An aerial architectural rendering of a city grid. The image shows a dense urban layout with a central corridor, likely a transit line, running diagonally from the top left towards the bottom right. The grid consists of numerous rectangular blocks, each containing rows of buildings. Green spaces, including parks and tree-lined streets, are interspersed throughout the urban fabric. The overall color palette is dominated by greens and earthy tones, suggesting a focus on sustainable and livable urban design. The title 'Boyne Survey Urban Design Guidelines' is overlaid in large green text in the upper right quadrant.

# Boyne Survey Urban Design Guidelines

Brook McIlroy Planning +  
Urban Design/Pace Architects  
Final Draft- July, 2010

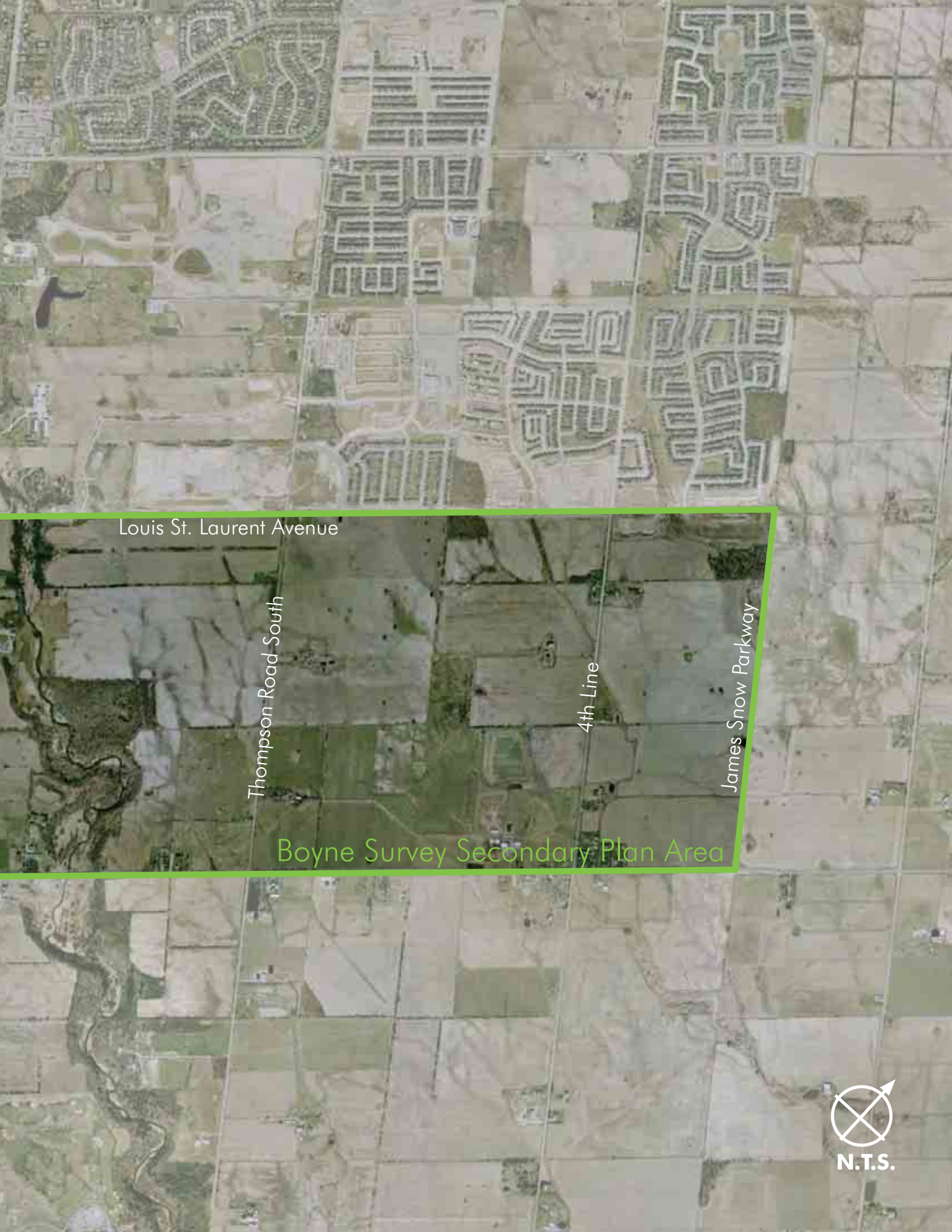
Tremaine Road (Regional Road #22)

1st Line/Bronte Street South

Regional Road #25

Britannia Road (Regional Road #6)





Louis St. Laurent Avenue

Thompson Road South

4th Line

James Snow Parkway

Boyne Survey Secondary Plan Area



N.T.S.

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# Section 1.0 Introduction and Overview



## 1.1 The Study Area

The Boyne Survey Secondary Plan Area covers approximately 960 hectares (2,372 acres) within the Milton Urban Expansion Area, and is bounded by:

- North: Louis St. Laurent Avenue, and the proposed extension of Louis St. Laurent Avenue;
- East: Southerly extension of James Snow Parkway (Regional Road # 4);
- South: Britannia Road (Regional Road 6); and,
- West: Tremaine Road (Regional Road 22).

With the exception of a few single-detached dwellings and institutional buildings, the study area remains almost entirely undeveloped agricultural land with several significant natural heritage features, including the Sixteen Mile Creek Valley. To the north, along Louis St. Laurent Avenue, the study area abuts some existing development, consisting primarily of residential development.

## 1.2 Role of the Guidelines

In accordance with the Official Plan, the Town of Milton has prepared the Boyne Survey Secondary Plan, and these urban design guidelines, as well as a number of other implementation plans and guidelines within the Urban Expansion Area Boundary.

The guidelines support the vision and objectives of the Boyne Survey Secondary Plan. They provide recommendations to ensure quality urban design and the establishment of a planning framework that allows for the creation of a successful and sustainable community. Directions and supporting illustrations are included for both the public and private realm, including parks, open spaces, streets, streetscapes and buildings, promoting the development of a community that is attractive, pedestrian-supportive and includes a linked greenlands/natural heritage and open space system.



*The Boyne Survey Secondary Plan Area and surrounding context.*



## 1.3 Document Structure

The Boyne Survey Urban Design Guidelines consists of four sections:

### *Section 1.0 Introduction and Overview*

Section 1.0 introduces the Boyne Survey Secondary Plan Area, discussing its context within the Town of Milton. In addition, Section 1.0 provides an introduction to the guideline document, including the role and structure of the guidelines.

### *Section 2.0 Vision and Guiding Principles*

Section 2.0 outlines the vision for the Boyne Survey Secondary Plan Area, and introduces the principles that were used to develop the guidelines. The master plan is presented, providing a brief introduction of the major components that are discussed in Sections 3.0 and 4.0.

### *Section 3.0 Community Framework Guidelines*

Section 3.0 focuses on the development of the community at the broadest level, providing directions for the creation of a sustainable community framework. Specifically, guidelines are provided for the greenlands/natural heritage and open space system, transit-supportive design, community structure, streets and boulevards.

### *Section 4.0 Buildings and Site Design Guidelines*

Section 4.0 builds on the framework provided in the previous section, providing guidelines for successful built form and site design. The section begins by providing general guidelines that are applicable to all buildings in the study area before considering guidelines that are specific to residential, mixed-use commercial and employment buildings.



*An aerial view of the Secondary Plan Area, looking northeast from Tremaine Road.*



# Section 2.0: Urban Design Vision



## 2.1 The Vision and Key Directions



*Main Street, looking northeast: Milton's original main street draws residents and visitors to its finely scaled shop fronts, wide sidewalks and unique buildings and landmarks.*

# "Milton: Engaging, Balanced, Connected"

The goal of the Boyne Survey Secondary Plan is, "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." The key directions for the Boyne Survey Secondary Plan Area reflect Destiny Milton II, the Town's Strategic Plan, and are consistent with the vision provided in the Official Plan.

1. *A Diverse and Sustainable Economy* - Provide an attractive economic environment for companies to carry on business and prosper. This includes supporting existing local business as well as attracting new businesses by raising Milton's profile and identity in the wider business community in Ontario.
2. *A Safe, Liveable and Healthy Community* - Ensure a safe and liveable community, that supports family life and provides leisure opportunities for residents of all ages.
3. *Well Managed Growth, Well Planned Spaces*- Protect the heritage and community character in both the urban and rural areas, thereby contributing to Milton's unique sense of place and identity.
4. *A Thriving Natural Environment that is a Valued Community Asset to be Protected, Maintained and Enjoyed* - Recognize the importance of the Niagara Escarpment and its natural areas and the need to protect the air, water and land resources for future generations.
5. *A Responsible, Cost Effective and Accountable Local Government* - Recognize the importance of sound local government, which is fiscally responsible and service driven.

## 2.2 The Master Plan



*Boyne's new main streets will draw inspiration from the qualities that define the existing main streets.*

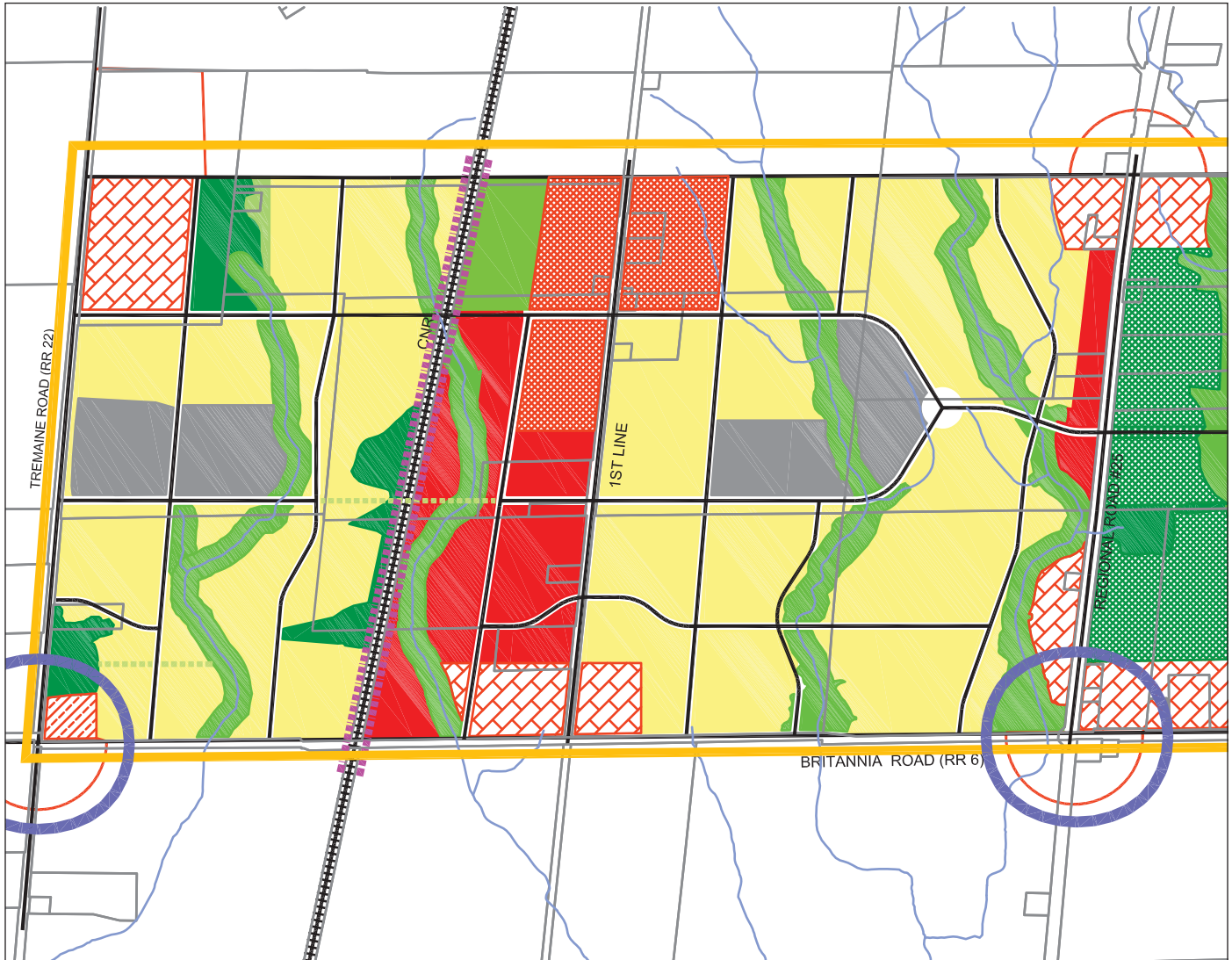
# Boyne Survey Secondary Plan Area

The master plan provided on the following pages outlines the vision for the Boyne Survey Secondary Plan Area. Features of the **Greenlands/Natural Heritage and Open Space System** provide active and passive recreational opportunities and encourage alternative modes of transportation (i.e. walking and cycling).





A central "**Green Connector System**" spans the length of the study area, acting as the spine of the transportation network, and a defining feature of the community as a whole. From the Green Connector System, a network of **Arterial** and **Collector Roads** provide efficient connections throughout the community and to the Town of Milton. A number of residential **Neighbourhoods** are located throughout the Secondary Plan Area, accommodating a mix of dwelling types and densities. The **Neighbourhood Centres** provide a focal point where community amenities, such as neighbourhood parks and elementary schools, are located within a five-minute walk of most residents.






At key intersections, **Secondary Mixed Use Nodes**, **Nodes** and **Sub-Nodes** provide orientation and entry points into the community and accommodate the highest densities in the Secondary Plan Area. In addition, high density residential and office areas are anticipated adjacent to the CNR rail line and along 4th Line.

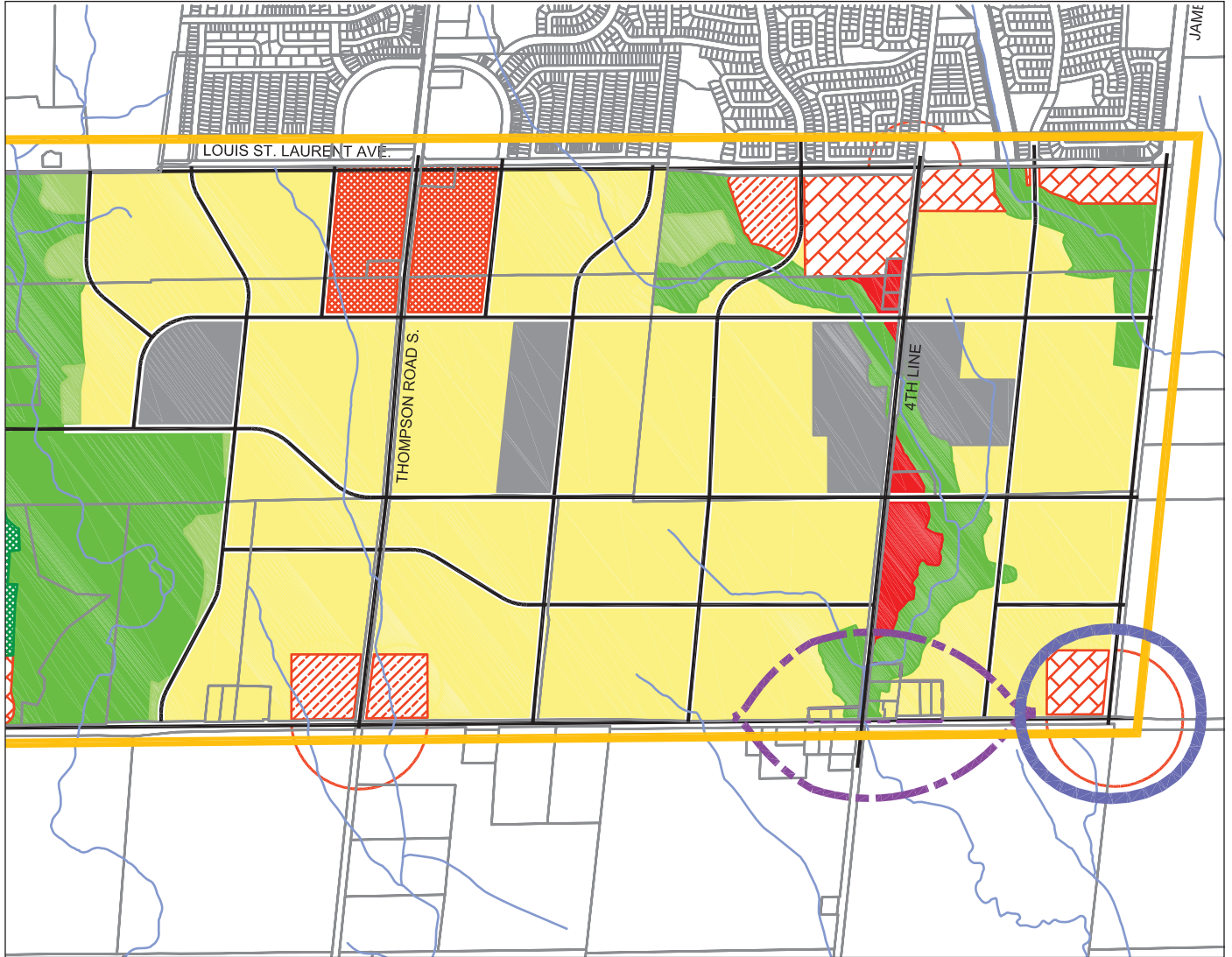
Land Use Plan - The Boyme Survey Secondary Plan Area



