
Milton 401 Industrial/ Business Park

Urban Design Guidelines

March 2000



before



after

1.0 INTRODUCTION

Milton's 401 Industrial/Business Park has frontage on Highway 401 and two major interchanges, a strategic location that will facilitate the area's evolution as a significant employment district within the Greater Toronto Area. The Secondary Plan and urban design guidelines describe a vision for the area that reflects its key location and unique rural and Escarpment landscape.

The Secondary Plan area and adjacent lands contain significant areas that are already developed with commercial, employment, institutional and residential uses. The Urban Design Guidelines address the required interface between differing land use conditions and direct new development to achieve a cohesive identity through the design of building elements, landscaping, roads, parking and site features, as well as stormwater management and environmental reserve areas.

The Guidelines build on the policies of the Milton Official Plan (1997) and the Milton 401 Industrial/Business Park Secondary Plan, and describe the physical design concepts that will support the overall vision for the area as a high quality, integrated physical environment.

1.1 GUIDELINES PURPOSE

The purpose of the Guidelines is to:

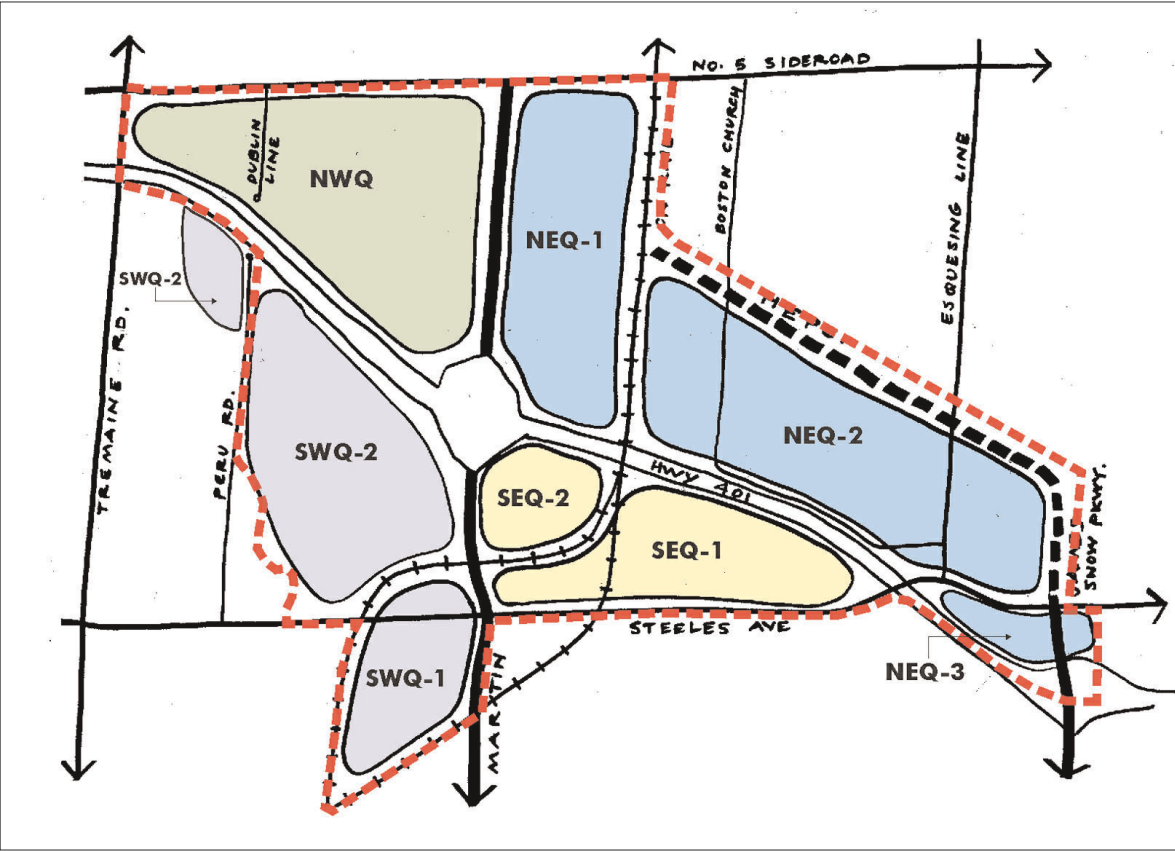
- Provide the Town of Milton with design direction in the assessment of development applications through the site plan approval process.
- Provide design parameters for both the private and public sectors in preparing development plans and concepts.
- Provide design direction for site and building improvements beyond the general framework established through Official Plan policy and zoning regulations.

p.
1

1.2 GUIDELINES STRUCTURE

The Guidelines are structured as Public Realm Guidelines and Site Design Guidelines. The Public Realm Guidelines address:

- Industrial/Business Park Structure including road and block layouts and gateways.
- Linked Open Space System including the proposed use and character of creek corridors, woodlots, hedgerows, connections to parkland, recreational trail systems and stormwater management.
- Streetscape Treatments including the hierarchy of roads and treatment of boulevards, sidewalks, landscape strips, pedestrian and vehicular lighting, site access and landscaping.



p.
2

Figure 2
Study Area Quadrants

The Site Design Guidelines address:

- Built Form, including building placement, height and massing, building character, relationship to gateways and open space networks, and treatments to entry, service, storage and loading areas.
- Landscape Treatments, including front, side and rear yards, as well as entry, forecourt, parking, service, storage and loading areas.
- Parking Design for on- and off- street parking areas, landscape treatments, pedestrian and vehicular access, lighting and safety.
- Architectural Control, including treatments to building elevations facing public roads and open space, exterior building treatments and finishes, roof design, storage and loading area treatments.

1.3 GUIDELINES OBJECTIVES

The primary objectives of the Urban Design Guidelines are:

- To create comprehensively planned, **high quality new development**, within the context of a high profile, vibrant business community.
- To create a **linked open space** system that provides a well connected, strategically located, highly visible and safe system of greenspace corridors throughout the Industrial/Business Park as an extension of the unique Niagara Escarpment context.
- To preserve and emphasize **Escarpment views** as a significant natural landmark through the design and placement of buildings, structures and landscape elements.
- To improve and **extend access** both within and beyond the Secondary Plan area through the introduction of roads and interchanges and the linked open space system.
- To provide a design framework that concentrates **businesses** and employment uses with higher quality design standards on the major roads including Highway 401.
- To establish Highway 401 as a significant **landscaped corridor** that conveys a positive image of Milton and provides visual links to the greenlands system, gateways and the Escarpment.
- To provide a design framework for the continued development of a **diverse and distinct industrial/business park** with viable commercial, mixed use and public use facilities to serve the growing local and surrounding communities.
- To create **gateways** to the Industrial/Business Park area and the Urban Area that promote a distinct area image defined by the Escarpment, as well as the industrial and business park context.
- To establish a **hierarchy of enhanced streetscape** treatments along Regional Road 25, Steeles Avenue, No. 5 Sideroad, Steeles Avenue and James Snow Parkway as significant community roads.
- To consider the preservation of **significant character buildings** in the Industrial/Business Park through their re-use or their incorporation into future development.
- To recognize existing **enclaves of residential development** and integrate them with or buffer them from surrounding development as required.



Photo 1
R.R. # 25 inconsistent streetscapes.



Photo 2
Long unarticulated street facades.

p.
4



Photo 3
Sixteen Mile Creek



Photo 4
The Niagara Escarpment

1.5 EXISTING AREA CONTEXT

- Significant portions of the Secondary Plan area have been developed.
- There is a strong relationship between the Industrial/Business Park area and other parts of the existing Urban Area of the Town of Milton.
- Views of the Industrial/Business Park area from Highway 401 do not present a positive image of the Urban Area of the Town.
- A variety of uses exist between the heavy industrial uses located within the Secondary Plan area and the existing community, including a mix of light industrial, commercial, retail and some residential uses (**Photos 1 and 2**).
- There are concentrations of commercial/retail uses within the Secondary Plan area, such as at Martin Street and Market Drive.
- The quality of the built environment within the Secondary Plan area is relatively poor:
 - building relationships and site planning are inconsistent
 - storage and service areas often do not serve requirements of large truck movements and are not typically well screened
 - the quality of the streetscape is poor, with limited landscaping and few sidewalks or pedestrian connections.
- A number of significant natural features including stream corridors and woodlots have been preserved throughout the area (**Photo 3**).
- The Niagara Escarpment is a strong visual and physical element that defines the edge of both the Urban Area and the Secondary Plan area (**Photo 4**).
- There are a limited number of character buildings and structures within the Secondary Plan area that relate to Milton's cultural and agricultural heritage.

2.0 SUB-AREAS

There are four main quadrants within the Secondary Plan area, which are defined by major road infrastructure elements (**Figure 2**). Within three of the four quadrants, the CN Railway or major existing and proposed roads further define two or three sub-areas. The character and recommended design approach for all of these areas are as provided below.

2.1 SOUTH WEST QUADRANT

2.1.1 South West Quadrant 1 (SWQ1)

Character:

- Key gateway area to the Urban Area of the Town (**Photo 5**).
- Established residential area along Martin Street.



Photo 5 Martin Street/Steeles Avenue intersection.



Photo 6 Existing heavy industrial uses.



Photo 7 Existing general industrial uses.

p.
6



Photo 8
Stream corridors provide recreational links and visual amenity through the industrial area.

- Large scale industrial uses within open space setting.
- Older industrial and automotive uses along Bronte Street.
- Smaller scale commercial buildings along Steeles Avenue.

Approach:

- Business Park focus.
- Discourage large amounts of through traffic on Martin Street to the Urban Area by improving access along alternate north south streets, including Bronte Road, Ontario Street and James Snow Parkway.
- Improve Steeles Avenue and Bronte Road as a high-quality, pedestrian-oriented streetscape through public and private right-of-way treatments, including landscape, walkways, lighting, signs, parking and service areas, as well as built form.
- Apply a landscape gateway treatment at the Steeles Avenue/Martin Road intersection.
- Apply higher site design standards for all aspects of new development, including buildings, site access, storage and servicing, and landscape buffer treatments between parking areas and the street.
- Preserve the quality and character of older industrial buildings along Bronte Street, as well as established residential uses along Martin Street.
- Apply consistent landscape edge treatments on Steeles Avenue to provide a unified image within the variety of uses, building scales and setback conditions that characterize the streetscape.

2.1.2 South West Quadrant 2 (SWQ2)

Character:

- Commercial uses such as Canadian Tire and McDonald's adjacent to Regional Road 25 .
- Large scale/heavy industrial uses (**Photo 6**).
- Consumers Glass Company landmark building.
- General industrial uses (**Photo 7**).
- Little open storage.
- Sixteen Mile Creek and associated stream corridors provide natural landscape setting (**Photo 8**).
- Industrial Drive meanders to follow the curve of the creek.
- Some remaining undeveloped sites, particularly adjacent to Highway 401.

Approach:

- Enhance existing commercial, industrial and other uses along Regional Road 25.
- Create high quality development and interface conditions with the surrounding transportation system, particularly relative to Highway 401 and Regional Road 25.
- Emphasize the relationship of development facing Highway 401 with the Escarpment through the orientation of buildings and enhanced landscape treatments, particularly where they are visible from Highway 401 looking west towards the Escarpment.
- Preserve Escarpment views in the siting, height and massing of new development.
- Improve visual and recreational access to Sixteen Mile Creek by enhancing its presence through recreational trail connections and the siting and design of buildings and site plan treatments.



Photo 9
Industrial use with loading area facing the street.



Photo 10
Heavy industrial use set against the Niagara Escarpment.

p.
8



Photo 11
Natural areas with agricultural remnants.



Photo 12
Maplehurst Correctional Facility at R.R. # 25.

2.2 SOUTH EAST QUADRANT

2.2.1 South East Quadrant 1 (SEQ1)

Character:

- Mixed land uses along Steeles Avenue.
- Variety of building scales (**Photos 9 and 10**).
- Reverse frontage residential edge condition on the south side of Steeles Avenue.
- Large scale industrial and open storage uses next to Highway 401.
- Natural open space elements, including pockets of trees and vegetation related to the original stream corridor along Wheelabator Way, as well as an old farm silo (**Photo 11**).

Approach:

- Enhance existing industrial and mixed-use development along Steeles Avenue through compatible infill and business park opportunities along Steeles Avenue, recognizing interface conditions with the adjacent residential area.
- Create street-related development on Steeles Avenue with pedestrian and transit access, consistent with SWQ1 and NEQ3 approaches.
- Preserve and extend natural open space elements associated with the stream corridor aligning older industrial areas along Wheelabator Way.
- Improve streetscape and site conditions through the combined effort of the Town and the existing industries on Harrop and McGeachie Drives.

p.
9

2.2.2 South East Quadrant 2 (SEQ2)

Character:

- Maplehurst correctional facility (**Photo 12**).
- Highway 401, Regional Road 25, CN Railway transportation elements isolate the area.
- Significant open space elements, including forested areas, stream channel and associated vegetation.

Approach:

- Continue to improve streetscape and landscape buffer treatments between the correctional facility and Highway 401 and Regional Road 25.
- Preserve and integrate natural open space elements within new development and visually link these elements to the surrounding greenlands system.

2.3 NORTH EAST QUADRANT

2.3.1 North East Quadrant 1



Photo 13
Gateway and fountain at R.R. # 25 and
Highway # 401.



Photo 14
Co-steel Recycling Facility

p.
10



Photo 15
Esquesing Line existing residential use
within mature landscape setting.



Photo 16
Vast parking area at Manheim Auctions Limited.

Character:

- Contains gateway fountain at Regional Road 25 and Highway 401 intersection (**Photo 13**).
- Large scale heavy industrial uses, such as Co-steel recycling facility (**Photo 14**).
- New general industrial uses with little or no open storage.
- Standard service requirements for industrial uses.
- Vacant and agricultural land.

Approach:

- Maximize the full range of industrial development.
- Preserve and extend the gateway role of the Regional Road 25 and Highway 401 interchange through the enhancement of stormwater management facilities, site planning and built form.
- Create a high standard of development and streetscape treatment along Regional Road 25, James Snow Parkway and No. 5 Sideroad.
- Provide landscape and other buffer treatments between differing land uses to reduce visual impacts.

2.3.2 North East Quadrant 2 (NEQ2)

Character Adjacent to Esquesing Line:

- Older general industrial uses with partial servicing.
- Existing residential enclave within mature landscaped setting (**Photo 15**).

Approach:

- Maximize industrial development through full servicing.
- Encourage improvements to existing general industrial uses through improved standards for new and infill development, as well as redevelopment.

Character West of Esquesing Line:

- Newer general industrial uses along Lawson Road.
- Expansive parking associated with Manheim Auctions Limited (**Photo 16**).
- Rural character of Boston Church Road.
- Lands aligning Boston Church Road contain two early houses, identified as 'character properties (**Photo 17**)'.
- Rural vistas to the Escarpment.

