

Town of Milton Central Business District Secondary Plan

Urban Design Guidelines

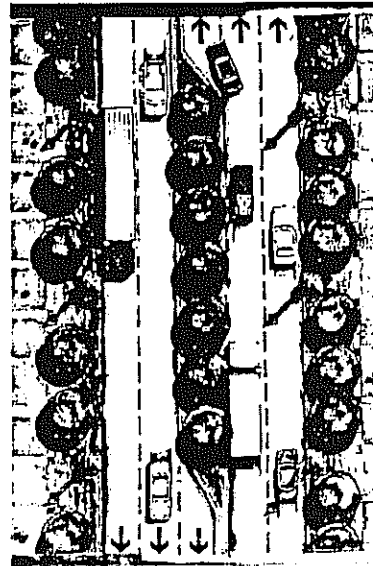
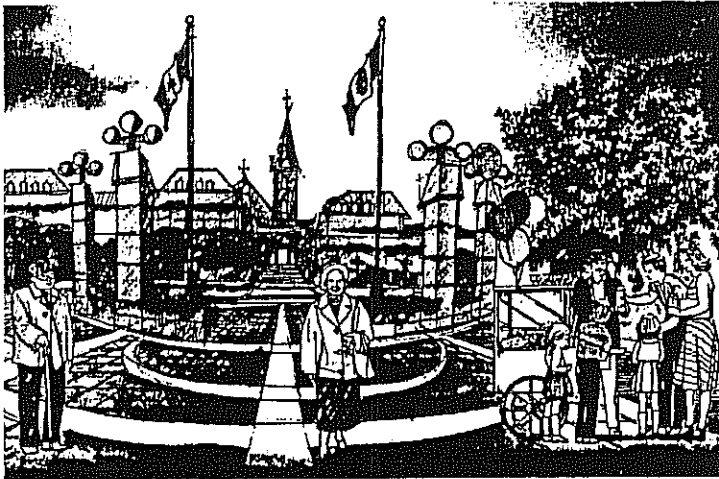


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1.0 Introduction

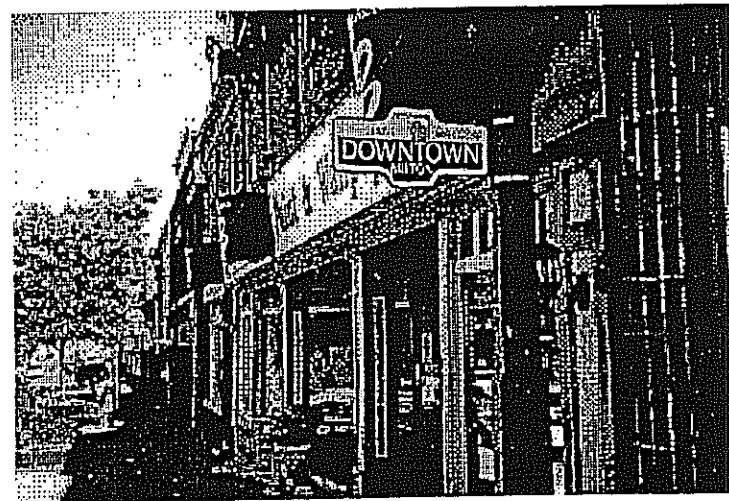
Through the Town of Milton Official Plan and the Secondary Plan for the Town of Milton Central Business District (CBD), the Town has established the Central Business District as the primary area for the provision of commercial services, retail and office space including hotel and conference facilities. The Official Plan policies are structured around the following guiding principles:

- The CBD is the economic and cultural centre of the Town;
- Development will be based on a fine grain pattern of streets, buildings and open spaces;
- Development should be pedestrian and transit oriented;
- New development should retain the heritage character of Milton;
- A strong residential component is critical to the health of the downtown;
- High quality urban and landscape design is a prerequisite to new construction;
- Parking areas will be discrete and well designed; and,
- A broad range of uses will be encouraged.

The urban design guidelines for the Town of Milton's CBD are intended to provide a framework for future development, as well as to clearly define the desired visual character of the area. The guidelines serve as a flexible

tool for Milton's Town planners, developers, architects and other proponents involved in land development within the CBD.

Through the use of these guidelines, the Town of Milton hopes to affect new designs in a positive manner, leading stakeholders toward municipal objectives for the creation of a vibrant, spatially well organized and visually attractive CBD.

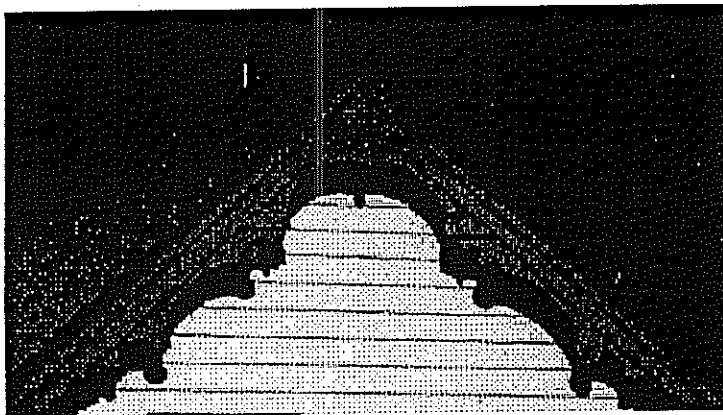


1.1 Use of the Guidelines

These guidelines should be read in conjunction with the Town of Milton's Official Plan. Section 3.5 of the Official Plan deals specifically with the CBD. The Official Plan guides the future of the CBD through a designated system of new roads and corridors, open spaces and nodes. This framework is illustrated in Figure One, the elements of which are described in detail within this guideline document.

In preparing applications for submission to the Town, reference should be made to the policies and objectives contained within the Official Plan, requirements in the Zoning By-law and other requirements of the Town especially as they apply to the development of public roads and walkways. The drawings contained within this report should not be viewed as literal examples of required built form. Rather, they are designed to articulate principles and inspire individual design concepts.

In general, developers looking for guidance should also study the architectural styles in the older sections of Town for appropriate design elements to be incorporated into new development.



1.2 Objective

The objective of these guidelines is to establish design standards that will promote:

- ▶ continuity of the urban fabric and connections between Milton's historic downtown core and the planned extension of the CBD easterly to Thompson Road;
- ▶ a consistent quality of built form;
- ▶ preservation and rehabilitation of heritage clusters and buildings;
- ▶ safety and other elements which emphasize pedestrian comfort that will be fully accessible, visually attractive and safely integrated into the fabric of Milton's CBD;
- ▶ the preservation and enhancement of significant views and vistas, and the creation of a web of identifiable focal points and landmarks which include the Niagara Escarpment, important civic buildings and open spaces;
- ▶ continuity of a sense of enclosure through careful consideration of detailed street layout, building massing and building siting; and,
- ▶ through careful street and urban block layout, the organization of buildings and spaces to encourage transit, pedestrian and bicycle use, helping to reduce traffic and parking congestion.

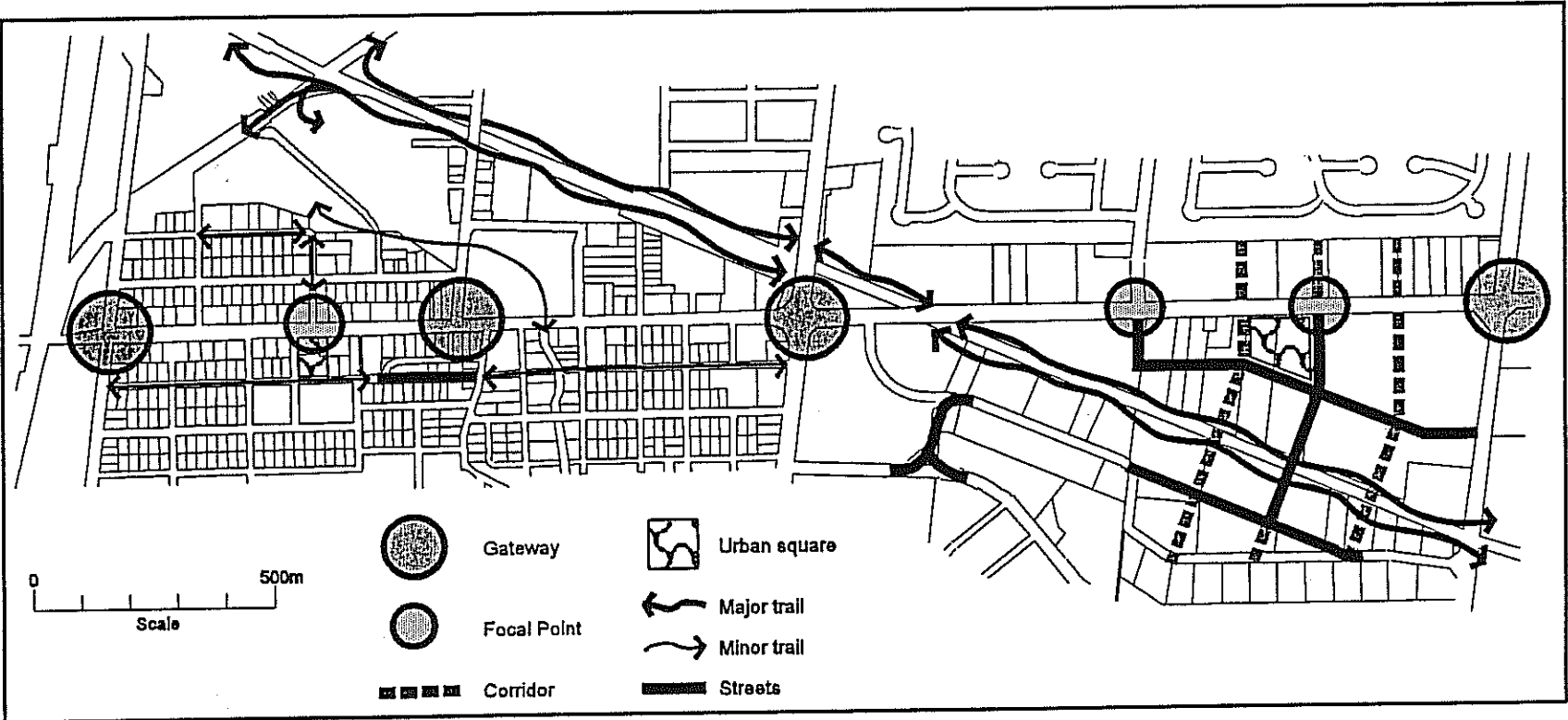


Figure One: Urban Design Elements

2.0 Streets, Corridors & Parking

2.1 Streets

The Official Plan designates streets as Local, Arterial or Collector. Urban design criteria have been established in the following sections to provide advice and direction for development abutting these areas. Reference should be made to the Official Plan to determine the specific classification of a street.

In addition, the Secondary Plan for the CBD envisions a system of new streets and corridors east of Ontario Street spaced to create smaller blocks typical of the grid pattern in the existing historic core area.

The following guidelines should be considered in the development of these new streets.

2.1.1 SENSE OF ENCLOSURE

- Street wall height-to-width ratio is the essential first step in defining street space. If the height of street buildings is inadequate in relation to road width, good spatial definition becomes extremely difficult, if not impossible to achieve.
- The design of future streets serving commercial functions should strive to achieve **full enclosure** (1:1 ratio of street wall height to road width) or a maximum desirable ratio of 1:2 which provides sufficient spatial containment to permit the creation of a strongly defined three-dimensional space.

- While these guidelines encourage buildings to be massed to achieve the principle of enclosure, the Official Plan policies recognize that this may not always be achievable and allows buildings to be a minimum of 2 storeys in height, and under certain conditions, one storey.

2.1.2 LOCAL STREETS

Local streets are short, internal, small-scale streets which serve low-density residential neighbourhoods and the historic downtown core. They connect individual properties to collector and arterial roads, serve local travel demands and are characterized by slower, less frequent traffic.

- Typical design elements of local streets should include concrete sidewalks on both sides of the street [see Section 5.1], two lanes for travel, and on-street parking (on one or both sides, depending on the width of the roadway).
- Except on designated bicycle routes, cyclists should be encouraged to use local streets without the requirement of special bicycle lanes due to the low vehicular volumes and speed.
- The design of local streets should encourage minimum 6.0 metre front setbacks with appropriate landscaping to enhance the visual qualities of residential properties.

2.1.3 COLLECTOR ROADS

Comprising two to four travel lanes, collector roads connect local roads to arterial roads. The primary purpose of collector roads is to serve travel needs within local neighbourhoods (local automobile, bicycle and pedestrian trips), providing access for residents, shoppers and employees

and allowing for the delivery of goods. The four collector roads within the CBD are Main Street, Martin Street, Commercial Street and Wilson Drive.

- Pedestrians are given priority with the provision of wider sidewalks on both sides of the street and substantial provisions to facilitate street crossing. Generous sidewalk widths (2.5 - 4.0 metres) should be encouraged on these streets to promote pedestrian traffic and socializing.
- On street parking is allowed but may be prohibited in some locations.
- Parallel parking is encouraged to allow greater accessibility and pedestrian safety, and to effectively slow traffic.
- The street and its facilities should be pedestrian friendly and transit-oriented.
- Main Street east of the CPR tracks will ultimately be required to accommodate five travel lanes (four 3.5 metre wide travel lanes divided by a 4.0 metre wide, partially landscaped median left turn lane), two landscaped boulevards with custom lighting columns (each 3.0 metres wide) and sidewalks on each side (minimum 3.0 metre width). At focal points, landscaped boulevards will accommodate public transit stops.

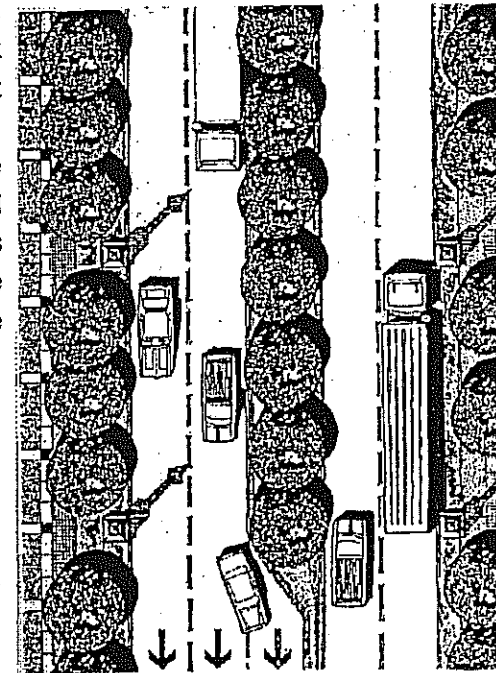
2.1.4 ARTERIAL ROADS

An arterial road is a wider scale street of four to six travel lanes which accommodates higher density and mixed use development. These roads have generous sidewalks and other features such as a landscaped boulevard. Bronte and Thompson Roads represent the two arterials within the CBD.