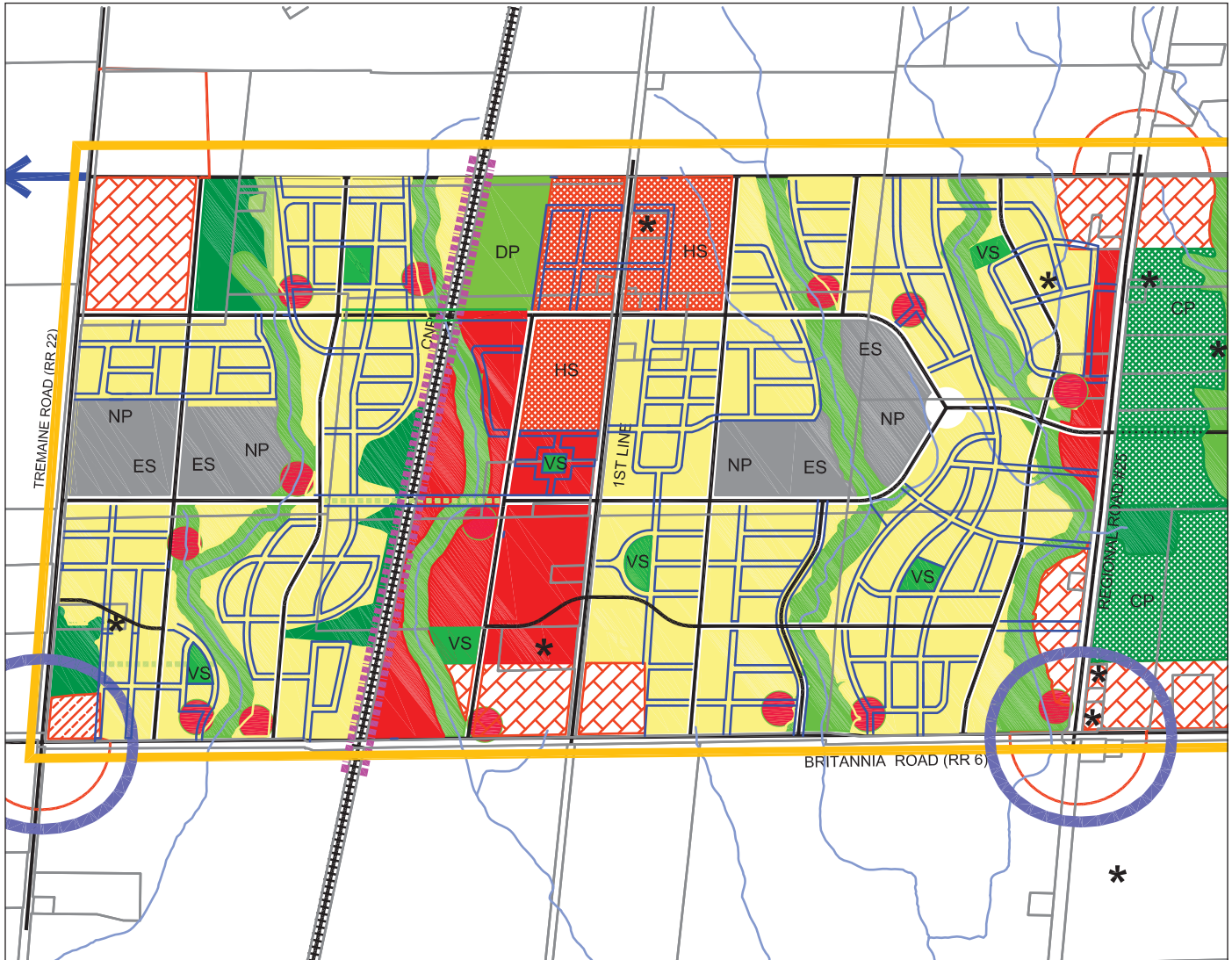
-  COMMUNITY PARK AREA
-  DISTRICT PARK AREA
-  NEIGHBOURHOOD CENTRE
-  GREENLANDS A AREA
-  GREENLANDS B AREA
-  GREENLANDS RESTORATION AREA

-  ENVIRONMENTAL LINKAGE / LINEAR PARK
-  RESIDENTIAL AREA
-  RESIDENTIAL / OFFICE AREA
-  SECONDARY MIXED USE NODE AREA

-  MAJOR NODE AREA
-  MINOR SUB-NODE AREA
-  SECONDARY PLAN BOUNDARY
-  OMAGH STUDY AREA
-  GATEWAY

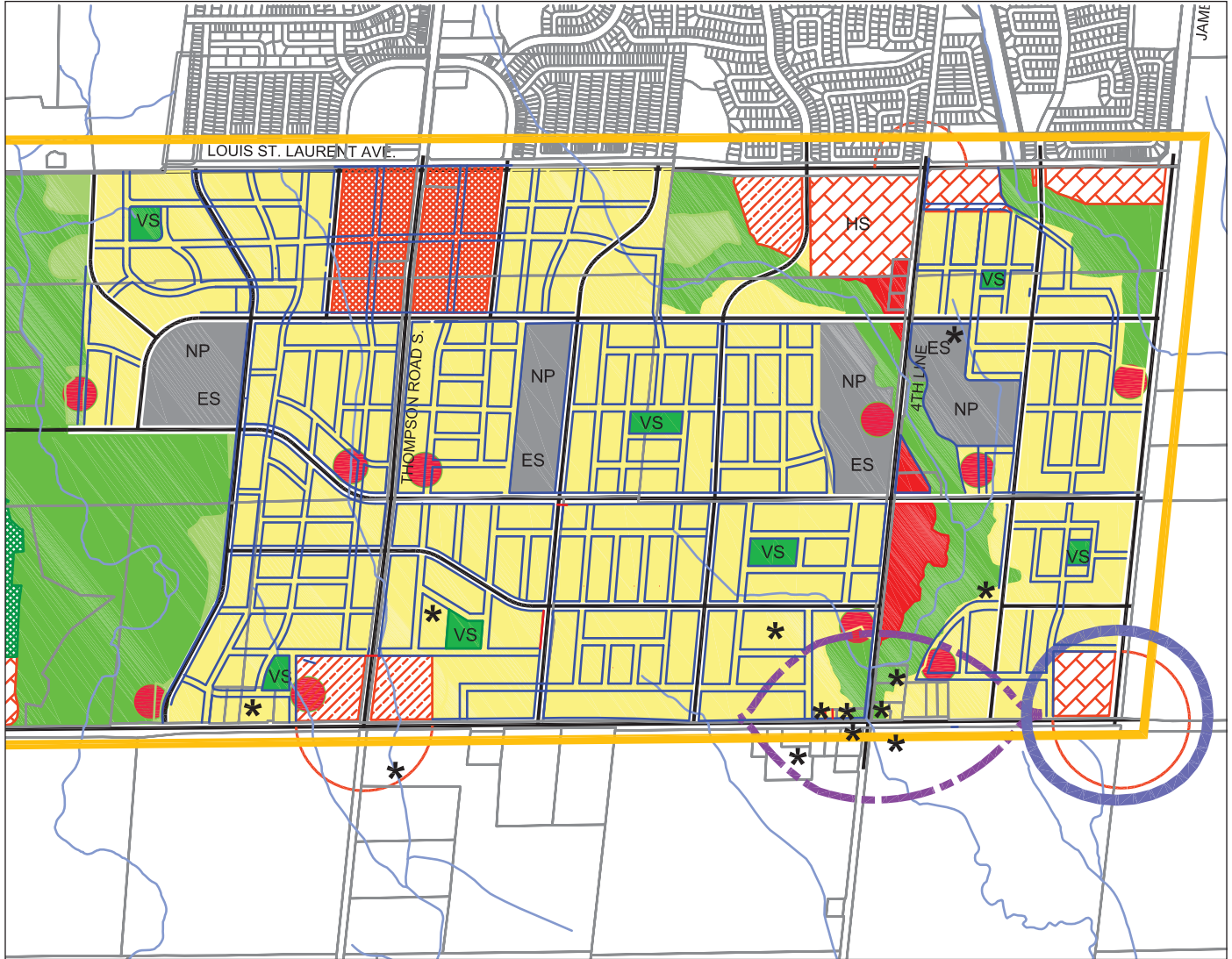


# Master Plan - The Boynes Survey Secondary Plan Area



- |  |                             |  |                                     |  |                         |
|--|-----------------------------|--|-------------------------------------|--|-------------------------|
|  | COMMUNITY PARK AREA         |  | ENVIRONMENTAL LINKAGE / LINEAR PARK |  | MAJOR NODE AREA         |
|  | DISTRICT PARK AREA          |  | RESIDENTIAL AREA                    |  | MINOR SUB-NODE AREA     |
|  | NEIGHBOURHOOD CENTRE        |  | RESIDENTIAL / OFFICE AREA           |  | SECONDARY PLAN BOUNDARY |
|  | GREENLANDS A AREA           |  | SECONDARY MIXED USE NODE AREA       |  | OMAGH STUDY AREA        |
|  | GREENLANDS B AREA           |  |                                     |  | GATEWAY                 |
|  | GREENLANDS RESTORATION AREA |  |                                     |  | HERITAGE PROPERTIES     |



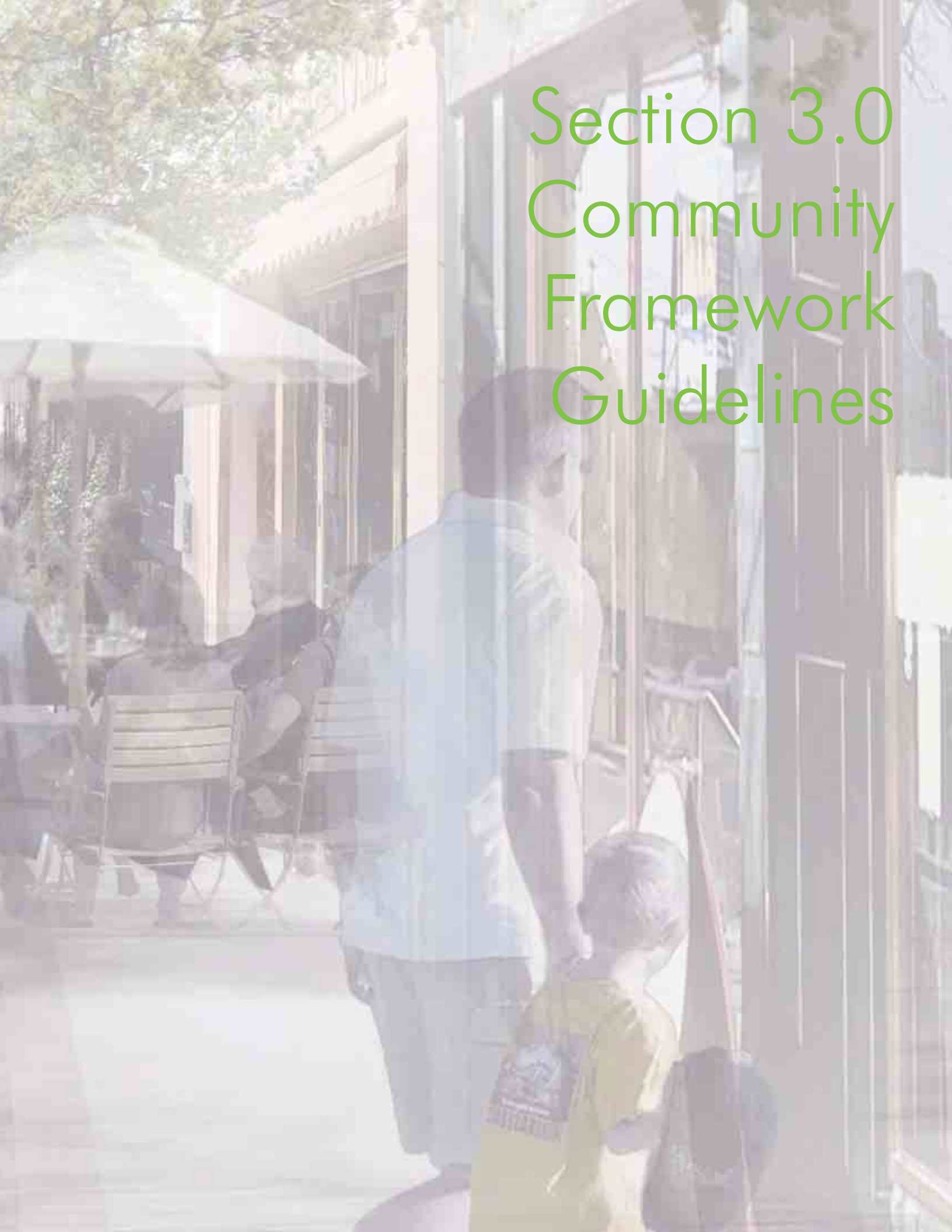






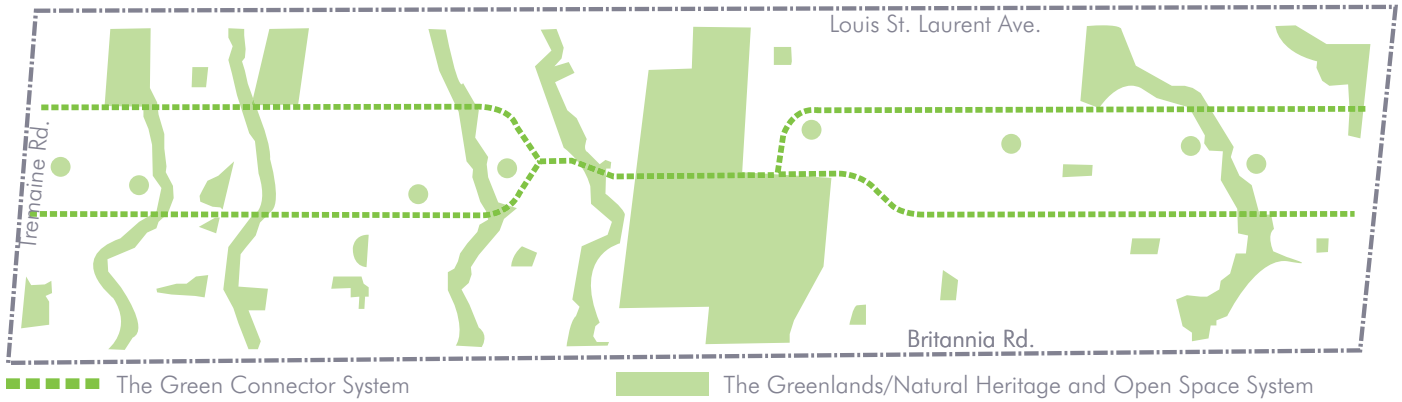
*Rendering showing a view of the Boyne Survey Secondary Plan Area.*



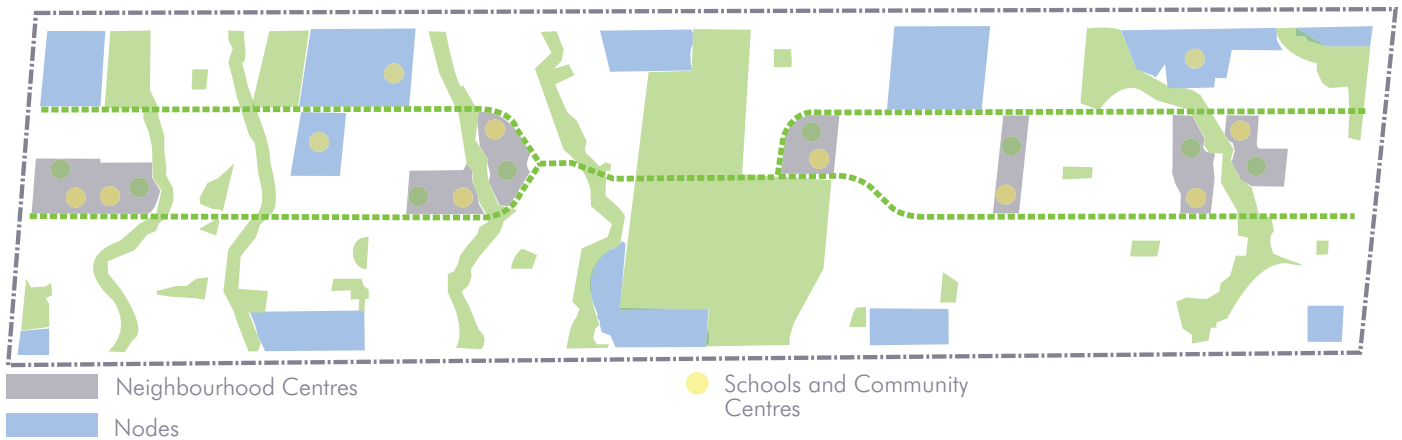
A photograph of a man and a young child walking on a sidewalk. The man is wearing a light blue polo shirt and dark shorts, and the child is wearing a yellow t-shirt. They are walking past a building with a patio area that has several wooden chairs and a white umbrella. The text "Section 3.0 Community Framework Guidelines" is overlaid in green on the right side of the image.

# Section 3.0 Community Framework Guidelines

## One: Establishing a "Green" Framework



## Two: Defining the Community Components



## Three: Developing the Transportation Network



## 3.1 Creating Successful Communities

Communities are often defined by the scale, material quality and architectural detail of their buildings. In the most successful communities, these buildings are complemented by a rich foundation that includes natural heritage features, parks, open spaces, community facilities, and circulation networks. In determining the framework for a successful and sustainable community, these features must be carefully integrated to ensure maximum connectivity for all modes of transportation, and built form that frames streets, open spaces and significant natural heritage features.