Approach:

- Extend Lawson Road to connect with Boston Church Road.
- Create high quality new development along the proposed James Snow Parkway, which should be a highly landscaped roadway.
- Provide a combined pedestrian and vehicular bridge over the CN Railway at James Snow Parkway.
- Integrate character buildings into new development if feasible.



Photo 17
Character property on Boston Church Road.



Photo 18
Open areas provide expansive views to the Escarpment.

p.
12



Photo 19
Residential enclave, No. 5 Sideroad.

2.3.3 North East Quadrant 3 (NEQ3)

Character:

- Isolated and highly visible open agricultural and public use area surrounded by transportation elements, including Highway 401, Steeles Avenue, James Snow Parkway.

Approach:

- Develop employment uses with high design standard in recognition of the gateway location. Include taller structural elements to strengthen visibility to the area.
- Create street-related development with pedestrian and transit access consistent with SEQ1 and SWQ1 approaches.

2.4 NORTH WEST QUADRANT

Character:

- Largely rural, agricultural in character (**Photo 18**).
- Limited general industrial uses.
- Limited highway commercial uses.
- Small enclave of rural residential along No. 5 Sideroad (**Photo 19**).

Approach:

- The most significant development opportunities exist within this quadrant, which is approximately 133 hectares (330 acres) in area.
- Create higher development standards for general industrial uses and interface conditions with the surrounding transportation system, including Highway 401, Regional Road 25, No. 5 Sideroad and the proposed James Snow Parkway.
- Frame Escarpment view through new development facing Highway 401.
- Preserve and integrate the stream corridor, significant hedgerows and woodlots as part of the linked open space system.
- Create new street, block and development patterns that achieve a high degree of public amenity and image through their integration with natural open space elements where feasible.

3.0 PUBLIC REALM GUIDELINES

3.1 INDUSTRIAL/BUSINESS PARK STRUCTURE

The structure for the Industrial /Business Park guidelines is based on the following existing and proposed elements:

- Existing and proposed land use.
- Existing and proposed road patterns:
 - Highway 401 and Regional Road 25
 - Major arterials (Steeles Avenue, No. 5 Sideroad, James Snow Parkway).
- Canadian National Railway.
- North Hydro Corridor.
- Natural landscape features:
 - Sixteen Mile Creek and other creek corridors
 - woodlots
 - The Niagara Escarpment.
- Cultural and heritage features including significant landmark buildings and uses of heritage or architectural interest.
- Existing residential areas.

The urban design guidelines address industrial areas that are well established, are in transition or will be newly created. In each of these areas the guidelines recommend treatments for new development that preserve the value of the existing context (see Section 2.0 Sub Areas).

p.
15

The following principles should guide the development framework for the Industrial/Business Park:

- Create a unique and place specific Industrial/Business Park image as a gateway to the Urban Area.
- Maximize visual and physical connections including:
 - Road and related transportation improvements
 - Creation of a linked open space system including a trails system
 - Preservation of Escarpment views.
- Create streets based on a rectilinear pattern or modify in response to natural or open space conditions. Streets should maintain views to the Escarpment where feasible.
- Maintain the potential for an interchange at Dublin Line and Highway 401 as well as a north south connection across Highway 401 at Dublin Line/Peru Road.
- Establish diverse and distinct areas within the larger Industrial/Business park framework.
- Create a linked open space system and streetscape system as a principal design element.

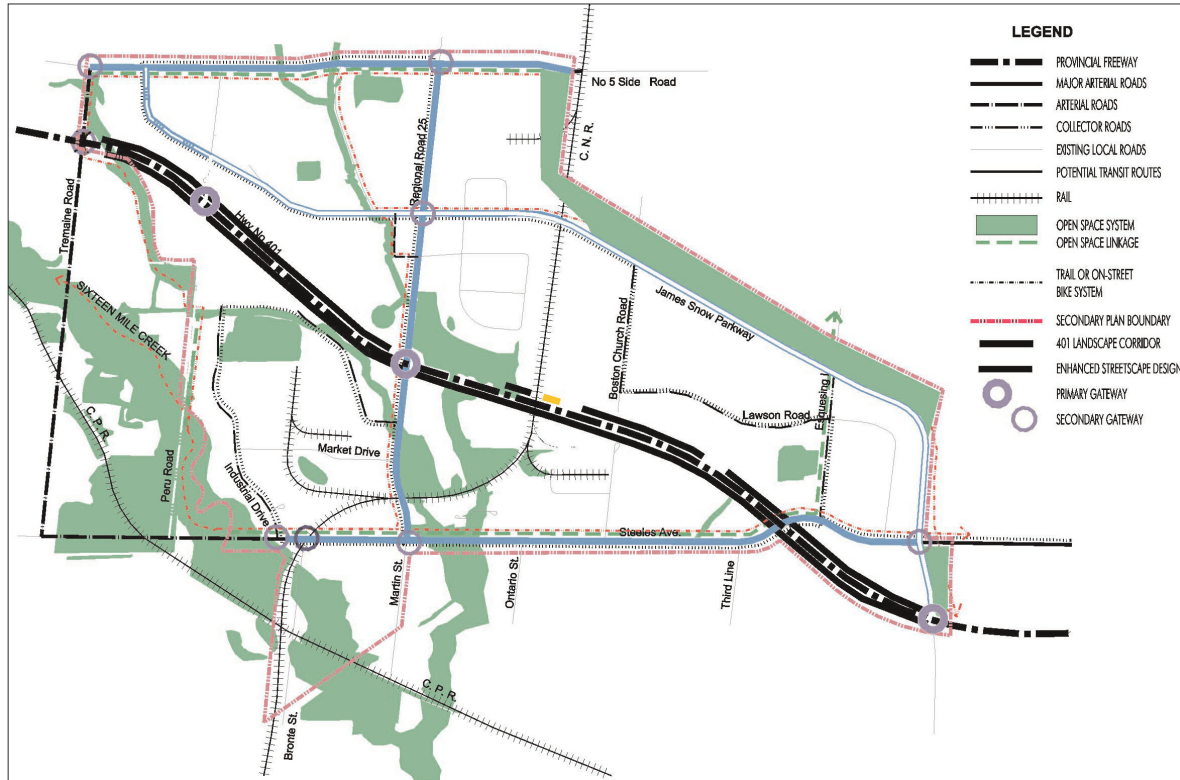


Figure 3
Primary Open Space

3.2 LINKED OPEN SPACE SYSTEM GUIDELINES

The open space system guidelines are intended to provide open space and recreational opportunities as an amenity for both employees and visitors to the 401 Industrial/Business Park. The network of streams, and the proposed road network, provides the predominant development framework for the Industrial/Business Park area (**Figure 3**). The Escarpment also provides a unique open space context for the whole of the Milton community. Finally, the open space system provides opportunities to create links to open space and recreational areas in surrounding communities.

The linked open space system guidelines support the protection of key environmental features as being integral to the overall open space system of the surrounding urban and rural area. Opportunities to connect primary open space, including recreational trail and street networks, features including woodlots, stream corridors and stormwater management are recommended through the guidelines (**Figure 4**).

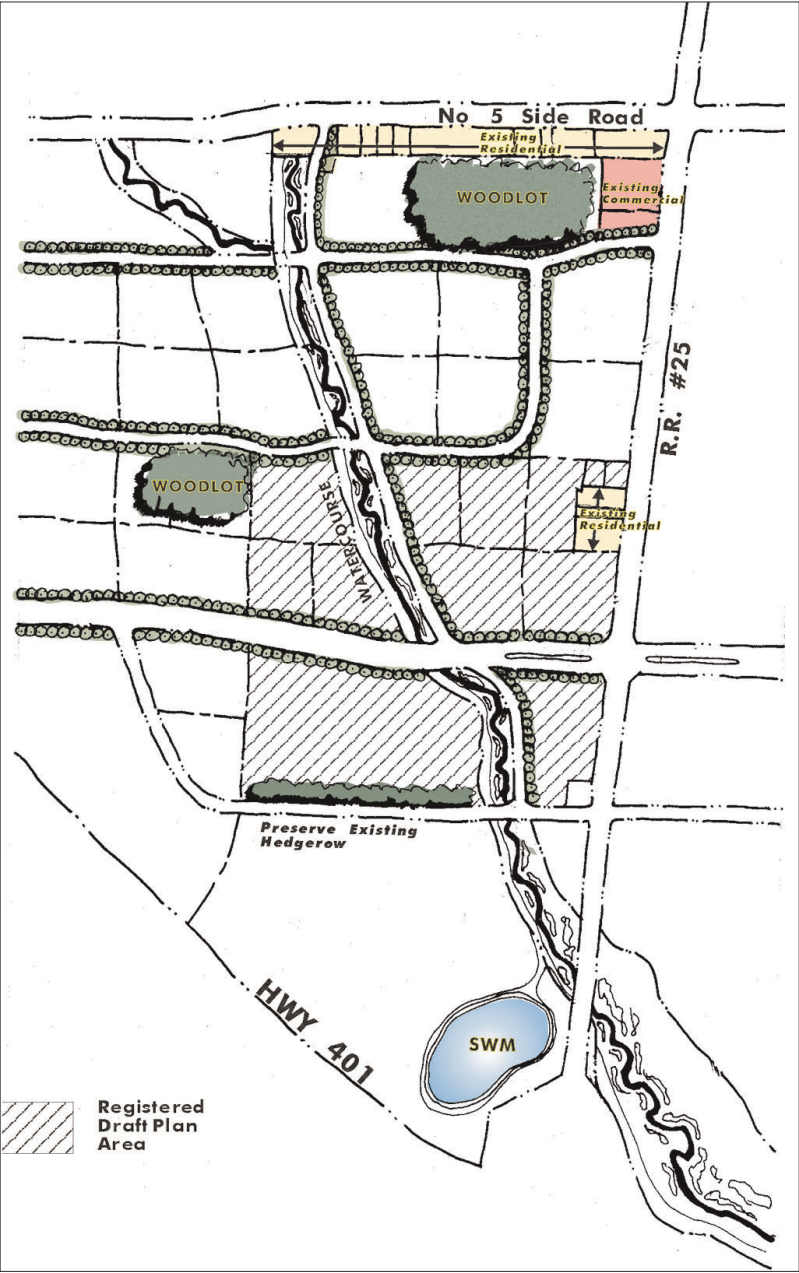
The following general guidelines for open space are recommended:

- Establish an open space system to support a balance between maintaining key natural features, accommodating new development; and providing for recreational activity.
- Create an open space system that is place- specific through the preservation and incorporation of significant natural and cultural features and Escarpment views.
- Create connections between open space areas including woodlots, stream corridors and stormwater management facilities through the placement of these elements where appropriate (e.g. stormwater facility in proximity to stream corridor and trail) or by providing links between them through recreational trail or street networks.
- To strategically locate open space areas with respect to streets, views and other connections to contribute to their accessibility, regular use and safety through natural surveillance opportunities
- Drop-off and small parking areas should be located at strategic entrances to recreational trail areas. These parking areas should be well landscaped.

3.2.1 Recreational Trails

Recreational trails will provide opportunities for walking, running, cycling and in-line skating through the Industrial/Business Park area and should connect to major park areas and open space networks in the surrounding regional open space system where feasible. In particular, provision should be made for pedestrian/bicycle connections across Highway 401 at Regional Road 25, Tremaine Road, Dublin Line and Steeles Avenue.

New recreational trails should be designed in accordance with other existing and proposed recreational networks in lands adjacent to the Industrial/Business Park and within the Town of Milton (i.e. Phase 1 and 2 Expansion areas). Trail design with respect to width, surface material, signs, lighting and other amenities should be generally consistent throughout the Industrial/Business Park area. The form and



p.
18

Figure 4
Creek corridors, woodlots and open space provide tremendous potential for high quality industrial development.

width of on street trails should be determined by the location of the roadway, road function, and vehicle operating speed and traffic volumes. Off street trails will accommodate a combination of different users including pedestrians, cyclists and in-line skaters. Trail design will require standards to allow these users to share paths comfortably.

Recreational trails should be aligned along streets, stream corridors and open space. Trail design should occur on a site specific basis, but where possible trails should be asphalt or have a similar surface to allow use by bicycles, wheelchairs and rollerblades. The following are general guidelines for recreational trails. Detailed specifications for trail design will be described in the Town's Trails Master Plan.

- A dedicated bicycle path should be provided on both sides of the street or on a separated bicycle path on one side of the street adjacent to the roadway for those streets identified as part of the bicycle path system. In particular, on Regional Road 25, Regional Road 5, Steeles Avenue and James Snow Parkway bicycle paths should be separated from the roadway and placed in the boulevard. On other roads where traffic flow is more controlled, bicycle paths may be placed in the roadway as a dedicated lane. On local roads bicycle paths may share the roadway.
- Street bicycle paths should provide direct connections to other trails within the open space system. In addition, connections should be provided as part of the street bicycle path/trail system across arterial or collector roads at signalized intersections. Pedestrian crosswalks should be provided where the street bicycle path/trail system crosses collector or local streets at non-signalized intersections. Mid-block crossings should be avoided.
- Fixed objects such as trees, shrubs and fences should be placed to clear the edge of the trail by at least half a metre (1.6 feet). Overhead clearance should be minimum 2.5 metres (8.2 feet).
- Trails that align stream corridors, woodlots or other sensitive natural areas should employ separation distances from such features. Such separation distances should be individually determined.
- Lighting on trails should be individually determined, particularly where lighting may disturb natural habitats or have high maintenance costs. In particular, certain areas should not be lighted as it may invite use at times that are unsafe.

p.
19

3.2.2 Stormwater Management

Stormwater management facilities should have public access and be integrated as positive amenities within the Industrial/Business Park and open space system:

- Stormwater Management (SWM) facilities should be integrated with the linked open space system and be complementary and accessible to surrounding development. In particular SWM facilities should be contiguous with natural areas, especially stream corridors.
- Facilities should be designed as features within the Industrial/Business Park.
- Fencing around facilities should be avoided. Safety issues can be addressed through shallow slope grading adjacent to pooled areas.
- Trails and public access can be incorporated into facility design.

- Public education displays can be used to increase public awareness and appreciation of the role of SWM facilities within their communities and the environment.
- Planting within SWM facilities should focus on providing habitat that is compatible with the adjacent natural areas. They should also be designed to shade the water to provide a cooling effect. In addition, plantings should be arranged to discourage access to facilities by nuisance species (e.g. Canada Geese).

3.3 STREETScape GUIDELINES

A hierarchy of roads is identified within the 401 Industrial/Business Park area. These roads provide the potential to maximize exposure and access to all areas of the Industrial/Business Park. As an Industrial/Business Park the focus of the transportation system is to provide site access and circulation to accommodate the full range of trucks and large vehicles anticipated for all areas of the Park. Not all roads will as a result have a pedestrian emphasis, however all roads should have a high quality image and functional standard through streetscape treatments including paving, lighting, signs, landscaping, services, and, where appropriate, pedestrian/cyclist amenities. **(Photosimulation 1)**.