- Buildings (especially activities on the ground floor) should be encouraged to face the street, respecting the principles of enclosure to create an urban rather than a suburban look.
- Arterial roads should serve major centres of activity within the CBD, emphasizing public transit, vehicular, pedestrian and possibly bicycle traffic while balancing the many travel demands of intensely developed areas.
- Landscaping should be of the highest quality, incorporating a variety of tree species which introduce consistent form, colours and textures.
- Due to higher densities, this type of street must anticipate future transit services. Accordingly, consideration should be given to the location and orientation of buildings that will strengthen future transit stop locations [see Section 4.0].

2.2 Corridors

The planned corridors identified in the Official Plan are designed to preserve the fine grain block pattern which is common to the historic downtown while still



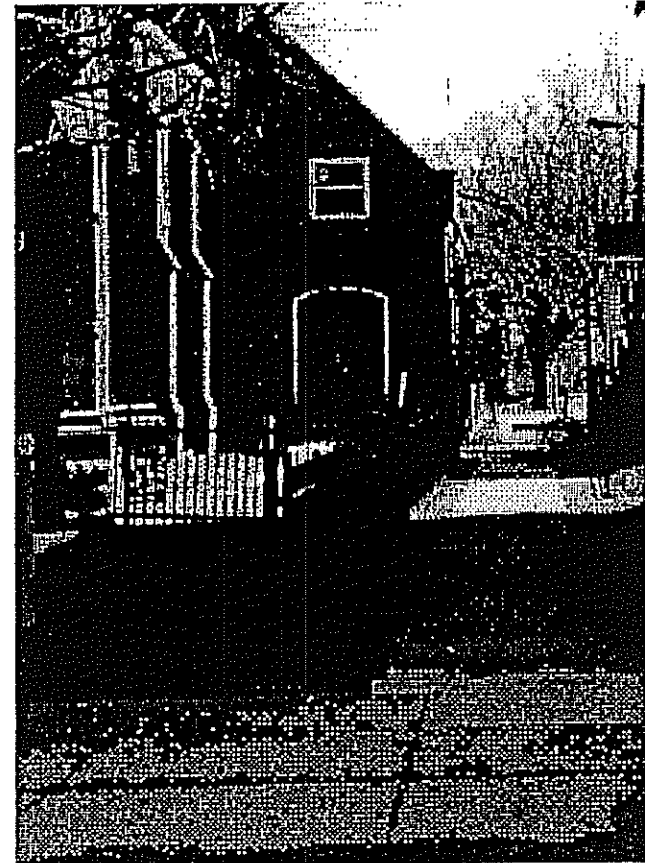
Possible future Main Street design - East of CPR tracks.

allowing for block sizes in the new CBD suitable for today's development industry.

- Corridors can be laneways, local streets, malls or walkways. They must provide visual and physical access from Main Street at the identified points.
- If a corridor does not contain a local street, it should provide for at least 10 metres of clear passage for pedestrians or cyclists. Exceptions to this may be considered where portions of the corridors are required for cafes, park space, public art or any other activity that is deemed to help create interest and draw people through the block.
- Corridors should be designed to allow access and/or visibility to rear area parking.



*A good example of a
corridor/walkway*



The existing laneway west of Knox Church is a good example of a corridor. However, this laneway is too narrow to provide a sense of safety. A minimum width of 10 metres is recommended.

2.3 Parking and Site Circulation

2.3.1 SITE ACCESS

- Wherever possible, shared entrances to rear parking areas and loading areas are encouraged (for 2 or more properties) in order to minimize the number of curb-cuts and impacts on street traffic.
- The adjacent sidewalk surface treatment should continue across entrances to maintain visual continuity of the pedestrian walkway.
- For pedestrian safety, sufficient sight lines should be retained from loading and service areas across the pedestrian right-of-way.

2.3.2 ON-STREET PARKING

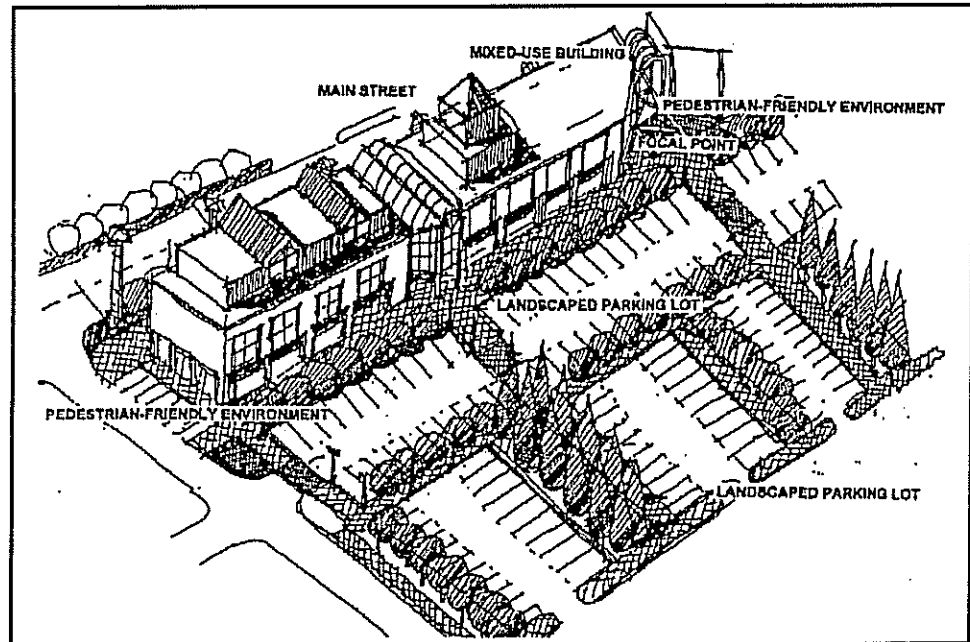
- The use of on-street parking on local roads and where permitted on collector roads to accommodate overall parking requirements helps to reduce the amount of land devoted to parking. On-street parking also helps to "urbanize" the street for pedestrians by creating a safety buffer between moving vehicles and the sidewalk.

2.3.3 OFF-STREET PARKING

- The Official Plan encourages that all new parking lots be oriented to the rear lot areas of building sites. Parking lots should not dominate the frontage of streets designed for pedestrian use.
- Parking areas should be well defined through the use of edge building forms, landscaping, architectural screens, colonnades or decorative fencing.

- Handicap parking spaces should have direct access to sidewalks with curb cuts and ramps.
- Generally, internal driveways and driving aisles should be designed as internal roads, providing clearly defined and organized on-site circulation. These roads should have sufficient sidewalks as well as a consistent, rich landscape treatment. Deciduous rather than coniferous trees are recommended as part of the landscaping as they allow better visibility and therefore safety.
- Landscaped buffers of a minimum 4.0 metre width should be provided between parking lots and adjoining streets.
- Landscaped buffers of a minimum 3.0 width should be provided between two or more parking lots.
- Landscaped buffers of a minimum 3.0 metre width should be provided between parking lots and adjoining residential use.
- In order to reduce the frequency of individual parking entrances, the integration and sharing of parking shall be encouraged among adjoining developments.
- Whenever possible in the historic downtown core, parking spaces and driving aisles should be provided in Main Street rear yards. Rear yard parking (such as that proposed on Mary Street) should be integrated and connected with adjoining sites, as well as being fully accessible and safe. Direct pedestrian access to Main Street from rear parking lots should employ covered passages, open walkways or direct access to rear portions of buildings.

- Off-street parking lots should be visually screened from surrounding streets and upper residential units by means of trees, trellises and other architectural devices.
- Large paved parking areas, such as the GO Station parking area, should be divided with generous landscaping. These parking lots should be designed as a series of smaller parking areas divided by landscaping and sidewalks.
- Direct access from the public right-of-way to off-street parking spaces on the north side of Main Street (between Ontario and Thompson Streets) will be permitted according to the proposed street network identified in the Official Plan.
- Front off-site parking should be avoided within the CBD so as to encourage a greater sense of enclosure and streetscape quality.
- In transitional periods, existing front parking areas should be screened with plantings or hard features such as transparent architectural screens and colonnades.



This rendering illustrates how landscaping can break down large parking areas to create a more pedestrian friendly environment

2.3.4 PARKING STRUCTURES

- Land currently used for surface parking lots should be reduced through future redevelopment and the construction of structured parking facilities. These opportunities will be pursued only if there is sufficient development to support such facilities.
- Parking structures should be as architecturally articulated as the adjacent buildings which they serve.
- Rooftop parking should be screened from view of the street and adjacent development.
- Parking structures should not face onto arterial streets and should be discouraged from collector streets.
- Where possible, commercial services should be integrated into the street level of the parking structure.

2.3.5 LOADING AREAS

- Entrances to service and loading areas should be properly integrated into the overall building facade, so as to be unobtrusive when viewed from the public right-of-way. In instances where this is not possible, other means and ways of screening should be considered (murals, supergraphics).
- To minimize the width of such facilities at the building line, entrances should be oriented perpendicular to the street where permitted by sight lines and turning radii.

- In order to maintain the visual continuity of pedestrian walkways, adjacent sidewalk surface treatments should continue across the entrances of loading or service areas.

2.3.6 TRANSIT HUB & TRANSIT STOP FACILITIES

Transit hubs are special transit facilities which provide easy connections to and between a variety of transportation modes and traffic routes, as well as adequate shelter and convenient passenger drop-off zones.

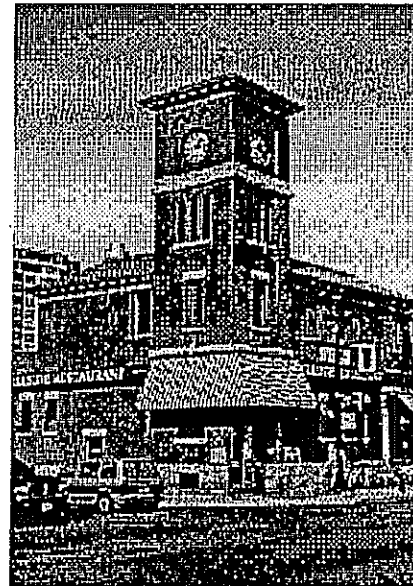
- Transit hub and stop facilities within the CBD should be designed with elements which improve passenger safety and comfort. These elements should be easily recognizable and in relationship with the surrounding architecture.
- Adequate lighting, public washrooms, access to public telephones and secure bike storage are additional features of such facilities.
- Transit hubs may also entail a variety of vendors, small cafes and other appropriate services.

3.0 Gateways

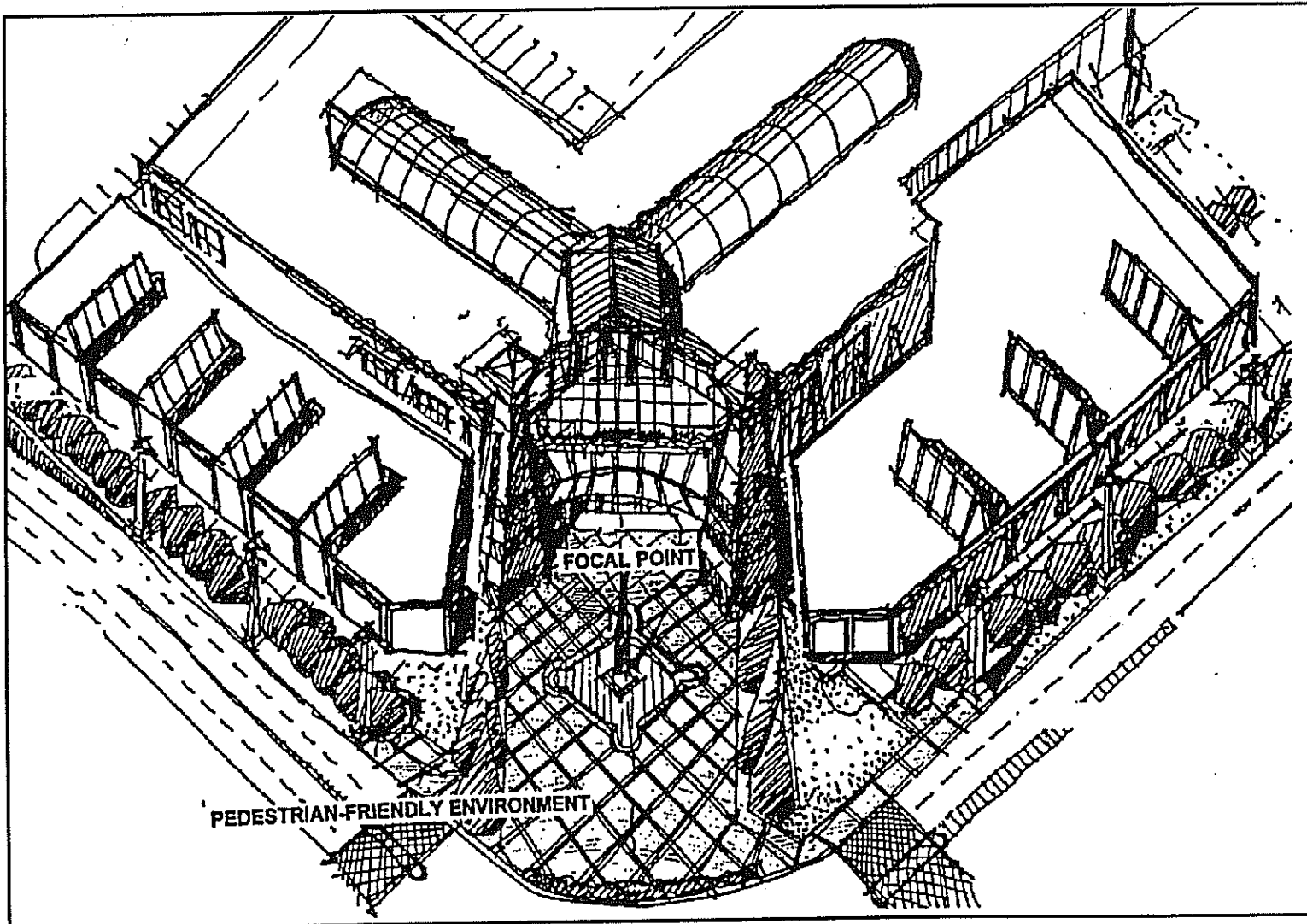
Gateways represent important points of entry to the CBD, symbolically defining the Town and its identity. Lands designated as gateways within the CBD are illustrated in Figure One (Section 1.0). As the basis of first impressions, gateways also play an important role in the economic development of a community. Development at gateways should, therefore, help shape this sense of identity through the nature and quality of built forms, landscaping, and urban design features such as public art. Taller buildings developed closer to the street, signage and other details illustrated in the Urban Design Guidelines will help identify the main entrances to Milton's core area.

