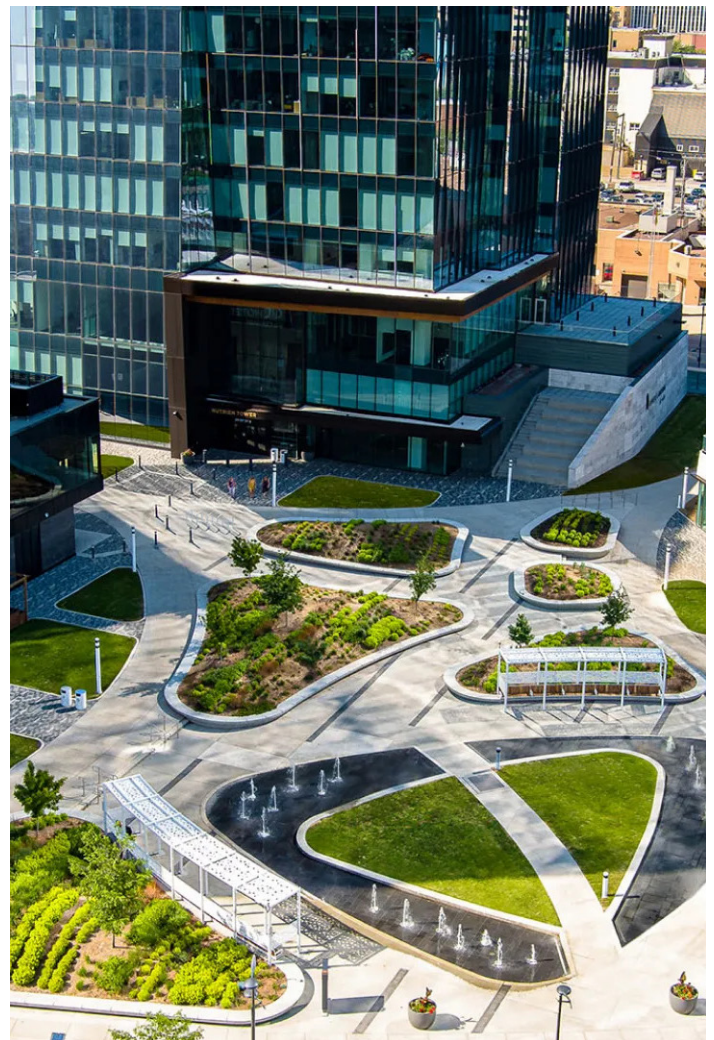
Urban squares are envisioned as urbanized parks. One Urban Square depicts a gateway to this pedestrian-focused area, and the other symbolizes a place of arrival associated and located directly adjacent to the GO Train Station. Refer to **Section 4.2.4** for detailed guidelines on the design of Urban Squares in this designation.

6.3.5 Servicing, Loading, Parking and Utilities

1. Servicing, loading and parking access shall be accessed from the rear of the building.
2. Parking is encouraged to be underground. Where underground is not feasible structured parking could be acceptable. Surface parking is the least preferred except as temporary layby parking along the Enhanced Streetscape or in front of buildings.
3. Outside temporary parking and inside bicycle storage should be incorporated into all buildings wherever possible
4. Utility meters, air conditioning units, and similar infrastructure should be 1st incorporated as part of the building design, 2nd screened and not visible from the public realm.



Mid-Block connections can act as semi-public amenity space



Include landscaped courtyards at the centre of multi building developments

6.4 Retail Commercial

6.4.1 Interim Standalone Commercial

Lands designated Neighbourhood Centre Mixed Use II are permitted to include interim standalone commercial uses until sufficient densities are reached to support a mixed-use, higher density built form.