3.3.1 General Streetscape Guidelines

Roads within the Industrial/Business Park lands should provide safe and well-defined circulation through the design of street pavement, boulevards, sidewalks, landscaping and public amenities in keeping with the Town's standard cross-sections. A key objective of streetscape treatments is to buffer and enhance edge conditions between the street and private properties. The guidelines recommend standard treatments for boulevards, sidewalks and landscape strips within which a variety of landscape treatments, including trees, hedges, shrubs and ground covers, can be applied. Where appropriate, roads should accommodate pedestrian/cyclist use, enhance overall Industrial/Business Park appearance, and promote public safety.

- Consolidate access points to parking areas through shared driveways to facilitate movements along public roadways and, where applicable, to minimize disruption of the public sidewalk.
- Incorporate existing trees and site contours into the street design.
- Landscaped traffic islands should be used to delineate the public road at key intersections as has been done on Steeles Avenue and Regional Road 25. These islands should include appropriate landscape treatments, and be paved with feature paving instead of plain concrete.

3.3.2 Boulevards

The boulevard consists of the landscaped area generally located between the road curb and the sidewalk or the property line where there is no sidewalk **(Figure 5)**. The width of boulevards for each streetscape should be as consistent as possible. Boulevards along the major arterial roads should be



p.
22

Photosimulation 1
Steeles Avenue Before and After

wider than boulevards within the collector or local roads to reflect the hierarchy of the street and the role and function of each. Wherever possible, a variety of high branching deciduous street trees (e.g. Honey Locust, Ash, Maple and Oak) should be selected to contribute to an attractive streetscape realm.

- Sufficient boulevard widths (minimum 2.8 metres [9 feet]) should be provided to allow for efficient placement and maintenance of underground utilities where necessary, and the location of above grade elements including trees, street lights, Hydro boxes and fire hydrants.
- Boulevards on local and collector roads should consist of grass or a similar lower maintenance natural ground cover, while the boulevards on major arterial roads should consist of a combination of grass or similar lower maintenance ground cover and feature paving to accommodate pedestrian treatments at intersections.
- A continuous 0.6 metre (2 feet) band of feature paving should be considered adjacent to street curbs along arterial roads. As well as functioning as a maintenance strip, a band of paving which is consistent in colour, material and pattern will also aid in providing visual continuity along these arterial roads. Coloured "impressed asphalt" and/or concrete may be considered as an optional paving material, which would require less capital cost.
- Street trees should generally be located within the boulevard and should be offset a minimum of 2.0 metres (6.5 feet) from the curb to accommodate snow storage, large vehicle movements and minimize salt damage.
- Careful consideration should be given to the type and location of trees to ensure that the trees are higher branching trees and positioned in such a manner as to ensure there is no interference with truck traffic.
- Trees should be spaced consistently along each road at 8.0-metre to 10.0- metre intervals, where possible. Appropriate clearances from utility boxes, street lights, and sight triangles should be observed.
- Double rows of trees should be planted on at least one side of major arterial roads including Regional Road 25, Steeles Avenue, No.5 Sideroad and James Snow Parkway. Each row should be located within the boulevard and landscape strip on either side of the sidewalk.
- Sight lines should be considered in the location of trees planted at intersections.
- Existing street trees should be preserved wherever possible, as mature street trees create a greater sense of enclosure along roads and a greater sense of establishment for the Industrial/Business Park.
- The planting of trees as infill along existing streets where the rhythm of existing trees is interrupted should be implemented and such trees should be of a similar species.

3.3.3 Landscape Strip and Sidewalks

The landscape strip includes the area between the sidewalk and the property line, under which services including water and wastewater services, telephone and Hydro are located (**See Figure 5**):

- A continuous public sidewalk should be provided on at least two sides of arterial roads (except on the north side of James Snow Parkway west of Regional Road 25 and No. 5 Sideroad) and on one side of collector and local roads.
- Sidewalks are recommended to be minimum 1.5 metres (5 feet) in width.

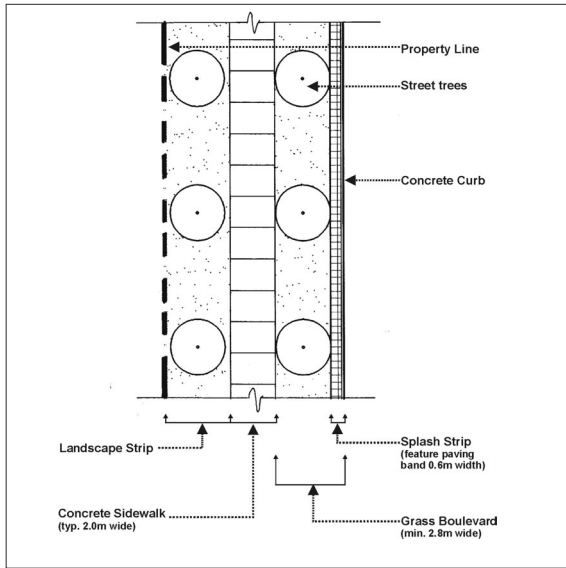


Figure 5

p.
24

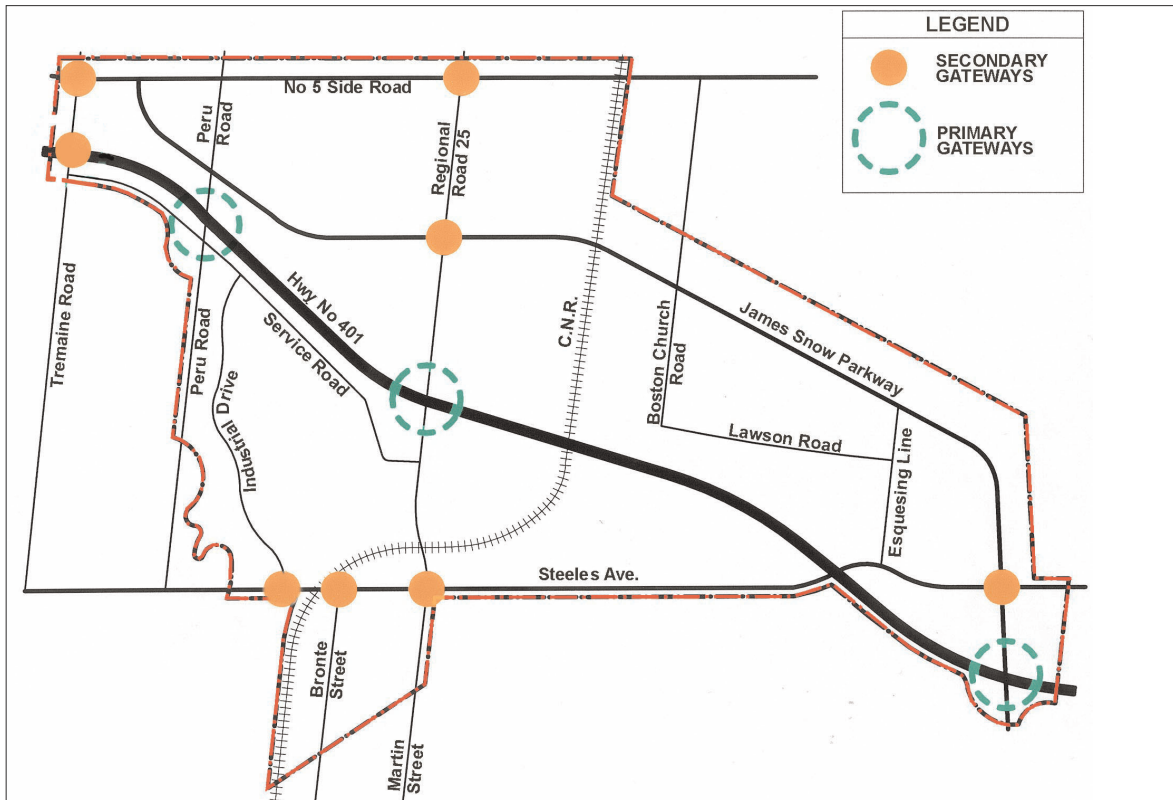


Figure 6

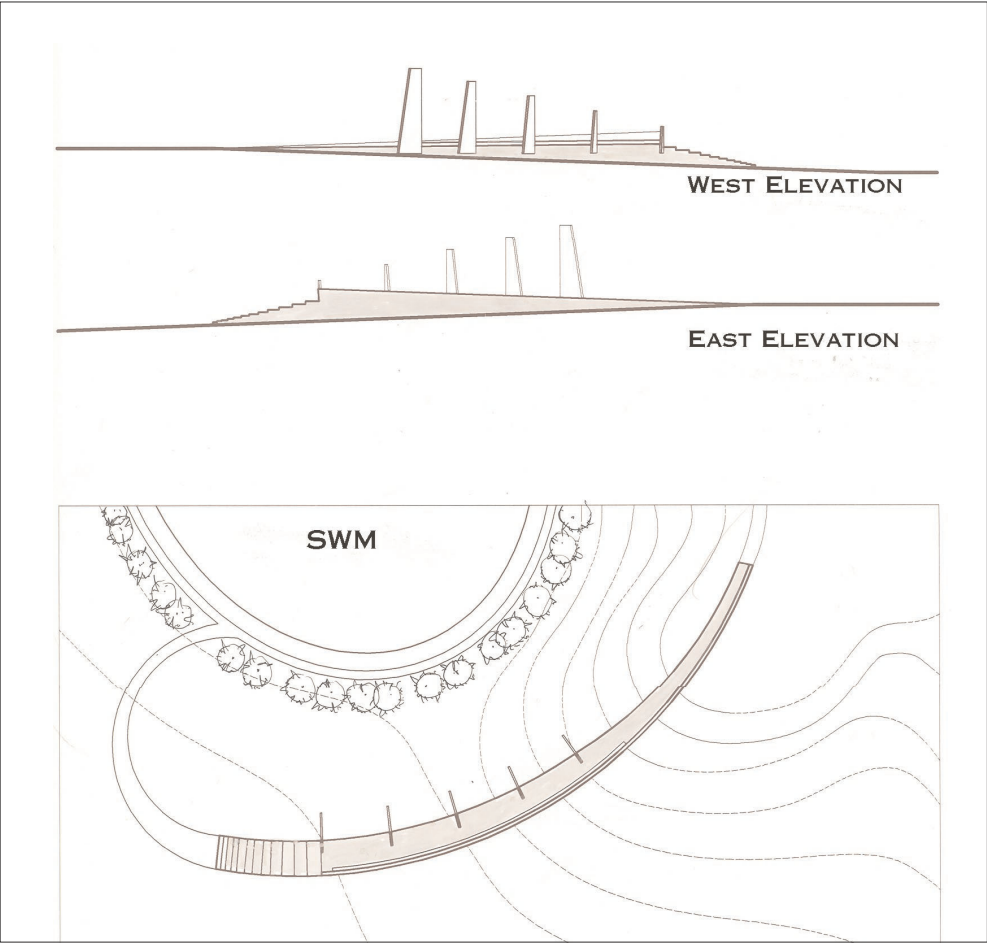
- Sidewalks should be typically concrete and should be continuous across driveways. Where crossings over driveways and intersections occur, sidewalks should be marked through other materials such as brick pavers or coloured stamped concrete
- Curb ramps should provide barrier-free transition between the sidewalk and roadway at all street corners in accordance with the Town's engineering standards.
- Where underground services apply, the landscape strip should be a minimum width of 1.0 metre.
- Landscape strips which are less than 1.0 metre in width and are adjacent to hard edge, such as a wall or curb, should be paved with feature paving material.
- Landscape strips between 1.0 and 2.5 metres in width should consist of grass ground cover.
- Landscape strips, which are greater than 2.5 metres in width should consist of grass ground cover and deciduous/coniferous trees, wherever possible.
- Standard shade trees planted within landscaped strips should be spaced 8.0 metres apart for visual impact.
- Two or three tree species should be used consistently within landscaped strips along roads, and should be low-maintenance and pollution-tolerant. Groupings of the same species of tree can be used provided that there are occasional plantings of other species to prevent monocultures and their associated hazards.
- The landscape strip along Steeles Avenue (where a high wooden fence contains reverse frontage housing) should be made visually appealing through the planning of shrubs adjacent to the fence or vines over the fence.
- Where tree planting occurs in a paving area, use of tree grates should be considered

3.3.4 Street Furnishings

- Street furnishings should be developed within an overall thematic concept and should provide a consistent and unified streetscape appearance.
- Street furnishings including transit shelters, benches, lighting, planters, waste receptacles etc. should be placed in a co-ordinated manner that does not obstruct pedestrian circulation on sidewalks, and vehicular circulation to driveways, parking, loading and service areas.
- Consideration should be given to providing additional pedestrian scale lighting in areas along arterial roads where there is a high volume of pedestrian activity, such as at gateways, transit stops, trail crossings, etc. Pedestrian lighting may be designed as a freestanding fixture or be added to existing vehicular light poles.
- Benches and waste receptacles should be provided at all transit shelters and at Gateway and arterial and collector street intersections where there is significant pedestrian activity.

3.3.5 Gateway Treatments

In keeping with the objective to create place-specific Industrial/Business Park, the Niagara Escarpment is the dominant physical entity associated with the Town of Milton. The strongest Escarpment views occur when traveling west on Highway 401. The Escarpment as it splits on either side of the Highway



p.
26

Figure 7
Primary Gateway treatments reflect the Escarpment and rural forms.

forms its own natural gateway, visible night as a great silhouette that frames the Town. The primary gateway intersections are located at **(Figure 6)**:

- Highway 401 and James Snow Parkway.
- Highway 401 and Regional Road 25.
- Highway 401 and Dublin Line/Peru Road.

Secondary gateway intersections are located at **(Figure 6)**:

- Highway 401 at Tremaine Road.
- Steeles Avenue and James Snow Parkway.
- Steeles Avenue and Martin Street.
- Steeles Avenue and Bronte Road/Industrial Drive.
- Regional Road 25 and James Snow Parkway.
- No. 5 Sideroad and Tremaine Road.
- No. 5 Sideroad and Regional Road 25.

All gateway areas include a higher order of streetscape, site plan and building design. The gateways should be designed thematically with the Escarpment as the primary influence. Additional elements pertaining to the natural and cultural heritage of the rural and industrial area should be considered in the design of the gateways. The primary gateways along Highway 401 should provide the key markers and streetscape elements to signify entry to both the Industrial/Business Park and the Urban Area of the Town **(Figure 7)**.

p.
27

Primary Gateways

The primary gateways occur from the east at James Snow Parkway and Highway 401 and from the west at the interchange proposed to be developed at Dublin Line/Peru Road and Highway 401. An existing gateway at Highway 401 and Regional Road 25 is already designed to signal entry to the Town through the pond, sign and fountain to the north east of the intersection. The scale of primary gateways is the largest in the gateway hierarchy and relates primarily to their context and visibility within the landscaped corridor of Highway 401 **(Photosimulation 2)**. Their design should emphasize their role as entry points to the Town as well as signal that the whole of the landscaped highway corridor within the Industrial/Business Park is a gateway. All landscape elements related to Primary Gateways should, where possible, be located within the right-of-way.

