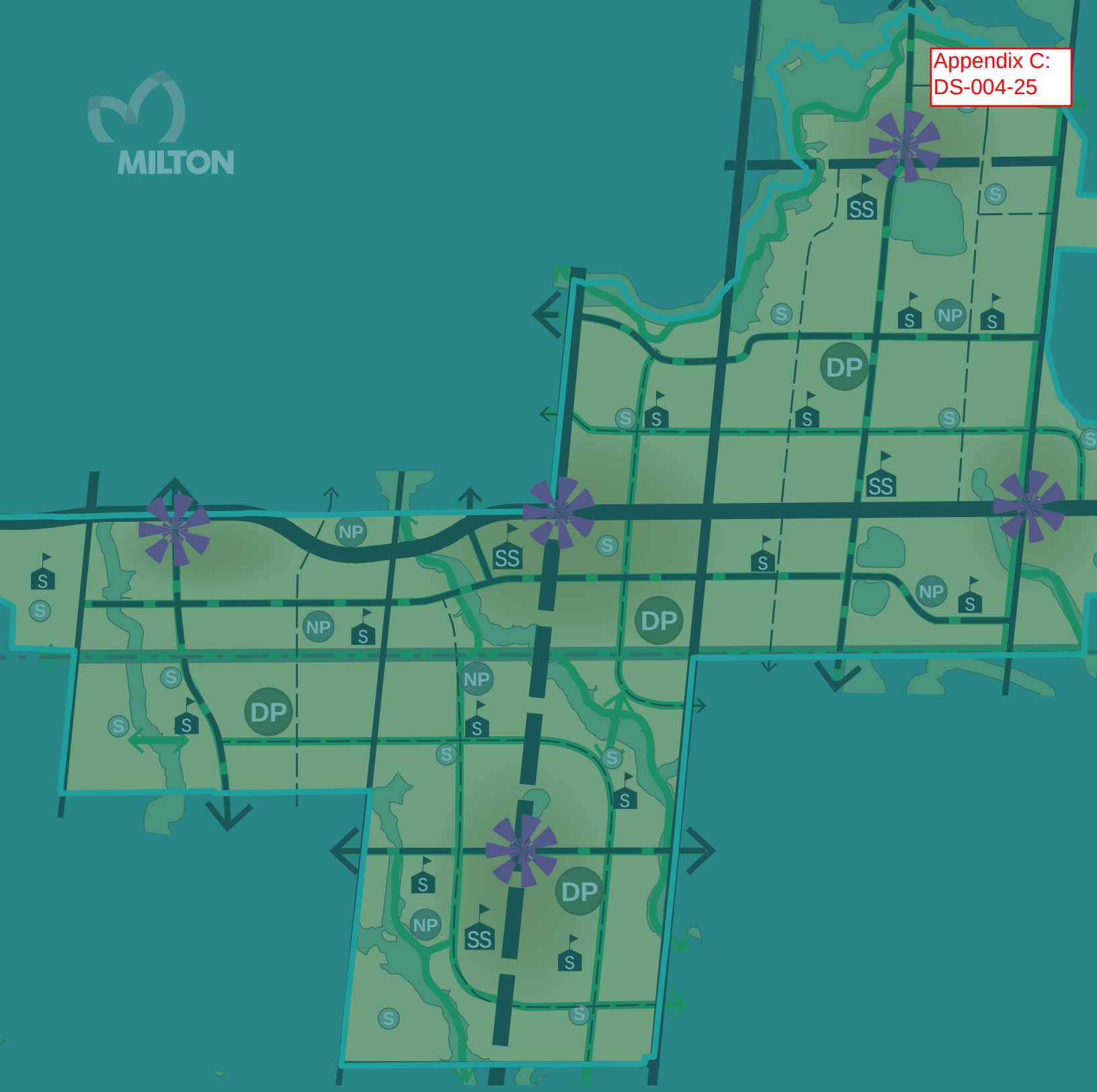
Appendix C:
DS-004-25

MILTON



Britannia Secondary Plan

Urban Design Guidelines

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JANUARY 2025

MILTON

Britannia Secondary Plan

Urban Design Guidelines

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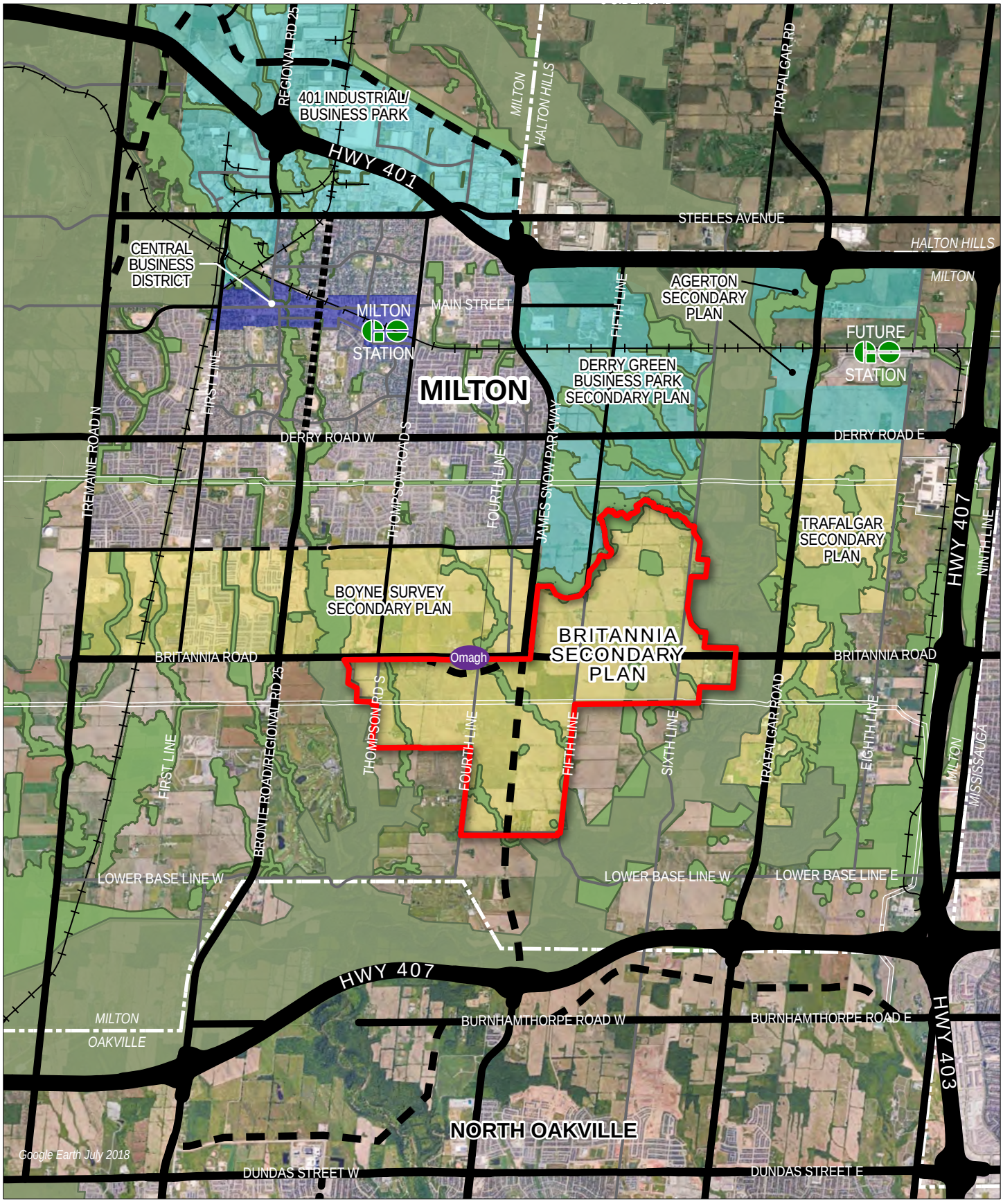


Secondary Plan Boundary
Central Business District
Community Area
Employment Area
Greenbelt Plan Area
Natural Heritage System
Provincial Freeway
Major Arterial
Proposed Major Arterial
Multi-Purpose Arterial
Minor Arterial
Proposed Minor Arterial
Collector Road
Local Road
Railway
Existing Pipeline
Municipal Boundary

1 0 1 2km

1 Introduction

As one of the fastest growing communities in Ontario, the Town of Milton has evolved into a highly sustainable, livable and prosperous community. Known for appealing and livable neighbourhoods, economic opportunities, and high quality of life, Milton is projected to continue to grow and envisioned to continue to be a desirable place to live, work and play.

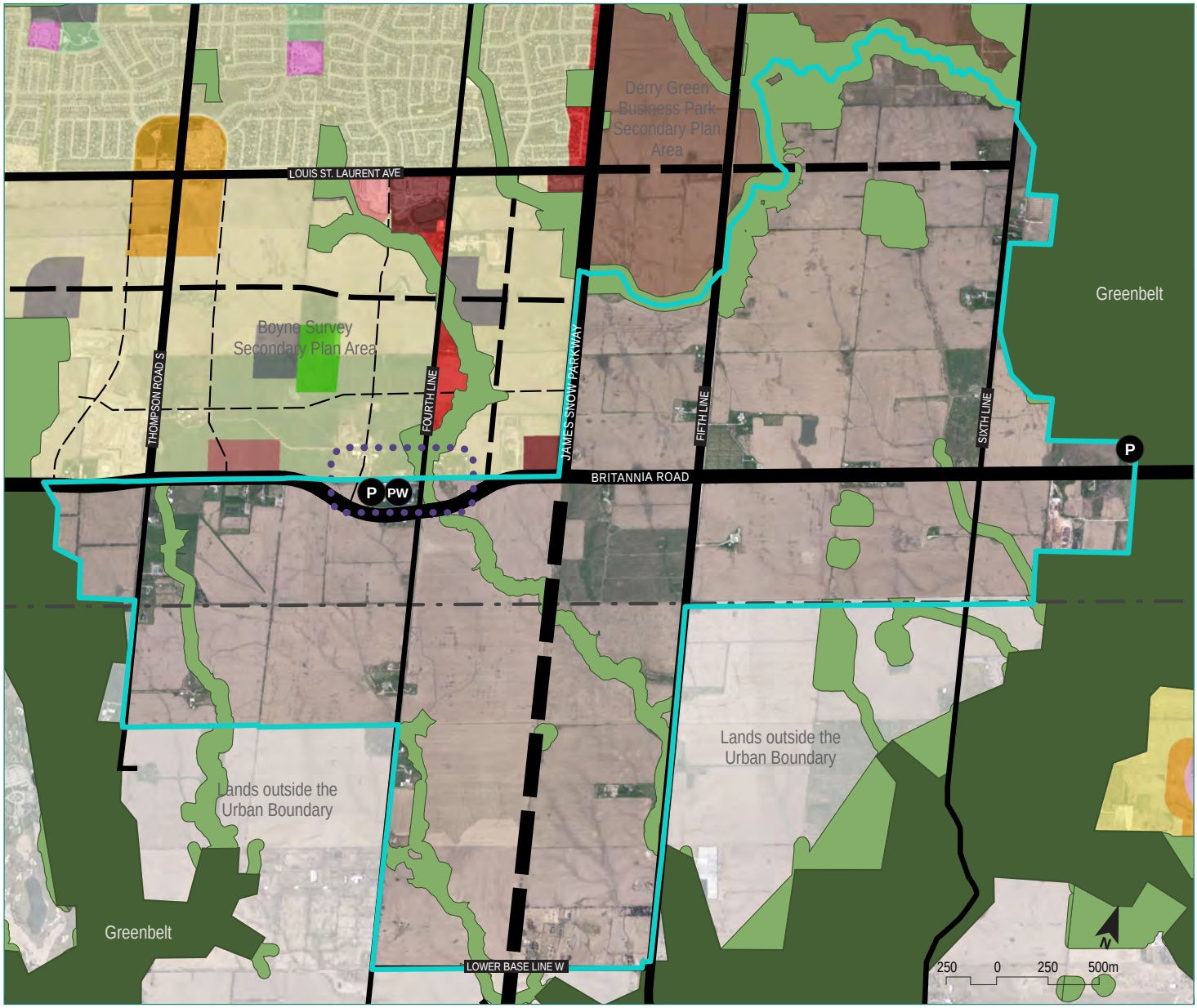
To accommodate projected residential growth, the Britannia Secondary Plan Area (Britannia SPA) has been designated by the Town of Milton area future urban area. Located within the southeastern part of Milton, the Britannia SPA encompasses approximately 900 net hectares of land identified for development. It is planned to accommodate a population of approximately 57,500 residents across 17,500 dwelling units and 9,300 jobs.

1.1 The Britannia Secondary Plan

The Britannia Secondary Plan establishes a detailed planning framework and land use policies to facilitate the development of a new community around five key theme areas: Complete, Well-serviced, Sustainable, Connected and Attractive. The Britannia Secondary Plan is designated for community uses and envisioned to accommodate a full range of residential dwelling types and sizes, population-servicing retail and service commercial uses, a variety of parks and open space, and recreational and other community servicing uses. The Britannia Secondary Plan builds on the Town of Milton Official Plan objectives and policy directions and provides further guidance on the structure and land use policy.

Britannia Secondary Plan will be a new residential community featuring a full range of residential dwellings types and neighbourhood servicing uses such as park.

Fig 1.2 Existing Conditions Analysis



- Secondary Plan Boundary
- Existing Regional / Major Arterial Road
- Planned Regional / Major Arterial Road
- Existing Minor Arterial Road
- Planned Minor Arterial Road
- Existing Collector Road
- Existing Local Road
- Existing Pipeline
- Existing Park
- Existing Place of Worship
- Natural Heritage System
- Greenbelt
- Proposed Major Collector
- Proposed Minor Collector
- Omagh Study Area

EXISTING MILTON OFFICIAL PLAN DESIGNATIONS

The land use designations and road system surrounding the Britannia Secondary Plan are for contextual reference only and are generally based on approved plans.

Milton Official Plan
Land Use Designations

- Residential Area
- Residential Office Area
- Secondary Mixed Use Node
- Neighbourhood Centre
- Major Node Area
- Minor Sub-Node Area
- Institutional
- Business Park Area
- Community Park Area
- District Park
- Neighbourhood Park
- Natural Heritage System
- Agricultural Rural Area

Trafalgar Secondary Plan
Land Use Designations

- Low Density Residential
- Medium Density Residential I
- Medium Density Residential II
- Medium Density Mixed Use
- Neighbourhood Centre Mixed Use I
- Neighbourhood Centre Mixed Use II
- Natural Heritage System
- Greenspace

1.2 Site and Context Analysis

Located in southeast Milton, the Britannia SPA is generally located south of Britannia Road and east of James Snow Parkway. The SPA is more specifically located between Thompson Road South and Sixth Line, north of Lower Base Line West, and south of Derry Green Business Park Secondary Plan. The Greenbelt Plan partially defines the eastern and western limits of the Secondary Plan.