### *One: Establishing a “Green” Foundation*

The greenlands/natural heritage and open space system in the Secondary Plan Area consists of:

- the Green Connector System;
- the greenlands/natural heritage system;
- a hierarchy of parks;
- multi-use paths; and,
- stormwater management facilities.

Existing natural heritage features, such as the Sixteen Mile Creek valley, provide an amenity for residents, and enhance local tourism. The preservation and incorporation of such features should be of the highest priority as the community develops. These features should be augmented by a well-connected network of Community, District and Neighbourhood Parks and Village Squares. Together, this greenlands/natural heritage and open space system accommodates passive and active recreation, social interaction, and provides essential space for community events and gatherings. When well connected, through

multi-use paths and other linkages (i.e. streets with multi-use paths and cycling lanes), this system encourages alternative modes of transportation (i.e. walking and cycling).

### *Two: Defining the Community Components*

Five Neighbourhood Centres, generally located at equal intervals across the study area, are intended to house some of the most important elements of the community, including schools and Neighbourhood Parks, are centrally located to be highly accessible to local residents. Neighbourhood Centres should be located within 400 metres (5 minute walk) of most local residents.

Nodes at key intersections, accommodate a mix of uses and the highest densities within the community. As a result, providing efficient access to these areas, through convenient transit facilities and a grid network of streets, is an essential component of a sustainable, healthy community.

### *Three: Developing the Transportation Network*

The circulation network is comprised of the Green Connector System, Arterial, Collector and Local Roads, as well as the trails and open spaces that connect to them. This network is a significant element of the Boyne Survey Secondary Plan Area, as it links local residents with important community elements, amenities, and the rest of the Town of Milton. New roads should be designed and developed to augment the existing roads, ensuring maximum connectivity, and providing sufficient access for all forms of transportation including pedestrians, cyclists, transit riders and motorists.



*Successful communities are founded on a network of natural heritage features and open spaces.*



1. Bioswales help to filter and reduce stormwater run-off;
2. Street trees and landscaping provide shade and reduce the urban heat island effect;
3. Enhanced landscaped planters at intersections;
4. Seat wall planters placed at key locations such as parks and schools;
5. Tree-lined neighbourhoods reduce the presence of garages



## 3.2 Establishing a “Green” Foundation

### 3.2.1 The Green Connector System

A tree-lined, pedestrian/bicycle-supportive street forms the east-west spine of the Boyne Survey Secondary Plan Area.

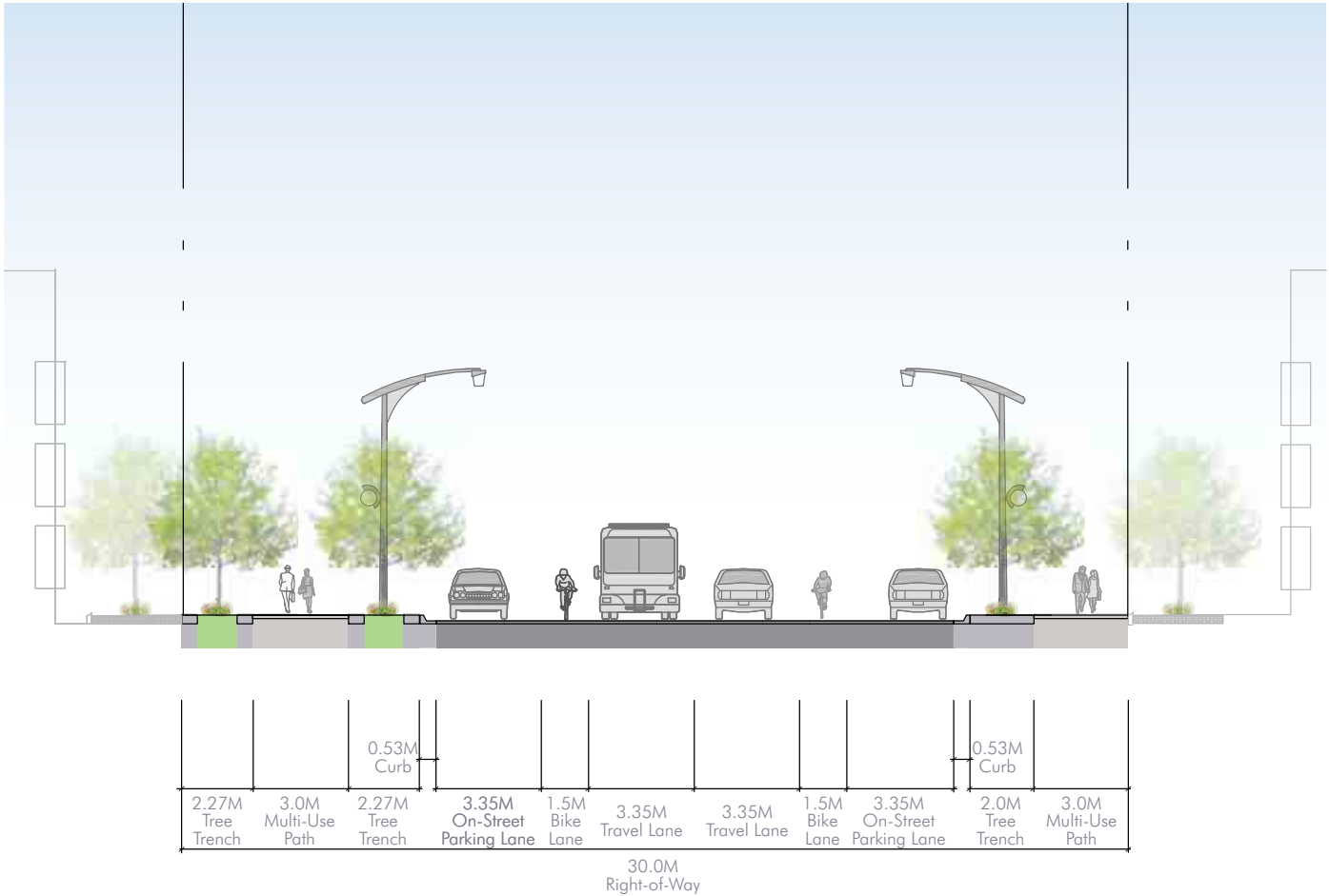
As a defining feature of the Boyne Survey Secondary Plan Area, the Green Connector System should be a symbol of Milton’s broad commitment to sustainable development. The streets extend through the community, from Tremaine Road to the extension of James Snow Parkway, providing connections between residential neighbourhoods, the Education Village, parks, schools, and natural heritage features, such as streams, valleys and woodlots. The character of these streets should be consistent with their adjacent uses and function as safe, comfortable streets

for pedestrians, cyclists and transit users, with vehicular traffic that travels at moderate speeds. Streets in the Green Connector System should be tree-lined and beautifully landscaped to create a unique character. Continuously planted street trees, bioswales and landscaping will contribute to the urban tree canopy. On-street and bicycle parking will be provided along these streets.

*For additional guidelines related to the design of Green Streets, please refer to Section 3.4.7.1: Green Streets.*

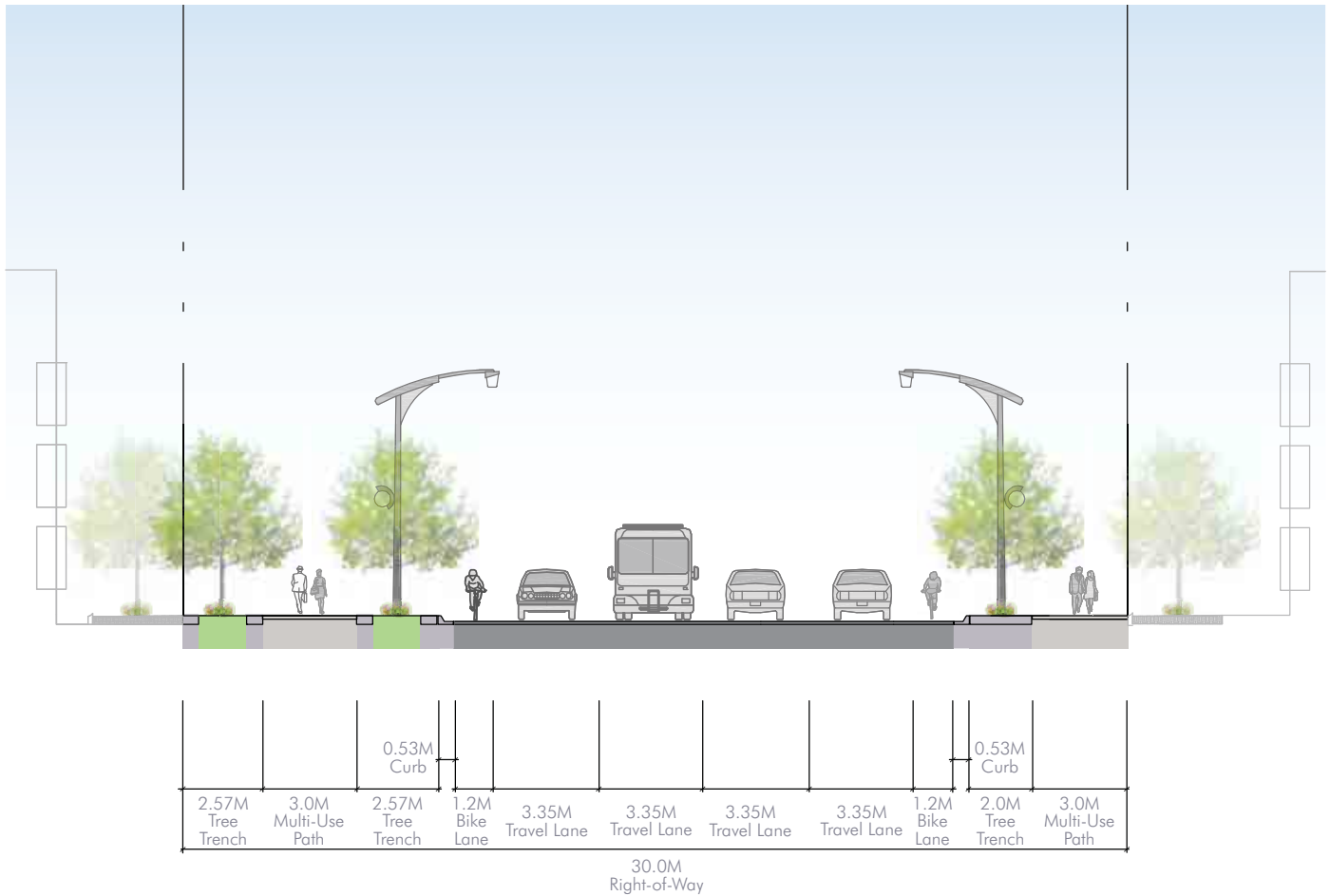


*Rendering showing a typical view along the “Green Connector System.”*



*Sample Green Connector System Section - Interim*

*The Green Connector is characterized by wide, double tree-lined and extensively landscaped boulevards. In the interim, the Green Connector will accommodate two travel lanes with cycling lanes and on-street parking located where appropriate. On the north boulevard, a second tree is required in the private right-of-way and will be reviewed through the plan of subdivision process.*



### Sample Green Connector System Section - Ultimate

Ultimately, the Green Connector will evolve to support four lanes of traffic. To maintain double rows of trees and landscaping along the boulevard, the travel lanes should be accommodated without increasing the overall pavement width. Cycling lanes will be located at the curb edge. Where appropriate, on-street parking can be integrated in short sections between the curb-side trees. Tree planting should determine where this is desirable to provide appropriate 'breaks' and spacing. On the north boulevard, a second tree is required in the private right-of-way and will be reviewed through the plan of subdivision process.



1. Significant existing tree stands.
2. A number of large, mature trees exist within the area;
3. The Sixteen Mile Creek, and a number of smaller streams and creeks run through the study area;

### 3.2.2 The Greenlands/Natural Heritage System

Existing natural heritage features should be protected through a careful balance of preservation and integration.

A substantial network of natural heritage features exists within the Boyne Survey Secondary Plan Area, including valleys, woodlots and streams. Development should maintain physical and visual links between these features.

- a. Key natural heritage features should be preserved to protect natural vegetation, ecological functions and the cultural landscape.
- b. A significant amount of the perimeter (a minimum of 50 percent is encouraged) of natural features should be bounded by streets and/or open space to maximize public access, provide significant views, and to increase ecological awareness. Public access should be controlled or restricted where necessary.
- c. Where direct access to natural features is provided, opportunities for outdoor education are encouraged.
- d. Environmental features should be linked to other features where feasible, and adequately buffered, to ensure that ecological systems are not interrupted.
- e. Opportunities to develop higher density buildings adjacent to natural features should be explored to maximize views and awareness of the landscape. Such developments must be appropriately set back from the natural features and must demonstrate compatibility with adjacent land uses with respect to sunlight access, views and privacy.
- f. Natural drainage networks should be maintained to support stormwater management infrastructure such as stormwater management ponds.



*Natural heritage features should be linked to each other, and other open space areas, through multi-use paths to create a linked system for recreation and efficient circulation.*



1. Park areas should provide opportunities for resting and casual surveillance;
2. Dwellings located adjacent to parks should front onto the park to enhance safety through “eyes on the street”;
3. Community gardens can promote neighbourhood park stewardship and garden maintenance;
4. Parks should be open to the street on two sides to maximize connectivity and ensure safety;
5. Where size permits, parks should provide opportunities for programmed, active recreation.

### 3.2.3 A Hierarchy of Parks

A connected, diverse system of parks and open spaces should provide recreational opportunities for all residents.

It is an objective of the Town of Milton to develop and maintain a sufficient number of parks to provide active recreation opportunities that are easily accessible by all residents. To ensure all members of the community have convenient access to open space, including opportunities for passive and active recreation, the greenlands/natural heritage system in the Boyne Survey Secondary Plan Area should be complemented by a hierarchy of parks, including:

**Community Parks** - Ranging between 20-50 hectares in size, Community Parks are the largest parks in the hierarchy. As they are intended to serve all residents in the Town of Milton, a 39 hectare, centrally located Community Park is recommended to provide convenient access to both members of the Boyne Survey Secondary Plan Area, as well as residents town-wide. The Community Park should include a variety of options for active and passive recreation, and can include large natural areas and/or unique recreational opportunities (e.g. formal gardens, greenhouses, etc.).

**District Parks** - At a minimum of 6 hectares, District Parks are active recreational areas that complement Community Parks, and are intended to serve one or more planning districts. Due to the large, central Community Park, and frequent Neighbourhood Parks intended to serve the community, a District Park is best located at the northern boundary of the study area, where it can provide recreational

opportunities, and serve as a link to future development in the north. District Parks should include facilities for a variety of active recreational activities (e.g. skating rinks, playing fields, basketball and tennis courts, etc.).

**Neighbourhood Parks** - Neighbourhood Parks are a minimum of 3 hectares and should provide active recreational opportunities for individual neighbourhoods. They are typically located adjacent to features of the greenlands/natural heritage system and in the Neighbourhood Centres, within a five-minute walk of most residents. Wherever possible, Neighbourhood Parks are encouraged adjacent to schools, where they can provide shared recreational and parking opportunities for residents and students, ensuring their active use throughout the day.

**Village Squares** - Village Squares are typically passive recreation areas that function as a focal point of Sub-Neighbourhoods. Village Squares are 0.2-0.5 hectares in size. They should include a variety of passive recreational facilities including: open space for informal sports, sitting areas, gardens and children's play equipment.

Through a system of multi-use paths, these areas, as well as features of the greenlands/natural heritage system, should create a linked network that provides a variety of safe recreation options and connections throughout the community, to adjacent neighbourhoods, and to the Town.

### General Park Guidelines

- a. Parks should be located along, and at the terminus of major streets to create an attractive public realm.
- b. Parks and open spaces should be designed to reflect their role and should serve the diverse needs of the community, including facilities for passive (e.g. walking trails, gardens, seating areas, park pavilions, interpretive displays, etc.) and active recreation (e.g. sports fields, skating rinks, etc.).
- c. Where possible, parks should be open on the greater of a minimum of two sides to the public street, or 50% of the park perimeter.
- d. Residential units fronting onto parks and open spaces are encouraged to enhance safety through casual surveillance.
- e. Highly visible connections should link the major park amenities and facilities through walkways and bicycle paths.
- f. Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities and parking areas.
- g. Residential areas should be buffered from lighting, noise, traffic and parking areas associated with parks through landscaping and appropriate setback treatments.
- h. Parks should be located adjacent to the greenlands/ natural heritage system as a means of maintaining a sense of connection with the original landscape.
- i. Wherever possible, natural ecosystems should be maintained and created to ensure a sustainable environment for plants and wildlife.
- j. Naturalized and indigenous plantings should be used wherever possible.
- k. Park entrance design should provide amenities including visitor drop-off, pedestrian scale lighting, and signage to assist in orientation and use of park amenities.
- l. Where possible, playground surfaces and park equipment should consider the use of recycled materials.
- m. Playground facilities should feature equipment that incorporates the principles of universal design.
- n. Signs to assist orientation, heritage interpretation elements, public art and park maps should be coordinated at park entrances to avoid unnecessary clutter.
- o. Where possible, parks may be directly connected to school sites to encourage mutual use of outdoor and parking facilities.



*Village Squares are Neighbourhood anchors, providing opportunities for residents to congregate and socialize.*



### 3.2.4 Multi-Use Paths

Link features of the greenlands/natural heritage and open space system and provide alternative transportation options, through a well-connected trail network.