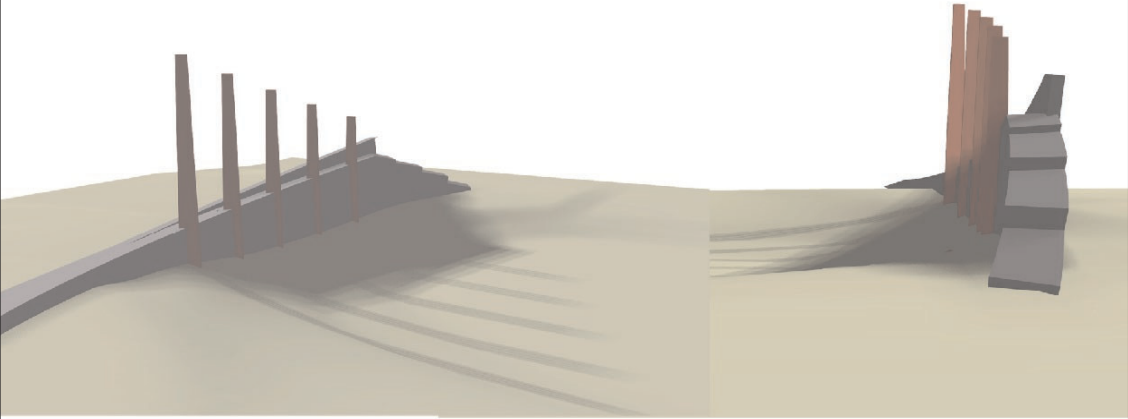
Secondary Gateways

Secondary gateway locations would include smaller scale treatments than the primary gateways to signal significant intersections and locations where a higher grade of streetscape treatment should be provided.

Streetscape treatments should occur within the boulevard, sidewalk and central street median, while the roadway should provide lane dimensions and feature paving treatments at intersections and pedestrian crosswalks to encourage a priority of pedestrian movements over high-speed traffic flow **(Figures 8 and 9)**. All landscape elements related to Secondary Gateways should, where possible, be located within the right-of-way.



Gateway Photosimulation - West View



Gateway - East View

Gateway - South View

p.
28

Photosimulation 2
Primary Gateways as strong elements at the scale of the highway are tall markers embedded in the landscape that provide orientation and are lit at night.

3.3.6 Highway 401

Highway 401 is the major regional transportation highway between Toronto and Windsor, with existing access to the Industrial/Business Park via a full interchange at Regional Road 25 and James Snow Parkway. A third interchange is also proposed in the Secondary Plan area at Dublin Line/Peru Road. Highway 401 is currently a major barrier between the different sections of the Industrial/Business Park. Currently only two north south roads, Regional Road 25 and Tremaine Road, traverse the Highway. Connectivity will be greatly enhanced, however, as result of the proposed interchange at Dublin Line/Peru Road which will connect those two streets.

Highway 401 provides tremendous potential to create an extended gateway to the Town through the creation of a landscaped corridor along it's entire length through the Business/Industrial Park, in addition to any Gateway treatments. The image of gateway treatments should be based on the dominant presence of the Escarpment in Milton, while providing a high level of exposure and accessibility to Business/Industrial Park development along the 401 Corridor. Streetscape elements along Highway 401 should assist in buffering visual and acoustic highway impacts while enhancing exposure to high profile employment, business and institutional development within a landscaped corridor setting that emphasizes visual connections to the Escarpment (**Figure 10**).

Specific Guidelines for Highway 401 include:

- Highway 401 is the primary vehicular corridor within the hierarchy of the streetscape network.
- Streetscape treatments along Highway 401 should be expressed through a continuous landscaped corridor setting (**Figure 11**).
- The main design treatments to the corridor should be expressed at the primary gateway intersections at James Snow Parkway, Regional Road 25 and Dublin Line/Peru Road. (see Section 3.3.5 Gateway Treatments).
- A varied and rolling landscape effect in the landscaped corridor is recommended to assist in providing visual interest and acoustic buffering. These treatments should be achieved through low maintenance measures such as berming and the planting of tall grasses.
- Taller landscape elements including trees and other buffer treatments used within the landscaped corridor and to screen parking and loading areas should be aligned to preserve views to primary building facades and signs.
- Access to sites fronting Highway 401 should be from the interior local road network or from service roads.
- Treatments within the Highway corridor right-of-way are subject to discussions with the Ministry of Transportation (MTO).

3.3.7 Major Arterial Roads

The major arterial roads within the Secondary Plan area are regional roads. These roads and their right of way widths as outlined in the Town of Milton Official Plan include:

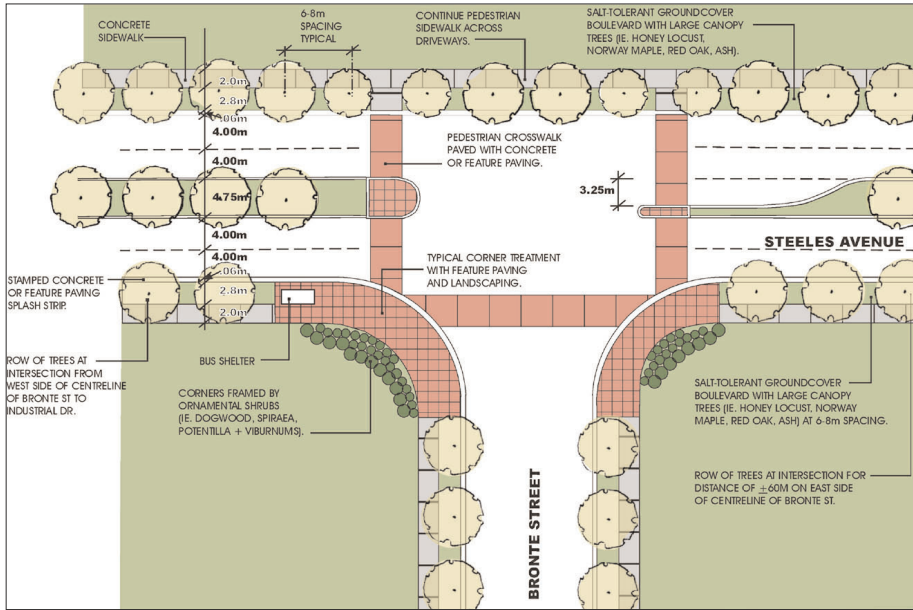


Figure 8
Secondary Gateway Treatment:
Bronte Street and Steeles Avenue.

p. 30

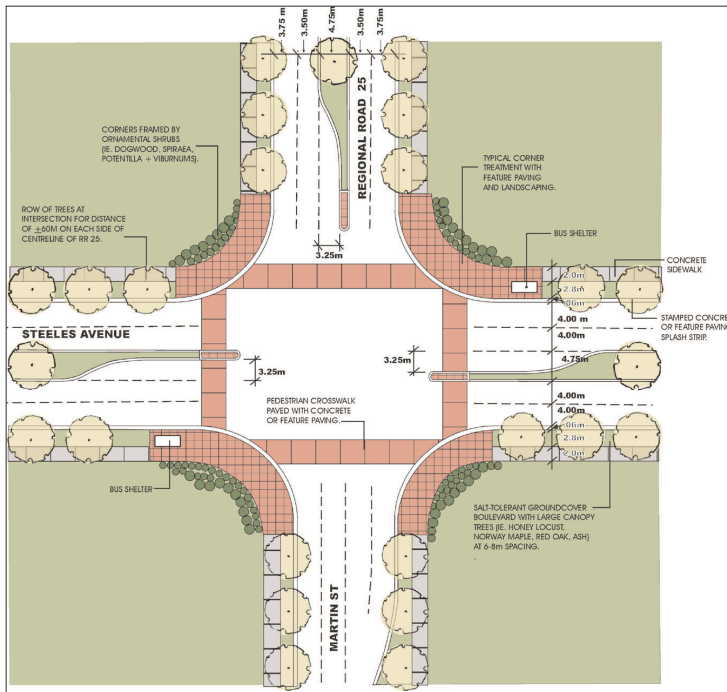


Figure 9
Secondary Gateway Treatment:
Martin Street and R.R. # 25 at Steeles Avenue.

- Regional Road 25 (between Steeles Avenue and Highway 401): 30m R.O.W.
- Regional Road 25 (between Highway 401 and James Snow): 35m R.O.W.
- James Snow Parkway (between Highway 401 and RR 25): 35m R.O.W.
- James Snow Parkway (between RR 25 and Dublin Line): up to 35m R.O.W.
- Steeles Avenue (between Tremaine Rd. and Martin St.): 35m R.O.W.
- No. 5 Sideroad (between Tremaine Rd. and CN Railway): 30m R.O.W.

General Guidelines

General Guidelines for Arterial Roads (except No. 5 Sideroad) include:

- A full urban cross section is recommended within the Industrial/Business Park area
- Landscape, boulevard and sidewalk treatments should be substantial relative to other street treatments in the Industrial/Business Park area.
- Boulevard treatment should include street trees and a second parallel row of trees where appropriate within the landscape strip of the public right of way.
- Pedestrian scale lighting to contribute to the safety and comfort of the streetscape.
- A sidewalk should be provided on both sides of the street and should be co-ordinated with the design of feature paving across boulevards, intersections, crosswalks and driveways to ensure visibility and accessibility of the pedestrian network.
- Buildings should face the public street.
- A full urban cross section is recommended.
- Sidewalks should be provided between the boulevard and the landscape strip where development faces the road.

p.
31

Regional Road 25

Regional Road 25 is a major north south arterial road with a full interchange at Highway 401. A variety of land uses, building types and setbacks including highway commercial and institutional to the south of Highway 401 and combination of heavy and light industrial uses and vacant or agricultural lands to the north of Highway 401 result in a generally inconsistent streetscape image. The large portions of open or agricultural lands particularly within the north west quadrant (NWQ) and north east quadrant (NEQ) provide greater opportunity to improve the standard of buildings and site planning in relationship to the streetscape than in the largely developed lands south of Highway 401.

Stream corridors associated with the Sixteen Mile Creek traverse Regional Road 25 in two sections north and south of Highway 401. Where the section south of the Highway has been realigned and altered, there is potential to create an improved and more efficient alignment with respect to potential development sites along Highway 401. In each section, the guidelines recognize that stream corridors can be realigned, but recommend that as part of such a process they be protected and enhanced as visual and recreational features.

The guidelines recommend that the consistency of the streetscape should in the short-term be achieved through intense landscape treatments, pedestrian scale lighting, signs and other infrastructure elements that emphasize improvements for pedestrians, cyclists and vehicles within the public right-of-way (**Figure 12**).

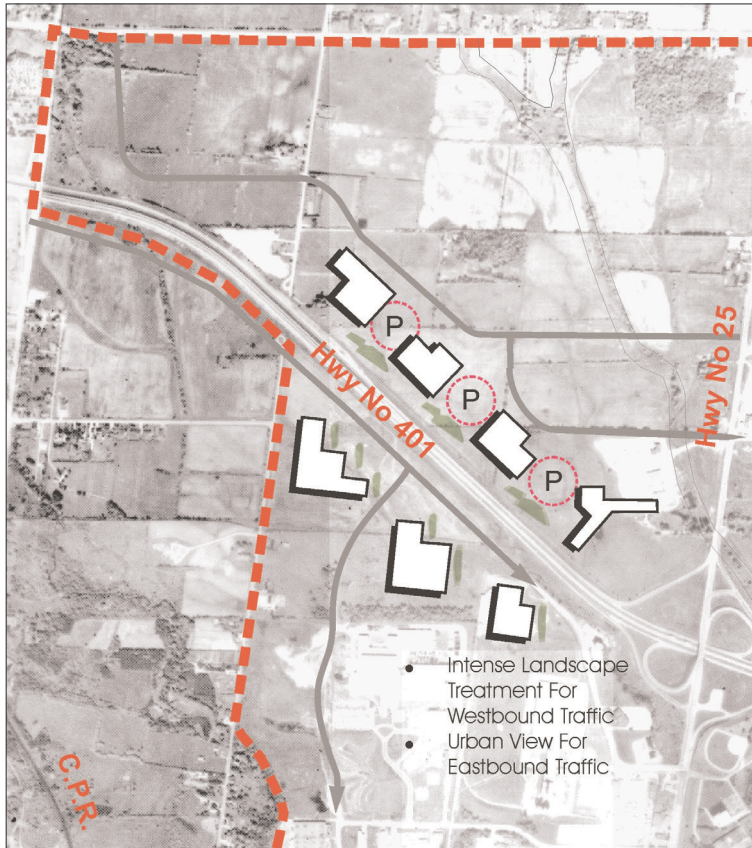


Figure 10
Building placement at Highway 401.

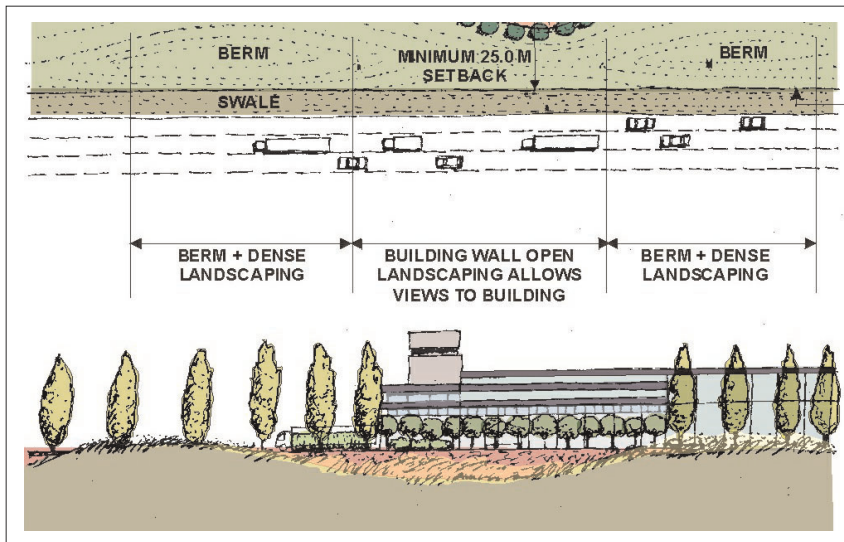


Figure 11
Building image at Highway 401.