The Britannia Secondary Plan is currently home to agricultural uses, a few rural / farm homes, an existing grid of concession or 'line' roads, and natural heritage features. The settlement of Omagh is located along Britannia near Fourth Line, partially within the Britannia Secondary Plan Area and partially within the adjacent Boyne Survey Secondary Plan Area. Within Omagh a few existing residential homes and home businesses, the Omagh Church of Christ, and Omagh Park are located. Drumquin Park is an existing Town Park of a district scale that is located partially within the eastern edge of the SPA north of Britannia Road.

The topography of Britannia SPA is generally flat, a characteristic that most likely attributed to its desirability for farming. An existing gas pipeline runs in an east-west direction approximately one concession south of Britannia Road.

The Secondary Plan Area is well connected to the 400-series highway system with James Snow Parkway providing connections to the Highway 401 to the north and eventually Highway 407 to the south. Britannia provides access to Highway 407 to the east and Highway 25 to the west. Trafalgar Road, a planned major transit route, is located just to the east of the Britannia Secondary Plan and provides additional interregional connectivity.

The growing residential neighbourhoods within the Boyne Survey Secondary Plan border the northern side of Britannia Road, east of James Snow Parkway. Building out from west to east, the Boyne Survey Secondary Plan will be defined by a several residential neighbourhoods with mixed use nodes and commercial activity connected along a central green spine road that runs the length of the community in an east west fashion about halfway between Britannia Road and Louis St. Laurent. A regional transit hub is planned at the intersection of Britannia Road and Regional Road 25 (Ontario Street).

North of the Britannia Secondary Plan is the Derry Green Business Park Secondary Plan, a planned employment area for the Town. Britannia SPA and Derry Green SPA are separated by a significant swath of land identified as Natural Heritage System.

The Greenbelt Plan defines the eastern edge of the Britannia Secondary Plan, beyond which is Trafalgar Road. The Trafalgar Road Secondary Plan is planned as a mixed-use, higher density, transit focused corridor.

1.3 Purpose

The Britannia Urban Design Guidelines have been prepared as a companion document to the Secondary Plan, providing additional direction with regard to placemaking and urban design objectives throughout the Secondary Plan Area. The Urban Design Guidelines give expression to the physical planning and urban design concepts that underpin the Britannia Secondary Plan and provide design direction and recommendations that support of the vision for Britannia.

The Britannia Urban Design Guidelines set the stage for design excellence throughout the new community area. The Britannia Urban Design Guidelines provide guidance at the community and neighbourhood scales related to opportunities and constraints, community structure, parks and open space, pedestrian connections and trails, community focal points and nodes, street and block patterns, streetscape treatments, built form characteristics, and sustainable development.

1.4 Application of the Guidelines

The Britannia Urban Design Guidelines are meant to guide future planning and design within the Britannia Secondary Plan Area including the preparation of the Tertiary Plan, Neighbourhood Design Plans, Draft Plans of Subdivisions, Site Plans, Landscape Plans, and Building Design.

The Guidelines are a forward-looking document that should complement and support existing policies, by-laws, standards and guidelines including the Sustainable Halton Official Plan, Town of Milton Official Plan, Milton's Strategic Plan, Urban Design Guidance for the Site Planning and Design of Mid-Rise Building and Tall Buildings in Milton (2018), Town of Milton Engineering and Parks Standards Manual (March 2019), and other Regional and Town-wide standards and by-laws. Where conflict exists, the Britannia Urban Design Guidelines do not take precedence over the current Town policies, standards, and financial considerations.

The Guidelines provide a starting point for a cohesive urban design approach. They are not intended to stifle or preclude other creative design solutions that have regard for Secondary Plan, the vision and objectives. Alternative approaches may be explored through the Tertiary Plan process and through draft plan of subdivision with supporting urban design briefs and supplementary guidance.

The Urban Design Guidelines are intended to:

- Guide a high-level of coordination design thought that leads to healthy and sustainable neighbourhoods;
- Provide flexibility in their guidance, rather than detailed performance standards and specifications which must be met; and,
- Guidance to the development community and municipal staff in the preparation and review of development plans and applications.

1.5 Document Structure

The Britannia Secondary Plan Urban Design Guidelines details the vision and character for the Britannia Secondary Plan and provide design guidance covering three main areas of design: the public realm, the private realm (site design) and building typologies. The document is organized across the following sections:

Section 1: Introduction / provides the context in which the Guidelines where prepared and their application.

Section 2: Community Vision and Structure / describes the vision and overall structure for the community, including major defining elements and systems. Identifies key structural elements that create a cohesive and desirable urban plan for Britannia.

Section 3: Engaging Parks and Places / provides guidance on the physical planning, organization and design elements related to key destinations and attractors such as open space, parks, schools, and neighbourhood nodes.

Section 4: Neighbourly Community Form and Organization / provides guidance on the physical planning, organization and design elements related to the streets and block pattern including the street network, active transportation, and streetscapes.

Section 5: Inclusive Neighbourhoods and Buildings / provides guidance on the physical planning, organization and design elements of neighbourhoods, built form and site planning for residential buildings, mixed-use buildings, retail buildings, and community facilities.

Section 6: Sustainable Design and Green Development / addresses approaches to integrating sustainable and low-impact development initiatives throughout the community.

Section 7: Implementation / informs how these Urban Design Guidelines are to be applied in practice, as well as the implementation and approval process.

The new neighbourhoods of Britannia are envisioned to be compact, walkable urban places that are defined by high-quality public places, attractive streetscapes, thoughtful placemaking and distinctive architecture.

2 Community Vision and Structure

2.1 Community Vision

The Britannia Secondary Plan is envisioned to be a complete, sustainable, connected, attractive and well-serviced community. The Britannia Secondary Plan area will become a model for an inclusive, sustainable communities that allows all people to live, grow and thrive. The new neighbourhoods of Britannia will be defined by their walkability, high-quality public places, attractive streetscapes, thoughtful placemaking and distinctive architecture.

The surrounding Greenbelt and natural areas will be protected as a defining feature of the secondary plan and integrated into the community to foster a culture of conservation. Streets and blocks will be void of monotony and sameness; rather, they will be enliven through an intentional integration and mixing of housing types, tenures and opportunities that create a more equable place and stronger sense of community. Intentional architecture and integrated landscape approaches will establish a distinctive identity and ensure compatibility amongst various uses and housing types.

The community will be defined by a series of curated neighbourhoods and smaller sub-neighbourhoods that encourage walking and active transportation modes over vehicular travel. Neighbourhood stores and community amenities, such as schools, parks, indoor and outdoor recreation, will be strategically located so that all residents can walk to them along safe, desirable, and efficient pedestrian routes. These 'third places' will be designed as focal points for each neighbourhoods. Neighbourhoods will be united across the community and beyond by an integrated hierarchy of parks, recreation facilities and trails, fostering healthy and active lifestyles.

A highly connected system of complete streets will prioritize direct and efficient routes for pedestrians and cyclists while balancing impacts to natural heritage features. The street network will support sustainable local transit service and an active transportation network that is accessible to all users. A balance of on- and off-street active transportation routes and trails will integrate the community and connect it to destinations beyond.

2.2 Community Character

The Britannia Secondary Plan defines the character for Britannia as:

A Complete Community

- Delivering an integrated mix of housing opportunities throughout each neighbourhood and along individual streets to promote inclusiveness.
- Establishing strategically located nodes that provide local stores, services and community uses that are within a convenient walking distance (~15 minutes) to all residents.
- Maximizing walkability to passive and active parks and recreation.

A Well-Serviced Community

- Providing mid-sized retail and commercial service opportunities evenly distributed within each neighbourhood
- Delivering a full range and hierarchy of recreation facilities to meet the projected needs of the community.
- Promoting the co-location of schools and parks to create efficient use of land and resources.

A Connected Community

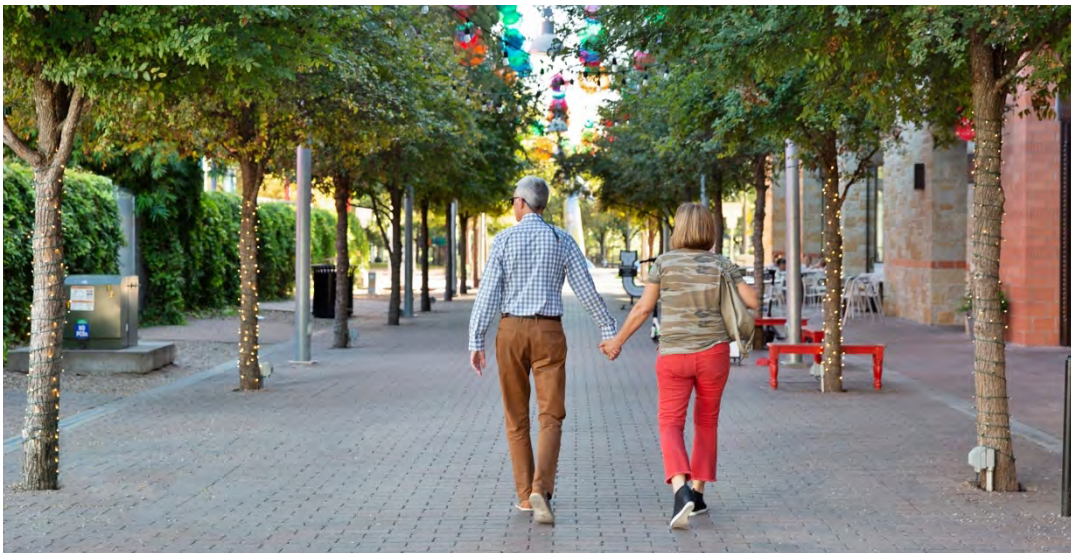
- Providing a logical and well-connected street network that balance the movement of people with impacts on the Natural Heritage System.
- Ensuring a complete and interconnected active transportation system through a balance of on-street and off-street options.
- Supporting sustainable local transit service throughout the whole secondary plan.

An Attractive Community

- Encouraging dynamic streetscapes defined by a range and mix of housing types, sizes and forms.
- Providing vistas and view corridors of natural areas, parks, open space and community uses to increase visibility, safety and the attractiveness of the community.
- Allowing for the phasing of sub-neighbourhoods that can be logically and efficiently developed as complete communities.

A Sustainable Community

- Minimizing impacts to the Natural Heritage System by locating parks, open space and other environmentally sensitive uses adjacent to key features and limiting development within.
- Establishing an urban form that reduces reliance on auto trips and encourages walkability and active transportation to minimize impacts on the climate.
- Enabling the delivery of community facilities and a road network in a fiscally responsible manner.



The Urban Design Guidelines emphasize design elements that are fundamental to achieving the desired character of a compact, well-serviced,connected, attractive and sustainable community.

2.3 Community Structure

The vision and character for the Britannia Secondary Plan will be achieved through a physical community structure that is organized around three central elements:

1. Engaging Parks and Places
2. Neighbourly Urban Form and Organization
3. Inclusive Neighbourhoods and Buildings

2.3.1 Engaging Parks and Places

Engaging parks and places will attract people, encourage engagement and interactions, and promote healthy lifestyles. Functioning as the Public Realm, these destination and attractors are publicly accessible and include:

- ↘ Natural Heritage System
- ↘ Linear Greenspace
- ↘ Public Parks and other publicly accessible open spaces
- ↘ Schools and other community uses
- ↘ Neighbourhood Nodes

2.3.2 Neighbourly Urban Form and Organization

The establishment of a neighbourly community is about knitting a community together through a network of complete streets, active routes, right-sized blocks and enjoyable streetscapes so that neighbours more inherently interact and easily establish a local social network. This “connective fabric” of the community will ensure people can easily walk (5-15 minutes) to daily needs, supports social interactions and garners community pride.

- ↘ Complete and Connected Streets
- ↘ Active Transportation
- ↘ Street and Block Pattern
- ↘ Streetcapes Elements

2.3.3 Inclusive Neighbourhoods and Buildings

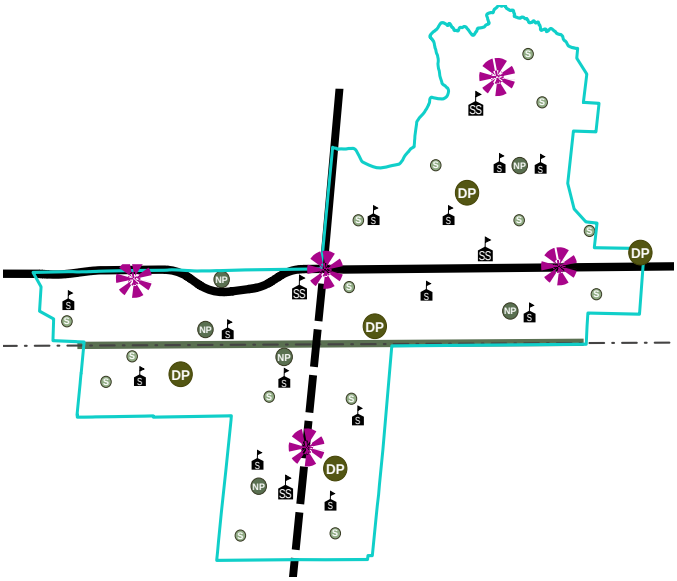
Inclusive neighbourhoods are defined by a range and mix of housing options to meet a variety of needs, levels of affordability, family-structures, life-stages, and living arrangements. Five distinct neighbourhoods supports the notion that neighbourhoods will continue to evolve and adapt over time to accommodate additional housing and density through appropriate intensification.