- Depending on location and available space, gateway features may include taller buildings and symbolic architectural elements (entry-like gateposts, columns, customized lighting fixtures).
- Landscape features such as planting, flags, special signage and banners may also accentuate gateways.
- In order to strengthen the gateway image, different public art features such as sculptures, fountains, and decorative walls with murals may be used. Gateways should be given first priority when considering the placement of public art features.
- Special ambient lighting and light effects may be employed in order to strengthen the "nightscape" aspect of gateways.
- Special care should be taken to ensure that typical corporate images, including those of service stations, restaurant franchises and coffee shops do not dominate and "standardize" the gateways, thereby diminishing their potential for a special identity.

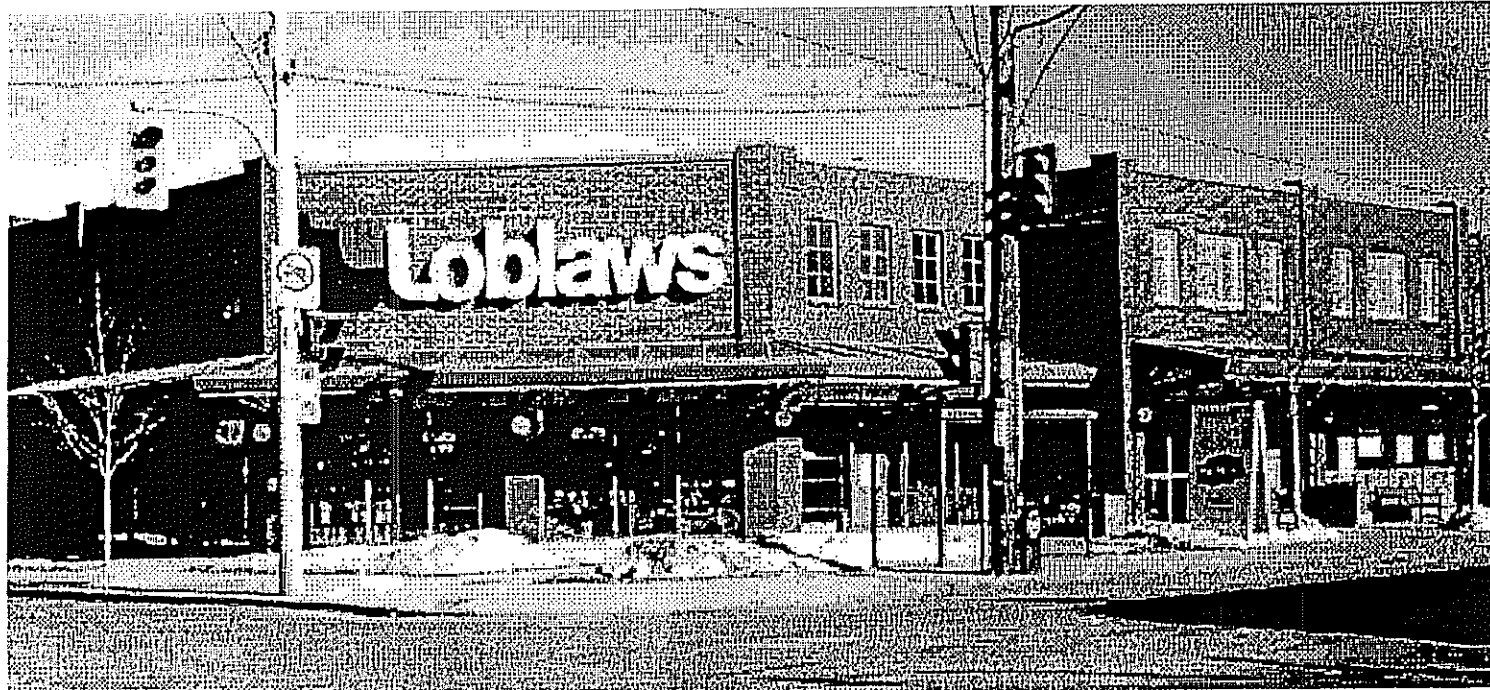
- Commercial signage should not be a dominant feature of the gateways.
- Building developments within gateway designations must incorporate streetscape improvements that will serve to provide shelter to pedestrians at these major intersections. For example, this can be accomplished by:
 - positioning the building directly adjacent to the intersection, respecting the principle of enclosure and incorporating into its design a colonnade, awnings or interior public spaces;
 - setting the building back from the street and developing a public space in front that incorporates landscaping, public art, lighting and/or shelters.



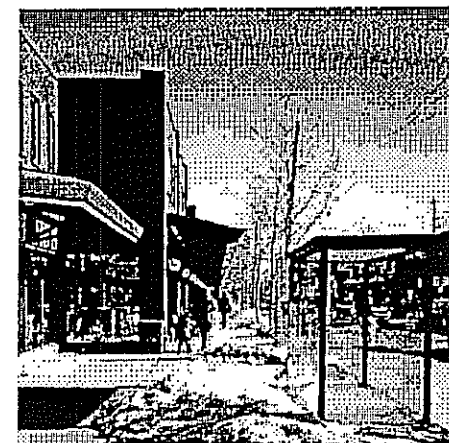
The former Post Office building, now the Millside Restaurant, is an excellent example of a Gateway development. The building acts as an important landmark and helps define Milton's "sense of place"



This rendering illustrates the conceptual design of a new building within a gateway area.



A corner Gateway example of a large modern store integrating into a well-established urban fabric. The store has been brought out to the street edge with entrances oriented to the corner and parking to the side effectively animating the surrounding sidewalks. In support, the streetscape has been designed to provide adequate pedestrian protection in all seasons through awnings, landscaping and built form.

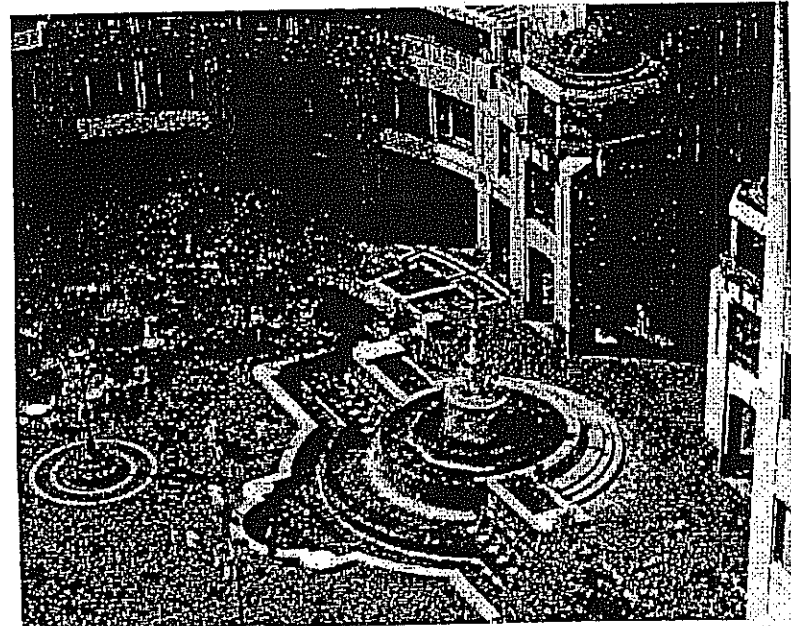


4.0 Focal Points

Focal points occur at certain intersections as identified in Figure One. The purpose of focal points is to provide visual anchors, points of interest and refuge, and open space opportunities along Main Street. Focal points help prevent the development of long "walls" of development. By providing a series of interesting places and opportunities for rest or refreshment along Main Street, pedestrians are motivated to travel further. The system of gateways and focal points provides landmarks assisting people in orienting themselves to the downtown core on Main Street.

- Focal points anchor key streets by encouraging buildings to employ prominent architectural design forms (roof design, architectural details or use of more attractive materials).
- Activities that attract or generate pedestrian traffic such as cafes, retail functions and public art are highly desirable at focal points.
- Focal points should have high quality public spaces, distinctive in design, materials and street furniture features. Indoor or outdoor public spaces should also incorporate a sufficient percentage of landscaping and amenities for the comfort and protection of pedestrians [see Section 5.0].
- Designated focal points along Main Street represent logical future transit stops. Building and streetscape design should anticipate this need and look for ways to incorporate future transit requirements.
- Focal points can be developed entirely on private lands but should be available for public use on a 24 hour basis.

- Built forms adjacent to focal points should be of the highest architectural quality, contributing to the memorable and recognisable character of the focal point.
- Built forms associated with focal points (especially those with commercial, cultural or entertainment activities on the ground floor) should always be oriented toward public streets to promote public spaces as vibrant and pedestrian friendly.



This fountain serves as a focal point for the public square and surrounding built environment.

5.0 Pedestrian Areas

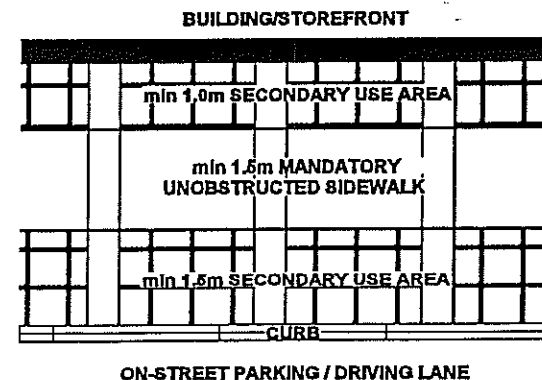
5.1 Sidewalks

Sidewalks are the interface between private and public spaces and other circulation systems. They represent one of the most important elements of the streetscape, performing functional, aesthetic and social roles in the daily lives of Milton residents.

- Generous sidewalk widths of 2.5 to 4.0 metres should be encouraged throughout the CBD.
- All sidewalks within the CBD should consist of an unobstructed corridor with a minimum width of 1.5 metres.
- In order to create visually unified sidewalks new development throughout the existing CBD secondary use areas within the 2.5 to 4.0 metre sidewalk should be considered for other uses such as described below:
 - secondary use area 1 (minimum width of 1 metre): functional use area between sidewalk and building interface for use for merchant displays and bystanders/baby carriages etc.; and,
 - secondary use area 2 (minimum width of 1.5 metres): functional use area between unobstructed corridor and street edge for placement of street furniture (benches, café tables etc.) and/or landscaping features (planters, mailboxes, lighting fixtures etc.
- Street and sidewalk grades must be designed not to obstruct pedestrian movement including special user groups (the physically

and mentally challenged, visually impaired, elderly, children, pregnant women).

- Sidewalk surface textures should be sufficiently smooth and flat to provide safe and pleasant pedestrian use. Similarly, surface textures should provide additional visual qualities through use of different colors, shapes or materials.
- Curb cuts should be designed to allow maximum accessibility, unobstructed and safe pedestrian use [see Section 9.0].
- At points of congestion (focal points with outdoor patios, entrances to civic or entertainment buildings), sidewalks should be sufficiently widened to accommodate increased numbers of pedestrians and activities.
- In the eastern CBD, particularly along Main Street, sidewalks should include features for weather protection such as permanent porticos or arcades, fixed or removable hanging canopies, permanent or temporary awnings [see section 5.4].



5.2 Paved Areas

- Sidewalk design should explore opportunities for the creation of a sense of place through the utilization of special materials, patterns, colours or development as an information environment (incorporated / imprinted street names; valuable historical or cultural data in the form of concrete pavers; metal or durable ceramic reliefs).
- Depending on the chosen design themes, sidewalk zones used as walking areas (pathways of a minimum 1.5 metre width) should preferably be made of brushed concrete with smooth, even joints.
- Other sidewalk areas (reduced areas 1 and 2) may utilize other textures, colour patterns and materials (i.e. imprinted concrete, brick, concrete pavers, natural stone, artificial fluorescent materials).
- The proportion of concrete to other decorative materials should vary according to the intensity of use established in the site plan. Generally, the more important the area, the greater percentage of other supporting materials or patterns should be considered.
- Paved sidewalk surfaces should be expanded or contracted in some areas depending upon the importance and adjacent use of the specific location. This is particularly desirable in special places such as focal points and gateways (where this is implementable without causing interference with traffic flow requirements), as well as other open public spaces with significant concentrations of commercial, cultural, hospitality or other similar uses along the street.
- Sidewalk designs should use common colours and styles to blend together the various paved areas into an overall visually unified streetscape. Selections and paving combinations at any particular location should use adjacent building materials, details and colours as reference.
- Generally, there are three types of opportunities for the introduction of new paving materials and designs within the CBD:
 - ✦ Downtown residential neighbourhoods – only minor changes anticipated since sidewalks in these areas are in generally good condition. It is recommended that the sidewalks be re-designed at the intersections to introduce "urban braille" warning signs. Small reliefs would provide additional artistic character for the area as well as being a useful way-finding feature.
 - ✦ Main Street Downtown (Brown to Ontario Streets) – major re-design and reconstruction recommended.
 - ▶ Option 1 - Retain existing curbs and winding character, but redesign paved surfaces.
 - ▶ Option 2 - Completely re-design sidewalks with new curb-cuts, functional zones and paving patterns, and introduce "urban braille" features.
 - ✦ Eastern CBD (Ontario Street, Main Street east of CPR tracks, new streets within commercial and mixed use sub areas) - design of attractive, wider sidewalks (minimum 4.0 metre width) in the areas of high commercial, hospitality or office uses. Paving patterns may

utilize contemporary abstract themes, patterns, materials and colours.