1. Locate surface parking and buildings in a pattern of streets and blocks that provide for future municipal street right-of-way requirements to facilitate the future redevelopment of the site.
2. Surface parking should be provided at the rear of the building or interior to the site; with the ultimate goal of limiting surface parking in the densest parts of the Secondary Plan area.
3. Design multi-tenanted commercial buildings with a variety of colours, signage and materials, as well as articulation, windows and vertical delineation on the elevation so that individual units are differentiated.



Typologies of interim commercial buildings



4. Frame streetscapes and open spaces with visually permeable storefronts.
5. Situate main entrances to street frontages and provide access to buildings from the public sidewalk. Main entries should be prominently situated on the major street frontage and provide easy access for pedestrians, cyclists and transit users.
6. Blank street walls should be avoided by wrapping street frontages with active uses. Where feasible, blank street walls should not exceed 30 metres in length to avoid detracting from the public realm and pedestrian environment.



Orient built form to the main street and intersections. Consider providing amenity spaces at key intersections such as the intersections of collector and arterial roads



Use high quality building materials and building articulation to create interesting architectural façades

6.5 Business Commercial Area

Commercial, retail, office and light industrial uses in the Business Commercial Area should be designed with high-quality architectural detail, built form that addresses the main street, and high-quality landscaping.

6.5.1 General Guidelines

1. Design the retail façades to contribute to a sense of place and integrate with the adjacent streetscape.
2. Provide individual storefront identity through signage, façade design and articulation of the storefront window treatments.
3. Design the retail façade to include awnings, arches, canopies and colonnades where appropriate.
4. Support walkability, social interaction strong retail visibility and space for retail display in the marketing zone between the building and sidewalk/pedestrian clearway.
5. Building design should include variation such as slight projections, setbacks and the use of canopies between different store fronts to ensure patrons can easily identify the different retailers.
6. Consider recessing entrances to integrate elements such as marques over the entry, logos in the floor, specialty lighting and increase window display area.
7. Provide a 4.5 metre minimum floor-to-ceiling height at street level to create a strong street presence and support retail uses to ensure sufficient floor to ceiling height with the incorporation of duct work, venting, utilities etc.
8. Design ground floor column spacing to allow for a diversity of retail tenants and accommodate adaptability to tenants changing needs.