- ↘ Evolving Neighbourhoods
- ↘ Building Typologies
- ↘ Site Design
- ↘ Omagh Study Area

Fig 2.1 Britannia Structural Elements

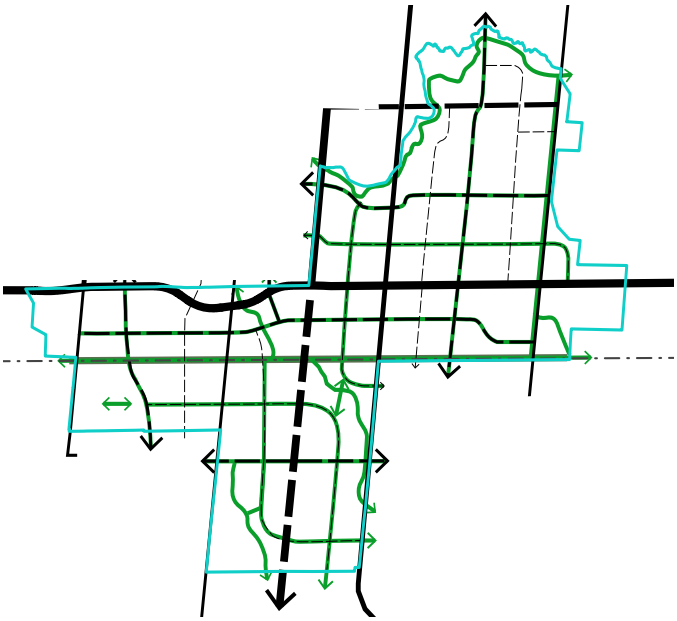
1. ENGAGING PARKS AND PLACES

Engaging Parks and Places promote a rich fabric for which public life to take place and will contribute to create a Britannia's sense of place



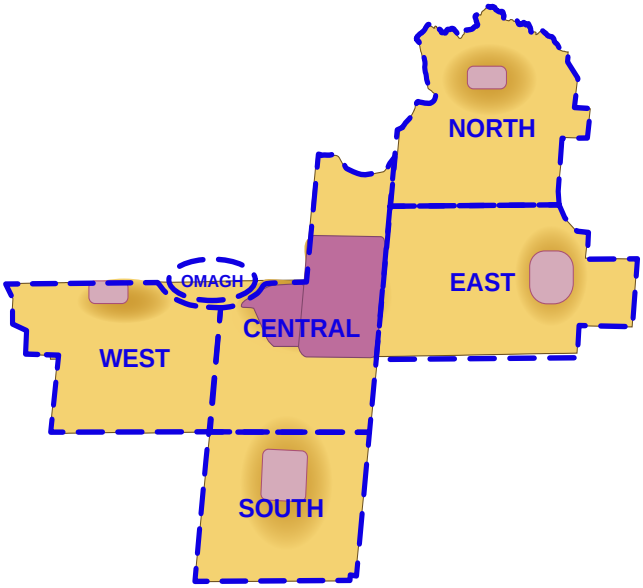
2. NEIGHBOURLY URBAN FORM AND ORGANIZATION

A Neighbourly Urban Form desgins and organizes streets and blocks for pedestrians and encourages active transportation modes and supports passive interactions



3. INCLUSIVE NEIGHBOURHOODS AND BUILDINGS

Inclusive Neighbourhoods and Buildings provide choice and housing opportunities for people of a diverse demographics and soci-economic groups



2.4 Key Design Directions

The following key design directions inform the guidelines and the overall community design:

1. The existing pipeline easement will become a central active transportation spine, a defining structural element of the plan, and an opportunity for a unique placemaking feature across the Secondary Plan. Streets, parks and other public spaces and uses are encourage to locate along and adjacent to this "Linear Greenspace" to reinforce it's role as a central urban design element of the Secondary Plan.
2. A range of parks, village squares and other publicly accessible open spaces will establish sub-neighbourhood focal points, opportunities for placemaking, and access to active or passive recreation within a short (5 minute) walk to all residents.
3. Five distinct neighbourhoods each with a Neighbourhood Node as a focal point for non-residential activities and daily-needs to create synergies and provide opportunities to shop, work, and worship within an easy 15 minute walk.
4. A Urban Village Centre in the centre of Britannia that will be the communities primary focus of activity for commercial and community uses including the largest amount of retail and commercial uses, a District Park, and a Secondary School.
5. A range and mix of housing options, primarily grade-related, will be provided in each neighbourhood to promote inclusiveness and create dynamic streetscapes.
6. A modified grid system of walkable streets that provide high levels of connectivity while minimizing impacts to the natural environment.
7. A complete transportation system that provides both on- and off-road active transportation facilities and routes with direct connections to walk or cycle across the community and to connections in adjacent neighbourhoods or the Greenbelt.
8. Opportunities for unique placemaking efforts should be identified throughout the community including within parks, neighbourhood nodes, along streets and through the design of buildings. Placemaking uses design and creativity to create unique places and experiences.

Placemaking opportunities should be provided throughout the Britannia Secondary Plan through unique building architect and creative public spaces

3 Engaging Parks and Places

Britannia will include a natural areas, parks, neighbourhood nodes and other public places that draw people out into the community, encourage healthy lifestyles, and promote community engagement.

3.1 Natural Heritage System

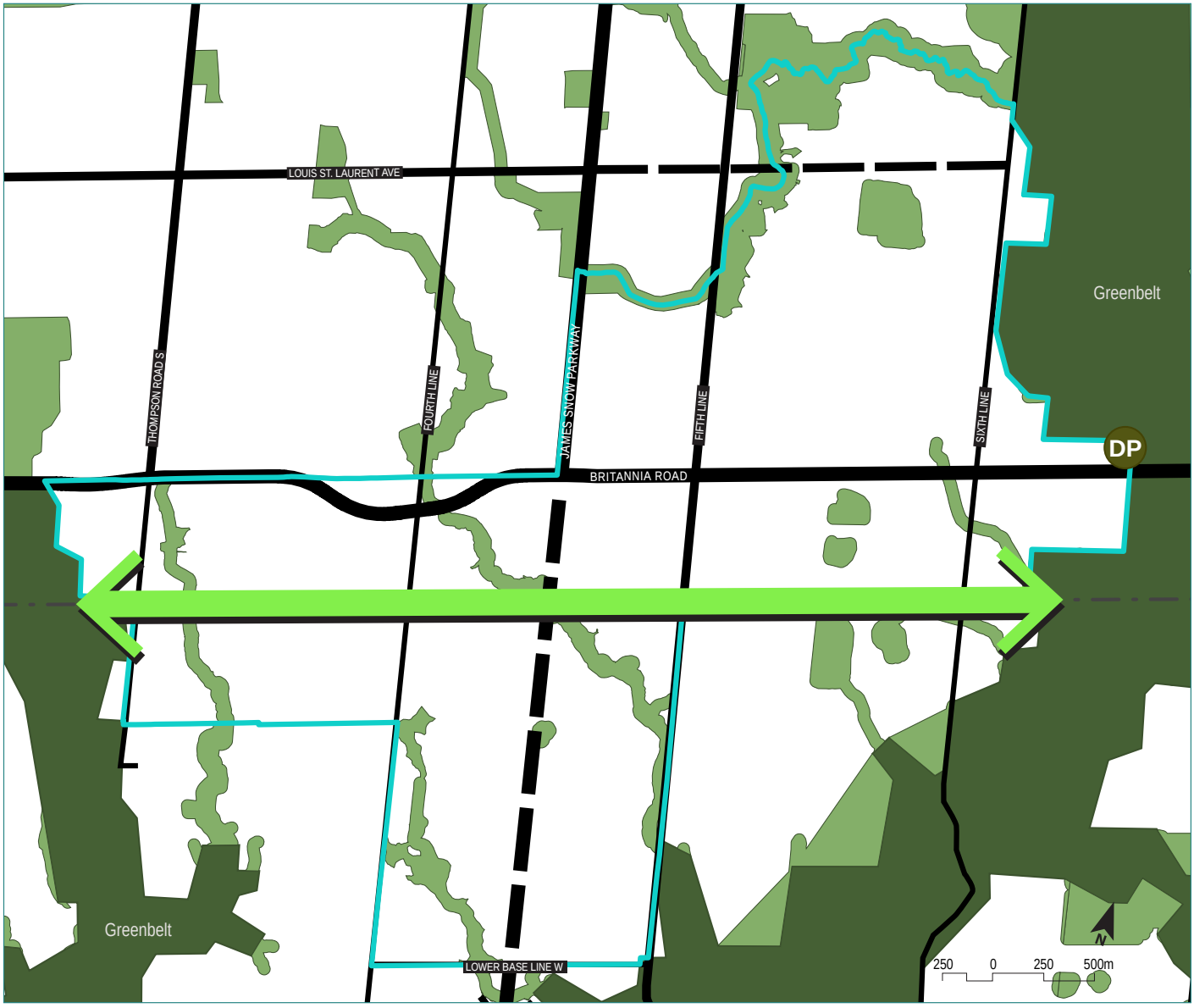
Britannia's edges are defined by the Greenbelt Plan and Natural Heritage System ("NHS") land. Within the Britannia SPA, natural heritage features bring "fingers" of green and natural areas into the community. Natural areas are desirable amenities, providing physical and visual access to nature and relief from the urban environment.

Guidelines:

1. The health and vitality of natural areas should be protected, maintained, and enhanced throughout Britannia.
2. Sensitive land uses should be located adjacent to the NHS such as parks, schools, stormwater management facilities, larger lot grade-related housing or uses/buildings that employ a high degree of sustainable site design features.
3. Maximize visual access and appropriate physical access to the Natural Heritage System through single loaded streets, trail heads, vista blocks, and the placement of parks, schools, stormwater management ponds, and other community uses adjacent.
4. Integrate pedestrian trails within buffers in a manner that is sensitive to the adjacent natural features.
5. Provide access to natural areas through clearly identified trails that are connected to the public sidewalks and/or multi-use pathways.
6. Planting along the vegetative protection buffer should include native species. The minimum vegetation should be planted in accordance with local requirements.
7. Incorporate interpretive and directional signage in visually prominent areas, especially at trail head locations.
8. Reduce lighting within the buffer while ensuring safety and visibility where trail access is provided.

Natural Heritage provides physical and visual access to residents as well as protects key ecological features and functions

FIG 3.1 NATURAL HERITAGE SYSTEM AND THE LINEAR GREENSPACE



3.2 Linear Greenspace

Lands encumbered by the pipeline are designated as 'Linear Greenspace' in the Britannia Secondary Plan. These lands provide a key urban design opportunity to create a major active transportation and green corridor connecting the Greenbelt across Britannia from west to east. Its envisioned as a central urban design element defined by a major active transportation infrastructure such as a multi-use path and/or cycle track and should take design cues from notable trails, promenades and walking malls from the City Beautification Movement. The street network, land uses and built form around the Linear Greenspace should respond and highlight this central community design role. Where possible, it should be paired with a collector road, public street, parkland or public uses along its edge to connect and open it up to the public realm rather than enclose it within privately owned lands. The Linear Greenspace should be planted with appropriate landscaping to enhance the user experience and places to sit and rest. If possible, trees and landscaping should be provider for user enjoyment, shading and to establish a notable character.

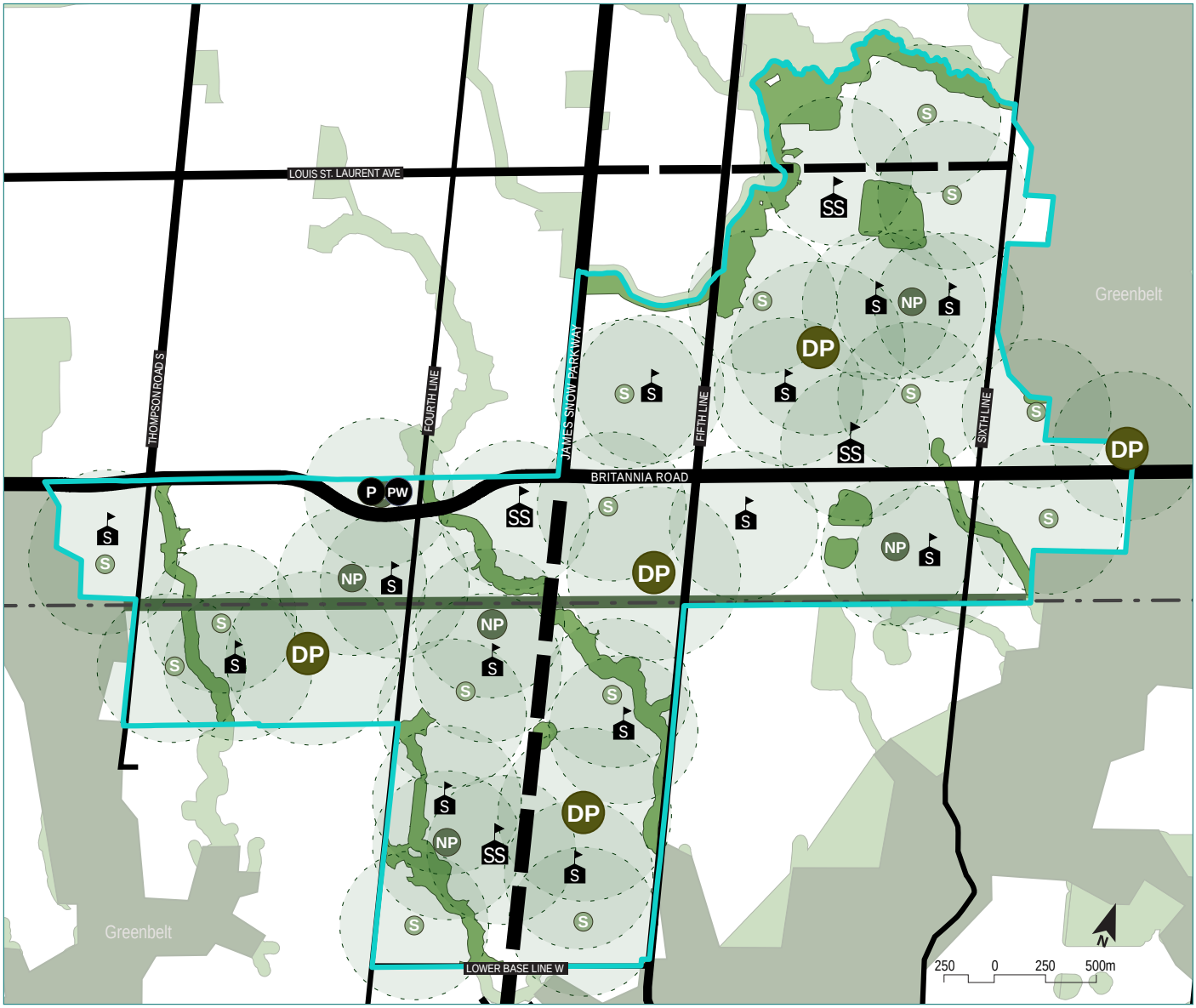
Guidelines

1. Urban design and placemaking efforts should focus on the creation a distinctive and notable linear greenspace that connects the Britannia from west to the east with a multi-use active transportation path.
2. Wherever possible, locate a collector road, public street, park or other public open space and uses adjacent to the Greenspace to provide visual and physical access.
3. Parks and other open spaces are encouraged to located adjacent to or near the Linear Greenspace over privately held lands. Backlotting onto lands designated Greenspace is discouraged.
4. Lands designated Linear Greenspace should be designed in a cohesive and distinctive manner across the Secondary Plan with amenities such as pathways, trees, landscaping, lighting, trash receptacles, and seating, where feasible.

Great active transportation corridors, avenues, esplanades and promenades from around the world provide inspiration for Britannia's Linear Greenspace.