Specific guidelines for Regional Road 25 include:

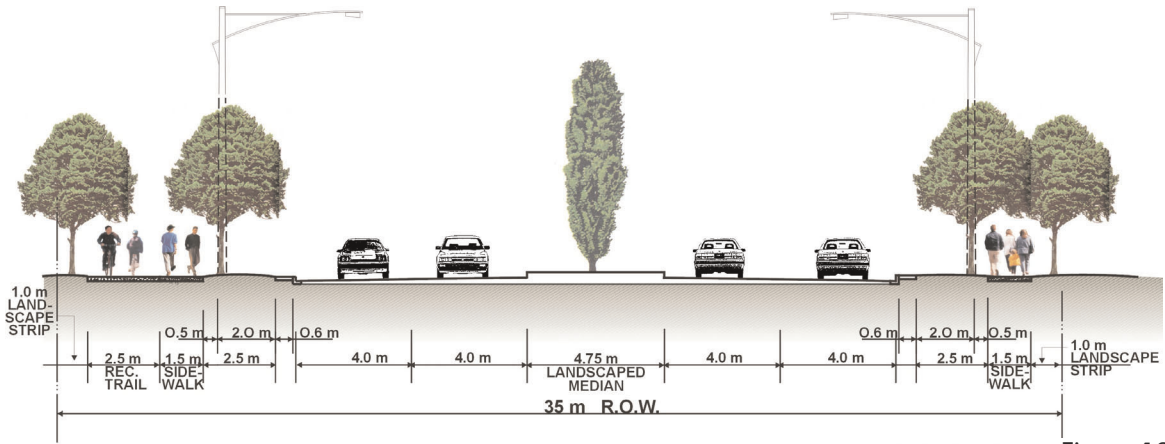
- The roadway should provide for four traffic lanes and left turn lanes where required within a 35 metre right of way.
- Double rows of trees should be planted on both sides of the roadway to emphasize its gateway character and to provide a consistent edge treatment.
- A 2.0 metre wide recreational trail along the west side of Regional Road 25 should be introduced with connections to a proposed trail aligning the stream corridors north and south of Highway 401.
- Central landscaped medians should be located at secondary gateways including Regional Road 25 and Steeles Avenue, Regional Road 25 and James Snow Parkway and Regional Road 25 and No. 5 Side Road.
- The central median should have a combination of salt tolerant ground cover and/or paving according to the location of crosswalks. A flowering tree or other high branching species should be co-ordinated with the placement of other elements including landscaping banners lighting and where appropriate public art.
- A signalized pedestrian crossing should be provided at the secondary gateway intersections (see Section 3.3.6, Gateway Intersections).
- Opportunities to incorporate transit through transit stop amenities should be considered in the detailed design of the road. Bus stops should be located close to intersections in the form of a "lay-by" to ensure safe and convenient transit use. Bus shelters should be provided at these areas.

Steeles Avenue

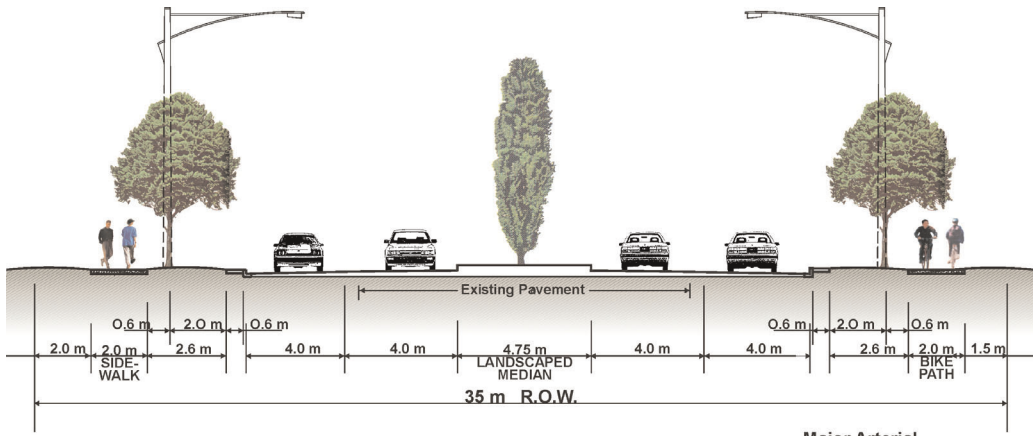
The widening of Steeles Avenue will provide opportunities to improve transportation and pedestrian connections between the Industrial/Business Park and the rest of the Urban Area. The varying scale of development located along Steeles Avenue compared to the balance of the 401 Industrial/Business Lands include a mixture of commercial, industrial, institutional and residential uses. Opportunities to improve the quality of new development and redevelopment will be aided by the creation of a higher quality streetscape. Pedestrian activity should be promoted on Steeles Avenue through the provision and design of sidewalks, boulevards, transit stops, and bicycle paths. Landscape treatments should promote the image of a consistent tree-lined road with enhanced streetscape design at gateway intersections including secondary gateways at James Snow Parkway, Martin Street and Bronte Road/Industrial Drive (**Figure 13**).

Specific guidelines for Steeles Avenue include:

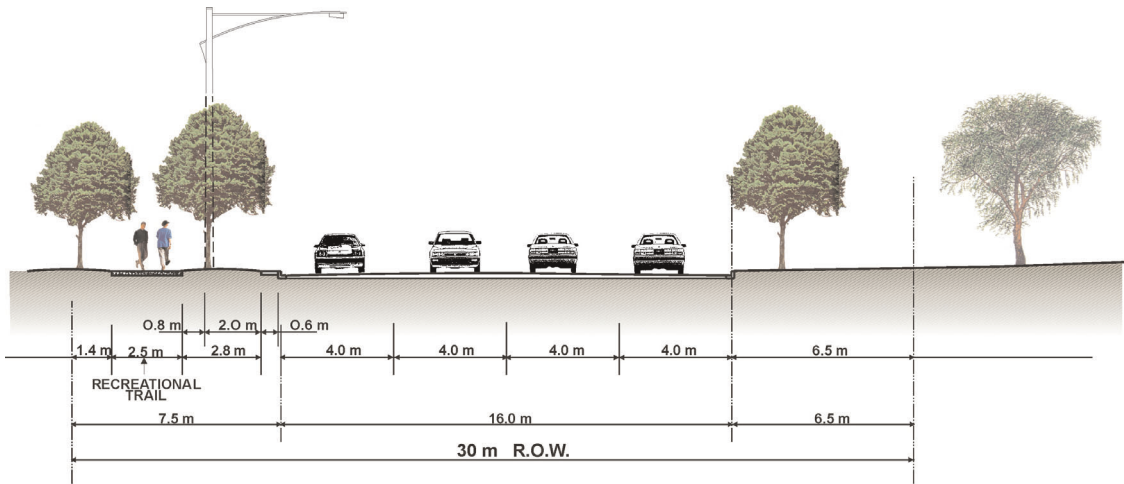
- The roadway should provide for four traffic lanes and left turn lanes where required within a 35 metre right of way.
- Central landscaped medians should be located at secondary gateways including Steeles Avenue and James Snow Parkway, Steeles Avenue and Martin Street, Steeles Avenue and Bronte Road/Industrial Drive.
- The central median should have a combination of salt tolerant ground cover and/or paving



Major Arterial Reconstruction (Regional Road 25) Figure 12



Major Arterial Proposed 4 Lane Widening (Steeles Ave) Figure 13



Major Arterial (No 5 Sideroad) Figure 14

p. 34

according to the location of crosswalks. A flowering tree or other high branching species should be co-ordinated with the placement of other elements including landscaping banners lighting and where appropriate public art.

- A signalized pedestrian crossing should be provided at the secondary gateway intersections (see Section 3.3.6, Gateway Intersections).
- Opportunities to incorporate transit through transit stop amenities should be considered in the detailed design of the road. Bus stops should be located close to intersections in the form of a "lay-by" to ensure safe and convenient transit use. Bus shelters should be provided at these areas.

No. 5 Sideroad

No. 5 Sideroad frames the north boundary of the Secondary Plan area between the Industrial/Business Park and the rural lands to the north. The streetscape guidelines for No. 5 Sideroad address issues of interface between these differing land uses, provisions for pedestrian and recreational activity and mitigation of high volumes of truck and other vehicle traffic. In particular, recommendations for streetscape buffer treatments, the preservation of the existing tree-lined corridor and the integration of a recreational trail providing access to the linked open space system within the Industrial/Business Park will assist in providing an appropriate interface between the developed areas of the Industrial/Business Park and the rural lands to the north (**Figure 14**).

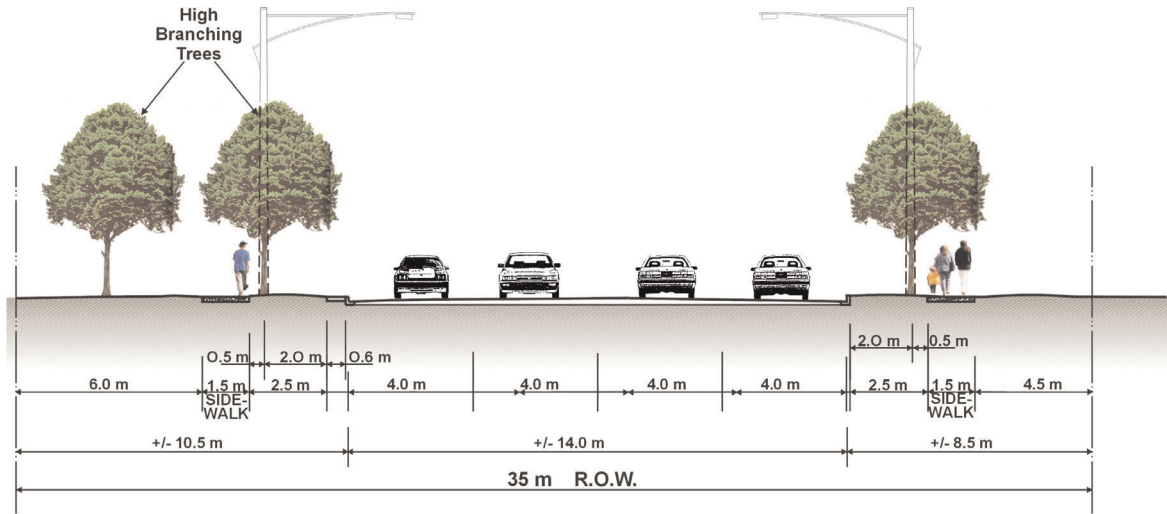
Specific guidelines for No. 5 Sideroad include:

- Apply landscape treatments in keeping with the rural interface with agricultural lands north of No. 5 Sideroad.
- Include a combined 2.5 metre (8 feet) wide recreational trail and sidewalk on the south side of No. 5 Sideroad and include connections to a proposed trail aligning the stream corridor in the North West Quadrant.
- Retain as much of the existing tree-lined corridor on the north side of the road as is possible, and infill where there are interruptions in the regular spacing of trees.
- A double row of trees within the boulevard and landscape strip on either side of the recreational trail/sidewalk is recommended.
- Where access requirements to properties permit, pair driveway access to reduce interruptions across the recreational trail.

p.
35

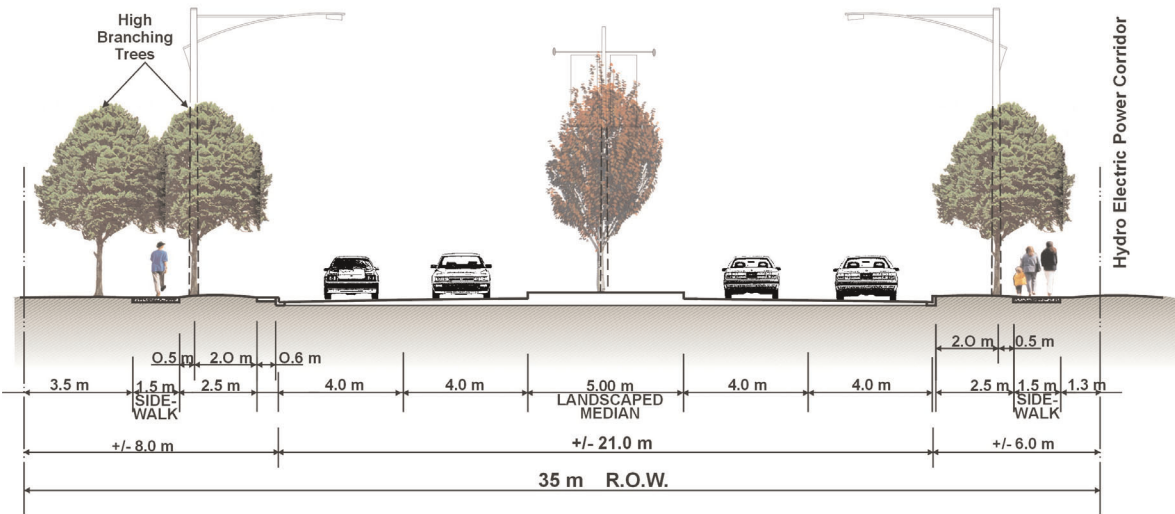
James Snow Parkway

The extension of James Snow Parkway north of Highway 401 will significantly enhance connections between major portions of the Industrial/Business Park area. The continuation of James Snow from Highway 401, across the CN Railway to Regional Road 25 where it will extend the proposed major arterial function of James Snow Parkway south of Highway 401 as it forms the easterly boundary of the Bristol Survey Secondary Plan. James Snow Parkway will continue to function as a major arterial road west of Regional Road 25 with the proposed additional interchange connection with Highway 401 at Dublin Line.



**Major Arterial
New Construction
(Typical Section James Snow Parkway)**

p.
36



**Major Arterial
New Construction
(James Snow Parkway at Steeles Ave)**

Figure 15

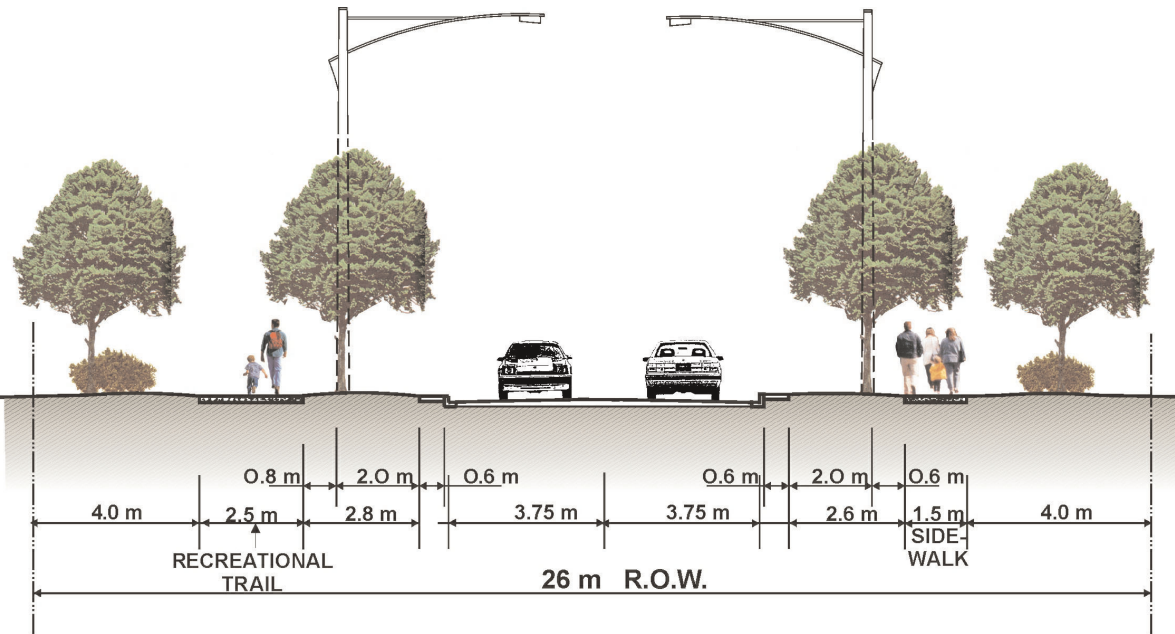
James Snow Parkway is intended to be generously tree-lined "parkway" combining single sided development where it aligns the Hydro Electric Power corridor and double sided development for the balance of the Secondary Plan area. The guidelines recommend street-facing buildings and a streetscape that includes pedestrian sidewalks and a central landscaped median located at the Steeles Avenue and Regional Road 25 intersections. Driveway access may be permitted west of Regional Road 25, however, joint access driveways are encouraged, where feasible, to reduce vehicular interruptions along the street edge, and to provide continuity of the streetscape through the regular spacing of street trees and other landscape elements (**Figure 15**).