5.3 Crosswalks

- Crosswalks should be strongly identified. This can be accomplished by combining a concrete surface with other coloured / patterned paving materials in preference to the street asphalt. Crosswalks should be a minimum of 3.0 metres wide with visible edge bands to identify them as a continuation of the pedestrian surface.
- Crosswalks should be designed to allow full accessibility for the physically and visually challenged through the use of curb ramps and "urban braille."
- In certain locations, crosswalks may be raised above the asphalt to provide easier access for seniors and children, and to serve as a traffic calming measure.



5.4 Colonnades / Arcades

Colonnades and arcades are exterior corridors along the front of buildings, defined by a cantilevered building space above and supported by a series of arches, piers or columns. They are a desirable urban design element providing pedestrian shelter from the weather and adding to the architectural interest of the streetscape.

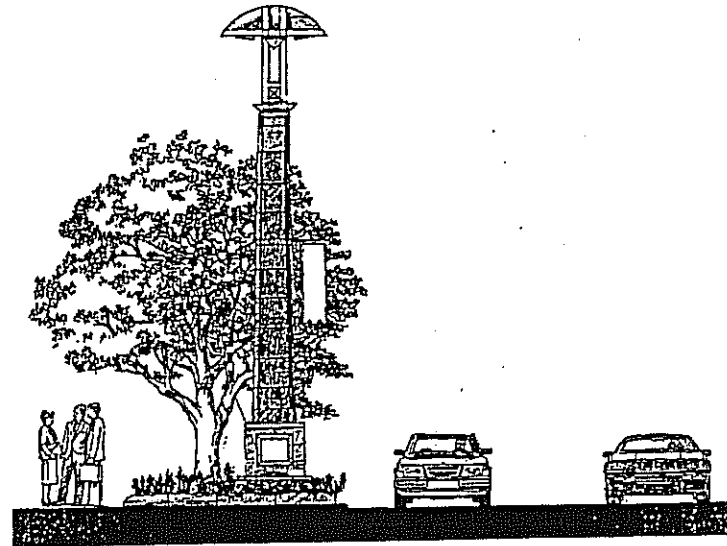
- Colonnades / arcades designed as recesses into the building facade are encouraged in order to maintain the characteristic street wall enclosure created by other adjacent developments.
- Colonnades / arcades should allow a continuity of pedestrian movement or static use between covered spaces and adjacent public areas. Layouts in the form of cul-de-sacs are strongly discouraged as they are inappropriate from a functional and safety standpoint.
- The minimum clear width between the building wall and supporting vertical elements along the sidewalk should be 3.0 metres.
- The minimum vertical clearance between the final sidewalk surface and the ceiling of the arcade should be 3.6 metres.

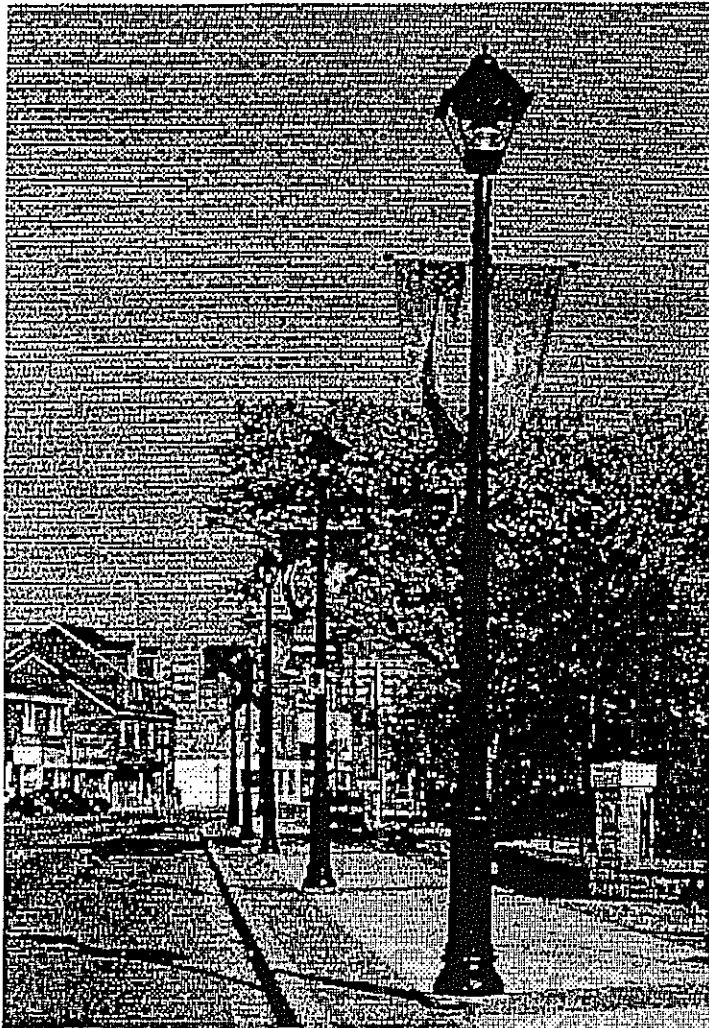
- Arcades should not extend into the public right-of-way or encroach upon adopted allowances for road widening.
- Whenever possible, colonnades / arcades should be at the same grade as the adjacent sidewalk in order to integrate with the existing public realm. In cases where topography or building design do not permit such solutions, colonnades / arcades should be properly connected by steps and ramps to adjacent sidewalks.
- The floor surface of colonnades / arcades should generally use the same paving materials, textures or colors proposed for the adjacent public sidewalk or other public areas (brushed concrete, brick, etc.) so as to visually unify both features.
- To create the sense of enclosure and human scale envisioned for the east end of Main Street (Ontario Street to Thompson Road), the spacing of vertical elements such as posts and columns along the street or sidewalk edge of the colonnade / arcade should be approximately 6 metres.
- On facades where colonnades or arcades cannot be implemented, building cantilevers above the ground floor should be considered as an alternative solution. Cantilevers (awnings) are not supported by columns and therefore do not provide the same sense of enclosure at the street level. However, cantilevers do provide desirable weather protection and a covered extension of the sidewalk. Cantilevers should have an attractive, colorful design utilizing more permanent materials (steel, security glass).

5.5 Lighting Fixtures

Exterior lighting is an important and relatively inexpensive way to improve streetscapes and open spaces. This is particularly true during winter periods where daylight is reduced. Properly employed lighting attracts people while providing safety and comfort.

- In street environments where buildings are built to the edge of the sidewalk (Main Street from Brown to Commercial Street) fixtures may be mounted directly on buildings.
- Alternatively, fixtures should be placed regularly between sidewalk and curb cuts (secondary sidewalk area 2) to allow unobstructed pedestrian movement. The minimum distance from the curb should be 0.6 metres.





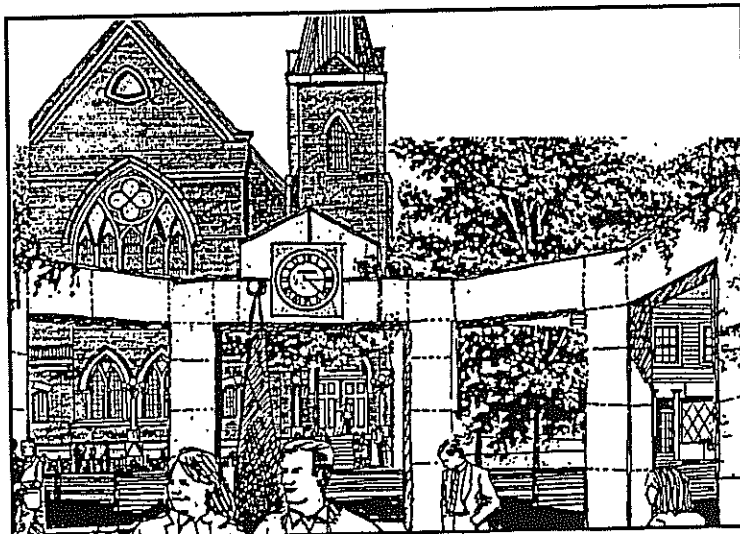
This lamp post fits well into a pedestrian-oriented environment and the banners can be customized to help advertise local seasonal events or define a character area.

- Spacing of fixtures should vary according to the intensity of pedestrian use and the Town's standards for various street types. Fixtures on Main Street, for example, should be spaced about 10 metres apart.
- The spacing of lighting should be coordinated with the patterns and rhythm of other sidewalk features such as paving, trees, the location of benches and trash receptacles.
- Selected streets should be distinguished by a unified lighting standard style. Variations in design may be used to characterize gateways, focal points, parking and public open spaces. These variations might include banners or hanging plants.
- The design objective for Milton's historic residential and commercial core is the creation of a distinct quality of street lighting in terms of both lighting performance and the heritage appearance of the fixtures.
- The scale of light fixtures should relate to both building massing and pedestrians. An average luminaire mounting height should be 3.6 metres (4.2 metres maximum). In this manner, light fixtures should be shorter than the existing light poles on Main Street.
- An appropriate lighting strategy for the Main Street corridor from Ontario Street to Thompson Road is the creation of a "Grand Boulevard" utilizing custom designed light fixtures giving special "nightscaping" effects to the area.

6.0 Parks, Trails & Landscaping

Existing and proposed parks and public spaces are critical elements of a successful and vibrant downtown and play important roles in the overall design of the CBD. Attractive public spaces are generally appreciated by residents, often generating civic pride, as well as fulfilling human needs for rest, recreation and socialization.

- To promote year-round uses, the design of parks and public spaces should consider the impact of wind, sun, shade and precipitation.
- Parks and open public spaces should provide a feeling of security and safety to users. To this end, their design should explore a balance between creating areas of refuge and ensuring visibility for safety reasons.



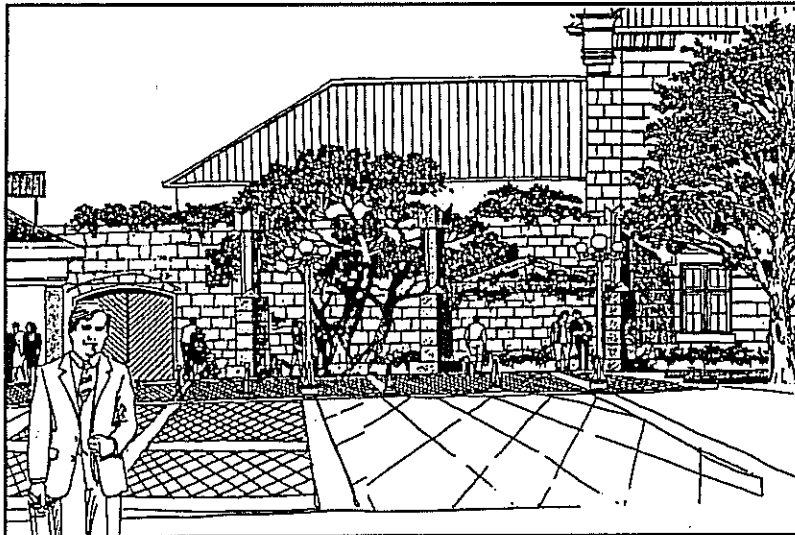
Proposed Brown Street Public Square looking North

6.1 Public Squares

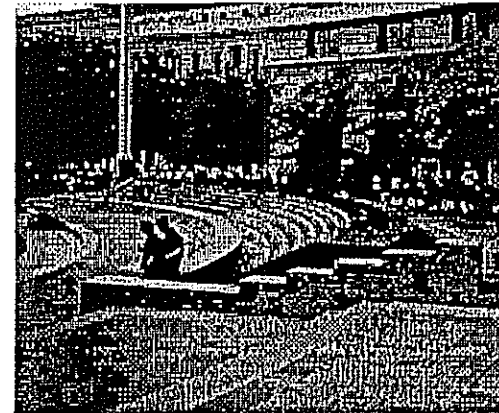
The Official Plan identifies the lack of a public square in Milton's historic downtown core. The Secondary Plan for the CBD, therefore, has identified the property at the south east corner of Brown and Main Streets as well as lands in the Mixed Use Sub Area east of Ontario Street as potential sites for public squares.

- The primary role of a public square is to create a central gathering place for civic events, provide a point of refuge, opportunities for public recreation such as ice skating and rest/lunching areas.
- Milton's public squares should be framed by civic, commercial or cultural activities in order to be vibrant spaces used throughout the day.
- Squares should include public art features with a local or historical theme to reinforce a sense of belonging to an identifiable community, as well as increasing the immediate enjoyment of the space.
- The quality of details and materials used will determine the uniqueness of these spaces. Lighting of such spaces should have a special character and ambient lighting effects should be considered.
- Paving should be of high quality materials, using unique patterns, colours and symbolic public art elements.
- Grassed areas should be limited due to anticipated intensive public use.

- Furniture should be chosen according to theme and quality, and co-ordinated by style and colour schemes.
- In addition to central squares or urban plazas, the creation of smaller forecourts may be possible in order to celebrate and accommodate street activities relative to the commercial, civic, heritage and religious interests of the community.
- Small oases in the urban environment, urban parkettes are primarily for short-term use.
- Urban parkettes should have an urban look with predominantly paved surfaces.
- Good lighting and sitting features which promote socialization among users are prerequisites for successful parkette design.
- Urban parkettes should include public art, fountains or other smaller water features (reflective pools, etc.).



Proposed Brown Street Public Square looking south to Town Hall

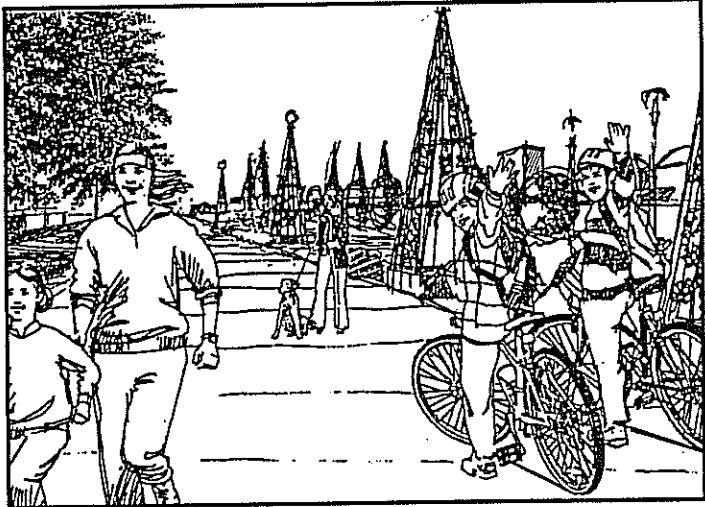


6.2 Urban Parkettes

Urban parkettes are usually very small green or paved areas which may include such elements as fountains, artificial waterfalls and arcaded sitting areas. Urban parkettes should be considered as focal points at the terminus and intersections of the streets and corridors within the CBD.