Newmarket, Ontario /
Avenue Bagno, Germany /
Normandy, France /
National Mall, Washington, DC /
Las Ramblas, Barcelona /
Forsyth Park, Savannah

FIG 3.2 PARK OR SCHOOL WITHIN A 5 MINUTE WALK (400 M)



- Secondary Plan Boundary
- Existing Regional / Major Arterial Road
- Planned Regional / Major Arterial Road
- Existing Minor Arterial Road
- Planned Minor Arterial Road
- Existing Collector Road
- Existing Local Road
- Existing Pipeline
- Existing Park
- Existing Place of Worship
- Natural Heritage System
- Linear Greenspace
- District Park
- Neighbourhood Park
- Village Square
- Secondary School
- Elementary School
- ~5-minute Walk Radius

3.3 Parks and Open Space

Britannia will be defined by a hierarchy of parks and other public open spaces in accordance with the Town of Milton standards to create community focal points and provide for passive and active recreation and amenities. The proposed parks for Britannia ranges from a large community park to numerous small village squares with the goal of providing access to fine-grained distribution of parks and other publicly accessible open spaces within a short walk (i.e. 5-minutes) of almost all residents in Britannia. Parkland should be provided in accordance the Town's engineering and park standards manual.

3.3.1 Community Park

The Britannia Community Park will provide space for community-wide scaled recreational amenities, outdoor play and respite, and space for major civic events, that serve and attract residents from across Britannia. At over 20 hectares, the Britannia Community Park will become a distinctive destination and treasured amenity for the area.

Guidelines

1. Strategically consider the location of the Community Park within or adjacent to the secondary plan area and, if possible, locate adjacent to the Natural Heritage System and/or the Linear Greenspace to connect with major active transportation routes.
2. Provide a range and mix of outdoor recreational facilities and amenities such as sports fields and courts, spray pads, skate parks, playgrounds, natural play features, and trails, as well as passive uses such as seating, gardens, picnic areas, event space, and open areas.
3. Co-location with major indoor recreation facilities is encouraged. Consider opportunities to co-locate other community uses such as community centres and libraries within or adjacent to the Community Park. Where these uses are proposed within the community park, they should be placed adjacent to the adjacent collector road.

Community Parks provide Town-wide recreational amenities and should be designed and planned as a community wide focal point with iconic design elements.

4. Consider locating a Secondary School adjacent to or near the Community Park to provide an opportunity for shared recreational facilities.
5. Community Parks should have frontage of at least two public streets including significant frontage on a collector or arterial road.
6. Hard and soft landscape elements and features should be thoughtfully incorporated into the park design including gateways, water features, plazas and / or iconic design elements to support the passive gathering of people.
7. Provide pedestrian paths and trails through the park and to the various uses within the park. Consider connections to the community wide active transportation network with integration with community wide trails, including the Linear Greenspace.
8. Provide controlled vehicle access from collector or arterial roads.
9. Design the park to accommodate amenities such as seating areas, covered shelters, unstructured landscape space, gardens, parking and walking paths.
10. Provide appropriate space dedicated to establishing an urban forest canopy and natural buffers to adjoining land uses. Incorporate native and non-invasive plant material into the park design, especially at the interface locations adjacent to natural areas.
11. Programming should include uses that provide for people of all ages and abilities, in accordance with accessibility standards (AODA).

3.3.2 District and Neighbourhood Parks

District and Neighbourhood Parks have been designated within Britannia to ensure each neighbourhood is well served with outdoor recreational facilities within a 10-minute (800 metre) walk for almost all residents. District and Neighbourhood scaled parks will provide outdoor recreational facilities in addition to park facilities such as playgrounds and splash pads for each neighbourhood.

Guidelines

1. District Parks are approximately 7.5 hectares in size, while Neighbourhood Parks are approximately 3.0 hectares in size.
2. Where possible and logical, District and Neighbourhood Parks should be located adjacent to the Natural Heritage System.



District and Neighbourhood Parks should be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured play.

3. Provide a mix of active recreational facilities and park amenities such as sports fields and courts, spray pads, skate parks, playgrounds, natural features, and trails, as well as passive uses such as seating, gardens, picnic areas, event space, and open areas.
4. District and Neighbourhood Parks should generally be regular in shape; however, irregular geometry may be considered where it can be demonstrated the park provides sufficient usable space for required amenities, facilities, and programming as well as other considerations such as urban design merit and placemaking efforts.
5. District and Neighbourhood Parks should have frontage of at least two public streets including significant frontage on a collector road. Consideration for locating District and Neighbourhood Parks at or near key collector road intersections and ensure suitable vehicular access.
6. Buildings should be oriented towards the District and Neighbourhood Parks. Back lotting on to District and Neighbourhood Parks is discouraged and should only be permitted in limited instances where it can be demonstrated that urban design and placemaking efforts are not negatively impacted.
7. Elementary schools are encouraged to locate adjacent to Neighbourhood Parks. Secondary Schools are encouraged to located near District Parks where it is possible to share recreational facilities. Co-location of schools with parks is encouraged where mutually beneficial.

3.3.3 Village Squares

Village Squares play an integral role in defining local sub-neighbourhoods and functioning as sub-neighbourhood focal points. Village Squares are important to ensuring that almost all residents can reach a public park or publicly accessible open space within an easy 5-minute walk from their home. Small scale retail and service commercial uses are permitted around Village Squares to promote fine-grained, local retail and service opportunities and to help further highlight Village Squares as focal points.

Guidelines

1. Village Squares should be approximately 0.40 hectares in size and generally square or rectangular in shape. There may be instances where alternative shapes and geometries of village squares may be acceptable, if sufficient design rationale can be provided.



Village Squares provide sub-neighbourhood focal points and access to passive recreation and open space within a short walking distance to most residents.

2. Village Squares should be designed with a recognizable character that create a focal point for the sub-neighbourhood and contribute the sense of place.
3. Village Squares should be flexible spaces designed to accommodate a wide range of uses, such as local events, small concerts, gatherings, play areas, and casual seating.
4. Visibility and connectivity to all sides of a Village Square is encouraged; however a minimum of two frontages on local streets should be provided.
5. Buildings are encouraged to orient towards the Village Square. Back lotting on to village squares should not be permitted.
6. Clear physical connections and visual access from the public sidewalk into the village square should be provided. Landscaping should highlight areas within the village square and direct people through the space.
7. An elevated materials palette is encouraged to contribute to placemaking and long term durability and maintenance of the space.
8. Local commercial uses and minor Places of Worship are encouraged to locate adjacent to Village Squares to create a synergy between the uses.

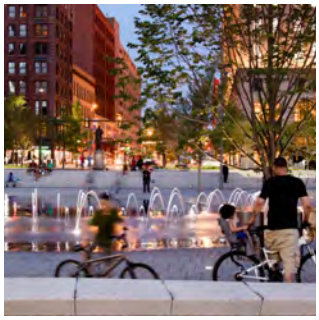
The squares of Savannah, Georgia are aspirational public spaces that have inspired the design and arrangement of the Village Squares for Britannia

3.4 Plazas and Privately Owned Publicly Accessible Spaces

Privately owned public spaces (POPS) are outdoor spaces held by private entities with public access. Although not calculated towards parkland requirements, POPS are desirable spaces that can add to Britannia's fabric of gathering spaces, parks and amenities. POPS play an important role in the hierarchy of parks and open space in the Britannia Secondary Plan. Plazas, urban squares and other forms of privately held but publicly accessible places are encouraged within Neighbourhood Nodes to provide outdoor amenity space, animate the space, support placemaking efforts, and offer relief from buildings and large parking areas. Public access is provided within POPS and serve the community with open and accessible urban spaces where people can gather, relax or organize events.

Guidelines

1. Plazas and POPS should be considered in a comprehensive manner as part of the overall park and open space network. They should be provided at regular intervals, especially where there are gaps in the public parks and open space fabric.
2. Plazas, squares and other POPS of a variety of sizes are encouraged in all Neighbourhood Nodes.
3. Neighbourhood Nodes should contain at least one POPS that is near or visible from the adjacent collector or arterial roads.
4. Strategically locate private plazas or squares in areas adjacent to or near public buildings, where synergies of public space and active uses create a vibrant place.
5. Locate POPS and Plazas in a prominent and public facing location, such as near the main pedestrian access point or entrance.
6. Consider pedestrian desire lines to provide the most direct routes and access from the public sidewalk and active transportation network to adjacent buildings.
7. Orient active building uses to the POPS and in retail areas, provide opportunities for "spill out" of uses onto the POPS, such as patios located directly abutting the space.
8. Incorporate both hard and soft landscaping design elements, including seating, shade, lighting, open space, trees, plantings, and public art.
9. Maintenance and operation responsibilities are solely that of the owner and / or condominium corporation.



POPS in the form of plazas, small urban squares and other privately held publicly accessible places add to the richness, sense of place and desirability of a community.

3.5 Schools and Other Public Service Facilities

Schools and other public service facilities (such as community centres, libraries, recreation centres) play an important role in the community and structure of the secondary plan. These uses are principle attractors, providing critical community infrastructure and places for residents to engage with their community.

Guidelines for Schools and Public Service Facilities

1. School should be co-located with parks, other schools and other community uses. Where feasible, schools should locate adjacent to the NHS. Where schools are co-located the school and / or park block size may be reduced in consideration of shared facilities such as parking and/or play fields.
2. Public Service Facilities are encouraged to be centrally located to the community they are intended to serve and encouraged to co-locate with other major outdoor recreational areas such as a Community or District Park.
3. As important public spaces in a community, schools and public service facilities should exemplify best practices in architecture and urban design. The public realm surrounding these buildings complement the local context and seamlessly transition from the surrounding community so that it reads as a welcoming public place for everyone in the community to use. Design and site as focal points, giving due care to their strategic placement within the community and immediate built form context, such as at the end of view terminus.
4. Urban format schools are strongly encouraged, where feasible, to promote better urban design, use land more efficiently and create notable places.
5. Design the sites to prioritize active transportation and pedestrian access. Locate bicycle parking areas near to the main building entrances and consider, where appropriate, indoor bicycle storage areas.
6. Prioritize safe active routes to based on catchment areas by provided wider sidewalks on both sides of streets that lead to schools and other public facilities, direct NHS crossings, and emphasized pedestrian street crossings.
7. Orient main entrances toward primary street(s) with direct access to the public sidewalk. Entries should be at grade with as little change in elevation as feasible.
8. Consider integrating gathering spaces into the site design, including spaces both exterior and interior (i.e., courtyard, rooftop amenity space).

Schools and other community facilities should be designed as focal points within the community fabric and adding to the public space network.

3.6 Neighbourhood Nodes

Neighborhood Nodes, including the Urban Village Centre, will provide for the retail, commercial, and community needs for Britannia and create a focus of activity for each neighbourhood. Neighbourhood Nodes have been strategically located at key intersections to provide an easy access 10-15 minute walking distance to daily needs for most residents in the surrounding neighbourhood. Neighbourhood Nodes are also intended to be the focus of more intense forms of housing that has enhanced access to transit, amenities, and can help to establish more active urban places.

At the heart of Britannia, a community-scaled Urban Village Centre is envisioned at the intersection of Britannia Road and James Snow Parkway, providing a major center of activity and primary focal point for the Secondary Plan and south east Milton. This is the heart of Britannia and will be the location of the greatest intensity of uses, heights and density. The Urban Village Centre should be designed as a walkable and vibrant place with retail shops, restaurants and cafes, entertainment and public uses. A Community and/or District Park and a secondary school are encouraged within this primary node.

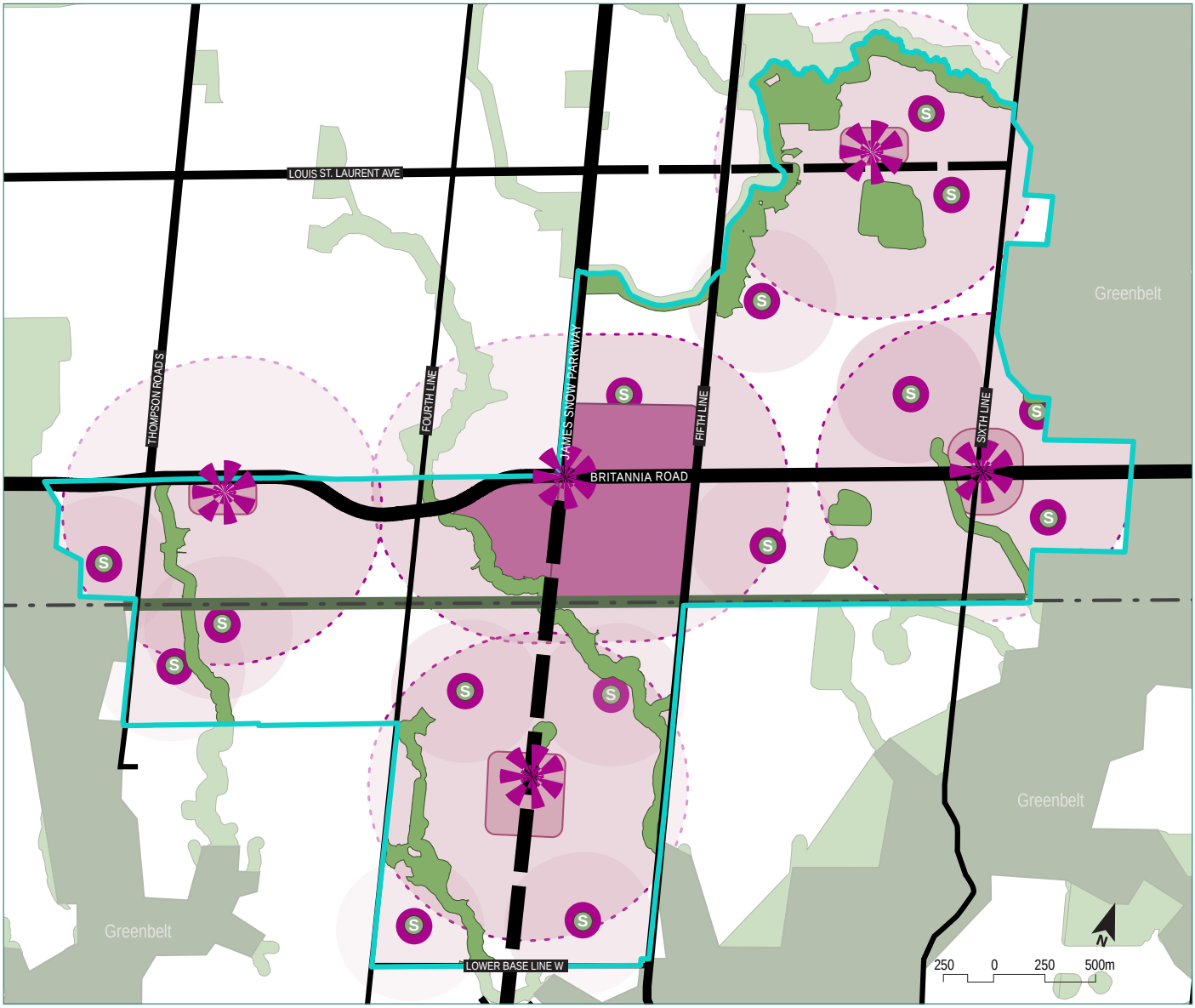
The other four Neighbourhood Nodes are envisioned as more local neighbourhood centres of activity generally servicing the adjacent neighbourhood. They will provide more local and convenience type retail and commercial service uses. These Neighbourhood Nodes are planned at the intersections of key collector roads and near parks, schools, and places of worship to optimize walkability for residents that will rely on them for daily needs.