Currently, there is an extensive system of trails throughout the Town of Milton, including hard surface trails that provide connections along some of the Town's major streets, including Louis St. Laurent Avenue, Thompson Road and the majority of Derry Road. There is also a hard surface trail that extends along the rail line from south of Louis St. Laurent Avenue to north of Steeles Avenue.

The Town of Milton - Trails Master Plan (2007 Update) recognizes the potential for this system to continue through the Boyne Survey Secondary Plan Area, proposing off road multi use trails along the rail line, and the major stream corridors. These trails extend to Britannia Road and to the north, connecting with parks, trails (existing and proposed), and bike lanes throughout the Town. In the Boyne Survey Secondary Plan Area, additional trails are encouraged to provide a link between these proposed trails and the greenlands/natural heritage and open space system, to encourage active transportation and provide opportunities for walking, hiking, skiing, etc.

a. New multi use trails should connect to existing trail networks, streets, parks, open spaces and natural heritage features to create a linked network that provides connections and recreation opportunities.

- b. Trails should link to core activity areas such as schools, community centres, nodes, and nearby employment and commercial areas.
- c. The design of multi use trails should reflect the function and nature of the type of open space they occupy.
- d. Trail widths should range from 3.0-4.0 metres wide to allow for two way cyclist or pedestrian passage.
- e. Where necessary, multi use trails should be designed to distinguish between walking and cycling/roller blading areas to minimize conflicts.
- f. Nature trails should include multiple access points that accommodate a variety of transportation options, including vehicles, bicycles, etc.
- g. Entrances should be barrier-free and should include stable yet permeable surfaces, such as crushed rock.
- h. Trails should include adequate amenities, such as seating, waste receptacles, lighting, signage, route information, and educational and historic information.
- i. Trails located within sensitive natural environments, such as creeks, should be constructed of low impact materials that are porous and stable, such as crushed rock, wood chip paths, or board walks. All trails should be designed according to site-specific conditions.



*Multi-use paths should reflect their function, and where necessary, clearly differentiate between walking and cycling routes.*

### 3.2.5 Stormwater Management (SWM) Facilities

Stormwater management ponds should be designed as integral components of the greenlands/natural heritage and open space system.

SWM facilities are an important component of the publicly accessible greenlands/natural heritage and open space network and have been located conceptually throughout the preferred Land Use and Transportation Concept Plan. These facilities should be designed as positive and safe community amenities and should link with, and augment, the greenlands/natural heritage and open space system.

- a. Street and block patterns should enhance views and access to the SWM facilities, wherever possible, to integrate them as important community amenities.
- b. On-site infiltration must be provided in areas that have increased infiltration potential through source centres and related best management practices.
- c. Public exposure required for SWM facilities will vary depending on the surrounding land uses and the location of the facility. A portion of SWM facilities shall be bounded by a combination of roads and open space to allow appropriate use, access and views.
- d. Stormwater management facilities must be designed as positive visual features and should incorporate an arrangement of planting that does not interfere with their function.
- e. The design of stormwater management facilities should limit the use of fencing in order to promote public visibility and surveillance opportunities. At private property limits, facilities will need to be fenced to comply with the Town's Engineering Standards.
- f. Where feasible, provide sitting areas with pathway connections at stormwater management facility edges to encourage public safety through frequent use and casual surveillance opportunities.
- g. Public education displays should be used to increase public awareness and appreciation of the local environment.

- h. Managing access to the perimeter of facilities should be provided on a site-by-site basis through a combination of facility edge treatments. Shallow slopes should be provided for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.
- i. A hierarchy of design treatments must be developed to address the various conditions of facility design and locations including urbanized edges.
- j. Edges of stormwater facilities abutting natural heritage features should remain naturalized, subject to providing adequate maintenance access.
- k. Impervious areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or other permeable surfaces, must be provided to allow absorption into the soil and avoidance or minimization of discharge into the storm drain system.

*\*Note: the Town is currently developing "Low Impact Design Standards" that will supersede the above guidelines.*



*Stormwater management facilities should be carefully integrated into the community, and designed as functional community spaces.*

## 3.3 Defining the Community Components

### 3.3.1 Transit-Supportive Design

Transit should be treated as a central community function, where facilities are attractive, convenient, and situated in high pedestrian activity areas.

The design of the Boyne Survey Secondary Plan Area should promote active transportation and should provide a development framework that supports an increase in public transit ridership. The grid-like street network is a key component of this approach as it allows for efficient transit circulation.

Development should support adequate densities and a range of complementary uses. Transit facilities should be convenient to use and should be situated at key destinations, where pedestrian activity is high. Community design should promote transit as a viable alternative to the automobile to help reduce street congestion and pollution.

- a. Provide a mix of land uses and higher residential densities at key locations, such as nodes, to generate

pedestrian traffic and activity throughout the day, making transit a viable option.

- b. Transit facilities should be located in public places such as Neighbourhood Centres, parks, schools, and community facilities, such as a library or gallery.
- c. Access to transit should be located within a short walking distance of most uses (approximately 400 metres).
- d. Auto dependant uses, such as drive through retail and car wash facilities, should be discouraged.
- e. Trails and bicycle routes should link to transit facilities. Secure bicycle parking and storage space should also be provided.

*For additional guidelines related to the design of transit facilities, please refer to Section 3.4.7.3: Transit Shelters.*



*Transit-supportive communities are characterized by a compact mix of land uses, with higher densities at appropriate locations, and convenient transit access within walking distance of most residents.*

### 3.3.2 Community Structure

A sustainable community is characterized by a hierarchy of neighbourhoods and nodes, with higher densities distributed in appropriate areas.

The Boyne Survey Secondary Plan Area will evolve as a unique and important area within the Town of Milton and should support this role, through the creation of a distinct and identifiable community structure, consisting of:

**Neighbourhoods** - Residential neighbourhoods should be evenly spaced throughout the Secondary Plan Area and are generally defined by the major Arterial Roads to ensure maximum connectivity. The lowest densities will be accommodated in the Neighbourhoods (outside of the Neighbourhood Centres) in single and semi-detached dwellings. Higher density forms of development, such as townhouses and residential apartments, can be included primarily along Arterial Roads.

**Neighbourhood Centres** - Neighbourhood Centres are intended to house some of the most important elements of a community, including schools and parks. Neighbourhood Centres are also ideal locations for transit amenities and may include the provision of higher density apartments and supportive housing. As a result, Neighbourhood Centres should be centrally positioned and highly accessible to local residents. Generally speaking, they should be situated within 400 metres (5 minute walk) of all local residents.

Features of the greenlands/natural heritage system and/or Neighbourhood Parks are encouraged to define Neighbourhood Centres and should be easily visible to create a strong sense of local identity.

**Secondary Mixed-Use Nodes** - The highest densities within the community will be located at the Secondary Mixed-Use Nodes. These densities will be accommodated in taller, mixed-use buildings with retail at-grade and residential/office uses above. In the short term, it is recognized that the demand for commercial units may not support continuous development along the street, and that interim uses (i.e. surface parking) may be developed. In this case, it is important that surface lots be designed to minimize negative impacts on the streetscape (please refer to Section 3.4.8.2: Surface Parking). Ultimately, through continuous buildings that address the street, underground or structured parking, and pedestrian-supportive boulevards will be developed. Streets in the Secondary Mixed-Use Nodes will have a "main street" character.

**Nodes** - A series of nodes are envisioned at areas of high pedestrian activity, including key intersections. These nodes will accommodate higher density forms of residential development and mixed-use buildings.

**Sub-Nodes** - Sub-Nodes are located in areas that can support some higher density development (i.e. townhouses), but not to the same degree as Nodes or Secondary Mixed-Use Nodes. There may be potential for a mix of uses in these areas.

Sample Plan - Interim Secondary Mixed-Use Node



Demonstration plan showing interim development at a Secondary Mixed Use Node. Surface parking may be an option until continuous development can be supported. Surface lots should be carefully designed to minimize impacts on the streetscape.

Sample Plan - Ultimate Secondary Mixed-Use Node



Demonstration plan showing ultimate development at a Secondary Mixed Use Node. Continuous mixed-use buildings fronting onto the street, combined with a pedestrian-supportive boulevard, creates a "main street" character. Larger office and/or mixed-use buildings can accommodate underground or structured parking for residents and visitors to the area.

### 3.3.3 Lot Sizes and Variety

A variety of lot sizes and shapes should be provided to ensure a diversity of housing types, sizes, and designs.

Providing a variety of lot shapes and sizes has a direct impact on development costs, density, and affordability. Development should achieve an appropriate balance of large and small lot sizes to encourage a variety of development types, sizes and designs.

- a. Generally, lot shapes should be simple and rectilinear so as not to limit design and siting options. However, variations to the traditional lot should be incorporated to manage slope, property boundary, or density issues.
- b. Corner lots should have adequate width to permit appropriate building setbacks from both streets.
- c. Irregular lots, corner lots, and some mid-block lots may be developed as Village Squares, providing comfortable areas for passive recreation, attractive landscaping, or public art.
- d. Lots at nodes, or adjacent to community centres, public transport facilities, or amenity areas, such as parks and natural heritage features, should be designed to support higher density development.



*Providing a variety of lot shapes and sizes accommodates a diverse selection of housing options, including single and semi-detached dwellings, townhouses and mixed-use buildings.*

### 3.3.4 Gateway and Entrance Features

Gateway locations should be designed as significant entry points to their respective neighbourhoods.

There are a number of potential gateways within the Boyne Survey Secondary Plan Area, including:

**The Campus Gateway:** Louis St. Laurent Avenue at Tremaine Road provides a significant opportunity to create a gateway into the proposed university campus site to the west. In this locations, gateway features may include signage, a special streetscape palette or feature buildings.

**The Green Connector System:** Entering the Green Connector System should be a unique experience. In any location where access to the Green Connector System is provided, there is the potential for gateway features. At the perimeter of, or at major intersections along the Green Connector, civic plazas or landscaped areas may be identified as gateways.

**Secondary Mixed Use Nodes:** The Secondary Mixed Use Nodes will serve as key entry points into the community. Gateway features are encouraged to mark the significance of the nodes, as well as entry into the community. Taller buildings are recommended in Secondary Mixed Use Nodes (see Section 3.3.2: Community Structure), and where appropriate, can be designed to identify these areas as gateways.

- a. Neighbourhood gateways shall be designed for a neighbourhood as a whole, not for individual subdivisions.
- b. Entrance features to new subdivisions, such as ornamental walls and signs with names, shall not be permitted.
- c. Landscaped gateway features that provide a gateway to a Neighbourhood will only be considered on a case-by-case basis (as defined in the Secondary Plan).
- d. Where permitted, landscaped gateway features shall be located on municipal property.
- e. Landscaped gateway features shall not be used to identify individual subdivisions but instead should incorporate wayfinding features for the Neighbourhood as a whole.
- f. Gateways should create a sense of entrance and arrival, contributing to community image and identity. Elements contributing to gateway features and design include: trees and other landscaping, feature lighting, paving, seat walls, and public art.
- g. Within parks, streets or other open spaces, unique elements such as landscaping, paving, lighting, and public art can be used to signal transition into a Neighbourhood, Neighbourhood Centre, or node.



*Gateway and entrance features should create a sense of entrance and arrival to key areas and should be characterized by trees, landscaping, seating, special lighting, art installments, etc.*



### 3.3.5 Community Facilities

Community facilities should be treated as focal points and activity nodes within the community.

Community facilities, such as community centres, schools, libraries, day cares, places of worship, fire hall, etc. are community focal points and should be well integrated into the community.

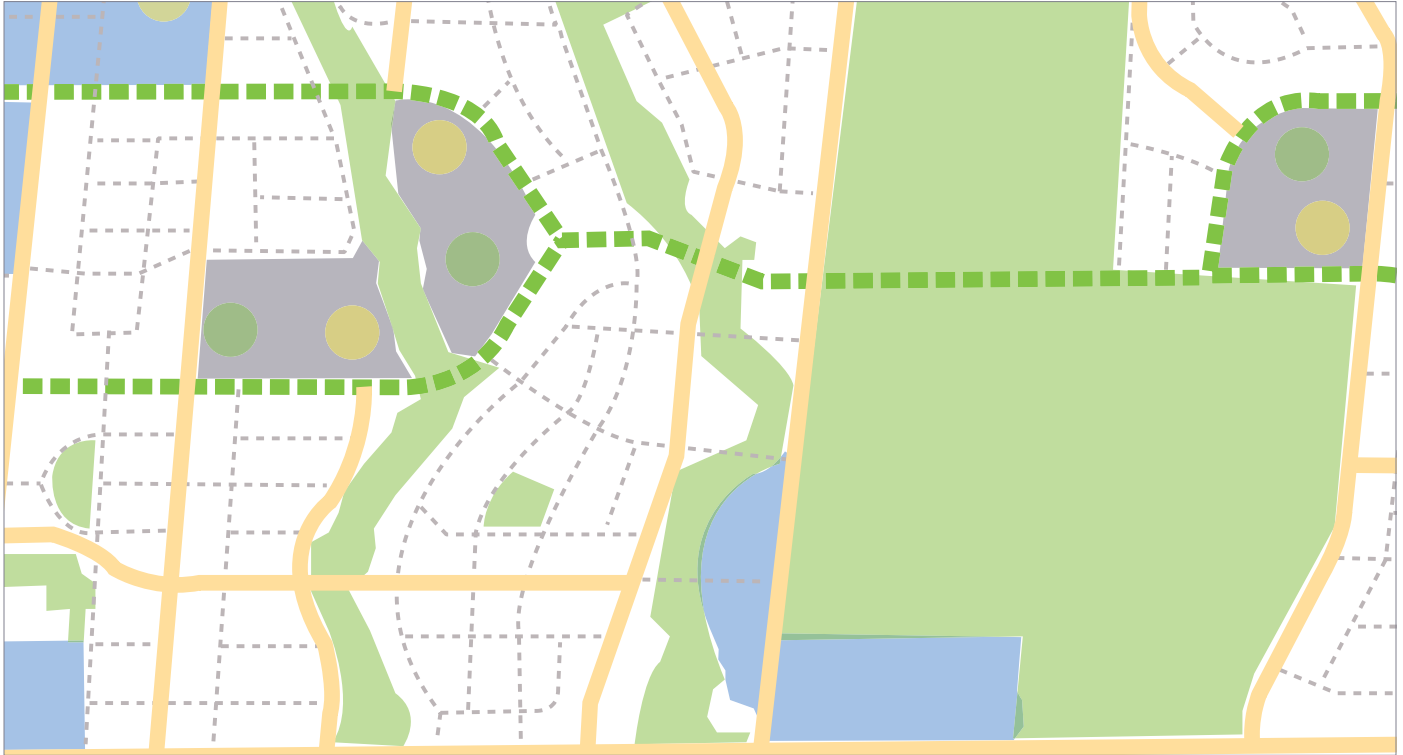
- a. Community facilities should generally be situated within or near the Neighbourhood Centre or at nodes and should be easily accessible by pedestrians, cyclists and transit users.
- b. To promote visibility, maintain community focus and ensure efficient use of land and building resources, compatible community buildings should be sited in close proximity or in the same facility. A variety of shared use options should be explored, including:
  - Multi-purpose cafeteria and gymnasium;
  - Art, science, and computer classrooms for junior and adult education;
- c. Community facilities should incorporate the highest standards in environmental sustainability, through both site and building design.
  - Library combining functions of both a municipal branch and school facility;
  - Hardscaped and grassed playing field; and/or,
  - Parking facilities.
- d. Variations in setbacks should be incorporated for community facilities, where a building forecourt or garden is desirable.

*For additional guidelines related to sustainable building design, please refer to Section 4.1: Sustainability).*

*For additional guidelines related to the design of buildings, please refer to Section 4.2: General Building Guidelines.*



*Community centres are an integral component of a sustainable, healthy community. As a focal point of the community, they should set the precedent for sustainability, in both the design of the building as well as the surrounding site.*



*The block and street network within the Secondary Plan Area, comprised of the Green Connector System, and Arterial, Collector and Local Roads, is based on a highly-connected grid pattern, modified to respond to features of the Greenlands/Natural Heritage and Open Space System.*

## 3.4 Developing the Circulation Network

### 3.4.1 Street Network and Block Layout

Blocks and streets should be flexible and well-connected to promote legibility, accessibility, and to accommodate a variety of lot sizes.

The street and block network within the Boyne Survey Secondary Plan Area will be characterized by short block lengths, which will reduce congestion, allowing traffic to dissipate to local destinations, improve emergency vehicle access, and promote active transportation (i.e. walking, cycling and transit).

The street network will be focused on the Green Connector System, a central spine extending from Tremaine Road to the extension of James Snow Parkway. This central spine should be augmented by a well-connected grid of Arterial, Collector and Local Roads.

These streets will serve an important functional role in the movement of vehicles and people throughout the Town, but should be designed to be equally important as a place for members of the community to meet and socialize. The careful design of boulevards, and inclusion of pedestrian amenities, will ensure pedestrians and vehicular traffic safely share the streets.

- a. To maximize connectivity, streets should be based on a grid pattern that is modified in response to natural open space, built heritage or existing street conditions.
- b. New streets adjacent to existing built-up areas should connect to existing streets to maximize permeability.
- c. A variation in block sizes and street layouts is recommended to encourage the development of a mix of housing forms and densities.
- d. Block lengths should not exceed 250 metres and should generally range between 200 and 250 metres.
- e. In special circumstances, where a block is longer than 250 metres, a through-block pedestrian walkway or a mid-block parkette should be provided.
- f. The mid-block connections should have a minimum width of 3.5 metres.
- g. Lanes are recommended where possible to eliminate the need for driveways and street facing garages.