6.3 Major Trails

The CBD Secondary Plan designates the land on either side of the CPR right of way as a Major Trail.

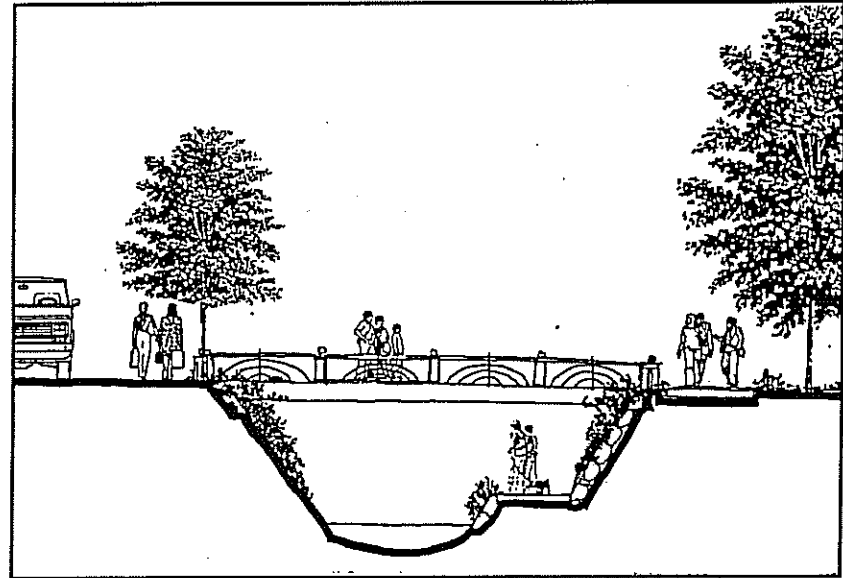
- The corridor width of a major trail should range from a minimum of 5 metres to a maximum of 20 metres. This would allow for a minimum pathway width of 3 metres (two lanes of 1.5 metres each) and landscaping.
 - Major trails should accommodate pedestrians, bicyclists, in-line skaters and other recreational users.
 - Major trails should be designed as separate linkages from other vehicular traffic.
 - Major trails should be surfaced with asphalt to accommodate a wide range of users. In more natural settings, trails may be paved with natural materials such as crushed stones, limestone, wooden planks, etc.
 - Accommodation of different modes of movement along trails (pedestrians, cyclists and in-line skaters etc.) may require partial or full functional separation.
 - Trail design should allow easy access for all users; surfaces should be carefully graded and finished to allow full accessibility.
 - Major trails should be clearly marked with an attractive signage system.
- 
- The design of major trails should explore opportunities to introduce environmental (flora, fauna) or cultural / historical educational experiences en route.
 - Where there are no built facilities adjacent to the major trail, it is advisable to occasionally locate mini-pavilions / shelters for pedestrian protection. Buildings abutting major trails should be encouraged to incorporate such features into their design.
 - Major trails should be carefully landscaped to provide shelter from natural elements (extensive sun radiation) while creating a high quality visual environment.
 - Trail design should consider elements of public safety. Dense trees or high walls should be avoided because they create entrapment areas. Frequent, clearly-marked exits to areas of high pedestrian and car traffic should be incorporated into the design.

- For safety reasons, lighting should be mandatory for all trails. The level of lighting and type of fixture will depend on the size and character of the trail. Lighting may also include special environmental effects in order to add to the visual qualities of the trail.

6.4 Minor Trails & Walkways

Minor trails and walkways are key elements of the urban fabric which provide necessary pedestrian and bicycle connections between different points of interest and community facilities.

- In some cases minor trails may be characterized more formally as pedestrian promenades connecting streets, boulevards, creeks, ponds and other interesting urban spaces. These trails serve primarily as passive use areas (recreational walking, observing natural settings, heritage architecture etc.) as well as important socializing spaces where people meet and talk.
- Minor trails / walkways should be designed as either separate linkages from other traffic or part of the overall street rights-of-way.
- Minor trails and walkways may be established on unused or underused laneways, portions of vacant lots or side-yard easements beside existing buildings.
- In addition to their functional purpose (access, short connections), minor trails and walkways should be of attractive and easily comprehensible design, with attractive architectural and landscape features.



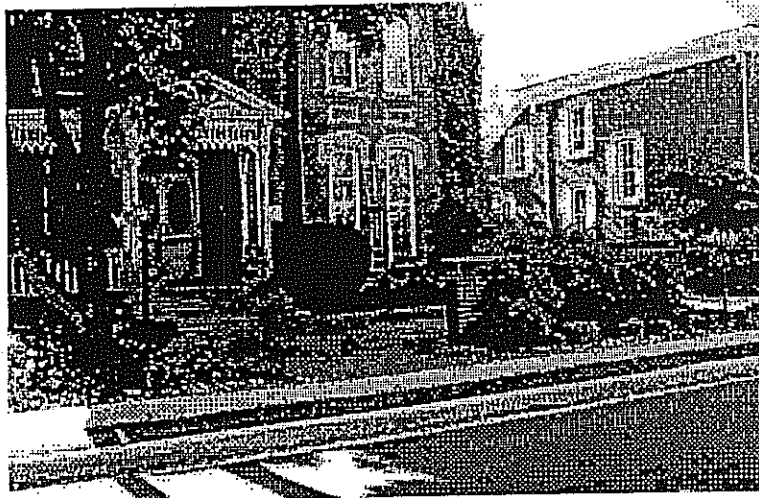
The Sixteen Mile Creek offers significant potential as a trail connection through the CBD. This sketch explores the idea of providing seating/walkway areas within the channelized portions of the Creek during dry periods

- Trail design should allow for easy and efficient maintenance of paved and landscaped areas of trails / walkways.
- For safety reasons, the design of minor trails / walkways should avoid creation of entrapment spots.
- Minor trails with promenade characteristics should have more formal paved surfaces utilizing concrete or limestone pavers. As such, paving with abstract patterns, formal lighting and urban furniture may be used.

6.5 Site Landscape Design

The CBD Secondary Plan identifies the value of Milton's natural environment, particularly the quality of its trees from both an environmental and aesthetic perspective. The Plan sets a target of requiring newly planted trees to provide canopy cover over 15% of the site. It is recognized that this may not be achievable in certain areas of the Town's core, notably along Main Street. Generally, the following guidelines should be observed:

- Site landscaping should utilize a variety of methods and forms to achieve a hierarchy of places within the site. Frontages of lots with public exposure should be of the best quality landscaping.



This property includes both hard and soft landscaping features which complement the house and each other.

- On local streets where fast through traffic is generally discouraged, tree planting should suggest an irregular stop-and-go character achieved by the uneven spacing of clusters.
- In contrast, landscaping on collector and arterial roads should be of a consistent character and maintain a continuous, even rhythm.
- Site landscaping should consist of appropriate tree species exhibiting tolerance for the local microclimate, winter salt and salt spraying, drought, pests and disease, as well as atmospheric pollutants.
- Site landscaping should be of indigenous or Carolinean species readily available in local nurseries, easily transplantable, and with a tolerance for root damage.

6.6 Tree Preservation

Trees represent an important element towards achieving urban design objectives. They assist in achieving the principle of enclosure and provide shelter and shade, facilitating and encouraging pedestrian movement.

Existing trees in Milton form a significant part of its natural heritage. Many trees are as important as the buildings in Town that reflect its historical past. Preserving this natural heritage is an important objective of these guidelines. In achieving this objective, the following guidelines should apply:

- prior to the removal of any tree on private property over 30 centimetres in diameter, measured 1 metre above the ground, the owner should consult with the Town staff;

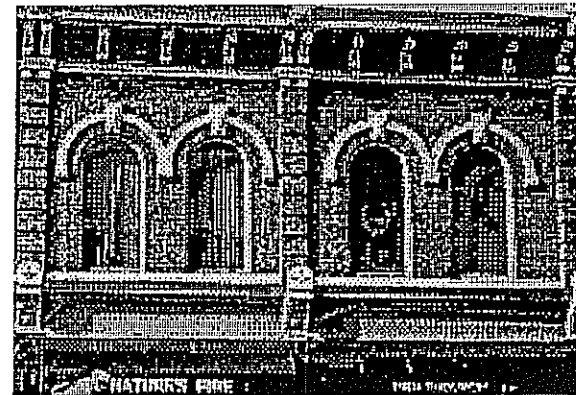
- where trees must be removed for reasons of safety to the public or property, or the tree is diseased, where feasible a new tree of similar species should be planted in or near its original location;
- when selecting a new tree, the conditions that the tree will be exposed to should be considered. For example, trees to be planted along roads would need to be tolerant of air pollution, salt, soil compaction, low soil moisture, infertile soils etc.

7.0 Building Design

7.1 Building Style

These design guidelines do not favour or prescribe a particular architectural style. Rather, the intent is to achieve a sense of architectural continuity throughout the CBD while anticipating future changes in architectural style and public taste, as well as leaving room for individual architectural expression.

- The guidelines advocate respect for the existing complexity of architectural styles in Milton, which represent the evolution of the community's built heritage, as well as strong development controls in particularly sensitive areas of the CBD's historic core.
- The use of contemporary styles which are sensitive and sympathetic to adjacent historical structures is advised. This means that new infill buildings should respect existing massing, height, fenestration (windows styles), roofing patterns and use local materials to successfully blend into the existing streetscape.



7.2 Building Character

High quality building design should produce a unique building character. Uniqueness, achieved through the creative use of form, details and colours, should enhance pedestrian enjoyment along the street and create a strong building edge with which to define the urban space.

- New buildings should fit into Milton's existing character, especially in historic residential areas.
- Such character may be achieved through creative and sensitive architectural design in the following areas:
 - Building silhouette;
 - Spacing between buildings;
 - Setbacks from the property line;
 - Building massing;
 - Location and treatment of entrances;
 - Surface materials, textures and finishes;
 - Shadow patterns from massing and decorative features;
 - Style of architecture; and,
 - Site landscaping.
- New residential and mixed-use development in the eastern part of the CBD should reinforce the existing character of "old Milton" through the use of highly structured enclosed or semi-enclosed urban blocks. Modern building designs should be sympathetic to the architectural elements and material found in the historic downtown core.

7.3 Building Orientation

The orientation of buildings in relation to the street is critical in creating successful urban spaces. Inconsistency in orientation results in an incoherent urban space. Proper street enclosure supports pedestrian activities which, in turn, make streets livable. For example, on the north side of Main Street east of Ontario Street, there is no continuous "street wall" because buildings are individually placed on lots, and predominantly oriented towards inner spaces (entrances to most light industrial and commercial activities are located deep inside the lots). This orientation contributes to the fragmentation of urban space in this area and promotes the use of cars rather than encouraging pedestrian travel.

- Orientation of main building facades should be always toward the public street.
- Front facades of infill development within Milton's historic downtown core should have a maximum of 30% fenestration (storefront and upper floor windows).
- Front facades of new development east of the CPR tracks should have a maximum of 50% fenestration (storefront and upper floor windows).
- The use of reflective glass is discouraged to allow better visual contact between the interior and exterior.

7.4 Building Setbacks

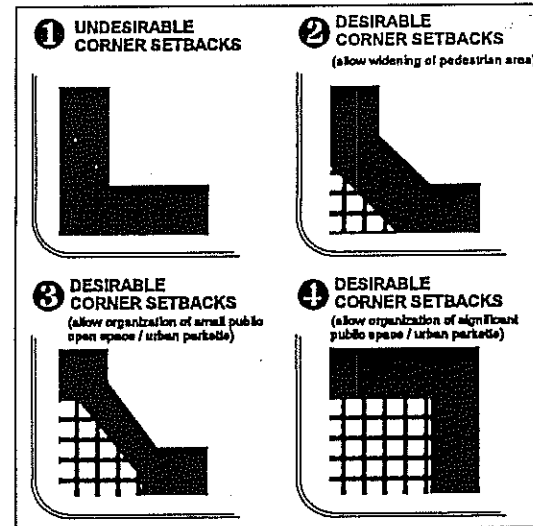
The creation of building frontages which properly define private and public space is of strategic importance. Consistent setbacks provide pedestrian interest and comfort at ground level. An important component of Milton's CBD design is the re-creation of continuous building lines to define its streets.

- Setbacks should enhance the streetscape, denoting important or public buildings, or creating a well-defined, highly usable and pedestrian friendly public realm.
- Where a consistent setback exists on an urban block, that setback should be respected with new development not projecting over the setback or creating a gap in the established building line.
- Building lines at street corners should be softened by angled setbacks. The resulting corner spaces can be used for urban squares/parkettes.
- The setback of buildings in the historic core should be considered a performance standard for setbacks in the mixed use sub area in the eastern part of the CBD.

7.5 Corners

The design of street corners is one of the most difficult design tasks. Successful designs usually represent landmark points which allow better understanding of the urban space.

- Corner buildings should terminate vistas. Special attention should be given to siting, massing and detailing.
- Prominent intersections (focal points) should be enclosed by locating new buildings or other structures close to the street, thereby better defining the intersection space.



- Corners should be accentuated through the careful positioning of entrances or by developing buildings to maximum height limits.
- New development in the CBD should define major corner locations through the use of different architectural techniques. The principal intersections of the CBD (Main and Thompson, Main and Ontario, and Main and Bronte) are designated gateways to the area, providing orientation for visitors.



This McDonald's restaurant fulfills many of the design criteria relating to corner treatment and architectural detailing. The main entrance is oriented to the corner and windows face both streets. Exterior finishes include a lintel above the main door, arches on the upper windows, and detailing at the roof line.