Guidelines for Neighbourhood Nodes

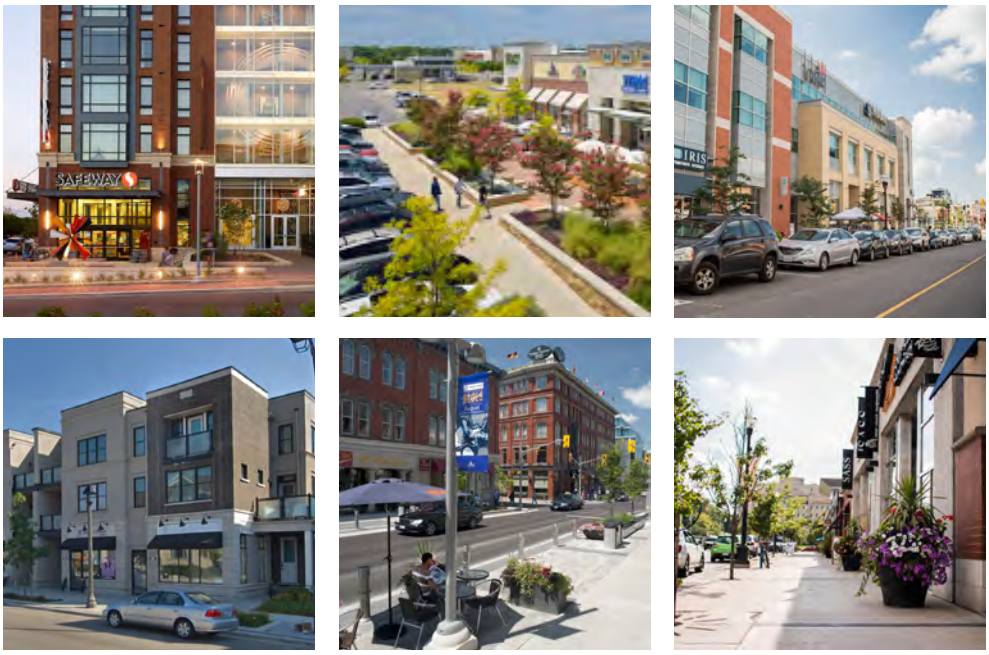
1. Sufficient retail and commercial space should be provided in either a standalone commercial buildings or as part of mixed use buildings in each node to meet the shopping and service needs of the local population and sustain viable retail and commercial activity with the Britannia Secondary Plan.
2. Through the Tertiary Plan process, a neighbourhood design plan should illustrate how a cohesive vision and coordinated approach to each Neighbourhood Node will be achieved across all blocks and landowners in each node.
3. Buildings within Neighbourhood Nodes should be designed to prioritize the pedestrian experience over vehicular access. Pedestrian-oriented built form should be used to define the adjacent primary street(s) with active, ground-floor uses.

Neighbourhood Nodes should accommodate the retail and service / commercial needs of the local population in a manner which creates a focal point and engaging amenity for the adjacent neighbourhood.

FIG 3.3 A SHORT WALK TO DAILY NEEDS (RETAIL AND COMMERCIAL SERVICES)

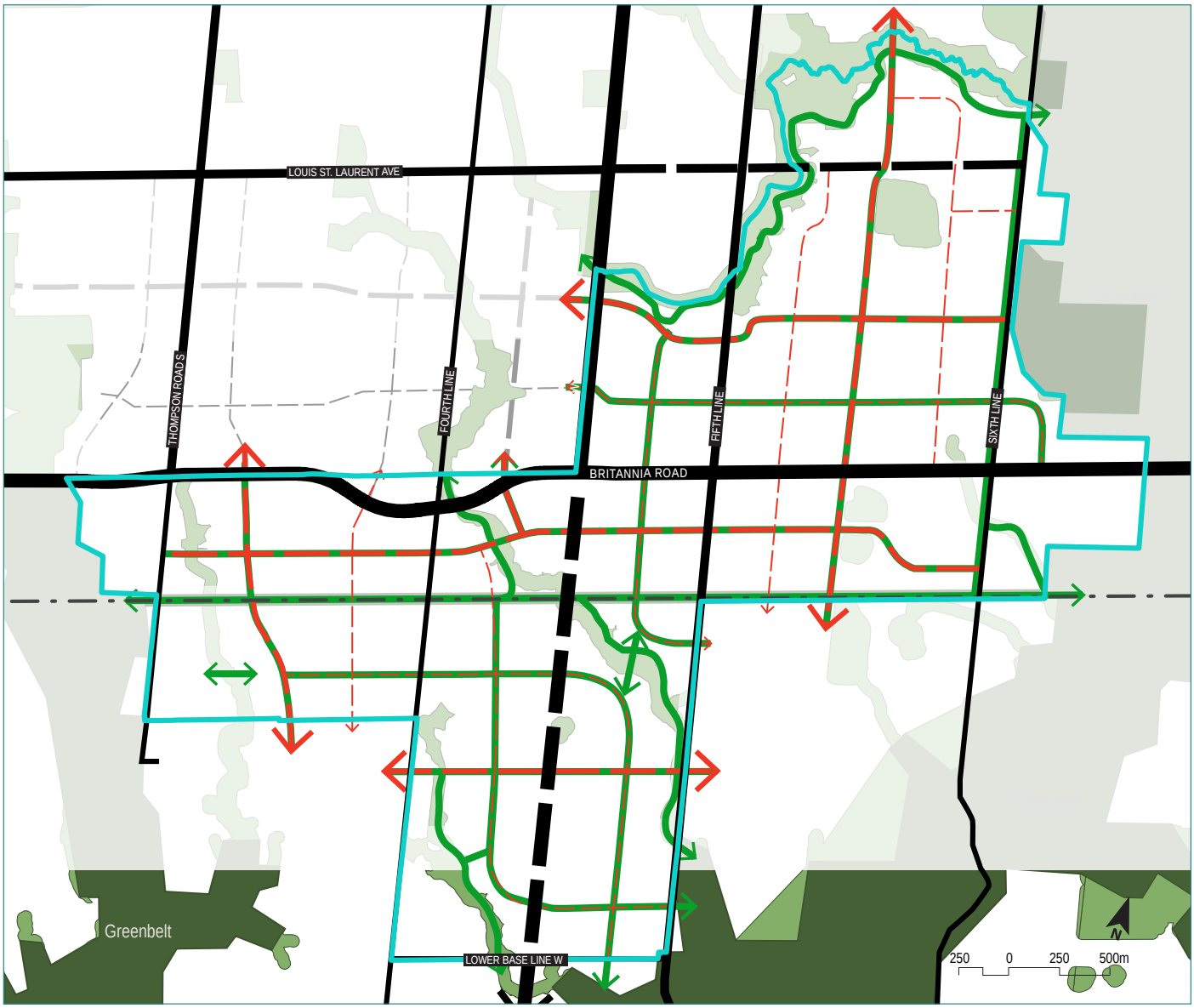


4. Buildings are permitted up to a maximum height of 25-storeys in the Urban Village Centre and up to 15-storeys in the other Neighbourhood Nodes in conjunction with the minimum non-residential floor area in accordance with the Secondary Plan.
5. The tallest buildings should be appropriately located in landmark locations and key locations as supported by a detailed design plan for the entire Neighbourhood Node.
6. Where tall buildings are proposed adjacent to low rise buildings, appropriate built form transitions should be deployed through building design measures such as gradual stepping down of heights, lower scaled podiums, step-backs, setbacks, point towers, appropriate separation, and mitigation of shadow and mirco-climate impacts.
7. Along retail streets, a continuous building wall should be established to define the street edge.
8. Within Neighbourhood Nodes, especially where retail and services uses are proposed, building setbacks should be reduced to minimize the distance between the building entrances and the abutting sidewalk and establish main street type setting.
9. POPS are encouraged within Neighbourhood Nodes to serve the immediate residential population and retail / commercial users.
10. Car traffic and parking should be located at the rear, within structures and/or carefully treated to minimize the impact on the pedestrian realm.
11. Buildings at prominent corners, especially gateways, should provide a focal point through architectural design that emphasizes the visibility and prominence of the building, such as towers, projections, recessions, bay windows, change in materiality, and other interesting architectural features.



Neighbourhood Nodes can provide the retail and service needs of the community in a mixed use or stand alone format which prioritizes the pedestrian experience.

FIG 4.1 STREET NETWORK AND ACTIVE TRANSPORTATION ROUTES



- Secondary Plan Boundary
- Existing Regional / Major Arterial Road
- Planned Regional / Major Arterial Road
- Existing Minor Arterial Road
- Planned Minor Arterial Road
- Existing Collector Road
- Existing Local Road
- Existing Pipeline
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Proposed Active Transportation System

4 Neighbourly Community Form

The physical pattern, layout of streets, blocks and uses, and built structures that make up an urban place is collectively called its “urban form”. As the canvas upon which human societies are built, urban form is critical to many aspects of our daily lives. Streets and blocks provide the basic framework with everything else that makes up a place layered on top.

As the “connective tissue”, streets not only provide necessary physical access and facilitate movement, but also serve as important public spaces that contribute to social life and a sense of place. The street pattern of Britannia will be a fine-grained, grid-system that provides a high degree of internal connectivity and permeability. A hierarchical network of complete streets will create an organized and logical structure for the community and neighbourhoods within it. The street pattern will offer efficient routes that prioritize pedestrians and cyclists while balancing efficient vehicular circulation to major arterial routes and impacts on natural areas. The street network will respond to pedestrian desire lines to ensure that people can efficiently walk from their homes to key daily destinations.

Streetscapes contribute to placemaking, and ultimately, how “neighbourly” (friendly) a place is. Tree-lined streets with homes and buildings oriented towards it create attractive public spaces that make walking enjoyable and encourage a socially engaged community. Continuous sidewalks, low-speed traffic, and on-street parking will increase pedestrian comfort and safety. The street system extends and enriches the parks and open space system, supported by a network of active transportation routes across Britannia.

Streets not only provide a space for movement but also function as key public space.

4.1 Network of Complete Streets

The Britannia street network will be defined by a hierarchy of road types including Regional Roads, Arterial Roads, Major Collector Streets, Minor Collector Streets and Local Streets. The street network will establish frequent connections via regular intersections with other streets and off road pathways to promote an even distribution of traffic and direct routes. Connections to existing and planned streets in adjacent neighbourhoods should be coordinated to seamlessly stitch adjacent neighbourhoods together.

Streets within Britannia have been designed through a comprehensive planning process to identify the needs and function of the street and balance the requirements of a full range of road users, including pedestrians, cyclists, and transit riders of all ages and abilities, in addition to transit vehicles and motorists. The Complete Streets approach envisions a balance of mobility needs and provides the needed level of service in the streetscape design that is appropriate to its land use context.

Land Use / Consider the type of existing and proposed land uses and built form ultimately determine the level of activity along the street. The design of the street should respond to the level of activity, including the size and location of pedestrian and cycling facilities.

Transportation Network / Consider the design of a street within the context of the overall transportation network and linkages to transit and active transportation routes, including off-street pedestrian and cycling facilities, multi-use trails, and the Special Character Street.

Natural Environment / Street design should respond to adjacent natural heritage systems, with particular importance given to existing mature trees and green infrastructure.

4.1.1 Arterial Streets

The Britannia Secondary Plan includes major and minor Arterial Streets. Britannia Road and James Snow Parkway are Regional Roads and therefore classified as major Arterial Streets. These major Arterials / Regional Roads divide the Secondary Plan area into three parts of a quadrant. Major Arterial Streets serve inter-regional and regional travel demand connecting to provincial highways and different municipalities. Major Arterial Streets accommodate higher order transit, truck traffic, and active transportation. In accordance with Regional Standards, major Arterials can have a right-of-way of up to 50 metres and 6 lanes of travel. Major Arterials are designed to move high volumes of traffic at high speeds (~80 km/h) which limits the opportunities to provide a comfortable pedestrian-environment.

Complete Streets provide space for all users, balancing mobility needs and a hierarchy of service

The Britannia Secondary Plan also includes minor Arterial Streets that connect from one end of the Town to the other. Within the Britannia Secondary Plan, existing minor Arterials include Fifth Line and the extension of Louis St. Laurent. Minor Arterials have a smaller right-of-way allowance than major Arterials and should generally be designed with a 35 metres right-of-way in accordance with Town standards. With a design speed of 50 - 60 km/h, these streets are focused on moving traffic across the Town and include dedicated cycle tracks and sidewalks to support active transportation.

Guidelines

1. Arterial Streets should be designed as Complete Streets, where pedestrians and cyclists are allocated dedicated and sufficiently space, to prioritize their needs and safety and advance towards an "All Ages and Abilities (AAA)" design approach.
2. Sidewalks should be provided on both sides of Arterial Streets. In the Urban Village Centre and Neighbourhood Nodes, additional pedestrian space should be considered in the adjacent development block to accommodate for spill out activities.
3. Dedicated and protected cycle facilities should be provided that connect to the broader network in a logical manner and separate cyclists from the travel lanes.
4. Street design should aim to reduce the overall crossing distance at intersections by including "bump outs" at intersections, where possible. Avoidance of dedicated right-turn lanes in Nodes and other high pedestrian areas is encouraged.
5. Driveway access to properties adjacent to Arterial Streets should be made from collectors or local street, if possible. Where necessary, access to Arterial Streets should be approved by the Region or the Town.
6. The boulevards of Arterial Streets should be planted with street trees and be of sufficient size and soil volume to promote mature tree growth. Where appropriate, central landscaped medians should be provided to minimize the impact of large expanses of paved surface.
7. Street furnishing (benches, garbage receptacles, pedestrian light standards, etc.) should be provided in key areas such as the Urban Village Centre and Neighbourhood Nodes.
8. Elevated architectural design and continuous street walls are encouraged on façades that face Arterial Streets to positively contribute to the streetscape and sense of place.
9. Within the Urban Village Centre and Neighbourhood Nodes, building facades should have a high level of visual transparency and direct pedestrian access oriented towards the Arterial Streets, easily reachable from the sidewalk. Parking should be located in a discreet location such as behind the building or screened from view of the street.
10. Buildings are encouraged to front or flank onto the Arterial Streets. Back lotting is generally discouraged and may only be considered in situations where there is design merit or due to topography / site constraints. When back lotting is proposed additional landscaping should be provided to fully screen rear yards or parking areas, to mitigates negative visual impacts and create interest along the streets.

4.1.2 Collector Streets

Collector Streets provide an intermediate level of service between Arterial Streets and Local Streets. Collectors provide direct and convenient connections across the Secondary Plan and within neighbourhoods, linking pedestrians and cyclists to key destinations and activities such as parks, schools and nodes. Within Britannia Secondary Plan there are four existing Collectors, Third Line, Fourth Line, Sixth Line, and Lower Base Line. The Britannia Secondary Plan identifies new Major and Minor Collectors. Strategic crossings of the natural heritage system by Collector Streets have been identified to ensure a high level of connectivity while balancing environmental impacts.