Specific guidelines for James Snow Parkway include:

- The streetscape should be conceived as a tree-lined "parkway" in keeping with the rural landscape to the north.
- Where the Parkway aligns the HEP corridor, a continuous tree-lined recreational trail is recommended within the corridor.
- The Boulevard should include street trees and a second, tree placed parallel, where feasible, within the landscape strip of the public right of way.
- Sidewalk design should be co-ordinated with the design of feature paving across boulevards, intersections, crosswalks and driveways to ensure visibility and accessibility of the pedestrian network.
- A central landscaped median should be located at the Steeles Avenue and Regional Road 25 intersections.
- The central median may include a combination of salt tolerant ground cover and/or paving according to the location of left turn lanes and crosswalks.
- Opportunities to incorporate transit through High Occupancy Vehicle (HOV) lanes, transit stop and other related amenities should be considered in the detailed design of the road. Bus stops should be located close to intersections in the form of a "lay-by" to ensure safe and convenient transit use. Bus shelters should be provided at these areas.
- The streetscape should have unified character within the public right-of-way through the use of landscaping, paving materials, sidewalk furnishings, lighting, and signage.

3.3.8 Collector and Local Roads

New and existing collector and local roads should be in keeping with the high standard and functional requirements of the Industrial/Business Park. In response to the rectilinear grid of the existing road network, the internal collector and local road network should connect to and generally reflect this pattern of interconnected streets. The design of collector and local roads should address all of the requirements of vehicular site access and, as well, should promote a streetscape that allows pedestrian use. The proportion of the street width to the landscaped edge, parking area, and building edge is proposed to contribute to the comfort of driving or walking within the collector and local street realm. Joint access driveways are also encouraged along collector and local roads to preserve the integrity of the planting strip. The layout of collector and local roads should respect the significant natural features



p.
38

Local Road
(Boston Church Road)

Figure 16

including woodlots, hedgerows, creek valleys, and character properties by locating the road network around these areas (**Figure 16**).

Specific guidelines for collector and local streets include:

- Internal streets should be proportioned and detailed to serve the variety of vehicles associated with Industrial/Business Park development including large trucks and industrial machinery.
- The character of the streetscape should be unified through the use of landscaping, paving materials, sidewalk furnishings, lighting, and signage.
- Sidewalks should be provided between the street and landscaped zone as continuous pedestrian linkages on one side of the street.
- Alternatives to single access driveways to individual properties should be explored, (i.e., through joint access driveways).
- Proposed road networks should not interfere with significant landscape and natural features.

3.3.9 Pedestrian Amenities

The pedestrian circulation system includes public sidewalks, walkways and trails and should be based on the framework of streets, blocks and open space to link all major Industrial/Business Park areas and facilities, as well as join with adjacent street, open space and trail systems. The pedestrian circulation system should be barrier free and include landscaping and pedestrian amenities that will promote walking and safety within the area.

- Pedestrian scale lighting should be provided along arterial and collector streets where there is significant pedestrian activity. Pedestrian lighting may be designed as a freestanding fixture or be added to street level light poles.
- Benches and waste receptacles should be provided at gateway and arterial and collector street intersections where there is significant pedestrian activity.
- A "banner" program could be developed for Gateway streets (Steeles Avenue and Regional Road 25) in conjunction with gateway designs to create a sense of area identity and to signal seasonal events.
- Curb ramps should be provided at appropriate street corners to ensure barrier-free accessibility in accordance with the Town's engineering standards.

4.0 SITE DESIGN GUIDELINES

The variety of existing and proposed land uses to be included in the 401 Industrial/Business Park area will result in different site treatments based on individual requirements for servicing, loading, open storage, parking and landscaping. Uses with higher design standards where outdoor storage is prohibited are strategically located in higher visibility locations along Highway 401, Regional Road 25 and Steeles Avenue. Other uses are located primarily within the interior of the Secondary Plan area quadrants.

4.1 BUILT FORM GUIDELINES

The purpose of the built form guidelines is to ensure that building edge treatments and the design of transitional spaces and uses support and animate individual and neighbouring properties, and provide a positive interface with public spaces, including streets and open space. New development must be given appropriate design consideration to allow for the development of an overall image of the Industrial/Business Park area, with particular attention to the design and treatment of building facades and their proportion, scale and relationship to the street. In addition, while new buildings are to be part of the image of the Industrial/Business Park, they should also reflect an image related to their context and role within the structure of the Industrial/Business Park (see Section 3.1 Industrial/Business Park Structure).

- i) Buildings associated with the Business Park, Employment and Institutional Areas will reflect very high quality treatments particularly those buildings related to prominent locations adjacent to Highway 401, Regional Road 25 and Steeles Avenue.
- ii) Careful consideration will also be given to building treatment and site design for development within the Industrial Area, particularly west of Regional Road 25 north of Highway 401. This will include treatments to improve the appearance of parking, service, open storage and loading areas, and buffering relative to the public realm and, where appropriate, adjacent residential neighbourhoods.
- iii) Buildings at Gateway locations will enhance the role of these areas as focal points. Gateway building design will have a significant role in creating the image of the Industrial/Business Park area.

The primary built form objectives include:

- To achieve a high standard of building design that is appropriate to its function.
- To encourage building design that provides continuity and enclosure to the street and open space system.
- To provide new development that is compatible with adjacent development and open space.
- To encourage building design that contributes to the special image of the Industrial/Business Park within the natural and cultural context of Milton and the Escarpment.
- To preserve and enhance existing buildings and structures of heritage or cultural significance.



Photo 20
Articulation of front building facades.

4.1.1 General

The following general guidelines address all new development, infill, and redevelopment within the Industrial/Business Park area:

- A substantial building facade fronting the public street at the minimum setback line is encouraged, in order to define a more urban street edge.
- In general, the building frontage should be in proportion to the lot frontage and the proposed front yard setback.
- The percentage of building frontage should increase proportionally for wider lots.
- To enhance building visibility and quality, built form and massing should emphasize key elements including building entrances and forecourts, in particular, variations in articulation of the building envelope are encouraged (**Photo 20**).
- The scale of the building should be compatible with neighbouring properties, particularly adjacent to open space or where dissimilar land uses abut.
- Building massing should minimize impacts on neighbouring properties with respect to privacy, noise and sunlight access.
- Corner buildings should be located with smaller setbacks to reinforce their focal role. Entrances should be located at or close to the corner (**Figure 17**).
- Building heights should be determined on an individual basis according to site context, adjacent development and impact on views to the Escarpment.

4.1.2 Business Park and Employment Buildings

Standards applied to Business Park and Employment uses versus standards applied to Industrial Area uses are anticipated to vary. The higher profile and visibility of the Business Park and Employment use properties will require a higher design standard with respect to built form, architectural detail, and site plan design with regard to site access, parking, landscaping and pedestrian amenities. The guidelines for buildings, architectural character, landscaping, site access, parking, service and signs apply primarily to Business Park and Employment uses to achieve the high standard of development envisioned for the Industrial/Business Park area. The following general guidelines for Business Park and Employment buildings relate to recommended building treatments at key areas. More specific guidelines follow in Section 4.2 Architectural Character.

Highway 401 Buildings

- Buildings located along Highway 401 are recommended to have a minimum 25 metre setback in addition to conforming with any requirements of the Ministry of Transportation (MTO).
- Buildings should front onto interior local streets or service roads and present some articulation of the building facade and strong landscape treatment along Highway 401 (**Figure 18 and Photo 21**).

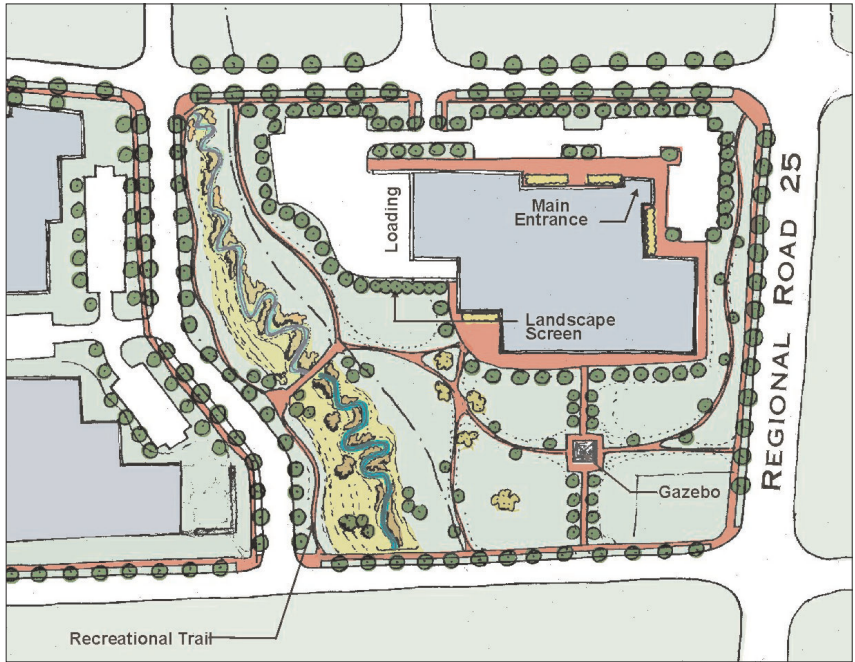


Figure 17
Corner buildings should have minimum setbacks to emphasize their focal role.

p.
44

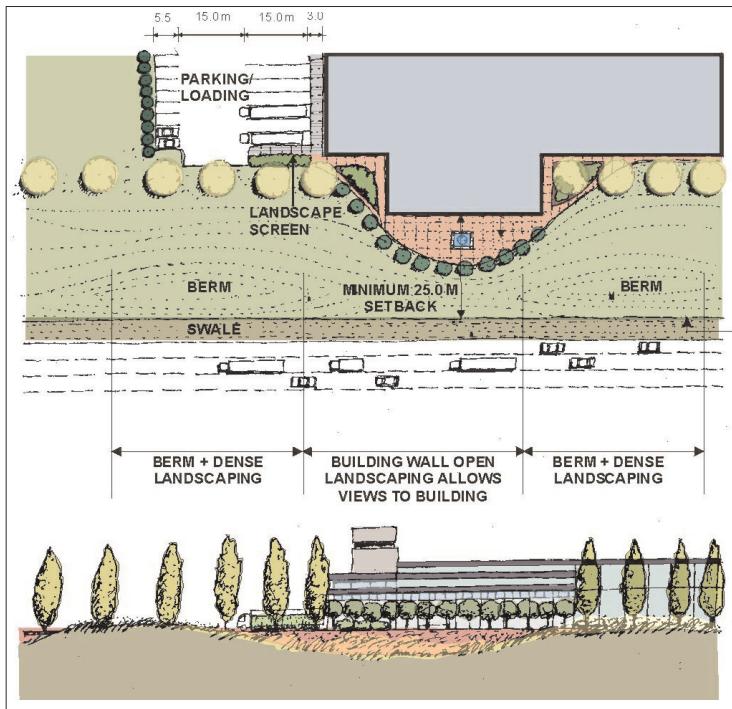


Figure 18
Business Park buildings at Highway 401 should present a well-articulated building facade. Landscape treatments should screen parking and loading areas.

- Buildings located north of Highway 401 may be aligned parallel to the highway to create an urban view for eastbound traffic. Buildings located south of Highway 401 may be aligned parallel to the north-south road grid to allow for more intense landscape treatments which support the direct views of the Escarpment afforded westbound traffic (**Figure 19**).
- Building heights taller than four stories should be examined for their impact on visibility to the Escarpment.
- Floodlighting of buildings should be encouraged, especially at Gateway locations.
- Loading and service areas should not be visible from Highway 401 and should be screened from public view through architectural screening, landscape buffering, berms or a combination of such treatments.

Gateway Buildings

- Primary Gateway buildings should be designed as prominent focus buildings. Articulated building elements in the form of towers, bays or other details should be used to emphasize the focal nature of these buildings (**Photo 22**).
- Corner buildings at the intersections of Primary Gateways should employ wall projections, recessions, materials and other details that will enhance the visibility of these locations.
- Loading and service areas should be screened from public view through architectural screening, landscape buffering, berms or a combination of such treatments.

Open Storage

- Open storage will be permitted subject to a rezoning in Business Park areas, provided it is located at the rear of the lot and is not adjacent to Highway 401, James Snow Parkway, or Regional Roads 5 and 25.
- Open storage areas must be screened from public view through architectural screening, landscape buffering, berms or a combination of such treatments.

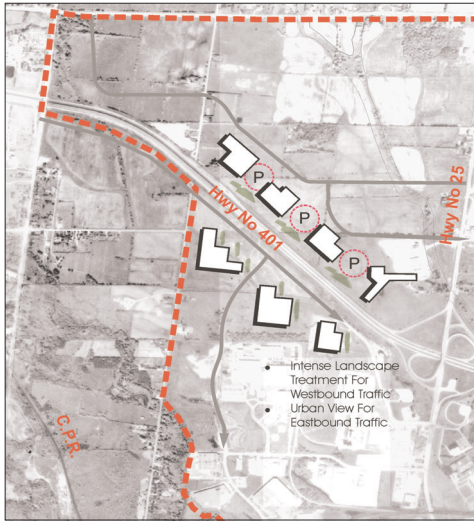
4.1.3 Industrial Area Buildings

Standards applied to Industrial Area uses should be less restrictive than those standards applied to Business Park and Employment uses. The guidelines address the requirements of less prominent locations and the needs of manufacturing and other industries that typically require large amounts of site servicing, loading and outdoor storage areas.