### 3.4.2 Arterial Roads

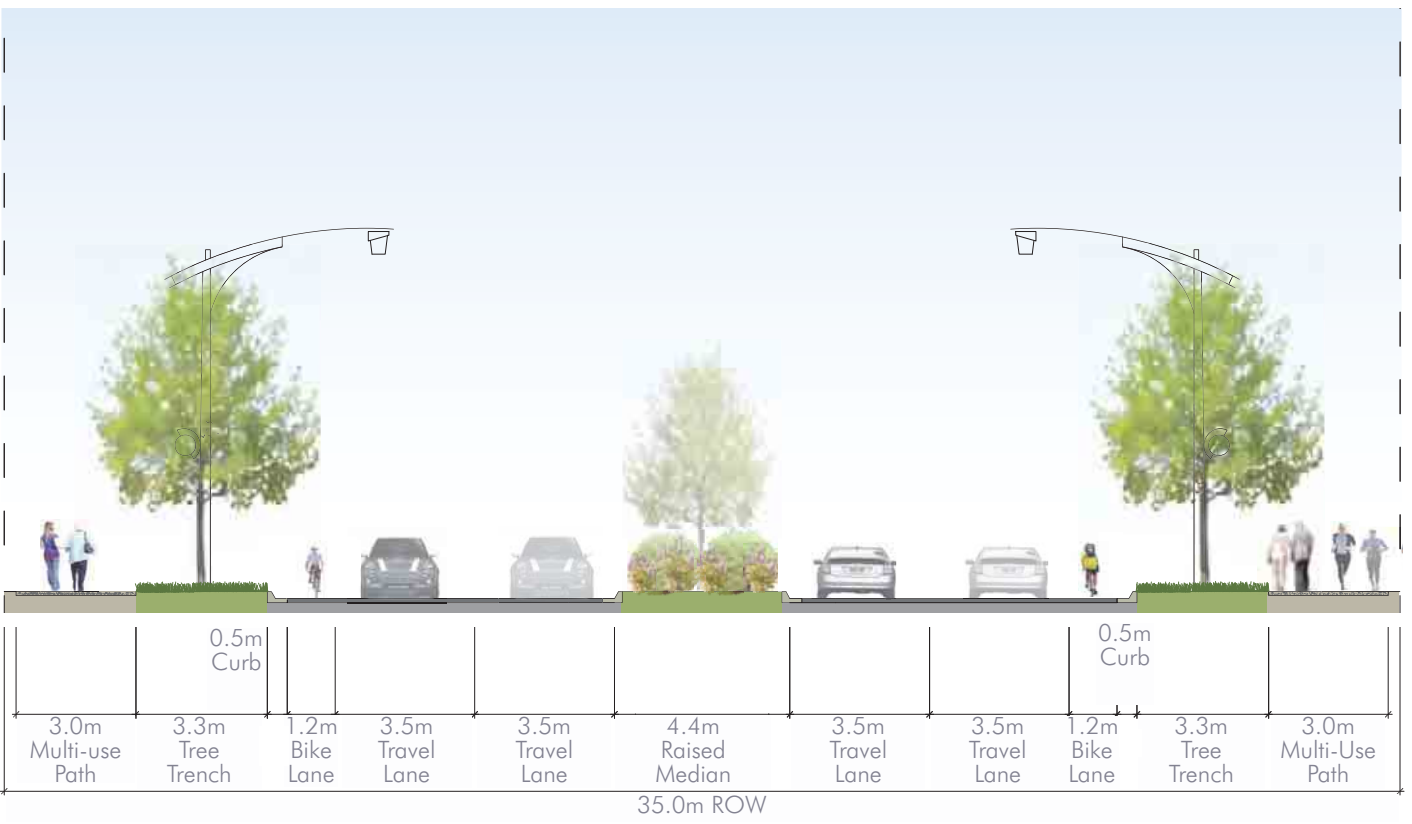
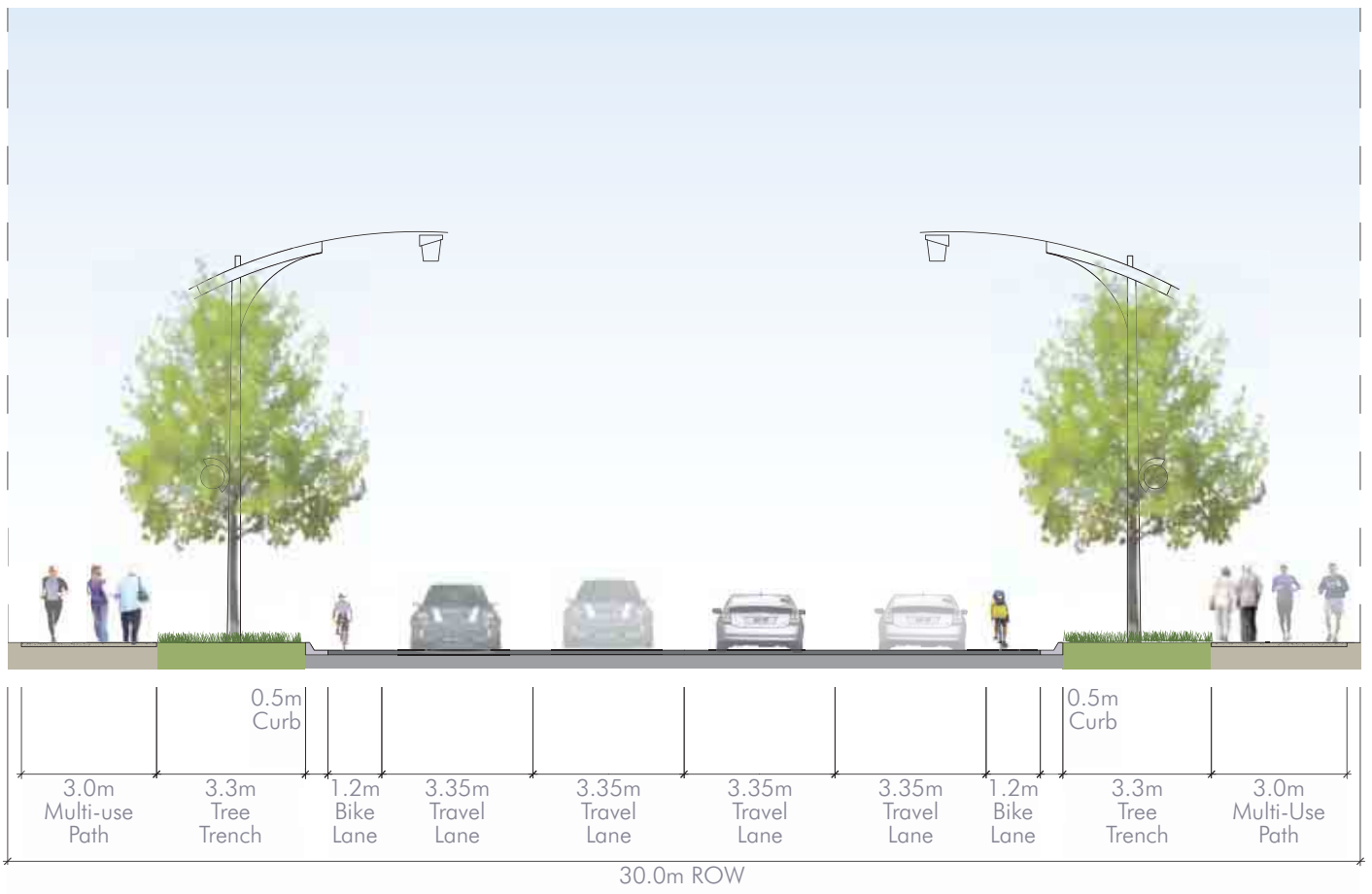
Arterial Roads are high capacity transportation roads that accommodate regional and local travel demands. Arterial Roads also connect nodes and serve as major gateways into the Town of Milton. Arterial Roads should have an urban character and should include a high level of design in the pedestrian realm. This includes buildings with densities that support alternative transportation, and the provision of well landscaped, pedestrian-supportive boulevards that include wide sidewalks, street trees, consistent paving, lighting and public art.

Examples of Arterial Roads include Tremaine Road, Bronte Street, Regional Road 25, Thompson Road, and Louis St. Laurent Avenue. Arterial Roads should reflect their role as regional transportation corridors and community connectors.

- a. Arterial Roads should be designed to serve a variety of functions, including transit, connections between communities, and connections to other roads.
- b. On-street parking should be permitted on both sides of Arterial Roads where adjacent to mixed-use areas.
- c. Bicycle lanes should be provided on both sides of the road. In addition, multi-use paths should be provided in the boulevard.
- d. Travel lane widths should be as narrow as possible to accommodate wider boulevards.
- e. Alternatives to single access driveways to individual properties should be explored. This may include joint access driveways.



*Arterial Roads should provide an appropriate balance that accommodates regional and local traffic demands while ensuring the streetscape remains pedestrian-supportive through wide sidewalks, street furniture, landscaping, etc.*



Top: Major Arterial Road; Bottom: Minor Arterial Road

### 3.4.3 Collector Roads

Collector Roads should reflect their role as community connectors and pedestrian destinations.

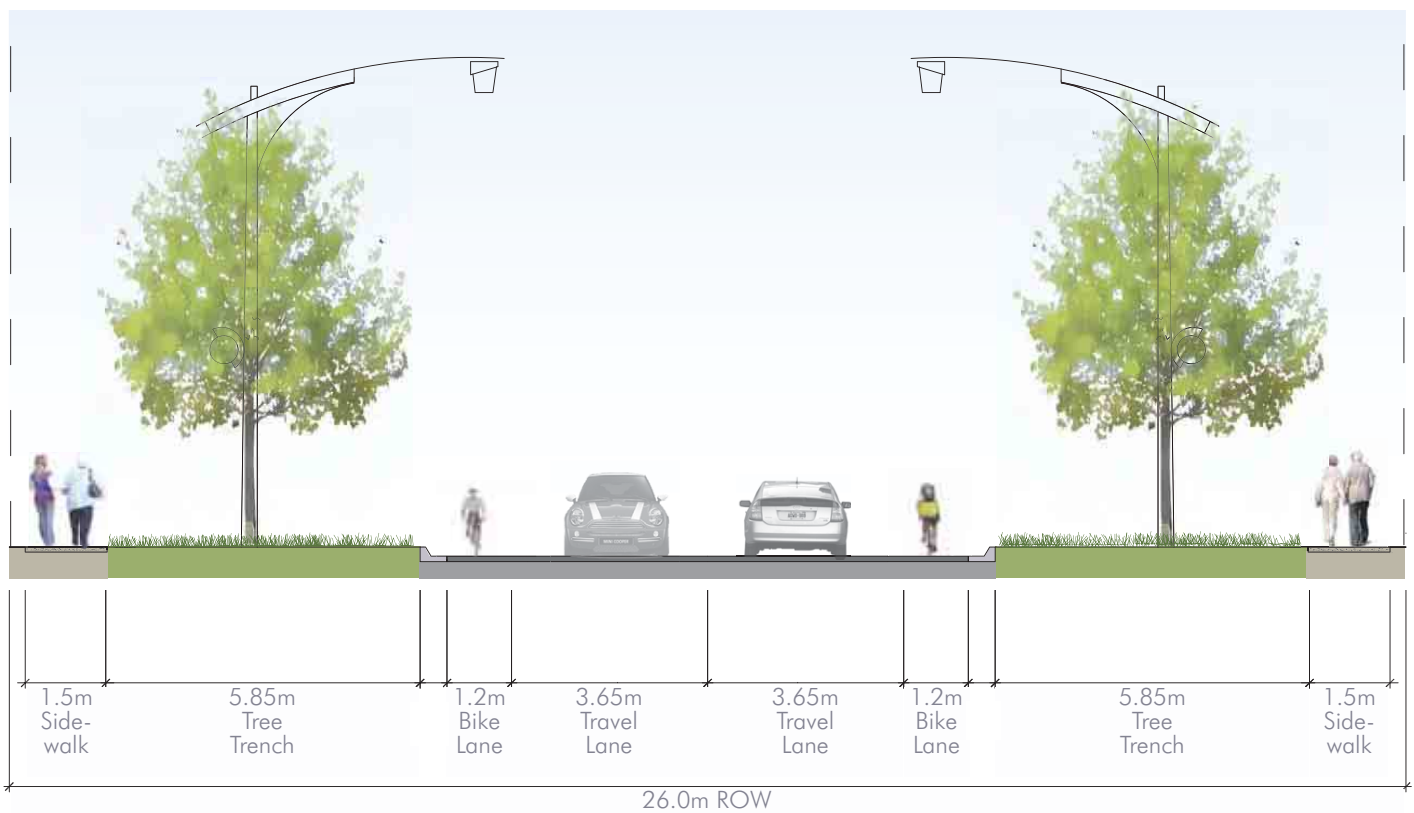
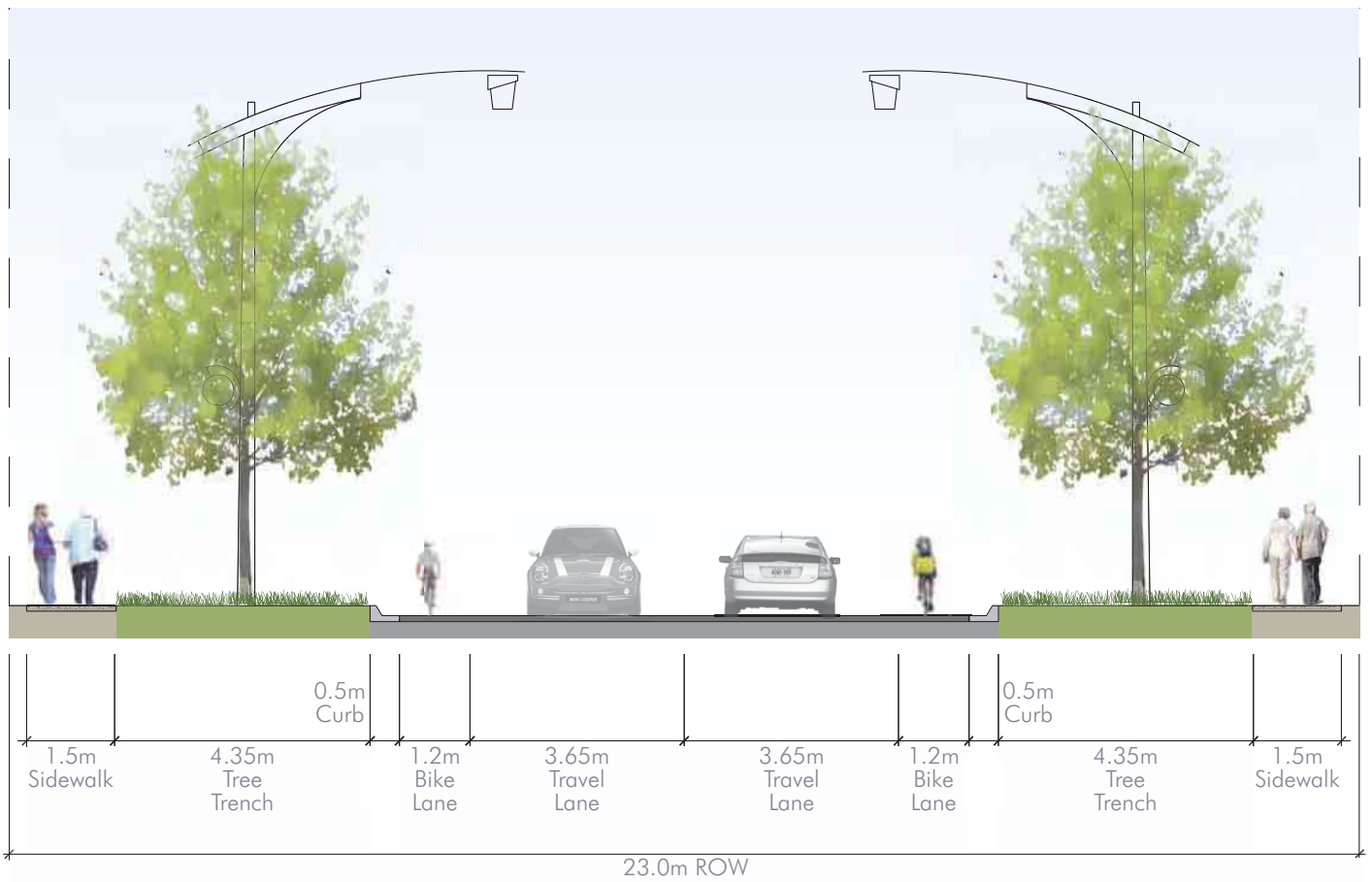
Collector Roads are medium capacity transportation roads that connect Local Roads to one another, to intersecting Collector Roads, and to Arterial Roads. As a result, the design requirements for Collector Roads should be more substantial than Local Roads and should include boulevards with wide sidewalks on both sides, consistent paving, and lighting.

Examples of Collector Roads include Fifth Line, Main Street, Martin Street, Commercial Street and Laurier Avenue.