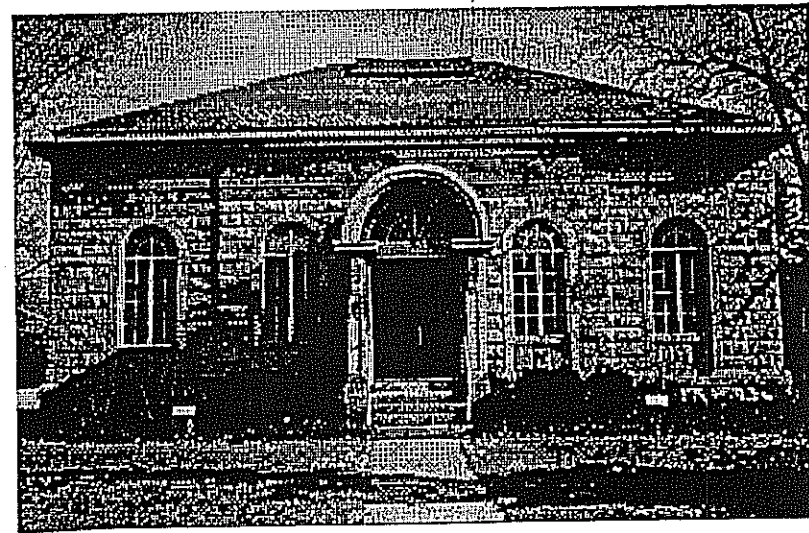
7.6 Architectural Detailing

Architectural details add significantly to the character of buildings. Occurring most frequently on front facades, architectural details articulate and emphasize the composition and proportion of a building.

- Architectural details should be determined upon examination of the general character of the area. New architecture should acknowledge the positive aspects of its surroundings.
- It is neither feasible nor advisable to replicate historical or period architectural details for modern buildings. Rather, modern

buildings with design elements that respond creatively to the historical environment are encouraged.

- Wall detailing should consider types of materials, texture, colour schemes and window styles.
- Local historical building facades display vertically oriented windows and a wide variety of wall detailing, including brick soldier coursing, decorative brick trim of the same or contrasting colour, stone lintels, wood detailing, etc. These patterns may be used as a creative reference in the design of new buildings.
- Among the elements which should be taken into consideration in the architectural design of new buildings in Milton's historic downtown are door and window lintels and sills, window shutters, horizontal bands and cornices, different types of decorations (tiles or sculptural elements), lights, fences and balustrades.



7.7 Building Heights

Building heights are regulated in Milton's Official Plan and CBD Secondary Plan and reference should be made to these documents to determine maximum heights. Within these restrictions, the following guidelines should be considered.

- Buildings should generally be of uniform height, not varying more than 25% from one to the other. The more uniform the height, the easier it is to define the invisible street "ceiling".
- In general, building height depends on street width, microclimate and related performance criteria for public urban space, orientation of the street, and prominence of the location within the street (termination of vistas, corner locations, etc).
- Infill buildings abutting existing structures at the building line should match the adjacent building height, or provide a clear offset in height to maintain the visual integrity of the existing structure.
- Buildings abutting lower scale buildings should be designed to ensure a transition in scale. The location of windows, horizontal lines and cornices, gables and roofs can be used to scale and proportion buildings and create transitions.
- Since the CBD Secondary Plan proposes mixed use development east of Ontario Street with commercial activities at ground level and office or residential activities above, it is recommended that the approximate **maximum** allowed height of individual stories should be:



- a) for commercial ground floors: 4.2 metres
 - b) for office use second floors: 3.6 metres
 - c) for standard residential floors: 3.3 metres
 - d) for non-standard residential lofts (mansards, attics): 3.6 metres maximum
- Buildings with attic spaces under peaked or sloped roofs may be slightly higher (about 30%) than the recommended maximum height, provided that livable areas within the roof structure are limited to one storey.
 - Mechanical penthouses, clock towers or similar architectural features shall not be subject to these height restrictions. However, their massing and proportions should be in direct relation to the building.

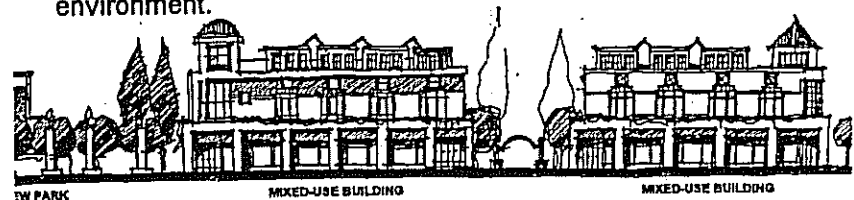
- Building height should be determined using the sun angle at the shortest day in the year (December 21) to maintain a desirable level of sun penetration to streets, sidewalks, and public open spaces.
- Future development applications should include a mandatory study of shadow impact in order to minimize negative effects on public space.
- In order to maintain and create a pleasant urban environment within the CBD, it is advisable to retain the scale and perception of the fine spatial enclosure that currently exists in the historic downtown core, as well as to allow a building height of 7 stories for key development areas such as designated gateway lands.
- New infill development within the historic downtown core (Brown to Charles Street) is encouraged to retain the predominant 3 - 4 storey height at the front building line.
- In the design of multiple storey buildings, consideration should be given to "stepping back" upper floor storeys to create a "building base."

7.8 Building Massing

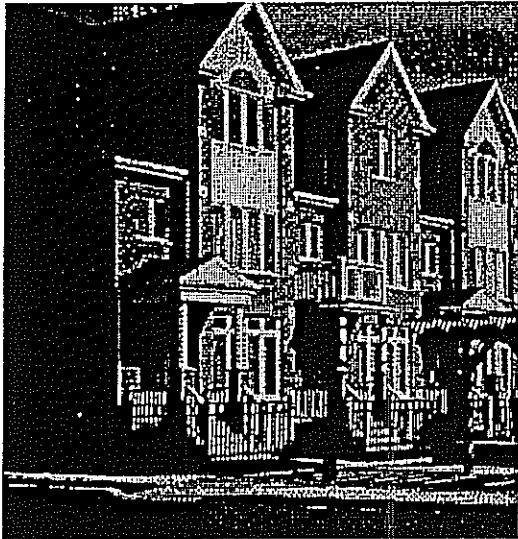
The impact of massing should be mitigated through utilization of different architectural techniques to achieve an agreeable contextual fit.



- Two important design elements pertaining to massing are the spatial relationship between height and width of building components (i.e. facades to roofs, facades to projected or recessed balconies, etc.) and the number and relative proportions of openings.
- Massing of buildings in the historic downtown area should follow the established width to height ratio of 1:2 or 1:3.
- Building design must consider the use of the base, middle and top of the structure. Buildings should be "broken" into predominantly horizontally oriented 2 - 3 storey bases above which upper storeys are recessed in order to create a pedestrian friendly street environment.



Massing concept for new development within the Mixed Use Sub Area



These neo-traditional homes in Oakville illustrate the concept of building massing. Instead of a monotonous slab, the gables provide an identity for each townhouse unit. Note that the approximate width to height ratio of each unit is 1:3.

- Horizontality of the base mass of a building should be broken with a vertical rhythm of secondary architectural elements (columns, vertical fenestration, roof lines, gables).
- Future residential, retail, entertainment, office or mixed use buildings should avoid "boxy" or slab-like massing. Instead, they should be designed to give the impression of smaller blocks / buildings which respect historical patterns and the proportions of neighbouring forms. Creation of smaller facade units will provide additional visual interest for pedestrians (utilization of ratio 1:3)

- Planned residential developments in the Mixed Use Sub Area should blend long and short townhouse blocks on residential streets to provide a desirable rhythm in the streetscape. The massing of long townhouse blocks can be broken up with a series of walkways or passageways to avoid the creation of a single monotonous elevation. Roof lines, colours, chimneys, window bays, changes in material and other elements can be utilized to achieve these objectives.

7.9 Building Scale

Building scale is a significant design feature, controlling the overall appearance and friendliness of the built structure within the urban setting.

- Building scale should take in account the dynamic nature of the street experience (changes of angles, perceived rhythm of the buildings and their elements).
- The target dimension for human scale is a building 3 stories high and approximately 11 metres wide, placed on a street approximately 22 metres wide.
- The small scale of buildings in Milton's historic downtown area reflect varied activities, needs and styles, and project an image of the variety and diversity of local cultural life.
- Belt courses, cornices and other design devices should work to help define street space and scale in urban areas where enough traditionally designed buildings remain to establish a coherent pattern..

- New commercial developments must incorporate human scale design principles in the first two storeys of development so that they relate effectively to the street and enhance the pedestrian environment. Features such as entryways, windows, balconies and awnings can all be used to achieve this result.
- New buildings should create appropriately scaled development that does not overwhelm or otherwise diminish the significance of an existing adjacent building.

7.10 Building Materials

Building materials are one of the predominant factors determining the character and quality of a building. Careful consideration of materials, especially with respect to colour and texture, makes a significant contribution to the overall appearance of a streetscape.

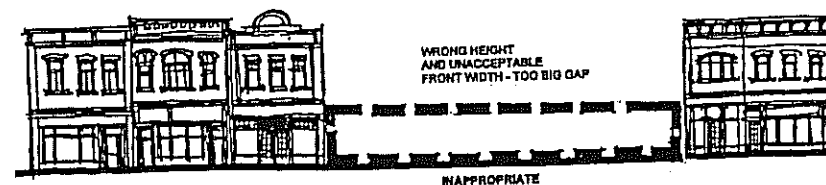
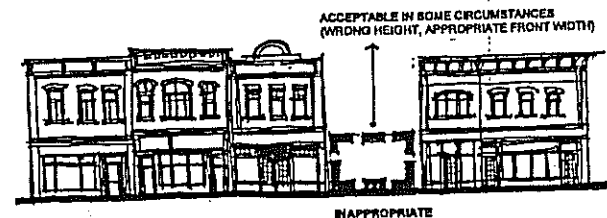
- An excessive mixture of different materials on a single building should be discouraged. Exteriors should be limited to a few complimentary materials to avoid a cluttered or overly complex appearance.
- Acceptable exterior materials include: brick, cut limestone, stucco, wood shingles, wood siding, glass, ceramic tiles or adequate combinations thereof. Limited use of coloured aluminum is appropriate for large office or retail buildings.
- Building materials should complement each other as well as the materials traditionally used in Milton. Although there are many new materials on the market, more natural materials such as brick, stone, and wood are encouraged in the historic core.

- Contemporary materials such as aluminum, steel panels, coloured glass, ceramic tiles, etc. may be considered for use in future developments in conjunction with traditional materials. They should be used as an accents for no more than 30 % of front facades .

7.11 Roof Profile Treatment

Where a streetscape presents clear patterns of roof forms and building massing, new roof designs should be consistent with the surrounding context. Instead of direct copying of roof forms, however, the designer should use the existing ridge orientations, roof slopes, roof form complexity, colour, and materials to create a design suitable for the existing context.

- New buildings are encouraged to have pitched roofs with appropriately scaled dormers and gables. Such roofs would provide attic space which could be used as attractive penthouse apartments or office space. Square, "boxy" or flat rooftops on large residential or mixed use buildings are discouraged.



- Should a building be designed with a flat roof, front parapet walls should be used to screen rooftop mechanical equipment. This screening should be compatible with other materials and colors used on the building.
- The majority of Main Street buildings in the historic core from Brown to Charles have flat roofs or slightly sloped roofs not visible from the street and reconstruction or renovations to these buildings should preserve their characteristic roof features.

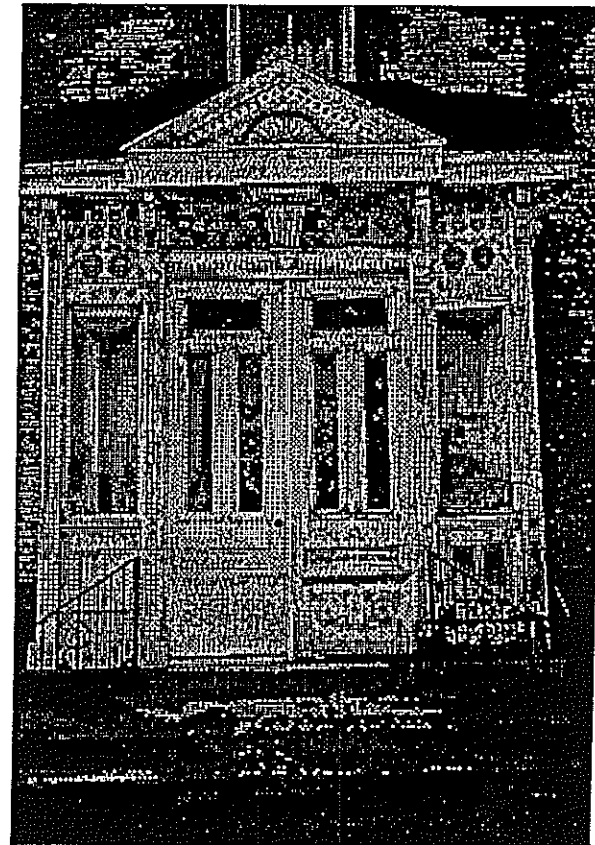
7.12 Sun Access (Building Solar Envelopes)

The daily sun path provides designers with many opportunities to direct light into desired areas of urban space. However, new projects must consider the shaded and colder areas created by the low winter sun cast.

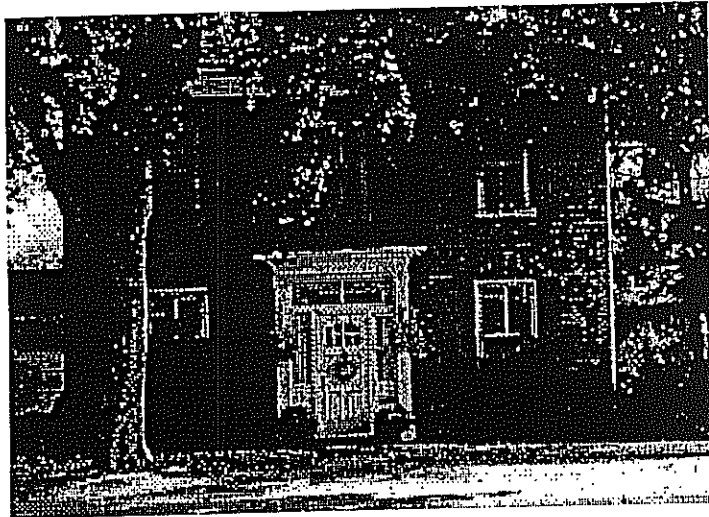
- Performance criteria for the proposed District Park and Public Square should allow for two hours of direct sun penetration on December 21, the shortest day of the year.
- The above criteria should be applied to developments adjacent to established or proposed residential areas.
- The location of new buildings should consider the potential negative impact of shadow casting on existing public spaces.
- Designs that incorporate reflective building material and features can use the low angles of the winter sun to compensate for a lack of direct solar radiation. Reflected sunlight can be harnessed to brighten shaded areas. Such surfaces must be designed so as not to cause glare affecting traffic safety.