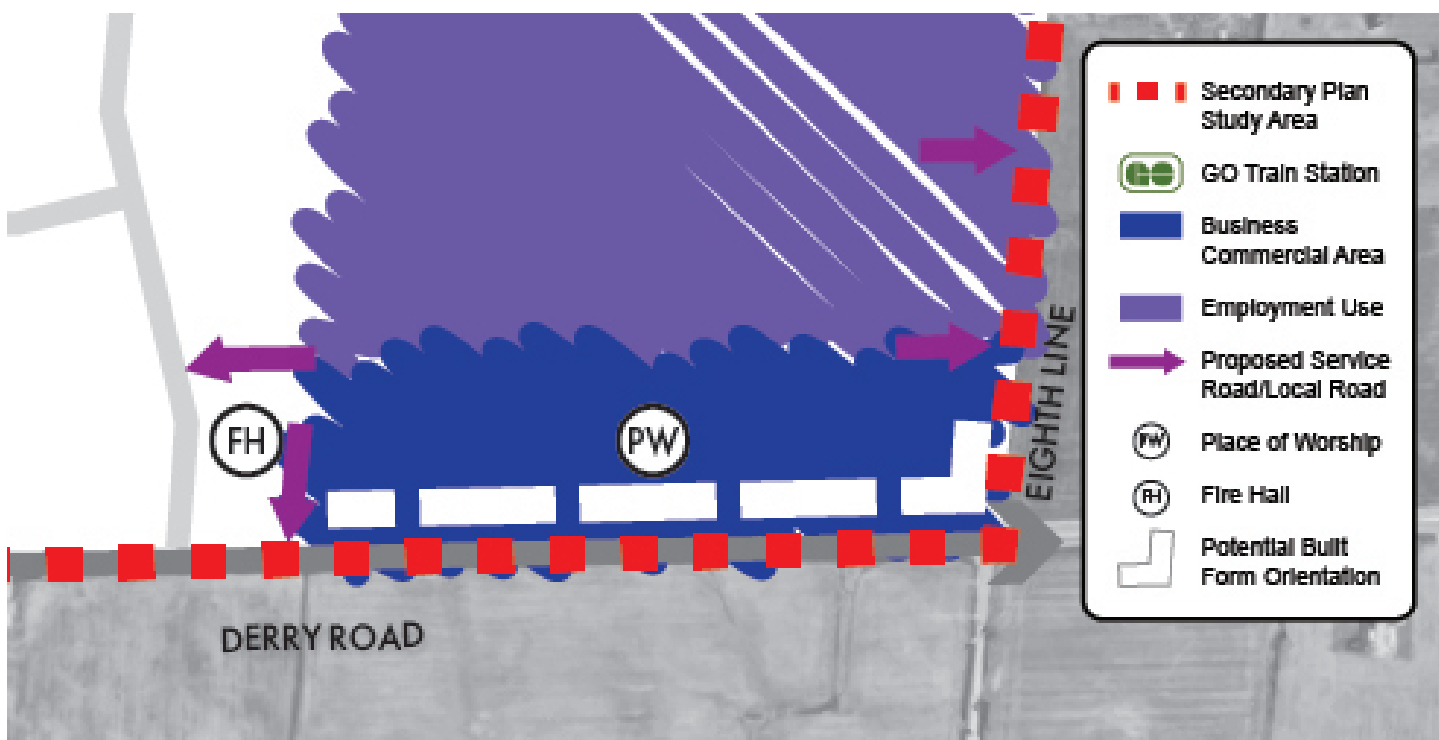


Figure 17. Suggested site design for buildings in the Business Commercial Area

9. Transit stops should be conveniently located for pedestrian access and should be located near major intersections and building entrances.
10. Transit stops should provide for weather protection, with shelters/enclosures.
11. Transit shelters may include seating, trash receptacles, lighting and route information.

6.5.2 Site Orientation and Design

1. Locate the primary retail, office, commercial, or light industrial façade along Trafalgar Road, Derry Road, Eighth Line and collector roads as illustrated in *Figure 17*.
2. Wrap the primary retail façade of the storefront around the corner to include the first 6 meters of the secondary façade.
3. Incorporate a fine grain of entrances and clear glazing along the street edge that reflects the character and rhythm of the street.
4. Ensure structural elements of the retail space can adapt and change over time to different space needs with minimal re-construction. Provide the ability to incorporate venting and other infrastructure for full service restaurants.

6.5.3 Built Form Transition

1. Provide transition through massing where Business Commercial Areas front lower rise designations.
2. Where feasible, integrate NHS features into the design Business Commercial Areas. Ensure the design does not negatively impact NHS by, for example, locating surface parking lots away from NHS areas.
3. Ensure the transition between the public and private realm is seamless and accessible to all.

6.5.4 Servicing, Loading and Access

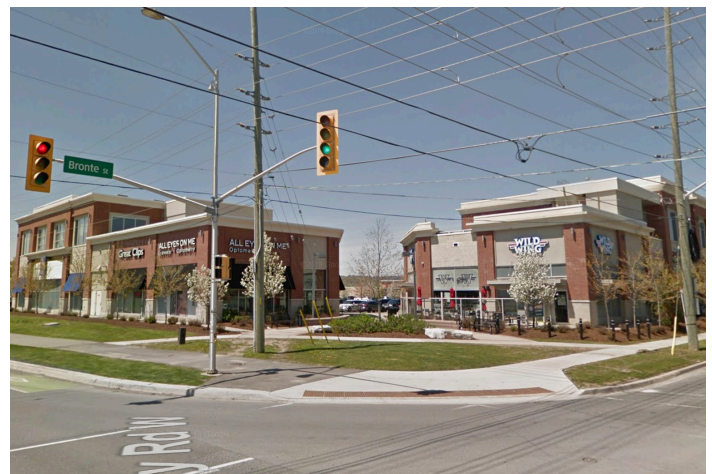
1. Design the site to include access to servicing, loading and parking from a rear public lane or shared private lane and/or shared driveways and not from the main street frontage.