- The most substantial treatments to the building should be applied to the facade fronting the public street.
- Minimum setback lines are encouraged, in order to define a more urban street edge.
- In general, the required minimum building frontage should be in proportion to the lot frontage and the proposed front yard setback and the percentage of building frontage required should increase proportionally for wider lots.



Photo 21
The building image creates landmarks and an improved highway image.



p.
46

Figure 19
Highway 401 building alignments.



Photo 22
Buildings at Primary Gateways should be prominent and of high quality.



Photo 23
Articulation of the building elevation improves exposure for individual businesses.

- To enhance building quality visible from the public street, built form and massing should emphasize key elements (e.g. building entrances and forecourts) through design approaches including colour and material, windows and variations in articulation of the front building envelope (**Photo 23**).
- Side and rear building facades which are visible from the street should apply some amount of architectural expression beyond blank, single material walls. Treatments could include colour and material variations, windows and articulations in the wall plane.
- The scale of the building should be compatible with neighbouring properties, particularly adjacent to open space or where dissimilar land uses abut.
- Building massing should minimize impacts on neighbouring properties with respect to privacy, noise and sunlight access.
- Corner buildings should be located with minimum setbacks to reinforce their focal role. Entrances should be located at or close to the corner.
- Loading and service areas should be located on the rear or side facades, and should be screened from public view through architectural screening, landscape buffering, berming or a combination of these treatments (**Photos 24 and 25**).

4.2 ARCHITECTURAL CHARACTER

The 401 Industrial/Business Park area has evolved with a variety of building types and architectural expressions. New buildings should be designed using consistent design and building principles. To ensure an interesting building fabric and a diverse image, many of the existing industrial and heritage buildings should be retained, where feasible.

p.
47

Buildings must demonstrate a high quality of architectural design that reflects their context and function. Buildings facing arterial roads and those at Gateways and major intersections should apply a level of design that demonstrates their focal role. Buildings in other areas, including those facing interior service roads, should also demonstrate a high quality of design and building elements and details. The design and location of building elements, such as major entrances, windows and building projections, should be scaled and detailed to support an image of quality and consistency from the roadway, as well as from front, side and rear yards.

4.2.1 Building Facades

Design consideration of building facades is required particularly in Business Park and Employment areas:

- Blank or single material facades that extend the entire length of the building parallel to the public street should not be permitted.
- Blank walls in other locations that are visible to the public should incorporate additional architectural detailing including articulation of the building wall or changes in building material or colour.



Photo 24
Screen loading areas from public view.

p.
48



Photo 25
Service and loading areas can be discreetly located at the rear or side of buildings.



Photo 26

- Large facades should be subdivided through a combination of changes in building materials, windows and projections and recessions in the building wall that create consistent rhythm and establish divisions that express a hierarchy of entrances and identify individual businesses, where they occur (**Photo 26**).

4.2.2 Window Treatment Guidelines

- Windows should be encouraged in any facade that overlooks areas of public activity.
- Windows facing the street frontage, whether display windows for retail use or windows for office space should be large, occupying a minimum of 30% of the street elevation between the ceiling and floor at grade.
- Clear glass is preferred for glazing, but some tinting based on functional considerations, such as building orientation, is acceptable. Reflective (mirror) glass at grade level should not be used and its use at upper level window/curtain wall should be examined for architectural merit and be clearly demonstrated as an essential component in the design.
- Window design should be primarily an expression of the interior building use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views and privacy, where necessary.
- Centre lines of similar windows should be aligned vertically, and should be set within a sufficient area of wall to avoid an overcrowded composition of wall openings.
- Window muntins should be part of the window structure and not applied as a decorative element.
- Where skylights apply they should be treated as distinct roof elements and be co-ordinated with other roof and building elements.
- Clerestorey windows should be detailed to provide a structural and co-ordinated junction between the building wall and roof.

4.2.3 Wall Facing Materials

- The front facade of buildings should provide a high standard of design, detail and variety of materials. Wall facing material should be combined to create front building facades with a distinct, well-balanced street presence.
- Wall detailing should integrate functional building elements such as vents or rainwater leaders within the wall plane as visible and integrated elements.
- The design treatment of flanking facades visible from the street should be equal to that of the front facade.
- Changes in the use of wall facing materials should occur at wall setbacks or projections, or to articulate the transition between the building base, middle and top where appropriate.
- Wall materials should be selected based on energy, and maintenance efficiency.



Photo 27
Screen mechanical penthouses as integrated building elements.

p.
50



Photo 28
Landscape elements should enhance edge conditions.

4.2.4 Roofs

- A variety of roof shapes may occur throughout the Industrial/Business Park.
- Roof forms should be generally compatible with the rooflines, massing and height of adjacent buildings.
- Roof materials and colours should complement building materials and overall design.
- Pitched or sloped roofs should be considered as alternatives to flat roofs for industrial/business park development, provided that sloped roofs respect the context and rooflines of adjacent buildings.
- Roof forms should apply a generally consistent roofline in mass and height to adjacent buildings.
- Roof materials/colours should complement the building materials. On sloped roofs a single roofing colour and material is recommended for visual continuity.
- Roof materials/colours should be consistent with the primary building materials.
- The use of cornices should be used to articulate and define the building top. Cornices should be co-ordinated with those on adjacent buildings to establish visual continuity between buildings. On sloping sites, orderly stepping of the facade should occur in the detailing of the roof, cornice and parapet.
- Rooftop mechanical equipment and vents should be incorporated as an integral part of the building design wherever possible. Roof top units and vents should be screened using materials complementary to the building (**Photo 27**).
- Where appropriate, parapets should be used to screen rooftop mechanical units.

4.2.5 Building Entrances

- Entrances to buildings should be prominent and visible and co-ordinated with the placement of pedestrian walkways.
- Main entrances to buildings should be emphasized through entrance canopies, awnings, and other architectural elements.
- In multi-tenant development, the use of multiple pedestrian entrances into the building at street level is encouraged.
- Steps and ramps should be architecturally integrated with the building.
- Building access ramps should be located as close as possible to the most direct, barrier-free path of travel.
- Where possible, main entrances should be located within 10.0 metres (32 feet) of designated handicapped parking spaces.

p.
51

4.3 LANDSCAPING GUIDELINES

Landscape treatments within private properties will have a significant role in establishing the image of the entire Industrial/Business Park Area and will require the co-ordination of individual treatments with functional requirements, including parking, servicing, loading and storage. Landscaping may be used to buffer adjacent land uses, particularly where they are dissimilar or where natural features occur (**Photo 28**).

Landscape treatments should be used to establish clear boundaries and areas within sites. Specific



Photo 29
Landscape treatments enhance
edge conditions of parking areas.

p.
52



Photo 30
A 1.2 metre maximum screen height allows
views into parking areas from the street,
enhancing public safety.

guidelines for landscape treatments include:

- Landscape design concepts should develop a uniform treatment across property lines within and between individual developments.
- The minimum Town standards for landscaped open space within the lot area should be applied.
- Landscaping and grading should be used to screen and enhance parking areas, access and service roads, loading areas, and dissimilar uses on adjacent properties (**Photos 29 and 30**).
- Landscaping should mitigate expansive or blank building facades in the form of clustered trees or other forms of planting, which can have a softening effect.
- Landscaping should differentiate site areas including parking, building forecourts, courtyards, gardens, and sidewalks, to give each site a distinct, clearly defined character.
- Landscape elements should be used to define and enhance building edges, the street and open spaces so that these areas contribute to a consistent and high quality image for the Industrial/Business Park area.
- Planting strips should be provided between surface parking areas and the street line. Treatments should include a combination of grass or other ground cover, low shrubs or deciduous trees.
- Shrub and fencing heights should not obscure views through to private or public development to preserve sight lines and safety.
- Low fencing combined with low shrubs may add visual character along property lines, or enhance the perimeter of surface parking areas. These treatments should be co-ordinated with the overall streetscape design.
- Landscape treatments provided along major access driveways or within driveway medians should be provided in the form of high branching street trees and low shrub planting, to preserve vehicular views.
- Side yard landscape treatments between neighbouring properties, where proposed, should provide a planting strip of sufficient width (minimum 3.0 metres [10 feet]) for vegetation, fencing and snow storage.
- Where neighbouring properties have adjacent surface parking lots, a co-ordinated planting strip should be provided between the properties to allow sufficient area for parking lot edge treatments, including high branching trees, coniferous trees, salt tolerant shrubs and ground covers.

4.3.1 Front Yard Treatments

- Planting strips should be provided between the street line and parking lots. Landscape materials should include a combination of salt tolerant ground cover, low shrubs and deciduous trees.
- Shrubs should cover a minimum of 25% of the planting strip and form a continuous low screen, wherever possible.
- Fences or continuous planting of tall shrubs higher than 1.2 metres (4 feet), which obscure pedestrian views, should be discouraged.
- High branching trees, which align the front property line should be co-ordinated with street trees to maintain views through to private development.
- Accent planting and coordinated signs should be provided within the front yard at main driveway entrances, subject to sight line requirements.
- Trees may be used to line main driveways and indicate their priority over other vehicular circulation

p.
54

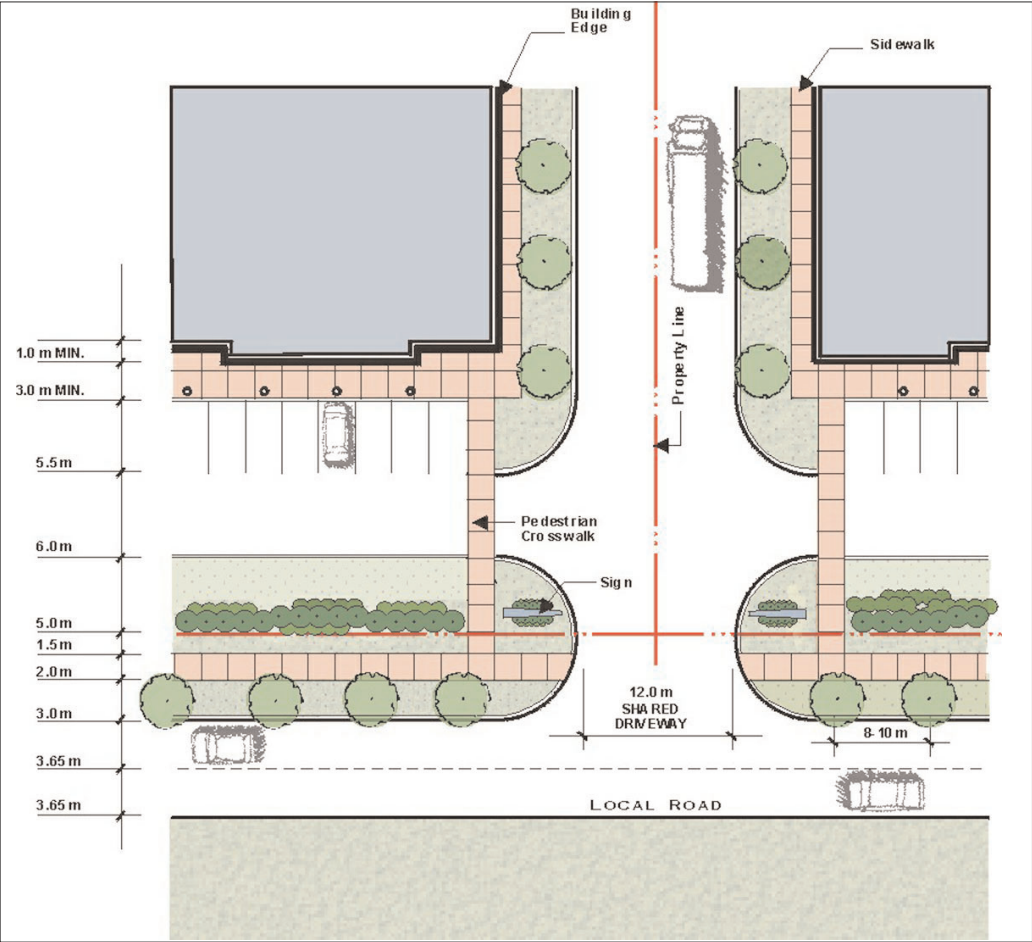


Figure 20



Photo 31
Walkways should provide direct pedestrian access from parking areas to main building entrances.

routes.

- Low fencing, low shrubs, or a combination of both, may be used to enhance edge conditions or screen front yard parking areas.
- Shrubs or climbing vines may be provided to soften the transition of the ground level of any building or structure at finished grade.

4.3.2 Side and Rear Yard Treatments

- Where non-compatible land uses abut, side and rear yard planting strips with a minimum width of 3.0 metres (10 feet) should be provided for vegetation, fencing and snow storage.
- Where surface parking areas of neighbouring properties abut, a combined landscape buffer strip, with a minimum width of 3.0 metres (10 feet), should be provided in the side and rear yard between lots.
- Landscape strips should be planted with high branching, coniferous trees and low ground covers that do not obscure pedestrian views.
- Trees, shrubs and ground covers should cover a minimum of 25% of the planting strip.
- Screen planting, where provided, should cover a minimum of 50% of the planting strip area and should form a continuous visual screen between properties.

4.4 SITE ACCESS AND CIRCULATION

Access into, and circulation within individual properties should provide safe and well-defined routes for vehicles and pedestrians. The use of landscaping, paving materials, lighting, signs and other distinct treatments to define these areas will contribute to the overall safety, quality and sense of orientation within each site.

- Where feasible, shared driveways between two properties should be provided to parking and service areas to minimize disruption of the public sidewalk and to facilitate vehicular access to public roadways (**Figure 20**).
- Where parking, loading and service requirements are substantial, a separate entrance driveway and service access driveway should be provided.
- A pedestrian walkway should be provided between the public sidewalk and main building entrance, aligning the main drive aisle, where possible (**Photo 31**).
- Pedestrian walkway paving material should differ in material and appearance from vehicular routes. A variety of materials may be used, including patterned concrete, unit brick pavers, gravel and asphalt.
- Pedestrian walkways should be lit with pedestrian scale lighting using freestanding fixtures, bollards, wall mounted or recessed mounted lights. Consistency in the selection and combination of light fixtures will contribute to a high quality image for the site.
- Landscaped traffic islands should be used to delineate and enhance main driveways, subdivide parking areas into smaller "courts", and improve edge conditions between the public road, buildings, open space areas and adjoining properties.