- a. Collector Roads should be designed to serve a variety of functions, including transit, connections between communities, and connections to other roads.
- b. On-street parking should be permitted on both sides of Collector Roads where adjacent to mixed-use areas.
- c. Bicycle lanes should be provided on both sides of the road.
- d. Travel lane widths should be as narrow as possible to accommodate wider boulevards.
- e. Alternatives to single access driveways to individual properties should be explored. This may include joint access driveways.



Collector Roads should have a high level of pedestrian amenity including wide sidewalks, landscaping, street furniture, etc.



Top: Minor Collector Road; Bottom: Major Collector Road



*Local Roads should be designed as pedestrian scaled streets. On-street parking narrows the street width, reduces vehicles speeds and provides a buffer between pedestrian and vehicle traffic.*



### 3.4.4 Local Roads

Local Roads should reflect their role as pedestrian-supportive, community transportation corridors.

Local Roads are low capacity transportation roads that connect individual properties to Collector and Arterial Roads. A narrower R.O.W. is recommended along Local Roads to create a more intimate, pedestrian scaled neighbourhood setting. Local Roads should be designed with a high degree of pedestrian amenity including lighting, street trees, on street parking, and a sidewalk on at least one side of the street (and ideally on both sides).

Examples of Local Roads include Bell Street, King Street and Thomas Street.

- a. Local roads should be designed with a narrow or reduced right-of-way standard to reduce traffic speeds.
- b. A maximum of two traffic lanes, and one shared traffic/on-street parking lane is recommended. A single traffic lane with a shared traffic/on-street parking lane may be provided as an 'alternative standard' to reduce total pavement width.
- c. It is encouraged that sidewalks be placed on both sides of the street. In cases where this is not feasible, and sidewalks can only be provided on one side of the street, the on-street parking lane should be provided directly adjacent to the sidewalk.
- d. Barrier curbs are required for all Local Roads.
- e. Bicycle movement is considered to be a normal part of Local Road traffic movement, so no dedicated bicycle infrastructure is required.

### 3.4.5 Lanes

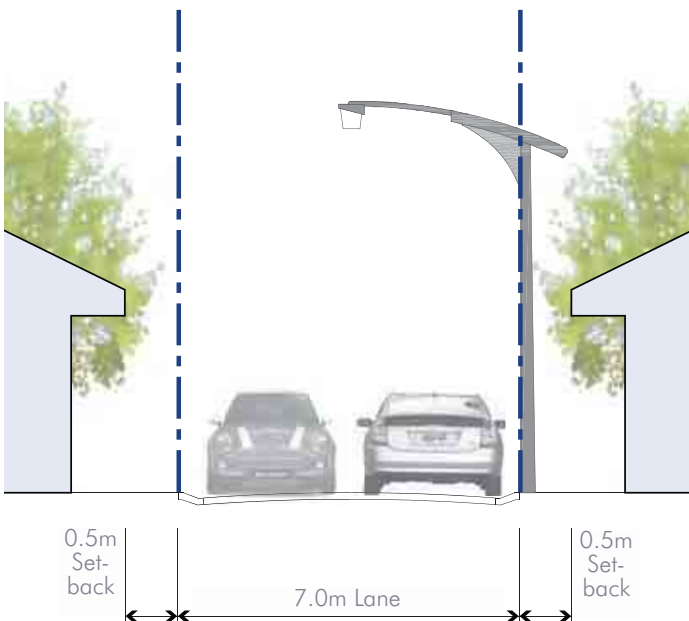
Private Lanes should be designed to the same standards as public streets.

Where commercial and residential uses front onto Arterial or Collector Roads, access should be encouraged to be provided by Lanes to maintain a continuous, pedestrian-supportive streetscape.

- a. Where Lanes provide access to residential parking facilities, the primary façade of the building should not face the Lane, nor should primary at-grade access be provided.
- b. Single car garages located in Lanes are encouraged to attach as pairs to provide a consolidated appearance.
- c. Areas at the end of Lanes should be set aside for snow storage.
- d. The use of permeable materials is encouraged where

sufficient drainage exists, as low traffic levels permit the use of less durable surfaces.

- e. In cases where block lengths are in excess of 250 metres, an additional access point should be provided for Lanes in a central location.
- f. Private Lanes should provide a minimum right-of-way width of 7.0 metres.
- g. To maintain adequate distance between the vehicular traffic on the Lane and the rear of the garage, the minimum separation between the detached garage and the rear lane should be a minimum of 0.5 metres.



*Lanes should be designed at the same standards as public streets and should include pedestrian-scaled lighting, distinct paving, etc. Combined garages are encouraged to create a consolidated appearance.*

### 3.4.6 Crosswalks

Clearly marked crosswalks provide safe opportunities for pedestrian movement.

To be a healthy, pedestrian and transit-supportive community, the Boyne Survey Secondary Plan Area should provide frequent and safe crossing opportunities, which in turn encourages active transportation (i.e. walking and cycling) and ensures efficient access to transit facilities.

The Milton Educational Village envisioned to the west of the Secondary Plan Area will generate additional student and faculty traffic that does not conform to typical “rush-hour” patterns. Because of this, a continuous system of crosswalks is essential to ensure the vehicles and pedestrian traffic coexist safely.

- a. Crosswalks should be continuous and connected to adjacent sidewalks.
- b. Crosswalks should be clearly designated for safety, with appropriate surface markings or variation in construction material, and signage.
- c. Additional mid-block crosswalks with ‘on-demand’ signals can be provided on blocks longer than 250 metres in length.
- d. Signalization should be prioritized for pedestrian crossings over traffic, especially within areas of high pedestrian traffic, such as nodes and Neighbourhood Centres.



*Crosswalks should be continuous and clearly marked.*



Transition Zone



Sidewalk



Street Furniture and Landscape Zone

### 3.4.7 Boulevard Design

Create boulevards that combine safe, unobstructed pedestrian travel routes with places to stop and socialize.

The boulevard refers to the area of the street between the building face or the front property line, and the edge of the curb. The design of the boulevard plays a significant role in the success of a street as not only a transportation route, but as a destination, where members of the community can meet and socialize. All streets within the Boyne Survey Secondary Plan Area, and especially the Green Connector System, should be characterized by well-designed, pedestrian-supportive boulevards.

The individual components of the boulevard include:

**Street Furniture and Landscape Zone:** The Street Furniture and Landscape Zone should be located between the sidewalk and vehicle traffic. The zone contains landscaped areas with site furnishings, such as benches, bicycle locks and transit shelters.

**Sidewalk:** The sidewalk should be located adjacent to buildings or the property line. It is dedicated to the movement of pedestrians and should remain clear of obstructions, horizontally and vertically, at all times. Depending on adjacent uses, the sidewalk can be a multi-use trail or a sidewalk.

**Transition Zone:** The Transition Zone is located between the sidewalk and the building or property line. This zone provides a dedicated area for window shopping, spill-out retail, building entrances, street furniture and signage. In areas not bounded by buildings, the Transition Zone may include landscaping or a second row of trees.

- a. Boulevards should reflect their adjacent land use (i.e. wide sidewalks in the Mixed Use Node areas).
- b. The sidewalk should be constructed of brushed concrete to facilitate pedestrian movement and barrier-free accessibility.
- c. Where sidewalks cross driveways and intersections, they should be continuous and marked to provide visual contrast.
- d. Limited use of feature paving bands constructed of materials other than asphalt (including pavers, impressed concrete or concrete) may be used. These materials may continue across driveways and signalized intersections to indicate pedestrian priority.
- e. Continuous sidewalks or multi-use paths should be provided on both sides of Arterial and Collector Roads and should be at least 1.8 metres wide. This width should be increased to accommodate snow storage where required.
- f. A 1.0 metre wide Transition Zone buffer should be situated between the sidewalk and the private property boundary to provide options for locating underground services within the street right-of-way.

### 3.4.7.1 Green Streets

Streets with mature street trees and landscaping promote sustainability within the public realm. A broad tree canopy shades buildings and reduces summer energy costs, and trees and other vegetation also improve stormwater treatment by filtering out pollutants before they enter the storm drain system. In addition, street trees enhance safety, providing a buffer between the pavement, sidewalk and buildings.

- a. Street trees should be located within the Street Furniture and Landscape Zone and should be offset a minimum of 1.5 metres from the curb to accommodate snow storage, large vehicle movements and to minimize salt damage.
- b. Double rows of trees may be used in key areas, such as along the Green Connector System, adjacent to parks, and where a wider boulevard exists.
- c. Trees should be spaced consistently at 6.0-9.0 metre intervals.
- d. Careful consideration should be given to the type and location of trees to ensure that higher branching trees are positioned to ensure there is no interference with truck traffic, sight lines, utilities, etc.
- e. Existing street trees should be preserved wherever possible, as mature street trees create a greater sense of enclosure.
- f. Where the rhythm of existing trees is interrupted, new trees should be planted as infill to maintain a continuous canopy.
- g. Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- h. Recommended landscape materials should include species that are native to the Town of Milton and non-invasive, as well as species that are generally drought resistant and require minimal maintenance.

*For additional guidelines related to street trees, please refer to Section 4.1: Sustainability.*



*Green streets, characterized by trees and landscaping, improve stormwater treatment by naturally filtering run-off before it enters the storm drain system. Trees also provide shade for pedestrians and nearby buildings (reducing energy costs).*

### 3.4.7.2 Street Furniture

Street furniture is an essential component of a pedestrian-supportive streetscape, providing opportunities for rest, social interaction, and casual surveillance. In addition, unique street furniture can be used to identify significant areas or neighbourhoods within the community.

- Street furniture should be concentrated in areas with the highest pedestrian traffic, such as nodes, Neighbourhood Centres, key intersections, parks and along the Green Connector System.
- Street furniture should be developed with a consistent and unified appearance that is appropriate for the area.
- Benches should be sited and maintained so that they can function all year round.
- Street furniture should be placed to ensure it does not obstruct pedestrian or vehicular circulation.
- Where appropriate, seating elements other than manufactured benches are encouraged. Precast concrete blocks or slabs, square cut boulders and seatwalls make interesting and durable places to sit.
- Raised planters located in the boulevards should be designed to provide seating along the sidewalk edge.



Street furniture should be designed to reflect the area in which it is located, and should be situated where it will not interfere with pedestrian circulation.

### 3.4.7.3 Transit Shelters

- Transit stops should be placed near building entrances and located frequently throughout the community to ensure all residents are within walking distance (400 metres) of transit service.
- Far-side stops (after an intersection) are encouraged to enhance safety and efficiency by reducing the number of stops required before proceeding through an intersection.
- Transit stops should include basic amenities, including seating, waste receptacles, lighting, route information, and a shelter for weather protection.
- Sidewalks should connect directly to transit shelters to encourage active transit use and to ensure safety and convenience.
- Transit stops should have barrier-free access and be located in a way that does not interfere with pedestrian movement.
- Transit shelters located on the sidewalk or boulevard should be located between 1 to 3 metres from the street curb.



Transit stops should be conveniently located, and should include basic amenities (i.e. seating, route information and shelter).

### 3.4.7.4 Lighting

Downcast, pedestrian-scaled lighting enhances safety and visibility on streets. In key areas (i.e. nodes and Neighbourhood Centres), lighting can be used to accent special features, such as public art, landscaping, signage, etc.

- a. The design and location of lighting should consider sustainability and the impacts of light pollution, including:
  - energy efficiency;
  - directional lighting that reduces wasted energy;
  - induction lighting;
  - solar power; and,
  - street reflectors and sensors (to help regulate brightness and when lights turn on and off).
- b. Downcast pedestrian-scale lighting should be provided at nodes, within Neighbourhood Centres and in other high traffic pedestrian areas.
- c. All lighting should be located within the Street Furniture and Landscape Zone.



*Pedestrian-scaled lighting should be provided in high traffic areas.*

### 3.4.7.5 Public Art

Public art enhances the character of a community and contributes to the culture and history of a location. Public art is encouraged throughout the community, particularly at gateway locations, parks, along trails and in other highly visible locations.

- a. Public art pieces should be durable and easily maintained.
- b. Public art should explore opportunities to celebrate historic events and figures of local, national and international significance.
- c. Public art should be both physically and visually accessible and barrier free.
- d. Sites with public art pieces should include landscaping that complements and enhances the piece.
- e. Sites may be reserved for groupings of complementary pieces, including temporary installations.



*Public art is encouraged in areas of high pedestrian activity, and should be visually and physically accessible.*



### 3.4.7.6 Signage

A hierarchy of signage should be implemented uniformly throughout the Boyne Survey Secondary Plan Area, and should encompass street signs, directional signage and commercial signage. This will reduce the amount of street clutter in the Secondary Plan Area, while ensuring that wayfinding signage is highly visible and easy to understand.

**Wayfinding & Directional Signage** - A comprehensive wayfinding strategy should be developed, including mapping at key locations, such as nodes, Neighbourhood Centres, key intersections, etc.

**Street Furniture Signage** - Street furniture should not include signage (i.e. benches with advertisements) with the exception of small, unobtrusive plaques to indicate the source of funding for the streetscape item.

### 3.4.7.7 Waste Receptacles

- Waste receptacles should be located in conjunction with street furniture, pedestrian entrances, parking areas, washrooms, key destinations and at regular intervals along key streets.
- Receptacle design is encouraged to complement other adjacent furnishings such as benches and transit shelters.
- All litter and recycling receptacles should be configured as side opening containers for convenient maintenance.



Example of appropriate design and placement of wayfinding & directional signage.

- Recycling and litter receptacles should be grouped together or integrated in a single container.
- Recycling and litter receptacle design should be wildlife proof.

### 3.4.7.8 Utilities

- Utilities should be buried below grade, typically in the boulevard section of the right-of-way. The use of a joint utility trench is encouraged for access and maintenance benefits.
- Opportunities should be identified for grouping above grade utilities in single locations (i.e. the flankage yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, stormwater management facilities, parks and open spaces.
- Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres, should be incorporated into building design. Where this is not possible, utilities should be placed in discrete locations and/or screened from public view.
- New and innovative solutions for integrated utility services should be explored to minimize street clutter. Products that incorporate street lighting and telecommunication boxes within the same pole are encouraged.



Waste receptacles should be located frequently throughout the community, especially in high-traffic areas.

### 3.4.8 Parking

Parking areas should be appropriately located, screened from view, and designed to minimize their impact on the public streetscape.

As the Boyne Survey Secondary Plan Area develops, a variety of parking will be appropriate, including on-street parking, surface parking, structured parking and bicycle parking. This parking should be carefully designed to ensure that it is compatible with adjacent streets, buildings and parks, and does not become a dominant feature of the streetscape. Wherever possible, the total amount of parking should be minimized through shared parking between adjacent properties, particularly in the evenings, on weekends, and during other off-peak periods.

#### 3.4.8.1 On-Street Parking

On-street parking narrows the overall width of the street, and enhances safety by reducing vehicle speeds and providing a buffer between pedestrian and vehicle traffic. In retail

areas, on-street parking provides convenient access to, and encourages use of, local shops and services. Therefore, on-street parking is encouraged wherever possible. To encourage on-street parking, appropriate design standards for streets, including bump-outs, should be developed.

- a. Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the street and optimize sightlines.
- b. On-street parking may be situated within bump-outs, where appropriate.
- c. Bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading.
- d. Where appropriate, on-street parking lanes should use permeable paving to promote drainage and enhance the street edge.



*On-street parking is encouraged wherever possible in the secondary plan area as it slows vehicle traffic and provides a barrier between pedestrian and vehicle traffic.*

### 3.4.8.2 Surface Parking

As the Boyne Survey Secondary Plan Area develops, there may be an initial need for surface parking in key locations, such as the Mixed Use Nodes. Ultimately, these surface lots should redevelop into future building sites, and therefore the layout of buildings should consider site access, landscape and site servicing that will permit the long term redevelopment of these sites. In the meantime, surface parking lots should be designed to minimize their visual impact on the public realm.

- a. Surface parking areas should be located at the rear of, or if not possible, the side of buildings.
- b. Where parking areas must be situated adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm so as not to reduce the total sidewalk width.
- c. Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes and define smaller parking 'courts' that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.
- d. The amount of landscaping should be proportionate to the overall parking lot size, but generally, 1 tree for every 8 parking spaces is recommended.
- e. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- f. Distinctive pavement and/or markings may be used to indicate pedestrian crossings.
- g. Pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- h. Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged.
- i. Service and drop-off area circulation should not interfere with pedestrian circulation.



*To minimize their impact on the public realm, surface parking lots should be located behind buildings. Through the use of landscaping, and pedestrian paths, large areas of parking should be divided into smaller parking courts.*

### 3.4.8.3 Parking Structures

To limit the need for large surface parking lots, above ground structured parking should be provided. Parking structures encourage a more efficient use of land than surface parking, can be incorporated into new mixed-use buildings, and can be designed to maintain a positive urban environment.

- a. Parking within a structure should be screened from view at sidewalk level and the street-level wall should be enhanced through architectural detailing and landscaping.
- b. Parking structures fronting onto streets or parks should be developed with an active at-grade use to provide attractive façades, animate the streetscape and enhance pedestrian safety.

- c. A mix of parking and residential/office uses should be included, with parking on the lower floors and residential or office above. Shallow retail or office units should face the street, minimizing the visual impacts of the structured parking lots.
- d. Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.
- e. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.

*For additional guidelines related to the design of buildings, please refer to Section 4.2: General Building Guidelines.*



*Where required, structured parking should be integrated into buildings, with active uses at grade. Façade design should minimize adverse impacts on the pedestrian realm.*

#### 3.4.8.4 Bicycle Parking

The network of trails and on-street bicycle lanes should establish cycling as a major mode of transportation in the community. However, the accommodation of convenient bicycle parking is essential to support this option and ensure it remains a long-term transportation alternative.