7.13 Location and Treatment of Entryways

- Main entrances are the transitional zone between exterior and interior spaces and should always be prominently placed on the main facade.
- Entrances should be visually accentuated with canopies and other similar treatments which also provide weather protection.



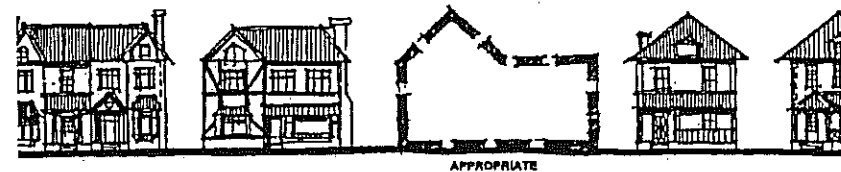
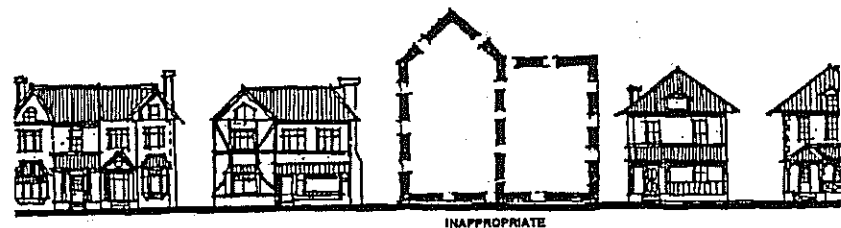
- In many instances, commercial buildings in the historic downtown have lost their original entrances and shop windows. These should be restored or redesigned in a manner consistent with the architectural style of the building.

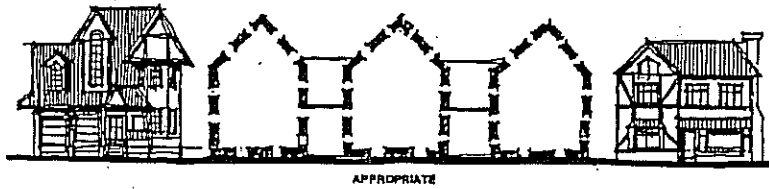


8.0 Heritage Conservation

Preserving the character of old urban areas and buildings is a growing concern in many small towns throughout Canada. The increasing demand for residential and commercial development together with the "natural" deterioration of older structures within the community has raised questions concerning the importance of preserving districts and buildings. The many reasons for preservation may be best expressed through three main headings: cultural memory, environmental diversity, and economic gain.

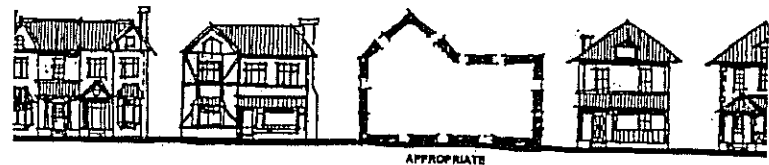
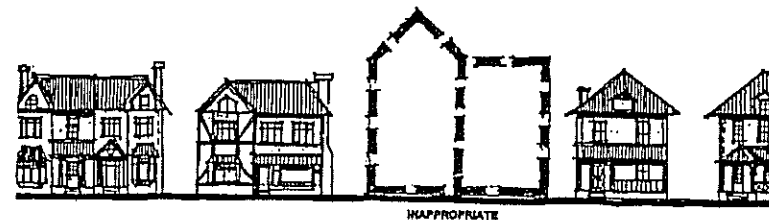
- The patterns displayed by existing architecture and landscaping in the historic residential neighbourhoods should serve as the design vocabulary upon which new development is based. Future designs should be derived from the immediate context of adjacent sites and contribute to the sensitive transition of houses and/or gardens along the street. The same principles should be used for commercial properties in the historic core along Main Street.





- New buildings should not dominate their surroundings. Rather, they should be carefully blended into the historic built environment. Large buildings should be separated into smaller elements to humanise the scale, create a gentle skyline and enhance the picturesque quality of the streetscape.
- In historic areas, the size of buildings should be in relation to their importance. New so-called "monster-homes" should not be allowed in sensitive historic areas.
- The design of additions to existing historic buildings should harmonise with the original building through the use of similar forms, massing, details, colours and materials.
- In residential areas of historic architectural significance, contrasting design methods are not generally desirable, since they usually result in buildings with more visual impact than neighbouring structures.

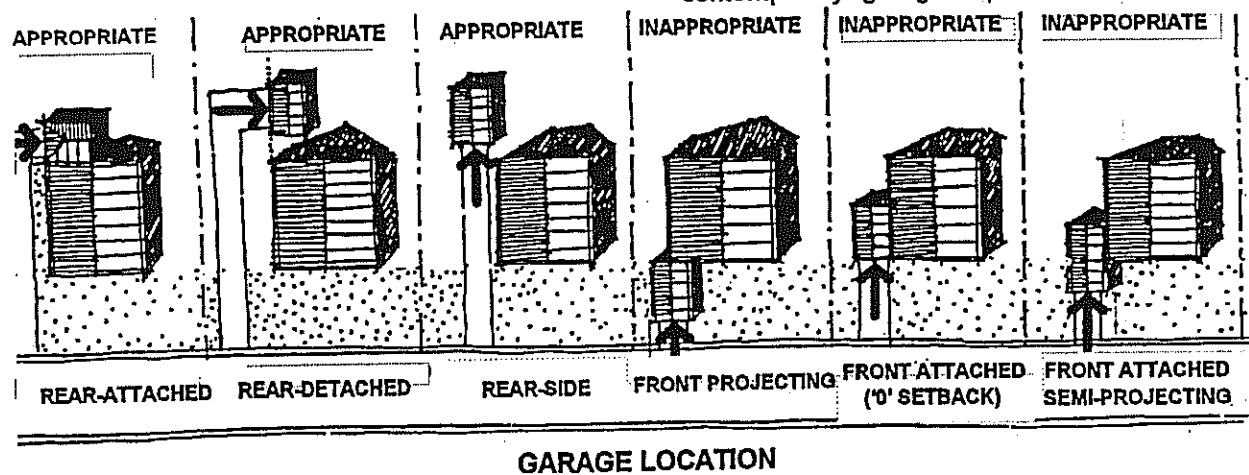
- Contrast is a design method more appropriate to buildings of some public significance or importance: the former city hall, churches, banks, etc. Usually only one aspect should be contrasted, such as scale or size, while others should be maintained, such as materials or window spacing.
- Mirrored-glass buildings, which reflect their surroundings are not acceptable in the historic downtown area.
- In most areas where historic architectural qualities exist, a firm, uniform building line (setbacks) determines the character of a street. Existing patterns of setbacks should be retained in areas with distinctive architectural and streetscape characteristics.
- The rhythm and design of building massing, roofs (design and materials), wall composition, wall materials and detailing, door and window forms should be leading factors in determining the design of infill structures or appropriate conservation strategies.



- New development in historically sensitive areas should also ensure that surrounding streetscapes and special natural features are preserved and enhanced in conjunction with building conservation.
- Front yard and side property lines in residential areas should be delineated with low hedges or similar plantings (rows of shrubs, linear flower beds). High, solid, fencing (over 2.0 metres) in front yards is strongly discouraged unless the property is adjacent to an industrial or commercial use that requires visual buffering.
- Walls and fences should be used only in a manner consistent with established streetscape patterns. Where walls or fences are provided, they should be combined with soft landscaping to balance the hard landscape treatment.
- Materials used for hard landscape edging elements should be compatible with other hard elements used on the site or principal building.



- Corner properties should enhance streetscapes with clearly defined boundaries using soft or transparent hard landscaping treatments (wrought-iron or similar fences).
- Garages should be built to the rear of buildings in order to avoid the contemporary "garagescape."



- To maintain continuity with the historical character of an area, front driveways should be of minimum width and carefully integrated into the overall landscape to reduce the impact on the streetscape. Double driveways in front yards are discouraged.
- Driveways should use visually attractive materials which blend with traditional building materials used on properties (paving stones, cobblestone, limestone, imprinted concrete, etc.)
- In addition to street lights which are preferably of historic design, lighting on private properties should be used to visually enhance and provide dramatic visual accents for buildings, building details and soft landscaping.
- The present Milton Town Hall is a fine example of an analogous approach to heritage architecture. This building successfully re-interprets the past in a contemporary fashion, capitalizing on the best architectural elements of its various component periods and styles.

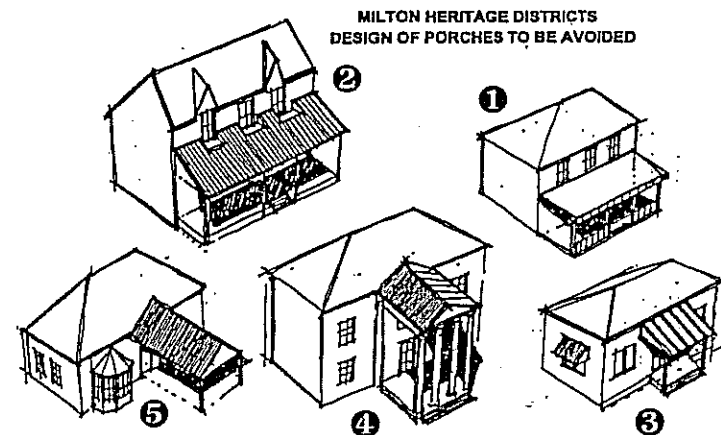
8.1 Porches

The presence of the porch on the Canadian streetscape has evolved from its origin as a shelter from the elements to serve as a pleasant, transitional architectural element between the interior and exterior of a built structure.

During the last half of the nineteenth century, Victorian architectural styles featured highly decorative and functional porch designs. The idea at this time was to reach out to the landscape, uniting buildings with nature. Increasingly, the porch has been used as a social communication element, a visually stimulating vantage point from

which to look out on and participate in the local streetscape and neighbourhood.

- The addition of a porch can enhance an otherwise modest or plainly shaped house by providing a better sense of scale, unifying and controlling irregularities in its structure, and providing texture and light at intersection levels.
- Porch facades, whether plain or ornate, should be given special attention through the consideration of such elements as geometric pillars, balustrades, and fanciful trim (ginger-bread or more contemporary detailing).
- The finished look of the porch should reflect the original lines and colour schemes of the house.



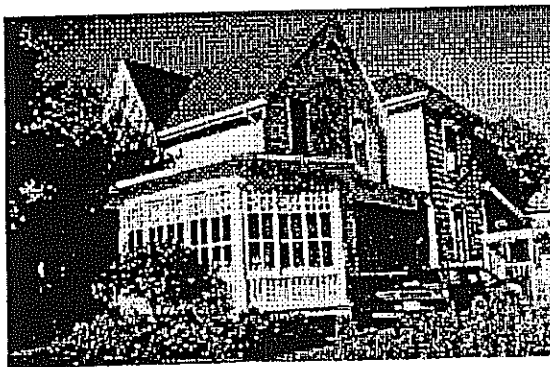
- ❶ Avoid flat roof porches
- ❷ Porch intrudes into upper floor windows and changes proportions
- ❸ Avoid metal awnings (inappropriate materials)
- ❹ Avoid overscaled porches
- ❺ Avoid carports used as entrance porches

DESIRABLE MILTON TYPOLOGY

The Town of Milton has a strong precedent of front porches. Depending on both the location within Milton's historic neighbourhoods and the existing or planned building design, porches may take one of several optional shapes: wraparound (L-shaped), setback, open, enclosed, semi-open, convertible or sunspace/greenhouse.

FRONT / WRAPAROUND

- This is a favourable design option as it produces softer lines, has the additional benefit of two exposures and can be modified for various degrees of privacy. L-shaped porches should be scaled to the size and shape of the house. This porch type is well represented in Milton's historic residential neighbourhoods, particularly on brick houses dating from the late nineteenth century.



Partially-enclosed wrap-around porch with decorative detailing, Mary Street.



Appropriate use of glazing on corner section of wrap-around porch, Mill Street.



Open porch enhances the front house with appropriate roof design and scaling, Court Street.

SETBACK PORCH

- Usually associated with smaller houses, a setback porch is placed off the back of the house. Overlooking the backyard, it provides a degree of privacy and protection from the elements while retaining the classic rectilinear frame of the building's architecture.

OPEN PORCH

- An open porch is recommended for houses with a flat front facade. Open porches should match the house in colour and roof style. Supporting colonnades and balustrades may provide a horizontal dimension to the home. Generally, this porch type is represented on houses of more moderate architectural style. It is considered a favourable porch type for much of Milton's historic residential areas.

ENCLOSED PORCH

- For maximum openness and visual uniformity, enclosed porches should entail double-glazed window frames. This type is recommended only for back porches.

SEMI-OPEN / SCREENED PORCH

- This porch type is a flexible alternative to open porches. The screened areas can be designed for removal during warm weather. This type is recommended only for back porches.

CONVERTIBLE PORCH

- Constructed of removable, interchangeable elements, the convertible porch may be designed to be either open, screened or glazed to accommodate the different seasons. This type is recommended only for back porches.

CONSERVATORY / GREENHOUSE

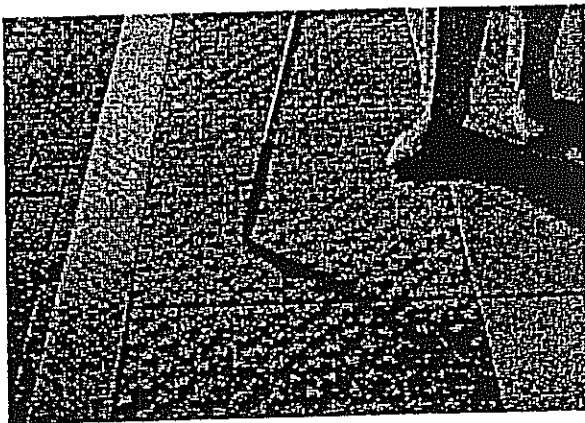
- The conservatory / greenhouse is a highly stylized, enclosed porch with a transparent roof and sides. The structure can provide year-round living space for traditional porch activities, a source of solar heat, or a place to garden. This porch type is recommended for the side or back of the house.