6.5.5 Post-Secondary Campus

1. New development and public realm elements in gateway areas should be designed to signal the transition from the Agerton community to the post-secondary campus. Transition to the campus may be signalled through the use of street furniture, decorative banners, public art, lighting, or landscaping.



Distinguish the front entrance of an office building through varied building materials, articulation and colours



Orient building massing to address main street intersections, and provide pedestrian access from the public sidewalk to retail entrances

2. Ensure new buildings reflect architectural excellence through creativity and variety in built form, creating an aesthetically compelling campus.
3. Orient the front façades of buildings along the Main Street East extension (*Figure 19*).
4. Design roads in the campus as a modified-grid network of streets and blocks to ensure connectivity for vehicles, public transit and cyclists.
5. Locate servicing, loading, parking and access routes to the rear of buildings.
6. Ensure intersection spacing from the Highway 401 interchange and potential collector road into the campus meets Town and Ministry of Transportation standards.
7. Provide mid-block connections between buildings to prioritize pedestrian movement and enhance connectivity throughout the campus.
8. Provide clear and direct active transportation routes to key facilities such as student activity centres, libraries, gyms, and on-campus student housing.
9. Consider the establishment of trails within the NHS and Greenbelt to provide connections to environmental features.
10. Ensure the campus is well served by transit, and provide transit shelters with seating, trash receptacles, lighting and route information.



University of Waterloo campus



Prioritize pedestrian circulation in the design of a campus



York University campus

6.5.6 Business Campus

1. Ensure new buildings reflect architectural excellence through creativity and variety in built form, creating an aesthetically compelling business campus.
2. Orient the front façades of buildings along Trafalgar Road and the Main Street East extension (*Figure 20*).

3. Locate the office/sales component of the building and front entrance closer to the street than the plant/warehouse component of the building.
4. If parking is provided along the front yard of a collector road, provide a 3 metre wide landscaping strip along the street with native shade trees for pedestrian comfort and to maintain an aesthetically pleasing streetscape.
5. Ensure intersection spacing from the Highway 401 interchange and potential collector road into the campus meets Town and Ministry of Transportation standards.
6. Locate servicing, loading, parking and access routes to the rear of buildings.
7. Where there are wide front yard setbacks along Trafalgar Road and the Main Street East extension, provide landscaping with native shade trees for pedestrian comfort.
8. A landscaped amenity area for employee use is encouraged for each site. Provide shade trees, benches, picnic tables, and trash receptacles where appropriate to ensure user comfort.
9. Consider the establishment of trails within the NHS and Greenbelt to provide connections to environmental features.

10. Consolidate driveways wherever feasible to reduce the number of access points along arterial and collector roads.

6.5.7 Place of Worship

The Secondary Plan area includes sites for both major and minor places of worship. Major sites for a place of worship are proposed for the Business Commercial Area. Minor places of worship may be accommodated within the Mixed-Use High Density Residential, Neighbourhood Centre Mixed-Use II, and other Business Commercial Areas.

1. Implement architectural features such as church spires to help reinforce places of worship as a landmark.
2. Orient the main massing and entrance of a place of worship along a collector road.
3. Situate parking lots to the rear of the main building.



Provide attractive landscaping and outdoor amenity space for employees in a Business Campus

6.6 Employment

There are several areas within the Secondary Plan that provide Employment opportunities. Employment lands permit manufacturing, warehouses and retail/office associated with manufacturing and warehouses. The Business Commercial Area supports higher order transit stops and provides a transition to the Trafalgar community. These lands permit office, retail, and light industrial uses. As well, in the northwest corner of the Secondary Plan, there is a vision for a post-secondary school campus and/or a business campus.