- a. Bicycle parking should be provided at regular intervals in the nodes, Neighbourhood Centres and other areas of high pedestrian activity.
- b. Bicycle parking should be located close to building

entrances and should be sheltered. Short-term visitor bicycle parking should also be provided.

- c. The placement of bicycle posts within the pedestrian realm should not impede pedestrian movement.
- d. Post-and-ring bicycle parking, constructed of aluminium or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.
- e. Bicycle storage facilities should be provided at public parks and open spaces to encourage alternative modes of transport.



*Bicycle parking should be conveniently located within areas of high pedestrian activity, such as Neighbourhood Centres and nodes. A simple post-and-ring, or similar style is recommended to minimize disturbance to pedestrian circulation.*



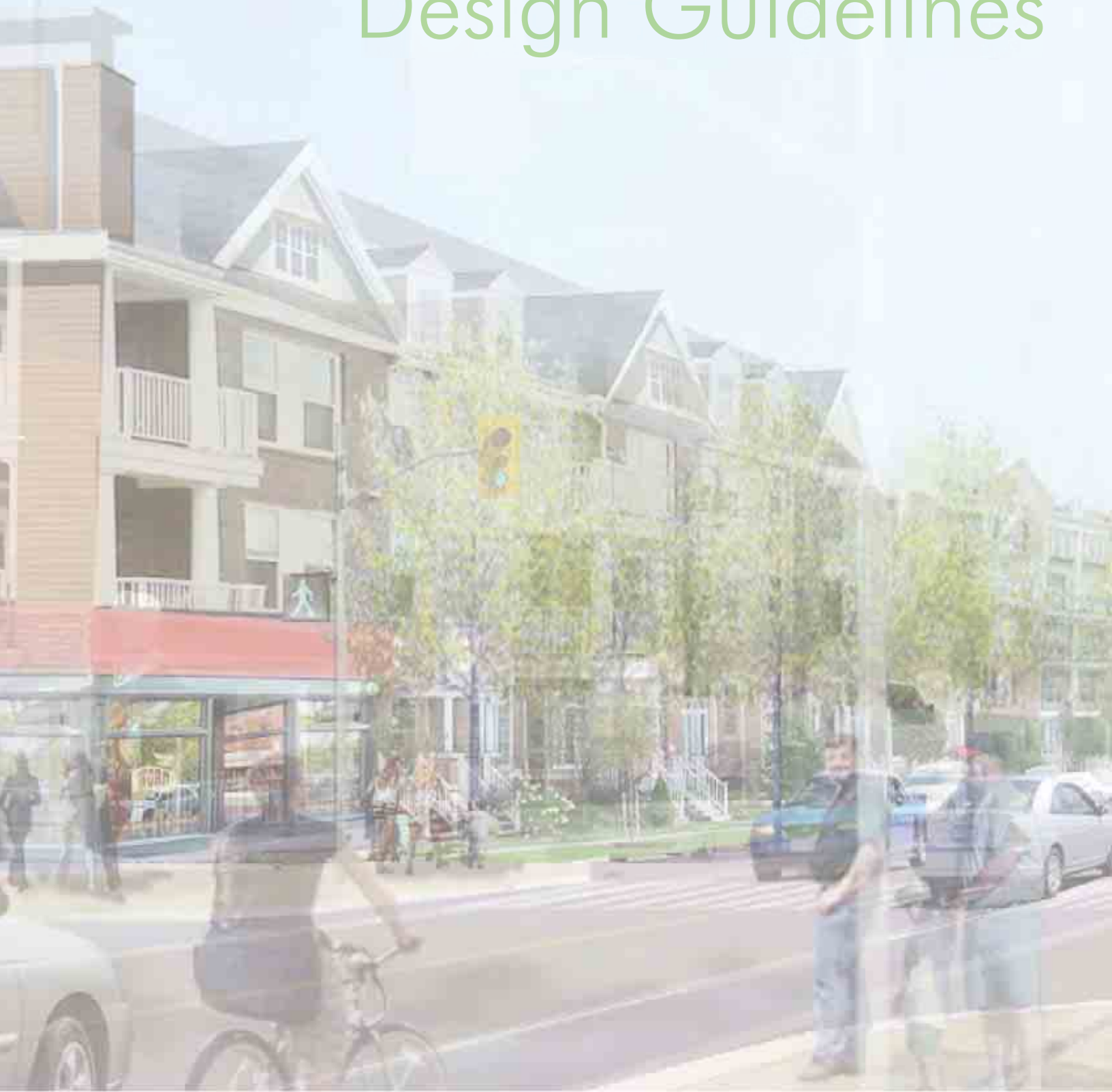
STARBUCKS COFFEE

Kwik-Kwik

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# Section 4.0: Building and Site Design Guidelines





1. New buildings should be encouraged to seek LEED certification, or a similar design standard;
2. Green roofs are encouraged to minimize run-off, and provide outside amenity areas;
3. Solar panels, and other innovative solutions, are encouraged to reduce energy consumption;
4. Porous surfaces reduce the amount of run-off;
5. Bioswales should be constructed in large parking areas to catch stormwater run-off.



## 4.1 Sustainability

The Boyne Survey Secondary Plan Area is adjacent to the Niagara Escarpment and is home to many significant natural heritage features, including open spaces, streams and woodlots. To minimize adverse impacts on these features, sustainable design should be at the forefront of all development. Where feasible, on-site stormwater management is encouraged, while other initiatives (i.e. green roofs, rooftop gardens, green walls, etc.) are recommended to reduce the urban heat island effect.

### Building Design

- a. New buildings should be encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard.
- b. New buildings are encouraged to reduce the energy consumption of building and site systems (HVAC, hot water, lighting) through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design, etc.).
- c. Mixed-use, commercial and apartment buildings should provide flexibility in the building floor plate, envelope and façade design to accommodate a variety of uses over their lifespan.
- d. Vegetated or “green” roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas.
- e. Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.
- f. Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic uses.
- g. All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics, etc.).
- h. Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.
- i. New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.
- j. Construction materials should be durable and consider life cycle costing to avoid premature replacement.

### Site Design and Landscaping

- a. Site design should minimize impervious hard surfaces. The surface area of driveways and parking areas should be as small as possible within allowable standards.
- b. Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.
- c. Existing significant trees and vegetation should be protected and incorporated into site design where feasible.
- d. Recommended landscape materials should include species that are native to the Town of Milton and non-invasive, as well as species that are generally drought resistant and require minimal maintenance.
- e. Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- f. In larger parking areas, vegetative or grassy swales should be incorporated on the perimeter of the site to catch stormwater. These drainage basins should be planted with native plant materials that thrive in wet conditions.
- g. Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

## 4.2 General Building Guidelines

Development within the Boyne Survey Secondary Plan Area will result in a variety of new buildings, including residential buildings (i.e. single and semi-detached dwellings, townhouses, and apartments) and mixed-use buildings (e.g. retail at grade with residential/office above). A number of the guidelines recommended to ensure successful built form are similar for all buildings, and therefore, the following section presents general building design guidelines. As appropriate, these guidelines should be read in conjunction with Section 4.4: Residential Buildings, Section 4.5: Mixed-Use Buildings, Section 4.6: Commercial Buildings, and Section 4.7: Employment Buildings.



*All buildings should be oriented to address the street and create a continuous street edge.*

## 4.2.1 Building Orientation and Massing

Buildings should promote a continuous street edge and a strong public face through design treatments that address the street.

The design of taller buildings should minimize their impact on the streetscape and adjacent neighbourhoods. Appropriate building massing and orientation is encouraged to limit negative shadow impacts and to allow maximum sunlight penetration on the streetscape.



*Buildings at key landmark sites should be designed and massed to reflect their key location.*

Where taller buildings are proposed, architectural design should provide a clear distinction between the building base, middle and top. A well designed building base provides definition and creates a human scale at grade, integrating the building with adjacent streets, parks and open spaces. Above the base, architectural articulation defines the middle and top of the building, creating an aesthetically pleasing skyline.

- a. All buildings should be oriented towards streets and/or open spaces to provide a sense of enclosure and enhance safety through “eyes on the street.”
- b. Reverse-lotting is strongly discouraged unless it fulfills a functional purpose (i.e. buffer from industrial uses).
- c. Taller buildings (e.g. mixed-use, apartments, etc.) should be oriented to minimize shadows cast on adjacent open spaces, buildings and streets as much as possible.
- d. Higher density buildings in the Neighbourhood Centres and nodes should be designed to reinforce their potential role as landmarks within the community. This can be accomplished through unique massing, as well as building projections, recesses at grade, lower storey design and open space treatments.
- e. Taller buildings should have a 3-4 storey building base, highlighted by architectural elements such as entrances, canopies, large areas of glazing and retail opportunities, to create a pedestrian-scaled streetscape
- f. Articulation above the building base is encouraged through the use of balconies, terracing and/or architectural elements, including projecting roof lines, trellises or vertical elements.

## 4.2.2 Building Setbacks and Stepbacks

Appropriate building setbacks and stepbacks should be used to reduce the impact of taller buildings, and create a pedestrian-supportive streetscape.

A setback refers to the grade level building location in relation to the front property line. A stepback refers to the portion of the building that is “stepped back” above the building base at the building front, side or rear to reduce the perceived mass of the building as it rises and to allow for increased sun penetration, privacy and upper level terraces.

Taller buildings in the Boyne Survey Secondary Plan Area should be carefully designed, with building setbacks and stepbacks, to create transitions to surrounding low-rise residential areas and the greenlands/natural heritage and open space system.

- a. Buildings should generally have consistent setbacks to create a continuous streetwall.
- b. On corner sites, building setbacks should generally align with their respective street frontages and make necessary transitions to both edges.

- c. Variations in setbacks may be used to incorporate public open space, mid-block pedestrian walkways and/or main entrances.
- d. Where setbacks vary on both sides of a proposed building, the average of the two setbacks should be used.
- e. Taller buildings should have a minimum 1.5 metre stepback above the building base to reduce the overall building mass and provide a transition to adjacent residential communities. This also creates useable outdoor amenity space (i.e. terraces, green roofs).
- f. Shadow analysis is also recommended on a building-by-building basis to identify impacts.



Variations in setbacks may be used to incorporate public open space.



Taller buildings should step back above the building base to reduce the perceived mass of the building.

### 4.2.3 Building Articulation and Detailing

The design of buildings should contribute to an attractive, animated and safe streetscape.

#### 4.2.3.1 Building Access and Entrances

- a. Main entrances should face public streets and be directly accessible from public sidewalks.
- b. In larger buildings, individual entrances should be provided for ground floor units to help animate the street. Units above the ground floor should be accessed by a single, main entrance that defines the symbolic entrance and civic address.
- c. Where residential or office uses are included above retail uses, separate entrances should be provided.
- d. Entrances should reflect the use of the building (i.e. large entry awnings, canopies or double-height glazing in retail areas).
- e. The design and location of building entrances should adhere to the principles of Crime Prevention Through

Environmental Design (CPTED). For example, building entrances should provide visibility between indoor and outdoor areas to enhance opportunities for natural surveillance. Likewise, in apartment dwellings, pedestrian access to parking and service areas within the principal building should be situated near exposed communal areas (i.e. exercise areas or meeting rooms).

- f. Main entrances should provide weather protection through awnings, recessed entries, front porches, porticos and/or verandas.
- g. Secondary entrances should not be dominant, but should be easily accessible and convenient to service, loading and parking areas.
- h. Steps and ramps should be architecturally integrated with the building entrance.



*Building entrances should reflect their use (i.e. large amounts of glazing and weather protection in retail areas).*



*Larger buildings should have individual at grade entrances to help animate the street.*

#### 4.2.3.2 Façade Design

- a. On corner or flanking lots, buildings should have dual façades that address both streets (e.g. wrap-around porches and balconies, large windows, side entrances, etc.).
- b. The use of various architectural styles is encouraged within the community, but design and construction quality should be consistent and reflect a high level of craftsmanship.
- c. Consistent rhythms of similar details and architectural elements should be used to reinforce the continuity of the street and create a strong community character.
- d. The façades of large buildings should be designed to express individual commercial or residential units through variation in materials and distinct architectural detailing, including entrance and window design.
- e. Buildings should not have blank façades. Flanking façades should maintain a consistent standard of design and materials equal to that of the front façade. Where buildings are prohibited from using windows (i.e. where future adjacent development is anticipated), the side façades should still incorporate a minimum level of articulation. This may include detailed brick work, ornaments or murals.

- f. A significant amount of the building base façade should be glass to allow views of the indoor uses and create visual interest for pedestrians. Spandrel glass should not be used.
- g. Buildings facing streets and public spaces should incorporate vestibules, building entrances, covered walkways or canopies and awnings to provide weather protection.
- h. Buildings with frontages exceeding 12.0 meters in width should be divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, and networks of connected walkways and landscaping.
- i. Functional building elements, such as vents or rainwater leaders within the wall plane, should be integrated into the architectural design.

#### 4.2.3.3 Window Treatments

- a. Buildings facing or flanking a street, lane or open space should provide a generous amount of window openings to encourage strong visual connections to the street.
- b. Clear glass is preferred for all glazing to promote a high level of visibility. Reflective or tinted glazing may be



*Building façades, whether on residential, mixed-use or commercial buildings, should be of the highest design quality, and should express the individual units. In all buildings, windows should address streets and open spaces to create an active streetscape and provide casual surveillance.*

used in instances where it is an essential component of the design or for reasons of energy efficiency. Spandrel glass should not be used.

- c. Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings.
- d. Skylights and clerestory windows are encouraged to enhance natural light. Skylights should be coordinated with other roof and building elements and located behind the roof ridge away from public view. Clerestory windows (a row of narrow windows at the top of a high wall, usually above adjacent roofs) should be detailed to provide a structural and coordinated connection between the building wall and roof.

#### 4.2.3.4 Building Projections

- a. Building projections (e.g. balconies, porches, canopies, stairs, etc.) are encouraged as transitional elements that provide access, amenity space and weather protection.
- b. Balconies should be provided above the ground floor of low-rise apartment buildings and above the 2nd or 3rd floor of taller, mixed-use buildings.

- c. Balconies should be designed as integral parts of the building.
- d. Slight design variations are encouraged to create distinction, but continuity of scale and proportion is recommended between buildings.

#### 4.2.3.5 Roofs

- a. Pitched or sloped roofs are encouraged as alternatives to flat roofs for apartment buildings and commercial developments.
- b. Flat roofs and roof terraces are encouraged to be used as private and communal outdoor patios, decks and gardens. "Green" roof technologies are encouraged.
- c. Roof materials/colours should complement the building materials and the overall building design.
- d. Rooftop mechanical equipment should be integrated with the building design or screened using materials complementary to the building.
- e. Parapets or other architectural screening devices should be used to screen rooftop mechanical units.



*Balconies above the ground floor provide valuable amenity space for residents, and weather protection for pedestrians below. The design of rooftops should be varied to create visual interest in the skyline.*

#### 4.2.4 Building Materials

Finishing materials should be of a high quality and should extend to all sides of the building, including projections.

- a. Despite the use of various architectural styles within the Town, the design and material quality should be consistent and building materials and finishes should be complementary.
- b. Finish materials should extend to all sides of the building, including building projections.
- c. Building materials should be chosen for their functional and aesthetic quality as well as their energy and maintenance efficiency.
- d. Preferred cladding materials include brick, stone, metal, glass, in-situ concrete and pre-cast concrete. Stucco, vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass and metal siding is strongly discouraged.
- e. Building materials should not be used to replicate other materials.
- f. Lintels, cornices and other details are recommended within brick and stone walls to minimize the strong visual effect of these materials.



A variety of complementary materials are encouraged on developments and within individual buildings, to create a distinct and attractive streetscape.



## 4.3 Storage, Servicing and Loading

- a. Storage, service and loading areas should be coordinated and large enough to accommodate the needs of all users. Shared access is also encouraged to minimize curb cuts.
- b. Loading docks and service areas should be located at the side or rear of buildings and should be screened from public view.
- c. Servicing enclosures should be constructed of materials that complement the main building (e.g. no chain link fencing).
- d. Service and refuse areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.
- e. Service and refuse areas must not encroach into the exterior side or front yard setback.
- f. Loading and service areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.