4.5 BARRIER-FREE ACCESS GUIDELINES



Photo 32



Photo 33

p.
56

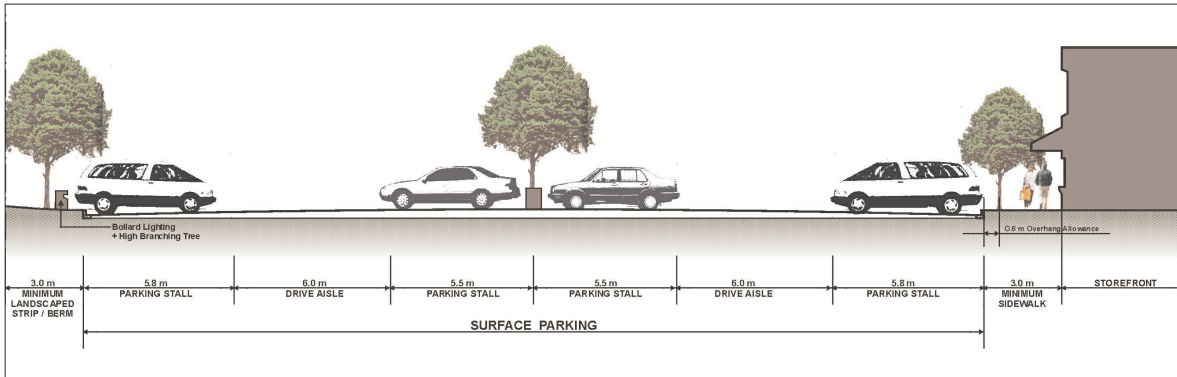


Figure 21

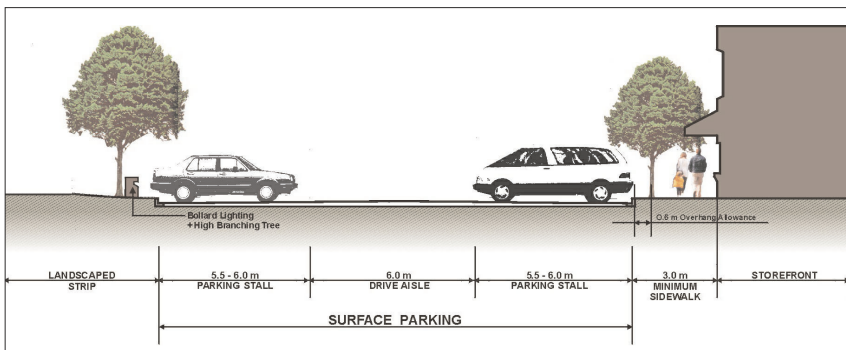


Figure 22

- Barrier-free accessibility should provide access to the ground level of all buildings (**Photo 32**).
- Curb ramps should provide barrier-free connections between the driveway and pedestrian walkways (**Photo 33**).
- Landscaping should not be an obstacle to the barrier-free path of travel.
- Where possible, paving surfaces should contrast in colour and texture to define walkway edges, changes in direction, building entrances, road intersection, and curb ramps.
- As a minimum, circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out by the Ontario Building Code. Access structures such as ramps should be designed to harmonize with buildings.

4.6 PARKING GUIDELINES

4.6.1 Surface Parking

The Guidelines are intended to prevent parking from becoming a dominant physical element (**Figures 21 and 22**). The design of parking facilities should co-ordinate landscaping, lighting, walkways and structures to ensure a compatible interface with open space, buildings and streets. The total amount of parking should be minimized through shared parking between adjacent properties, particularly in the evenings, weekends, and other off-peak periods.

Surface parking lots are generally recommended for most parking requirements in the Industrial/Business Park area. Some commercial or employment uses, such as hotel or office complexes, may require the use of a structured parking facility. However, structured parking should only be permitted if it is determined to be necessary and should otherwise be provided within surface lots.

Specific recommendations for parking include:

- Large areas of unbroken parking should be avoided. Landscaping should be used to define smaller areas, improve edge conditions and provide for pedestrian walkways. The amount of landscaping should be proportionate to the overall parking lot size (**Figure 23**).
- Landscape or other parking area screening devices should not obstruct the primary building facade or total visibility of the parking area (**Figure 24**).
- Alternatives should be considered for screening parking facilities, such as depressing lots from the street level, or creating landscaped enclosures of low walls, hedges or berms with a maximum height of 1.2 metres (4 feet).
- Parking lots should be subdivided using planting strips and planted traffic islands with a minimum width of 2.0 metres (6.5 feet) and a maximum width of 4.5 metres (15 feet). High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface or shrubs are recommended as ground cover at the perimeter of lots.
- Major internal vehicular routes should be defined by raised and curbed traffic islands.
- Shared access drive aisles should be minimum 4.5 metres (15 feet) wide each way.

p.
58

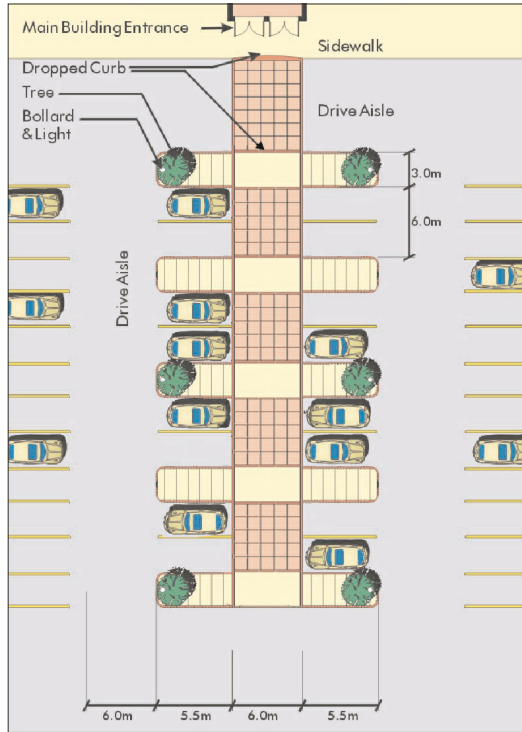
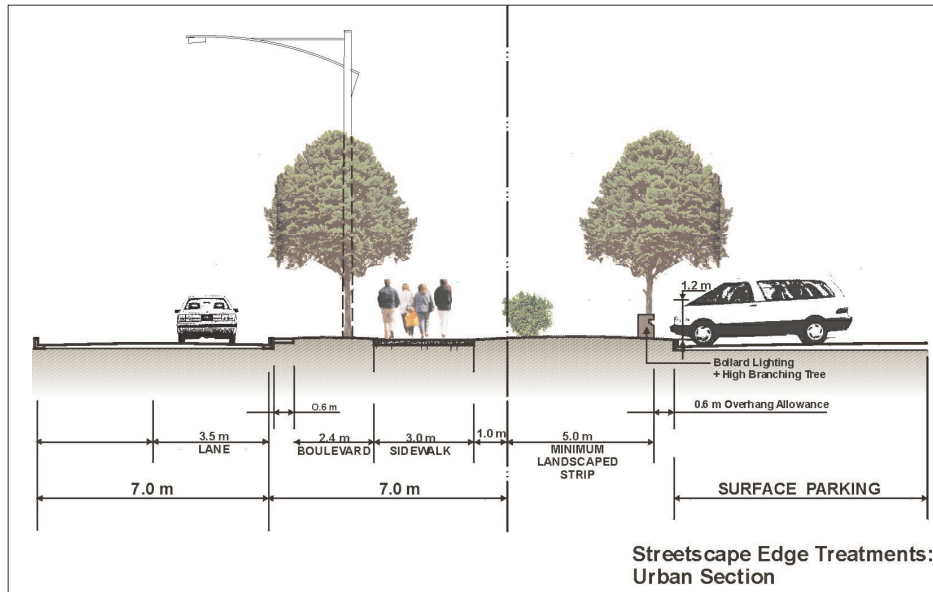


Figure 23



Streetscape Edge Treatments:
Urban Section

Figure 24

- Freestanding or building-mounted light standards should be provided at pedestrian level, along pathways, and at a broad area level for general visibility and security.

4.7 SERVICE AREA GUIDELINES

Service and loading areas within developments should be designed to operate efficiently while reasonably screening visually unattractive areas, particularly in business park areas, including storage, loading, and garage handling areas. Where open storage is permitted, it should be screened from public view through architectural screening, landscape buffering, berms or a combination of these treatments. Landscape treatments are encouraged to provide additional screening to service and loading area enclosures (**Photo 34**).

- Service areas for delivery, loading and garbage pick-up are encouraged to be co-ordinated to reduce vehicular interruptions along the public street and within parking areas, and to be screened from public view.
- Service area entrances visible from the public road is discouraged. It is preferable to locate these off side streets or service driveways (**Photo 35**).
- Service areas should be separated from pedestrian amenity areas and walkways.
- Screening, as required, is encouraged to use building and/or landscape materials similar to those used for the main buildings.
- Where solid screens are provided, their materials should be similar to those of the building's exterior finishes. Screens should not exceed 3.0 metres (10 feet) in height. Landscape treatments in the form of hedges, closely spaced trees or vines are encouraged to provide additional screening to storage enclosures.
- Where permitted, open storage areas should generally occupy a maximum of 20% of the lot area, excluding parking areas.
- Separate service driveways are not recommended. Service driveways should be coordinated with those of parking areas, to reduce the amount of vehicular interruptions along the streetscape.

p.
59

4.8 SIGN GUIDELINES

Provisions for signs within private development should comply with Milton's sign by-laws with regard to size, type, number, illumination, and location requirements within the Industrial/Business Park area. In addition to adhering to by-laws regulations, the appearance of the signs should reinforce the sense of quality of private development through their design and choice of colour, material, and their placement at entrance areas and on the building facade. Signs in the private realm include primary business signs that are either freestanding or integrated with the building, and directional signs. All signs should be an integral element of the site plan, building, and landscape design. Directional signs should help to orient pedestrians and vehicles, and should contribute to the efficient and safe use of the driveways,



Photo 34

p.
60



Photo 35

walkways, and service areas. A coordinated theme for signs should be applied to enhance the identity of individual businesses.

- Freestanding signs addressing private development should be located within the property line parallel to the street frontage and mounted in a landscaped setting. Sign materials should be consistent with the building design.
- A single primary identification sign should be allowed per business frontage. Where there is a wider building frontage, an additional, a smaller secondary sign may be allowed.
- Building identification signs should be incorporated as an integral, coordinated element of the principal building facade and should be compatible with the building design in scale, colour, and materials.
- Multiple tenant development should encourage a thematic sign design to contribute to a unified building presence.
- Building entrance canopies and window awnings may incorporate signs to enhance building character and identification. Awnings on multiple tenant buildings should be considered on all exterior elevations.
- Directional signs should assist in the orientation of pedestrians and traffic to street, parking, service, and open space systems.
- Directional signs should be coordinated with other signs in colour and sign materials.
- Sign location should not compromise pedestrian and vehicular sight lines in order to ensure the safety of circulation.

4.9 PUBLIC SAFETY GUIDELINES

Site design should protect the safety of the public who may be travelling through or using the facilities within Industrial/Business Park area.

- All site design should encourage safe public use and natural surveillance opportunities, particularly after dark, and provide users with informed choices for alternative pedestrian routes.
- Adequate site lighting shall be provided in all development for pedestrian comfort and safety.
- Buildings and principal entrances should, where possible, front onto the public street, to encourage a pedestrian-orientated streetscape to maximize public surveillance of the street.
- Sight lines between buildings and along designated pedestrian walkways should be unobstructed and well lit.
- Lighting of pedestrian walkways should occur only on main pedestrian routes and outdoor spaces to prevent a sense of false security in remote, less populated areas.

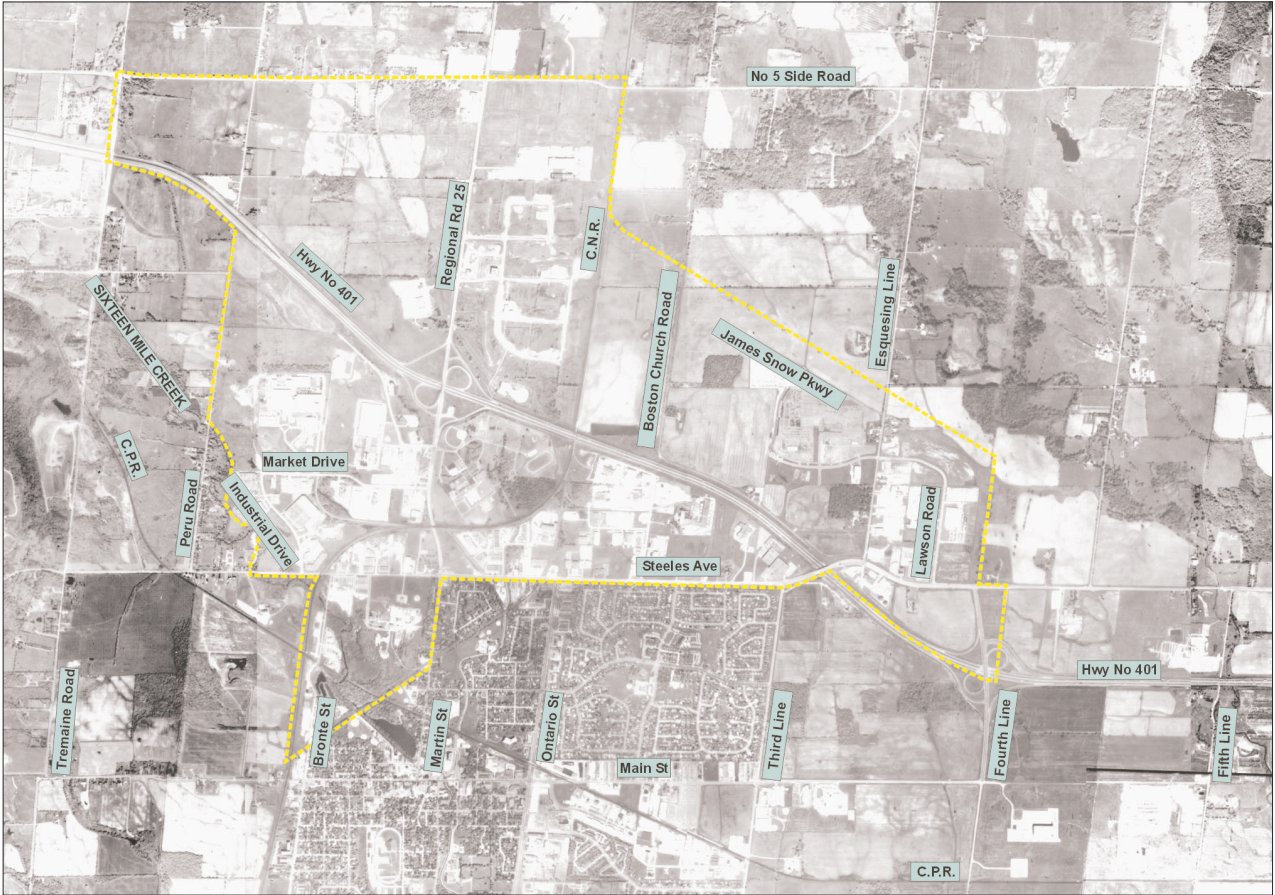


Figure 1
Location Plan