Guidelines

1. Major Collector Streets provide connections across the entire secondary plan to connect strategic locations such as neighbourhood nodes. Major Collector Streets should have a 26-metre right-of-way to ensure room for sidewalks, planted boulevards, active transportation facilities, and on-street parking.
2. Minor Collector Streets provide direct connections within and across neighbourhoods and have a smaller right-of-way than Major Collectors (i.e. 22 metres). Minor Collectors identified in these Urban Design Guidelines be sized based on usage and in some cases may utilize a local street standard as long as the direct connection identified in the plan is maintained and the size is supported by a Traffic Study.
3. Sidewalks should be provided on both sides of Collector Streets. A minimum sidewalk width of 1.8 metres is required in accordance with Town Standards. Wider sidewalks are encouraged, and should be considered along routes that provide direct connections to key community uses and destinations such as schools, parks, retail shops, services and Nodes.

Local Streets should provide the highest level of pedestrian comfort and access.

4. In Neighbourhood Nodes, sidewalks should be designed with additional space along retail and commercial frontages in consideration of spill out activity. Dedicated activity zones should be identified during the design phase.
5. Active transportation infrastructure such as dedicated multi-use paths or cycle track should be provided along all Major Collectors and identified Minor Collectors.
6. Collector Streets should form a modified grid-based street network and provide network redundancy to Arterial Streets.
7. Landscape boulevards between the roadway and sidewalk should be of sufficient size and soil volume to promote mature tree growth.
8. Elevated architectural design are encouraged on façades that face Collector Streets to positively contribute to the streetscape and sense of place. Continous street walls are encouraged in the Urban Village Centre and Nodes.
9. Within Neighbourhood Nodes, including the Urban Village Centre, ground floors should have a high level of visual transparency and direct access oriented towards the street and easily reachable from the sidewalk. Where possible, parking should be located in a discreet location such as behind the building.
10. Residential dwellings should front or flank onto Collectors with access provided via public streets, laneways or flankage street, or through consolidated accesses to minimize the number and frequency of curb cuts and vehicles crossing the sidewalk.
11. Back lotting onto Collectors is generally prohibited. Back lotting may be considered in situations where there is design merit or topography / site constraints. When back lotting is proposed additional landscaping should be provided to fully screen rear yards or parking, in a manner than mitigates negative visual impacts and create visual interest along the streetscape.

Example in Vancouver with a raised, separated cycle track

4.1.3 Local Streets

Local Streets should be designed to reflect their primary function as low-volume routes and informal public spaces by supporting high levels of pedestrian activity and active transportation.

Guidelines

1. Local Streets should form a grid-based street network, with a high level of intersections, and numerous connections to Collector Streets.
2. Local Streets should generally have a right-of-way width of 18 metres and have sidewalks are on both sides in accordance with Town Standards.
3. In select locations, a smaller local street right-of-way may be considered (minor Local Streets) where such streets do not support key pedestrian connections within the neighbourhood, such as dead end streets or isolated locations. Minor Local Streets differ from standard Local Streets in that they only provided for a sidewalk on one side. Where only one sidewalk is provided, it should be strategically located in consideration of maximum sun exposure, parking and connectivity.
4. Local Streets should be comprehensively designed, coordinating the location of lighting, street trees, street parking, utilities, sidewalks and other elements of the street to mitigate conflicts.
5. Street trees should be provided in the public boulevard with sufficient space and soil volume to support long term mature tree growth.
6. In addition to street parking, other traffic calming measures may be included in the street design, such as intersection bump-outs, raised cross walks, or speed bumps.
7. Back lotting onto Local Streets is prohibited.

Local Streets should be designed to provide the highest level of pedestrian comfortand access.

4.1.4 Single Loaded Streets

Single loaded streets have buildings on only one side of the street and the other side is defined by public lands, such as parkland, open space, trails or Natural Heritage System. In such cases, special attention to the streetscape design is required. Single loaded streets with non-active uses are discouraged within the Secondary Plan area, however, it is recognized that in some cases it may be unavoidable.

Park Streets

1. Single loaded streets adjacent to a public park on one side should have street trees planted on both sides of the sidewalk (within the ROW and within the adjacent park) to create a full and consistent street canopy and clearly demarcate the park space from the roadway.
2. Special landscaping treatments should be considered adjacent to the public sidewalk (outside or inside the right of way) to enhance the park edge and provide separation from the roadway and active park spaces.
3. Locate street furnishings and lighting to complement and coordinated with the adjacent park.

Window Streets

1. Window Streets adjacent to NHS are encouraged.
2. Window Streets adjacent to Arterial Streets should be avoided as they result in a duplication of public infrastructure and pull land uses from the street.
3. Where Window Streets are proposed, street trees and other landscaping enhancements should be provided between the curb and edge of the street right-of-way in accordance with Milton standards.
4. Where appropriate, decorative fences or other landscaping elements may be installed between the Window Street and public sidewalk adjacent to an Arterial Street.

Example of a single loaded road that provides a view to natural areas.

4.1.5 Laneways

Laneways provide access to parking, service and loading functions away from the primary street. Laneways are encouraged throughout the plan to create a pedestrian focused streets that are not interrupted or defined by driveways and garages. Laneways will primarily be used to permit driveway access, especially where front yard driveways are not desirable, such as along Arterial and Collector Streets. Laneways may also provide access to non-residential buildings fronting Arterial and Collector Streets, and to provide access for parking, waste collection, and service and delivery areas.

Guidelines

1. Laneways are encouraged throughout the secondary plan to create an attractive and pedestrian friendly local streetscape.
2. Primary building facades and entrances should not be located on laneways.
3. Where ground related housing fronts onto an Arterial or Collector Street accessed by Laneways, setbacks should be reduced to achieve an urban streetscape and to avoid the use of this space as informal rear yards.
4. Laneways should have a minimum right-of-way width of 10.0 metres with a minimum 6.5 metre paved roadway surface.
5. Adequate lighting for safety and visibility should be provided along the laneway.
6. Design laneways to accommodate larger service vehicles, such as firetrucks and garbage trucks.
7. Consider secondary access to adjacent built form, such as detached garages and coach house, from the laneway.

Examples of rear lanes in / Angus Glen, Markham / Mueller, Austin, Tx

4.2 Street and Block Pattern

The street and block pattern should be designed to provide maximum permeability for pedestrians, cyclists and vehicles through a connected and continuous grid-based street network. A strong grid-based street network offers the shortest travel distances for active transportation users, while redundancy in the road network ensures that traffic within neighbourhoods is distributed more evenly across the community.

Guidelines

1. The street and block network should be laid out to reflect a regular grid-network to provide a high frequency of intersections while considering impacts to natural feature and in concert with pedestrian desire lines to provide the most direct routes for residents from their homes to their daily destinations (schools, parks, shopping, etc).
2. All development should front onto and have access to public streets. Where development fronts onto an Arterial or Collector Street, access from a lane may be required, subject to the approval of the Town in consultation with the Region of Halton, as necessary.
3. Block length should typically be 100 metres or less to promote walkability and provide sufficient intersection frequency. Longer block lengths may be considered on occasion but should not exceed a maximum length of 200 metres. Blocks should be designed with a high degree of permeability to avoid the need for mid-block pedestrian connections.
4. Mid-block pedestrian connections should be provided where block lengths reach 180 metres. Where feasible, mid-block connections should link to the broader active transportation network. Mid-block pedestrian connections should be a minimum of 6 metres wide to accommodate pathways, lighting and landscaping and be designed with CPTED (Crime Prevention through Environmental Design) principles.
5. Cul-de-sacs and crescent are to be avoided and should only be considered in situation where there is no other reasonable alternative.
6. Provide a range of larger and smaller blocks to promote a variety of building types across each neighbourhood.
7. Orient blocks in a north-south direction so that the rear of lots get generally equal amounts of sunlight, the extent practicable.
8. Lay out streets and blocks so that almost all residential are within a 5-minute walk (approximately 400 metres) to a park or other publicly accessible open space, and generally no greater than 800 metres.
9. Consideration should be given to a street and block pattern that provides for terminating views at prominent locations (such as schools, community buildings and other architectural interesting buildings or uses) and creates focal points and punctuations along long stretches of street.
10. Provide an opportunity for grandiose vistas within each of the neighbourhoods, purposefully terminating collector roads at a key public spaces (parks and open space) and / or iconic building, structure or landscaping.

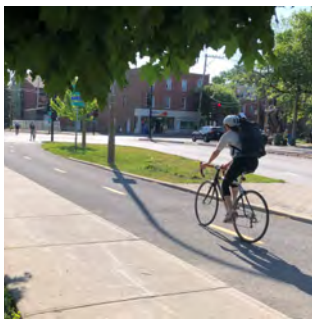
The street and block pattern throughout Britannia should prioritize pedestrians by utilizing a regularize grid-network of streets with short blocks and a high frequency of intersections

4.3 Active Transportation Network

Britannia's active transportation network is composed of both on- and off-street pedestrian trails, cycling routes and pathways with the "Linear Greenspace" acting as a primary east-west active transportation corridor. Pedestrian-focused design is necessary to create vibrant routes that connect people to places and nature that encourage walking and biking. Trails and pathways within parks and other open spaces, such as the NHS and the Linear Greenspace, provide opportunities to further enhance pedestrian and cycling connectivity through the Secondary Plan area and provide direct routes that supplement those along the street network.

Guidelines

1. Provide sidewalks on both sides of all public streets. Local streets are encouraged to have sidewalks on both sides of the street but should provided on at least on one side.
2. Where a sidewalk is only proposed on one side of a street, it should be located on the north side of the roadway to benefit from winter sun exposure or on the side with the least amount of interruptions. Single loaded streets adjacent to the Natural Heritage System should have the sidewalk located opposite the feature to minimize impacts from pedestrians and not duplicate trails within the NHS.
3. All collector streets should be designed with dedicated and protected bicycle facilities.
4. Key routes and linkages that reflect pedestrian desire lines through the Natural Heritage System should be identified to provide direct connections within neighbourhoods and across the Britannia.
5. Lands designated Greenspace should be integrated into the active transportation network with a primary east-west multi-use path.
6. Pedestrian scaled light fixtures should be considered in high pedestrian areas, primary off-road active routes, or where the general street lighting does not adequately illuminate the sidewalk, such as areas where sidewalks may be setback.
7. Seating should be provided along all Active Transportation routes.
8. Key trail connections should be fully accessible and be designed for winter use.
9. Eco-friendly paving materials should be considered for trails within the Natural Heritage System and where necessary, employ boardwalks through sensitive areas to minimize the impact of pedestrians on the ecological function of the feature.



Britannia's urban form should be designed to prioritize a robust active transportation network that includes both on and off-road facilities connecting destinations across the plan area.

4.4 Pedestrian-Oriented Streetscapes

Streetscapes should be designed in consideration of pedestrian comfort. Pedestrian-oriented design ensures the street is highly usable by pedestrians, with signage and features focused on the pedestrian experience. Pedestrian-oriented streets are key to connecting people to activity centres and daily uses (such as schools and parks). The built form adjacent to the street should further reinforce the pedestrian environment. Gateways and street trees are two important components of the pedestrian-oriented streetscapes.

4.4.1 Gateways

Gateways should be designed as recognizable placemaking and wayfinding elements that signify the entrance to a neighbourhood of Britannia. Gateways are demarcated through the provision of elements in the streetscape including hardscaped or landscaped surfaces, built form orientation, distinctive architect and / or public art. Generally, located where arterial or collector roads enter the community, gateways should be identified through the Neighbourhood Design Plan.

Guidelines

1. Gateways to neighbourhoods should be designed for a neighbourhood as a whole, not for individual subdivisions or developments.
2. Gateways should contribute to a sense of arrival and place, contributing to the image and identity of Britannia. Elements of a gateway could include specific tree species and landscaping features, feature lighting, seat walls, paving, seating, planters, and public art.
3. Entries into public parks and other publicly accessible spaces should include unique elements to emphasize the entry point such as landscaping, paving, lighting, furnishings and public art.
4. Gateways should be provided a key intersections of collector and arterial roads with Regional Roads (Britannia and James Snow Parkway), with particular attention paid to gateways within Neighbourhood Nodes.
5. Signs, decorative walls or other entrance features with subdivision names are not permitted.



Pedestrian focused streetscapes ensure the street is comfortable for pedestrian and mid block connections help to improve pedestrian access and encourage active transportation

4.4.2 Street Trees

Street trees are an essential components of the streetscape. They enhance the aesthetic of the streetscape and provide pedestrian comfort, year-round interest, and protection from weather. Furthermore, street trees help to improve micro-climatic conditions. Street trees must be coordinated with utilities to ensure their long term and sustainable growth. A conceptual street tree plan should be provided to help coordinate utilities and other streetscape elements such as lighting, seating, receptacles and planters that are within or adjacent to the right-of-way. The design of streetscapes should consider the following:

Guidelines

1. Provide a row of street trees between the sidewalk and the roadside curb. Variations may occur to highlight adjacent land use, such as open space and focal points.
2. Where street trees between the sidewalk and the roadway is not feasible or practical, they may be planted between the sidewalk and the adjacent lot.
3. Plant trees that are hardy, salt-tolerant, and high branching, of deciduous varieties that can tolerate street environments.
4. Avoid monocultures containing the same street tree species over large areas. Using similar species along local streets is acceptable if there is definition and change.
5. Consider locating tree species with contrasting colour or foliage in areas of interest to visually distinguish and enhance the built form and soft landscape in these areas.
6. Coordinate the location of street lighting fixtures and utility boxes to be in line with the street trees unless indicated otherwise.
7. In areas of high pedestrian usage, provide pedestrian scaled lighting, benches, trash and recycling receptacles, and planters in a well-coordinated, designed streetscape.



Street trees are a fundamental component of a great street and should be a primary consideration in street design

5 Inclusive Neighbourhoods and Buildings

Britannia will be defined by five distinct neighbourhoods that reflect the qualities of Milton's most desirable and distinctive residential areas. Each of the neighbourhood will have a Neighbourhood Node and Village Node that provides a focus for local activities such as meeting places, centralized mailboxes, local service commercial space or transit stops.