9.0 Barrier-free Design

The sensitive design of public spaces should include a number of elements to allow barrier-free access for all members of the public, irrespective of age or physical capabilities.

9.1 "Urban Braille"

- The "Urban Braille" design system incorporates features that utilize the sense of touch, sound and sight to assist all members of the public to navigate through the CBD. Techniques such as embedding street names into sidewalk materials at intersections have been successfully used in other Canadian locations to assist the visually and physically challenged in moving through the core area.
- Consideration should be given to such a system when development initiatives occur.



9.2 Sidewalks and Other Public Open Areas

- Streets and walkways should be designed to provide an environment that is pleasant, convenient, and above all safe. Safety involves having a pathway with a minimum width of 1.5 metres to accommodate wheelchairs and others who are mobility challenged.
- Walkways and other pedestrian surfaces should be slip-resistant, levelled and free from usual streetscape obstructions.
- Walkways should not be constructed with large paving joints, corrugated textures, loose gravel or cobblestones. These surfaces can, however, be used as warning or cueing surfaces as they are easily detectable.
- Where the steepness of grade requires stairs, ramps should also be installed. Ramps should have a slope of generally 5% so users may maintain control, navigate turns, and avoid slipping during winter months.
- Where walkways are narrow, wheelchair turning and passing areas should occur at appropriate intervals depending on slope, length of walk, visibility, adjacent surfaces and purpose of the sidewalk.
- When narrow sidewalks are adjacent to traffic lanes, the design should include the location of protective bollards or an adequate decorative metal fence.
- Gratings and maintenance hole covers should be eliminated from sidewalks wherever possible. The maximum space between grating bars should be 13 mm to prevent crutches or canes from slipping between the bars. The long dimension of the grates must be

- perpendicular to the route of the travel to prevent wheels from becoming stuck in the grooves.
- Linear coloured, detectable strips should define the edges of pathways to assist the orientation of the visually impaired. Detectable strips are also useful to indicate approaching hazards such as steps or streets (where there are no curbs or ramps). Detectable strips should be a minimum of 80 cm in depth and extend at least 60 cm from the hazard.
 - Sidewalks and other open spaces should be constructed in a straight-line pattern. A walkway which is interrupted by an intersection should continue with the same alignment after the interruption.
 - A full range of street furniture should be provided in areas in which senior citizens are expected to be primary users.
 - Between Brown and Charles streets, Main Street sidewalks should use a thematic unifying design with public art features incorporated into horizontal surfaces.
 - Between Charles and Ontario streets, Main Street sidewalks should be widened and enriched with additional safety features such as bollards and landscaping. The existing bridge over Sixteen Mile Creek should be architecturally embellished and have wider sidewalks.
 - Between Ontario Street and Thompson Road, new Main Street sidewalks should have a minimum width of 3.0 metres and function as the connection for a series of small public spaces.

10.0 Signage

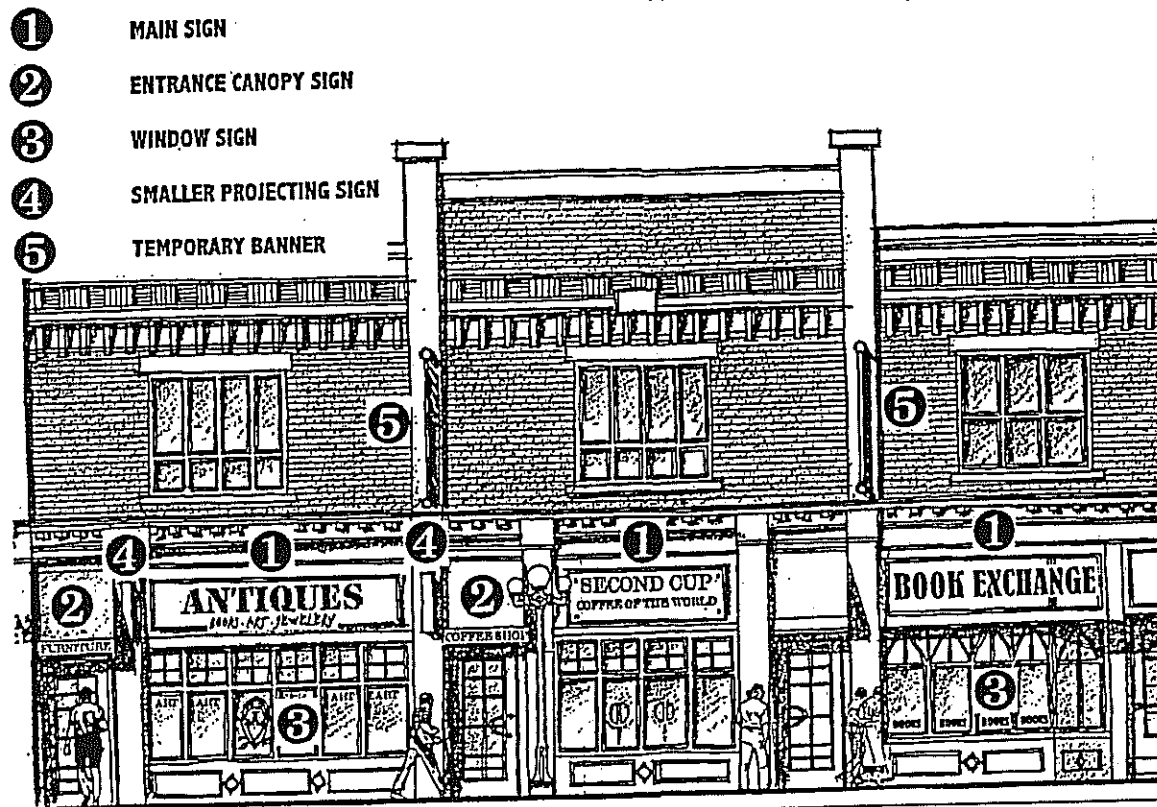
Communities often lack proper community identification with which to promote civic pride and community awareness. Such identification can also provide information on local history and architectural heritage, as well as direction to visitors and through traffic.

- The Town of Milton has a rich and diverse cultural heritage which should be enhanced by good signage. These guidelines encourage signs of legible, good quality graphic design,

compatible in size, style, colour, shape, and material with historical buildings and streetscapes.

10.1 Commercial Facades

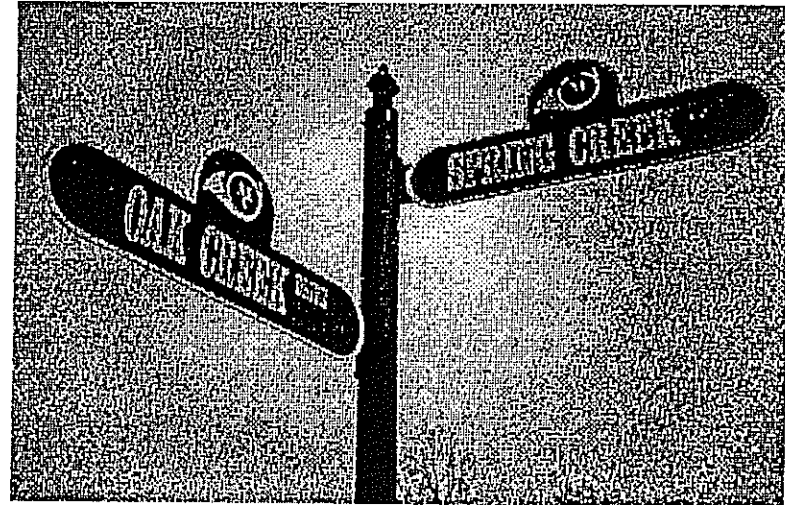
- Signs which obscure architectural elements on heritage buildings are not permitted.
- Traditional materials such as wood, brass, or bronze are the most appropriate materials within the historic downtown core. Some modern materials may be considered if they blend with the material of the built structure upon which the sign is to be located.



- Utilization of symbols and historic lettering is encouraged. Corporate logos (size and location) are subject to detailed analysis.
- In instances where the operations of a store have expanded into a number of adjoining storefronts, individual repeating signboards should be considered for each of the original storefronts.
- Pedestrian scale signs (window, hanging, awning signs) should be small and positioned to interfere as little as possible with neighbouring signs.
- Signs which are not permitted within the historic core include animated, portable or roof signs, as well as billboards, internally illuminated signs, reversed graphic signs or second storey signs.
- The amount of information on signs should be limited -- short messages have the greatest impact.
- Historic photographs may be reviewed to determine signage styles complementary to the age of the building. Such early examples may be used as models for contemporary signs.

10.2 Street Signs

- Street signs which promote a "sense of place" and identity for sub-areas within the CBD are encouraged (historic residential neighbourhoods, historic industrial areas, downtown commercial core).



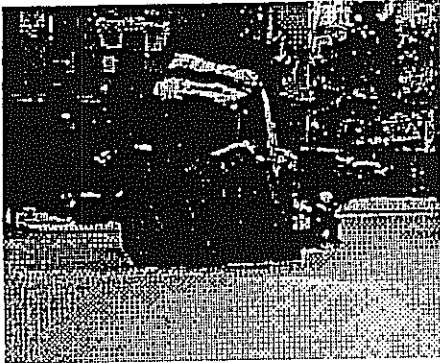
10.3 Recreational Trails & Gateways

- Creative educational and directional signage can greatly enhance the profile of major trails and associated linkages to principal gateways and focal points.
- Such signage can be incorporated at strategic points such as entrances, exits, shelters and interesting natural and cultural features.

11.0 Public Art

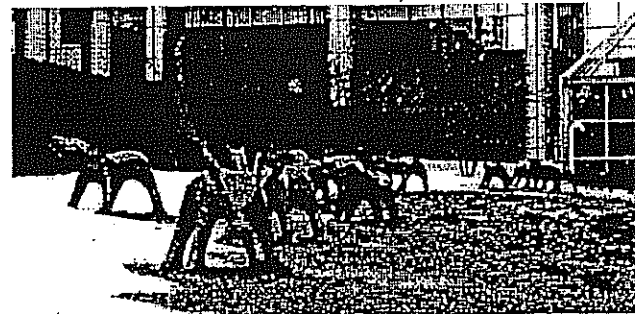
Public art contributes to a sense of place, adding a feeling of prestige to a location. The process of selection and creation of public art provides citizens with a means for meaningful dialogue and collaboration between artists, architects, and planners.

- Public art should help to establish the uniqueness of Milton's CBD and community. It should create cognitive linkages within the Town's public and quasi-public spaces, transportation and entertainment nodes, and retail and civic institutions.



- Public art may be a hybrid of forms, including sculpture (free-standing, wall-supported, suspended, kinetic or electronic), murals or portable paintings, earthworks, fiber works, neon, glass, mosaics (wall and floor), photographic images (prints, holographic and video systems) or combinations of any media (film, sound, virtual reality).
- The following questions are criteria for evaluating public art proposals for Milton's CBD:

- Does it make a positive contribution to the life of the Town and the well-being of its inhabitants? Does the public benefit from a sense of delight, amenity, fantasy, joy or wonder created by the piece?
- Does it stimulate play, creativity and imagination by drawing on a local legend, metaphor, mythology, or history? Can the piece be manipulated, sat on, or walked under? Does it intrigue both adults and children?
- Does it promote contact and communication between the members of the public? A highly visible sculpture or fountain placed near well-travelled paths may encourage people to stop, sit and strike up conversation.
- Does it provide comfort and amenities by incorporating steps, ledges or railings for sitting or leaning within or close to the work of art? Does it provide a sensory experience such as unique texturing on a "touch me" sculpture or the sound of a water fountain? Does it make use of or draw attention to Earth's phenomenon (eg. wind, rain, fire) which tend to be natural attractions?



12.0 Urban Safety

The design of new developments should include the following principles which enhance public safety and security.

- Awareness of the surrounding environment. The ability to see and understand the surrounding environment through unobstructed sightlines. Blind corners, extreme changes in grade, high fences, and dense trees should be avoided.
- Adequate lighting. Good placement, consistency, an appropriate amount of light, and level of maintenance all improve public safety.
- Improve confined and/or hidden areas. Parkades, stairwells, underground walkways and lobby entrances should have numerous and clearly marked entrances and exits to prevent entrapment.
- The ability to be seen by others. The promotion of pedestrian and visual connections between activities on the street and internally within buildings reduces the sense of isolation and helps to deter crime.
- Ease of finding help. The ability to communicate, find help, or escape in case of danger can be assisted by improved signage and architectural and urban design.
- Readable buildings. To facilitate pedestrian orientation the main entrance to a building should not be concealed. New development should prevent the creation of large portions of blank walls at street level and above. In instances where a blank wall is unavoidable, the design of creative facades is encouraged through

the use of public art (murals, sculptural elements, light effects), attractive signage or other architectural elements.

12.1 Pedestrian Generators

In order to improve safety and security in public spaces within the CBD the principles for the creation of different types of pedestrian generators should be considered.

- In Milton's historic downtown, shops have traditionally narrow frontages. The creation of wide, horizontally accentuated shop frontages should be avoided.
- Similarly, commercial frontages in the new Mixed Use Sub Area should be divided into smaller, continuous and comprehensible parts. This will establish street rhythm, creating a desirable pedestrian environment.
- Lobbies of private and public spaces should face front facades.
- Main entrances to mixed use or commercial buildings should be concentrated in close proximity to transit stops, focal points or gateways.
- Street food vendors and outdoor patios of cafes and restaurants should focus on focal points, gateways, public squares and district parks.
- Display windows should allow a direct visual connection between the exterior and interior in order to make "window shopping" more interesting and increase street safety.

- The Main Street corridor (historic core and Mixed Use Sub-area) will need the additional presence of vegetation (trees, shrubs and flowers) to soften the edges and provide additional shade for pedestrians.
- A variety of commercial, cultural and civic activities related to public spaces within the CBD will attract the public. Typically, the presence of people generates more people and throngs of people are characteristic of a vibrant downtown.
- The historic downtown, as well as other areas of the CBD with future development potential, should strive to introduce bright, colourful architecture and attractive public spaces.
- Open public spaces (especially sidewalks and horizontal surfaces on urban squares) should have special tactile qualities, textures or surface patterns to enliven the pedestrian experience.