The overall goal for all employment lands in the Town is to ensure there will be variation in the types of businesses, as well as consistent application of design principles to provide attractive street edges and efficient site design that minimizes any potential compatibility impacts on surrounding areas.

6.6.1 Manufacturing and Warehousing

1. Buildings should promote a vibrant and pedestrian-scaled streetscape through the provision of windows at grade level and prominent and sheltered entrances that are connected to the public sidewalk and provide connections to transit stops.
2. The office or retail portion of a warehouse or manufacture building should be located closer to the street than the portion of the building used for manufacturing or warehousing.
3. Long stretches of monotonous building façades or 'blank walls' should be avoided. Building articulation and material and colour changes should be the primary means to create interest on long expanses of walls.
4. Landscaping should be an integral part of the building and site design and can be used



Figure 19. Employment Areas in the Agerton Secondary Plans

to create interest on long expanses of walls, however it should not be relied on solely as a design solution.

5. Where possible, continuous roof lines should be avoided. Projections, changes in vertical plane, and prominent building elements should be used, particularly at building and site entrances, street intersections, and pedestrian walkways, to help create visual interest along adjacent streetscapes and Highway 401.
6. Incorporate outdoor amenity areas into the overall site design, defined by building façades, fencing or landscaping. Locate outdoor amenity areas away from loading, storage or other noisy areas for employees.
7. Locate all parking areas and open spaces to maximize natural surveillance from buildings, public roads and walkways.
8. Incorporate a well-defined and continuous pedestrian system on the site with connections to the public street, parking areas and outdoor amenity areas.

9. Ensure pedestrian connections are barrier-free and are provided directly from the public street sidewalk to the principal building entrance and parking areas.
10. For larger developments, incorporate major pedestrian routes that are easily identifiable through the use bollards, trees, continuous paving materials, signage and lighting.
11. Design walkways to be direct, follow natural desire lines and avoid unobstructed sight lines.
12. Minimize the number of driveway connections to the public street and consider common driveways to further minimize the number of driveways access points.
13. Locate driveways to provide easy access for staff, visitors, delivery vehicles and emergency vehicles.
14. Parking areas should be located at the rear of the building or the sides behind the front of the building. Use planted parking islands and planting areas to break up large parking lots, that are raised and at least 2.5 metres in width.
15. Use planted parking islands and planting areas to break up large parking lots, that are raised and at least 2.5 metres in width.
16. Align rows of parking perpendicular to the building for larger parking areas to minimize the number of crossings of drive aisles for pedestrians.
17. Provide bicycle racks or indoor bicycle storage should be provided near the entrances to buildings, ensuring the racks and bicycles do not impede pedestrian circulation.
18. Orient loading bays and other service areas away from public street views, preferably screened from the street by building mass, fencing or screen walls compatible with the building architecture.
19. Locate waste storage areas inside buildings, wherever possible. Where necessary, locate outdoor storage in the rear and interior side yard of the building, although not in rear yards that face major roads.
20. Where permitted, screen outdoor storage with the building design, siting, landscaping and planting or fencing.



Example of a Business Campus at Derry Green Business Park, Milton. The Business Park provides landscaping with shade trees along the street, a consolidated driveway, and direct pedestrian connections from the street to the front entrance of the building.



In accordance with the Official Plan, the Town of Milton has prepared the Agerton Secondary Plan, and these Urban Design Guidelines support the overall vision and objectives of the Plan.

While the Agerton Secondary Plan provides for development, including its land use distribution and primary transportation network, the Urban Design Guidelines reinforce the community's vision. The Urban Design Guidelines provide the how to the what expressed by the Secondary Plan.

The Urban Design Guidelines assist in the design coordination across the community and provide criteria to which future site plan applications can be reviewed.





Planning & Design Inc.