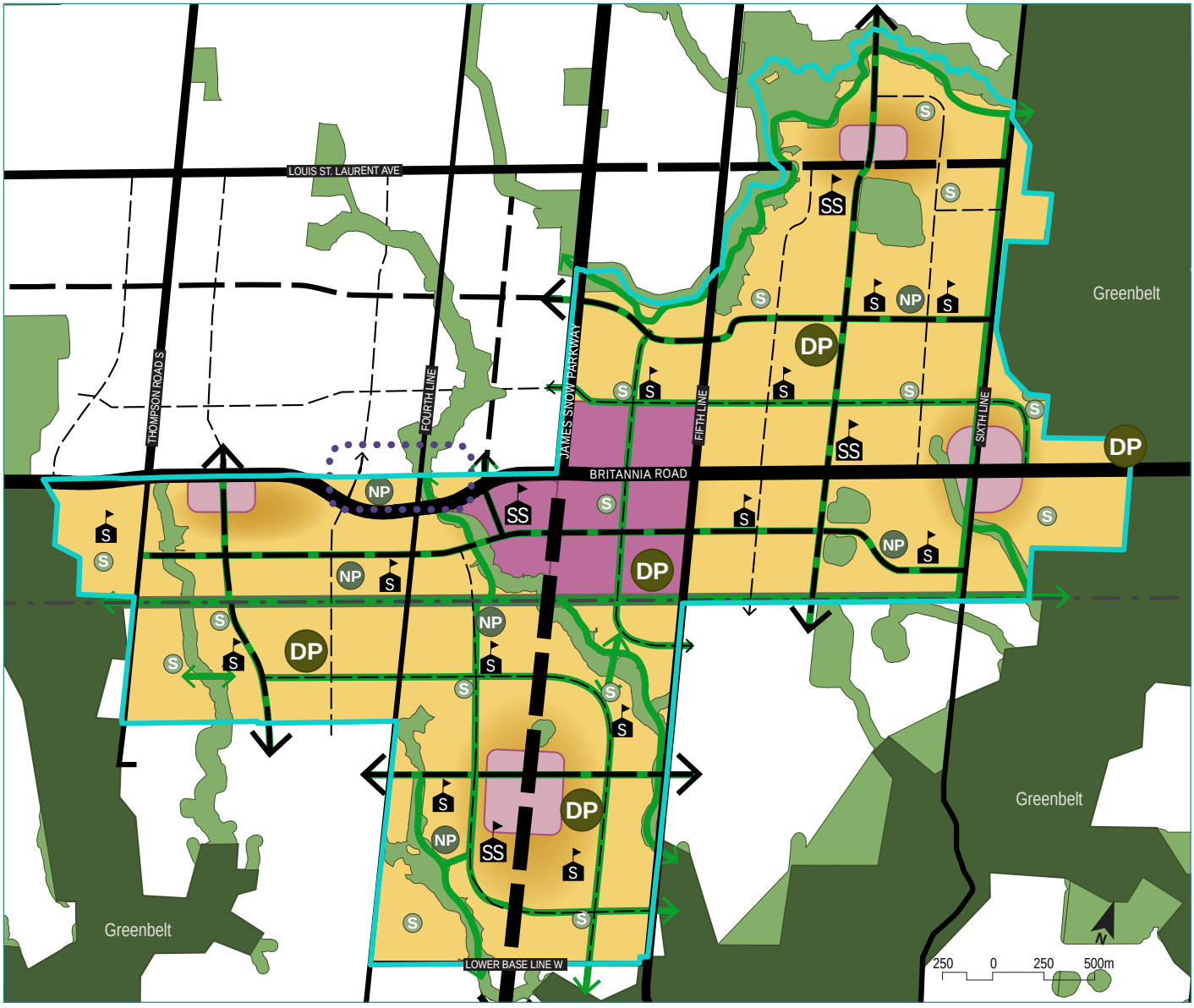
Each Neighbourhoods will feature a wide range of housing and building types to foster a population with diverse demographics and economic characteristics. Neighbourhoods will be defined by a diverse mix and range of housing types, sizes and densities including singles and semis, townhouses, stacked and back-to-back townhomes, and multi-unit plexes, that are carefully configured and distributed to promote a diverse and inter-generational population.

Grade-related residential homes will be the predominant housing form in Britannia and are permitted throughout the Evolving Neighbourhood designation. Medium density residential is encouraged to concentrate near or within the Neighbourhood Nodes.

All neighbourhoods should be designed to be:

1. Neighbourly, with a strong street-orientation and with porches and entries that promote intersection and socialization amongst residents and reinforce a pedestrian scale and character for the community.
2. Diverse, a variable mix of housing types and styles should be use to create interesting and dynamic streetscapes.
3. Compatible, in scale and character with the adjacent buildings and uses in the same vicinity.
4. Sustainable, employing strategies to conserve energy and water resources, improve health, use durable and low-maintenance buildings materials and native landscaping.
5. Local, to the extent practice, use local materials and regional architectural approaches to not only reflect but establish a local Britannia vernacular.

FIG 5.1 ILLUSTRATIVE LAND USE PLAN



5.1 Evolving Neighbourhoods

Evolving Neighbourhoods supports the notion that neighbourhoods will continue to evolve and adapt over time to accommodate additional housing and density through appropriate grade-related intensification. Evolving Neighbourhoods are primarily residential in character and also include community uses such as parks, schools, libraries, place of worships, day cares and community centres. Local small-scale retail and service uses are permitted adjacent to Village Squares to meet the daily needs of adjacent residents.

Range and Mix of Housing

1. A range and mix of lot sizes and housing types should be provided within each neighbourhood and sub-neighbourhood to provide a interesting streetscapes, mix of housing opportunities, and avoid repetition of the same housing type and lot size.
2. A range and mix of lot sizes and housing types is encouraged within a single block and along each street as a means to strengthening the neighbourhood character, sense of place, provide choice and ensure a more inclusive urban form.
3. Streets with a single lot size and / or housing types should be avoided, where possible and feasible.
4. A maximum of 50% of residential units within each neighbourhood should be single-detached type dwellings.
5. More dense housing forms are encouraged to locate nearer to the Neighbourhood Nodes to create a more densely populated area to support transit and increase walk-to opportunities to local retail.
6. The edges of neighbourhoods adjacent to Natural Heritage features should be designed to respond more sensitively to natural areas and existing topography, with a street system and building types that can more easily adapt to changing topography and / or provide opportunities for public views into natural areas.
7. Grade-related lots and homes should be sized and designed from the outset for additional dwelling units such as secondary suites, basement suites, garden suites, or coach houses.

Evolving neighbourhoods include a dynamic mix of housing types and provide opportunities for change and adapt over time.

Street and Building Relationship

8. Buildings and homes should be organized to define the adjacent public realm and face the abutting street(s).
9. Homes and buildings should be located close to the street to establish a human scale, connect to the public realm and create a clear street edge.
10. Frame the street by using similar setback sizes to create a continuous streetwall. Some variation for visual interest is encouraged, especially along longer streets.
11. The maximum building height in Evolving Neighbourhoods is 4 storeys. Vary building heights and roof forms should be employed to create visual interest. Consider transitions in height to minimize negative impacts on adjacent buildings of lower heights.
12. Main building entrances should be oriented towards the public street, be directly accessible from the public sidewalk, and raised above finished grade and.
13. A minimum front yard setback should be provided of approximately 4.5 metres with a minimum 1.0 metre “no encroachment” zone.

Neighbourhoods should include a range and variety of housing opportunities

5.2 Grade-Related Residential Buildings

Grade-related residential buildings are the predominant housing form in the Britannia Secondary Plan area, and include detached, semi-detached, townhouses and back-to-back townhouse buildings. This building typology is found predominantly in the Evolving Neighbourhood designations, although flexibility is permitted to provide some grade-related residential buildings in mixed use format in the Neighbourhood Nodes.

Low rise residential buildings include:

- Single detached
- Semi detached
- Duplex/Triplex/Multiplex
- Townhouse
- Back-to-back Townhouse
- Stacked Townhomes
- Stacked Back-to-Back Townhomes
- Alternative and Additional Dwelling Units

Guidelines

1. Frame the street by using similar setback sizes along a streetwall. Some variation for visual interest is encouraged, especially along longer streets.
2. The maximum building height of Grade-Related Housing is 4 storeys.
3. Each unit should be provided with its own private amenity space such as a balcony, patio or yard.
4. Every grade-related unit (except Additional Dwelling Units) should have its own private entrance facing towards the private or public street or green space.
5. Excessively long blocks of townhouses should be avoided. Townhouse blocks should be limited to eight (8) units per block or 60 metres in length.

5.2.1 Primary Facades

1. Create an animated and attractive front façade by incorporating approximately scaled windows, porches, porticoes, and other architectural features to positively contribute to the streetscape. Blank walls facing the street are strongly discouraged unless there is a clear architectural style that supports the design intention.
2. Front façades should be appropriately styled and articulated to the architectural approach.
3. Provide habitable rooms that face the street to encourage passive surveillance and safety through “eyes on the street”.
4. Provide the same level of architectural detail and expression on the flankage side as the front facades.

5.2.2 Architectural Style and Details

1. A variety of elevation styles should be provided within the streetscape for the same building type. Differences may be achieved in the treatment of main entries, fenestration, architectural detailing and cladding.
2. Where the same building type is proposed along a single street, a minimum of 4 different buildings or elevations should be provided in-between same or similar front elevations for visual diversity. Identical facade designs are permitted where repetition is a characteristics of the architectural style proposed.
3. Creativity is encouraged to provide a diverse variety of architectural styles and expression that can coexist to create a cohesive and interesting streetscape.
4. One architectural style is not mandated; however, a cohesive architectural character and high quality design approach should be defined.
5. A mixture of architectural styles and influences is encouraged to create interest across the streetscape and neighbourhood and avoid a monotonous impression.
6. The style of individual homes should be considered in combination with others proposed along the streetscape to create harmony when sited together and to avoid a cluttered, chaotic or incoherent streetscape appearance.
7. Contemporary architecture should be employed that pays homage to the scale, order and portions of historical homes but be simplified and/or reduce the design elements, details and massing.
8. Window openings should be designed in proportion and scale with the building mas and façade.
9. Large windows and a greater proportion of wall openings (windows, doors, porches etc) to solid wall is encourage on elevations exposed to the public realm.
10. Lintels, sills, and other window and door details should be included, where appropriate to the architectural style of house.
11. Avoid false windows, except as part of gable or dormer details where it utilizes a real window frame with blackened glass.
12. In areas of reduced visibility, have detailing terminate at a logical location, such as a change in wall plane.

Grade related residential dwelling types include single-detached and semi-detached types

5.2.3 Attached garages

1. The visual impact of attached front garages should be minimized. Garages should not be the dominate feature of a homes front or flankage facade and preclude usable rooms that look out onto the street.
2. Attached garages should not project beyond the primary façade and should not be the dominate feature of the front facade. Garages are encouraged to be no wider than 60% of the front façade. Lots narrower than 6.5 metres should provide parking through the rear yard via a laneway.
3. To reduce the impact of garage on the streetscape, set the garage back from the primary façade, build a second storey above the garage and / or integrate glazing and other architectural details in the garage door.

5.2.4 Height and Massing

1. A variety of building forms, roof forms, and massing approaches are encouraged to produce variations along the streetscape.
2. Ensure buildings are well-proportioned and appropriately scaled by providing a balance between building height to width and consideration of the lot size and surrounding uses.
3. Provide gentle height transitions between bungalows and 2-storey homes and between 2-storey and 3-storey homes through massing and architectural details.
4. In order to minimize or soften the overall appearance of a home's mass and reflect a human scale, consider the incorporation of projections / recessions in the facade, single-level and/or smaller building elements, porches or porticoes, and / or variation in materials and colours.
5. Use varying building heights and roof forms to create visual interest.

Townhouses and live-work type buildings should be strategically interspersed throughout Evolving Neighbourhoods and employed at key locations such as around village squares and along collector roads

5.2.5 Detached Rear Garages

1. To maintain adequate distance between the vehicular traffic on the lane and the rear of the garage, the minimum setback between the detached garage and the rear lane should be 0.6 metres.
2. Rear lane single car garages are encouraged to attach as a pair to provide a consolidated appearance versus many small separate structures.
3. Garages should be complementary in character and quality of detail to the principal dwelling.

5.2.6 Additional Dwelling Units

1. Secondary Suites and Coach houses are encouraged for grade-related dwellings.
2. Lots should be designed to provide appropriate access from the street to secondary suites in the basement or rear yard.
3. Coaches houses in rear detached garages are encouraged and should be complementary to the style and character of the principle dwelling.
4. Below grade secondary suites should be “through units” with access to sunlight on more than one side.

Coach Houses and Secondary Suites are encouraged to provide a variety of alternative levels of affordability within a neighbourhood

5.2.7 Garden Courts

Garden Courts are a grouping of singles, semis, or townhouse dwellings around a common green space versus towards a public street with access from a laneway. They introduce pockets of shared green space and provide for housing diversity. Given the shared outdoor amenity space, the lot sizes may be smaller than traditional street fronting dwelling units and eliminate the private backyard. Often garden courts are often structured under a condominium shared ownership to provide shared maintenance of common elements and green space.

Guidelines

1. Garden courts should be designed to be open and welcoming from the street, with fencing and landscaping no higher than 1 metre.
2. Garden court homes adjacent to a public street should treat the building elevation facing the street as the front and/or provide the same level of design treatment and façade articulation as the front.
3. The common green in the middle of the garden court should be no less than 10 metres wide and provide a walkway from the public sidewalk to each of the residential units within the garden court.
4. Homes on a garden court should not exceed 2.5 storeys in height.
5. Homes facing the common green should be consistently setback.
6. All garden court homes should be access by a laneway.

Example of a Garden Court form with a shared green or garden for the adjacent small singles

5.3 Mid-Rise and High-Rise Residential

Mid-rise buildings are those between 4 and 8 storeys in height and are generally permitted within the Neighbourhood Nodes. High Rise Residential are greater than 8 Storeys. The community node at Britannia and James Snow Parkway permits buildings up to 15-storeys at key locations in accordance with a coordinated design plan for the Node. Mid- and high-rise buildings may be comprised of one use or a mix of uses. Proposals for mid-rise buildings should consult the Town's Urban Design Guidelines for Mid-Rise Buildings. Proposals for high-rise buildings should consult the Town's Urban Design Guidelines for High-Rise Buildings.