*Areas for storage, servicing and/or loading should be hidden from view, and carefully integrated into the principal building. Where possible, facilities should be shared between neighbouring properties.*



1. single-detached dwelling



2. semi-detached dwelling



3. walk-up apartments



4. townhouses

## 4.4 Residential Buildings

The Boyne Survey Secondary Plan Area should incorporate a range of housing types and forms, including apartments, townhouses, single, and single and semi-detached dwellings. This promotes a diverse community and accommodates a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others). Recommended dwelling types include:

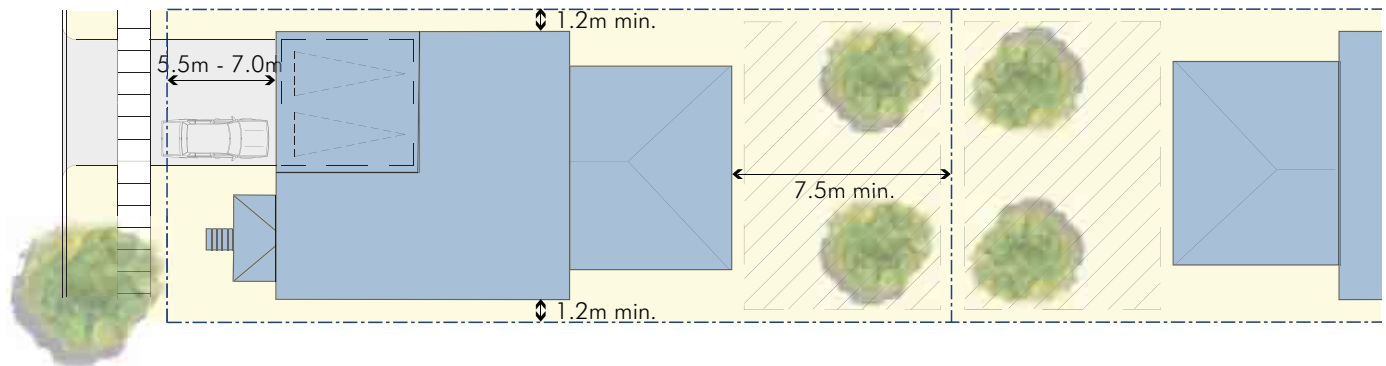
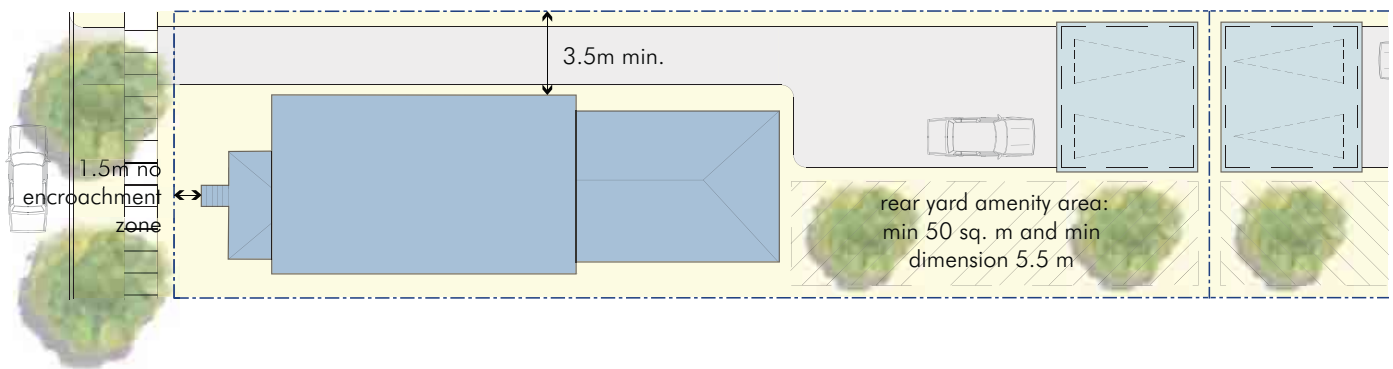
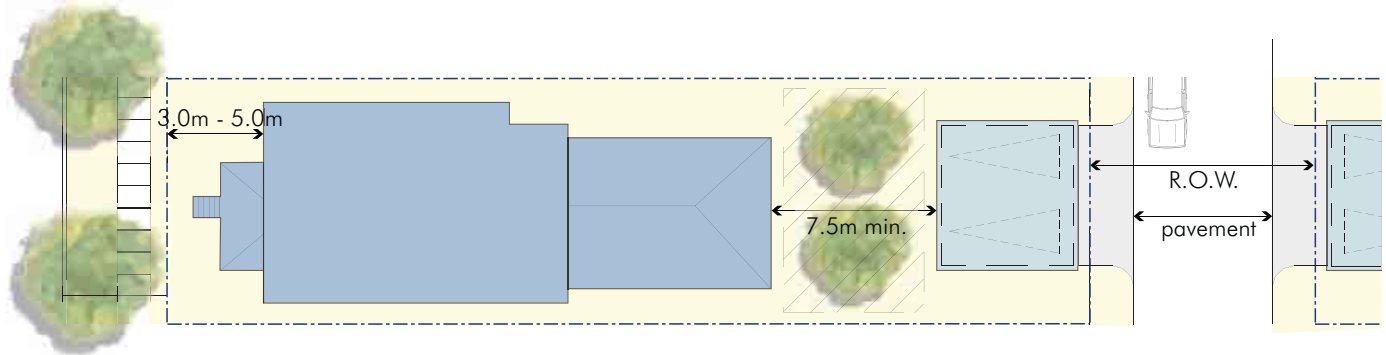
**Apartments:** Low and mid-rise apartment buildings are encouraged in key locations that can accommodate higher densities, such as Neighbourhood Centres and nodes, at gateway locations and adjacent to large open spaces and major community facilities.

**Townhouses:** Townhouses will provide more compact, higher-density housing choices than single or semi-

detached dwellings and, in some instances, may share amenity space. Townhouses may provide the transition between low-density/low-rise housing and more intense multi-residential forms.

Variations in townhouse form include back-to-back units, stacked units or a courtyard configuration, but generally townhouses should comprise a continuous row along the street within a 2-4 storey building. Each unit should have an entrance from the street at or near grade-level.

**Single and Semi-Detached Dwellings:** The guidelines for single and semi-detached residential buildings provide flexibility in design that encourages a model of development that will enhance the look and feel of the community.



*Providing appropriate setbacks within residential developments helps to create a strong street edge. Habitable rooms, such as the living room, should be oriented toward the street to provide casual surveillance opportunities.*

## 4.4.1 Orientation and Setbacks

Residential buildings should promote an attractive street edge and a strong public face through buildings and frontages that address the street.

### 4.4.1.1 Dwelling Orientation

- a. Where front entrances are located in a side yard, the primary façade may be perpendicular to the street providing the façade that addresses the street has attractive architectural design.
- b. Housing should be designed with habitable rooms (i.e. living room, dining room, kitchen) facing the street to enhance safety through “eyes on the street.”

### 4.4.1.2 Dwelling Setbacks

#### Front Yard Setbacks

- a. A range of front yard setbacks along any street is recommended in order to achieve a diversity of setbacks on the streetscape. However, front yard setbacks should be a minimum of 3.0 metres and a maximum of 5.0 metres.
- b. 1.5 metres of this minimum setback from the front property line should be a “no encroachment” zone. The remaining setback may contain non-habitable building elements (e.g. porches, steps, roof elements, etc.).

#### Side Yard Setbacks

- a. Side yard setbacks should be a minimum of 1.2 metres (including roof overhangs). This also applies to the end units in a row of townhouses.

- b. Where lots have a garage located in the rear yard accessed by a driveway, there should be a minimum side yard setback of 3.5 metres.
- c. On a lot abutting a non-residential use, including a walkway, the minimum interior side yard setback should be 3.5 metres.

#### Rear Yard Setbacks

- a. There should be a minimum rear yard setback of 7.5m measured either to the rear property line or, in instances where a garage is present in the rear yard, to the face of the garage which is closest to the residential dwelling.
- b. Rear yard decks/porches and garden sheds should be permitted as rear yard encroachments, provided the rear yard is a minimum 7.5 metres in length excluding rear yard garages that are attached to the dwelling or at the rear of the property.
- c. It is recommended that a 50 square metre landscaped amenity space (excluding driveways) be maintained for single detached and semi-detached dwellings and a 45 square metre landscaped amenity space be maintained for duplex, triplex and townhouses.
- d. Where on-street parking is provided, units should have a minimum rear yard setback of 7.5 metres.

## 4.4.2 Dwelling Articulation and Detailing

The design of residential buildings should result in a variety of unique, yet consistent, dwelling styles that contribute to an attractive streetscape.

### 4.4.2.1 Façade Design

- a. To ensure garages are not a dominant feature of the community, dwelling façades should have greater architectural expression than garage façades.
  - b. Window design should be primarily an expression of the interior dwelling use (i.e. larger windows in more public rooms, such as living rooms, kitchens, etc.).
  - c. The façades of street facing rooms should be comprised of a substantial percentage (30-40%) of surface window area (i.e. bay windows).
  - d. Flanking walls should include at least 20% surface window area.
- b. Steps to porches should have generous proportions and a gentle rise and run to encourage safety and active use.
  - c. Wraparound porches/verandas are encouraged on corner lots or other locations where the side yard of the dwelling is visible.
  - d. For residential units on the ground floor with direct access from the street, privacy should be enhanced through the creation of a private and/or semi-private outdoor amenity space.

### 4.4.2.2 Building Projections

- a. Porch and deck dimensions should be large enough to accommodate furnishings and ensure their active use. The minimum depth for porches and decks should be 2 metres.

### 4.4.2.3 Roofs

- a. A variety of rooflines and shapes should occur within each residential block, but new buildings/additions should maintain a consistent scale and height with adjacent buildings.
- b. Roof elements (e.g. chimneys, dormers, pitches, vents, etc.) should be designed as distinct elements and used to provide variety from one dwelling to the next.



*The articulation and detailing of residential buildings should create an attractive, active streetscape. Porches and large windows provide opportunities for casual surveillance, while a variation in roof shapes and form create an attractive skyline.*

### 4.4.3 Attached Front Garages

Garages should not be a dominant feature of residential dwellings in the community.

- a. To ensure garages do not become dominant features of the streetscape, and to achieve a balance between the house façade and garage, attached garages located at the front or side of the house should be no wider than one half the width of the house.
- b. There should be no projection of the garage from the front face of the house (measured from the primary building façade, not the porch) where there is no front porch and 1.0 metre where there is a front porch.
- c. Where dwellings have a front yard garage, a 5.5 metre minimum, and 7.0 metre maximum setback is recommended between the front of the garage and the front property line to accommodate one vehicle without disrupting the sidewalk.
- d. Garage design should be complementary in character and quality of detail to the principal dwelling, and include high quality construction materials, adequate windows and appropriate architectural details.
- e. For lots less than 12 metres wide, interior one-car garage dimensions should be a minimum 2.9 metres wide by 6 metres deep. A maximum width of 5 metres may be applied to permit a one-car garage with storage.
- f. On lots greater than 12 metres wide, interior two-car garage dimensions should be a minimum 5.5 metres wide by 5.3 metres deep.
- g. Tandem garages are strongly encouraged for row housing as a method of reducing the garage frontage and number of curb cuts, and increasing the living area frontage and landscaping opportunities in the front yard.
- h. Within townhouse or multiplex dwelling lots, no more than 6 double car garages or the equivalent in single car garage length should occur in a row.



*Garages should be carefully designed to ensure they are not a dominant feature of the property.*

#### 4.4.4 Coach Houses

Coach houses should be designed and located to complement the principal dwelling and enhance the streetscape.

- a. Coach houses are permitted for rear garages accessed by a laneway.
- b. They should be complementary in character and quality of detail to the principal dwelling.
- c. Where possible, stairs to the upper coach house level should be internal, but where they are required to be external, they should be located at the side or rear of the coach house and not in the lane.
- d. Coach house windows should be positioned to maximize street or lane overview and minimize overview of adjacent properties.
- e. Coach houses should include dormers and windows within the single storey structure and roof.



*Coach houses should be complementary in character and quality to the principal dwelling.*



#### 4.4.5 Driveways

Driveways should not be a dominant feature of residential properties in the community.

- a. The width of paved driveways on private property, as well as driveway cuts at the curb, should be as narrow as possible to increase opportunities for landscaping and more continuous pedestrian access. In no case should driveways be wider than the width of the garage door.
- b. The depth of driveways should be limited to the length required to access the garage. Where no garage is present, driveway depth should be sufficient to accommodate vehicle parking without disrupting the sidewalk.
- c. Permeable surfaces are encouraged for driveway paving to minimize run-off.
- d. Curb cuts should be spaced to preserve the maximum number of on-street parking spaces.
- e. Driveway access on corner lots should be provided from the minor street (i.e. access from Collector Street at the intersection between an Arterial and Collector Street).



*Garages should be carefully designed to ensure they are not a dominant feature of the property.*

## 4.5 Mixed-Use Buildings

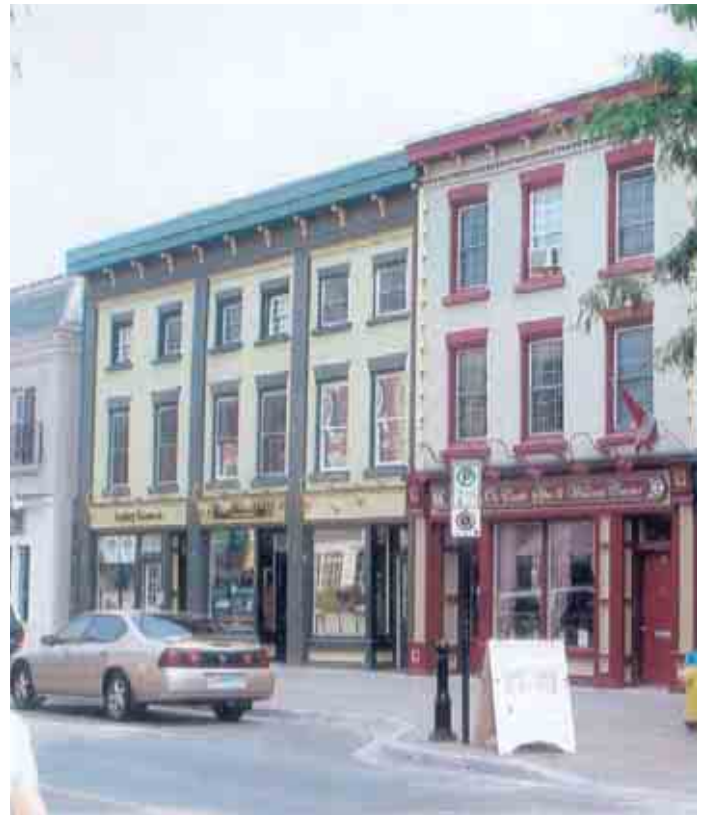
In Neighbourhood Centres, and at nodes, where higher densities can be accommodated, mixed-use buildings are encouraged to create a more urban streetscape. Mixed-use buildings should have active retail uses at grade with “spill-out” opportunities (i.e. café patios, retail displays). Residential and/or office uses are recommended above to provide “eyes on the street” and enhance safety at all hours of the day.

- a. A 4.5 metre floor-to-ceiling height is recommended at grade to create a strong street presence and allow for flexible commercial space.
- b. A significant amount of the building frontage on the ground floor and at building base levels should be

glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.

- c. Building entrances should work in conjunction with retail uses and can be expressed and detailed in a variety of way including large entry awnings, canopies or double-height glazing.
- d. Where residential uses are included above retail uses, separate entrances should be provided.

*For additional guidelines related to the design of mixed-use buildings, please refer to Section 4.2: General Building Guidelines.*



*Mixed-use buildings, with retail at grade and residential/office above, are recommended in the Neighbourhood Centres and nodes. The ground floor of these buildings should be designed to reflect their retail function (e.g. 4.5 metre height, ample glazing, etc.).*

## 4.6 Commercial Buildings

There will be a variety of opportunities for commercial development in the Boyne Survey Secondary Plan Area, focused in the Neighbourhood Centres and at Nodes and Sub-Nodes. Where commercial buildings apply, they should have a high quality of architectural design and should enhance the streetscape. Features that detract from the streetscape, such as excessive or illuminated signage are discouraged. Pedestrian amenities, including walkways that connect entries, seating landscaping and human scaled lighting are encouraged wherever possible. Open spaces between buildings, at the street edge, and through parking areas should be well landscaped, and should include pedestrian amenities (e.g. seating, lighting, etc.).

*For additional guidelines related to the design of commercial buildings, please refer to Section 4.2: General Building Guidelines.*

**Commercial Retail Units (CRUs)** - Where smaller commercial retail units (CRUs) are permitted along Collector and Arterial Streets. CRUs should be located to define street edges, courtyards, terraces and other public open spaces, and should be located near each other, to create a continuous 'main street' shopping environment. To ensure maximum accessibility, CRUs should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.



*Commercial retail units should be carefully designed to create a pedestrian-supportive, continuous main street character.*

**Large Format Retail** - Large format retail stores pose significant urban design challenges in terms of building scale, design and parking requirements. Where permitted, they should be carefully designed from the outset to achieve an urban form.

The Town of Milton should work with developers to assure large format retail buildings achieve the highest quality of architectural design. To create more urban large format retail developments, more compact building forms (i.e. multi-storey stores and reduced setbacks) are encouraged. Where multi-storey developments are proposed, all floors visible from the street should be functional to provide greater interest from the streetscape and to discourage false upper floors.

Another option to encourage more urban large format retail developments is the addition of smaller, pedestrian-scaled retail units within the building, with individual entrances and a large amount of window glazing.

Where larger setbacks are required, pedestrian amenities, such as seating areas, water features, public art installations, and internal pedestrian walkways should be incorporated. Special paving is encouraged in these areas to promote pedestrian priority over vehicles.



*New large format retail buildings should be designed to have a more urban character, including minimal setbacks and multi-storey stores.*

## 4.7 Office Buildings

In addition to the provision of office units above mixed-use buildings, there will be opportunities for office buildings in the Boyne Survey Secondary Plan Area within the Residential/Office Areas and nodes.

Office buildings should have a high level of design to attract new business to the community and to promote the Boyne Survey Secondary Plan Area as a significant employment node within the Town of Milton.

*For additional guidelines related to the design of employment buildings, please refer to Section 4.2: General Building Guidelines.*



*Employment buildings should be located where they will have the least impact on the community, but should still promote the highest quality of architectural design.*