Mid-Rise forms include:

- Apartments Buildings
- Mixed Use Buildings

Guidelines

1. Building base articulation, orientation and ground floor façade design are important elements in creating architectural quality and a pedestrian environment.
2. Buildings taller than 6 storeys, or with a street wall taller than 80% of the adjacent right of way width, should step back at the 4 storey at least 1.5 metres to minimize shadow impacts and contribute to a human scaled street.
3. Mid- and High-Rise buildings should generally be limited to 80 metres in length and, where feasible, should be further broken up by varied building articulation and/or height so as to appear as multiple structures and provide interest at the street level. Where b

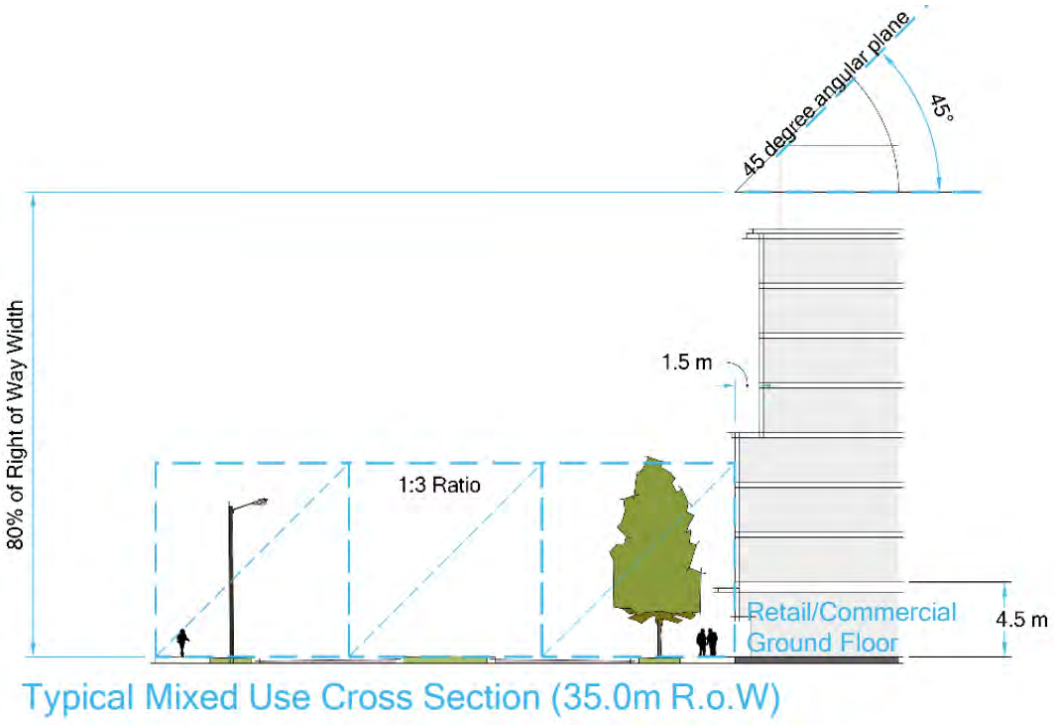


Figure from the Town of Milton Mid-Rise Guidelines illustrating podium heights and setbacks

4. Mixed Use Buildings should provide a higher floor-to-floor heights (atleast 4.5m) to allow for use flexibility and adaptation.
5. In Neighbourhood Nodes, where retail uses are proposed at least 60% of the street frontage should be active uses. In corner conditions, the active frontage should wrap the corner, occupying at least 9.0m of the flanking street frontage.
6. Buildings should transition in scale to areas of grade-related residential buildings and public open space or natural areas in an appropriate manner.
7. Main entrances should be prominently designed to ensure visibility from the street.
8. Surface parking should be located to the rear of buildings. Structure parking should be screened from view at the sidewalk level as much as possible.
9. Service areas, parking entrances, vents and rooftop mechanical equipment should be integrated within the architectural design and screened from view.
10. Bird-friendly building design is encouraged that avoids large expanses of undivided glazing or by adding window frits or motifs to extensive areas of glass. Where a more transparent building envelope is desired, the use of glazing products that have a lower light reflectivity, such as those with a dense etched pattern or “frit”, or products such as UV glass, which appear solid to birds, but clear to humans.





Mid rise residential built forms are permitted in Neighbourhood Nodes up to 8 storeys. Select locations within the community wide Neighbourhood Node are appropriate for buildings up to 15 storeys

5.4 Retail and Commercial Buildings

Retail and Commercial uses are required within the Neighbourhood Node. Small scale retail and service commercial uses are permitted around Village Squares. To promote a pedestrian oriented shopping area, retail and commercial uses are encouraged to be located within in urban format retail buildings or mixed use buildings. Urban format stand alone retail buildings are designed to prioritize the pedestrian-experience and create a more urban environment versus a car-oriented place.

General

1. All retail and service commercial uses are encouraged to be located in a compact urban format to encourage walk to access for day-to-day needs.
2. Retail units should be located near the street, have a clear glazed street-oriented storefront with direct access to the public sidewalk, and have parking located in behind or side yard.
3. Within Neighbourhood Nodes, where retail uses are proposed, at least 60% of the street frontage should be active uses to promote a vibrant public realm. In corner conditions, the active frontage should wrap the corner, occupying at least 9.0m of the flanking street frontage.
4. In corner conditions, the active frontage should wrap the corner, occupying at least 10.0 metres of the flankage street frontage.
5. Primary retail entrances should be made directly from the public sidewalk.
6. Main entries should be prominently situated on the major street frontage and provide easy access for pedestrians, cyclists and transit users.

Examples of urban-format retail: Washington, DC (Walmart) / Ottawa, ON (Winners, Whole Foods) / Belmar, CO (parking with ground floor retail)

7. A significant proportion of clear vision glazing should be provided at the ground level to provide visibility between the active uses and passersby.
8. Visually permeable storefronts should be designed to frame street edges, courtyards, urban squares and other public spaces.
9. Floor-to-floor heights should be provided for retail and commercial uses to support user flexibility and adaptation. The minimum ground floor height should be 4.5 metres in order to give the building and commercial units prominence, and accommodate the necessary vertical clearance for service vehicles at the rear of the building.
10. Blank street walls should be avoided by wrapping street frontages with active uses. Where unavoidable, blank street walls should not exceed 30 metres in length to avoid detracting from the public realm and pedestrian environment.
11. Street parking within the public right of way is encouraged in the Neighbourhood Centres to encourage an active and accessible retail environment.
12. Surface parking should be limited to the minimum necessary to provide convenient access for patrons of the retail uses and limited in the densest parts of the Secondary Plan area. Where proposed, surface parking should be provided at the rear of the building or interior to the site. All other required parking should be provided underground or in screened above grade structured parking.
13. Surface parking, structures and buildings should be integrated into a consistent pattern of streets and blocks that meet or can meet municipal street right-of-way requirements to permit the future parcellation of land for redevelopment.
14. Stand Alone retail and commercial buildings should be located close to the main street frontage, with parking located to the rear.
15. Low-rise standalone retail should be designed to permit the incremental redevelopment of the site without disturbing existing retail operations. Where low-rise standalone retail is proposed, an Future Intensification Plan should be provided to illustrate how the site could redeveloped and intensified over time.



Examples of Urban Format Stand Alone Retail

5.5 Community Buildings

Community Buildings include schools, libraries, community centres, and other community uses.

1. Community buildings should reflect their civic importance to a community and exemplify best practices in sustainable and accessible design.
2. Community buildings should be located to highlight their role as major focal points within the community and should be designed as extensions of the public realm.
3. The scale, size and overall design of the site should fit within their context. Community buildings should aim to be community landmarks and focal points.
4. Community buildings should address the street in a more compact urban format, with access directly from the public sidewalk, limiting surface parking at the rear or side of the main building.
5. Community buildings are anticipated to be located at or close to an intersection, where they are highly visible from more than one direction. Main entries and landscaped forecourts should be oriented toward the street corner.
6. Multi-storey buildings, including schools, are encourage to maximize site usage and contribute to a more urban streetscape.
7. Site should be organized to maintain view corridors and sight lines through to the open space to promote crime prevention through site design measures.
8. Parking should be accommodated in well-designed surface parking lots that include high quality landscaping, Low Impact Development measures and clearly delineated pedestrian walkways oriented toward the building entrance.
9. All community buildings should emphasize active transportation by locating proximal to transit routes and cycling facilities. Sufficient exterior bicycle storage should be provided, and where appropriate, interior bicycle storage should be considered.

Public School in Milton, ON / Public Library and Community Centre in Markham, ON / Public Library Branch in Vaughan, ON

5.6 Places of Worship

Small scaled Places of Worship may be developed as small-scale neighbourhood focal points around Village Squares. Larger Places of Worship with large attendees who commute from beyond immediate neighbourhood boundaries are permitted within Neighbourhood Nodes or adjacent to Neighbourhood Nodes. The following design guidelines apply to all forms of Places of Worship but in order to address the variety in scales, sizes and uses, specific applications will need to be reviewed on a site-by-site basis.

1. Place of Worship buildings should reflect their civic importance to a community and exemplify best practices in creative, sustainable and accessible design.
2. Large scale place of worships should be located within or adjacent to Neighbourhood Nodes with direct access from Arterial or Collector roads.
3. Small scale places of worship can located within neighbourhoods to act as a focal points and provide walk to opportunities. Small scale place of worships are permitted adjacent to village squares, other parkland or community uses to provide shared parking opportunities.
4. Places of Worship sites should be design to prioritizing pedestrian access and should be easily accessible by pedestrians, cyclists and transit.
5. Place of Worship buildings should front onto and direct its primary façade and entrance to the street.
6. Places of Worship are encouraged to be located at an intersection and should address both street frontages.

5.7 Omagh Study Area

The settlement of Omagh has a special character which reflects its cultural heritage and its relationship to the surrounding Natural Heritage System. A separate Character Area Study is underway and will establish the boundary of a Character Area and the appropriate Official plan policies and Zoning regulations to ensure development in the area is respectful of, compatible with, and sympathetic to existing building forms.

Right: Existing Church within the settlement of Omagh Centre: Place-Royal, Quebec City; Left: new place of worship architectural design that provides a design excellence

5.8 Development Adjacent to Parks and Open Space

Where private development directly abuts parks and open space, such as parkland, open space, trail or Natural Heritage System, special attention to how the development transitions to these public assets is required. These assets provide significant ecological benefits that contribute to the community. Ensuring that they remain accessible to all is important for maintaining a high quality of life for residents.

5.8.1 Natural Heritage System

A significant Natural Heritage System block bisects the Secondary Plan area, and as a major feature of the community, it is important that there be an attractive and distinctive transition between the Natural Heritage System and the abutting neighbourhood. Where development abuts a Natural Heritage System feature, the following considerations should be made:

1. Create and/or maintain public access and views to the Natural Heritage System feature, particularly where trailheads are present, through careful location of roadways, infrastructure and building placement to minimize impacts to the feature. Maximize physical and visual connections to the Natural Heritage System feature.
2. Locate single loaded roads adjacent to the edge of the feature, outside the required minimum vegetative protection zone. Implementation of Low Impact Development measures is encouraged within the street to filter and control stormwater run-off.
3. Rear yard back-lotting of low-rise residential uses should be used sparingly where needed to address functional design requirements and should be balanced with public access to these features.
4. High rise buildings should transition to Natural Heritage System features through appropriate angular plane provisions, grading and staggering of building heights so as to permit the most visual access to the feature.

5.8.2 Parks

Where development directly abuts a publicly-owned park space, the following should be considered:

1. Rear yard back-lotting on District or Neighbourhood Parks is discouraged and prohibited on Village Square.
2. Delineate public space from private space through creative landscaping features and signage, avoiding the use of tall fencing or other view-obstructing design elements.
3. Mass buildings in such a way as to minimize shadow impacts on more active park uses, such as sports fields, seating areas, playgrounds or water features.
4. Direct access from a public sidewalk should be maintained for all park spaces.

5.9 Site Design Guidelines

The following guidelines provide guidelines for site design.

5.9.1 Pedestrian Circulation

1. Provide walkways that connect the main building entrance to the public sidewalk. Direct entries to individual suites at street level are encouraged.
2. Consider the desire lines of pedestrians and create direct pathways and routes within and through the site.
3. To prioritize active transportation and the pedestrian over vehicle access, provide a continuous pedestrian pathway system that connects key buildings, facilities and/or destinations on a site in a safe, accessible and direct manner.
4. Pedestrian walkways must be AODA compliant, having a minimum width of 2.0 metres for barrier free paths and a minimum of 1.5 metres elsewhere.
5. All pedestrian pathways should have dark sky compliant illumination.
6. Weather protection along pedestrian pathways such as building overhangs, canopies, awnings, etc., may be an appropriate addition to buildings, and where necessary, can be secured through encroachment agreements.
7. Large sites and long blocks should be bisected by pedestrian and cycling pathways that connect to the larger urban fabric. These connections should be designed in a way that promotes visual interest, including special features, installations or artwork. Where appropriate, these pathways should be overlooked by significant amounts of fenestration to facilitate passive observation (i.e., “eyes on the street”).
8. Where feasible, incorporate courtyards and plaza into the site design to provide outdoor amenity space to residents and visitors to buildings and sites.
9. Provide amenities such as benches, bicycle parking, and landscaping to enhance the pedestrian experience along public sidewalks and pathways.

Public spaces are necessary for public life and ensure a place is successful, memorable, and enjoyable

5.9.2 Accessibility and Universal Design

Universal design enables access by all people regardless of their age, size, ability or disability. Unlike Accessible Design, Universal Design is not a special requirement or additional expense, it is a fundamental condition of good design. The design of private spaces should be designed in a way that is accessible to everyone. Design that is accessible to the most vulnerable is inherently accessible to everyone. Through the site plan process, building and site design should strive to achieve barrier-free access for all through the use of Universal Design principles.

1. Avoid grade changes at all building entrances, particularly for retail, office/commercial lobbies, and residential lobby entrances to ensure that the buildings can be accessed by everyone.
2. Avoid the use of cobblestone, sett pavers, or other uneven paving surfaces. Instead, opting for larger, more even pavers, or poured and/or stamped concrete to ensure a path or roadway can be traversed by those with mobility limitations.
3. Provide clear lines of sight and use the same means of access for all users, where feasible. For example, discourage stair access with an accessibility ramp where an alternative approach would eliminate stairs altogether.
4. Ensure that barrier-free parking is provided closest to the main building entrance.

Barrier Free curb ramps and crossing, and at-grade barrier-free building entrance help to make a place more accessible to all users

5.9.3 Surface Parking

1. Surface parking for multi-residential buildings should generally be limited to barrier-free parking, visitor parking, pick-up and drop-off zones and loading areas.
2. Surface parking lots should be located at the rear or interior of the site away from public view, or if not possible, at the side of the building site, so that frontages are not dominated by parking and to facilitate direct pedestrian access from the sidewalk.
3. Where surface parking areas are adjacent to a public right of way and sidewalk, a landscaping buffer of sufficient size able to accommodate trees and shrub should be provided to screen negative visual impacts.

5.9.4 Structured Parking

1. Parking structures should be designed to mitigate the effects of large blank walls on the public realm. These effects can be mitigated by wrapping or integrating habitable spaces on the frontage and flankage (with commercial and/or residential uses), building articulation, elevated façade architectural treatments, living walls/ landscaping or a combination of these and other elements.
2. Where a parking structure faces a street, the street level frontage should incorporate active uses to a depth of at least 9.0 metres for 75% of the building façade length, with a minimum ground level floor-to-floor height of 4.5 metres.
3. Vehicle access points should be located at the rear or side of the structure away from the main building entrances, ideally from a secondary road using a shared driveway.
4. Main pedestrian access points should be directly from the public sidewalk and be easily identifiable.

5.9.5 Bicycle Parking

1. Bicycle parking for visitors should be prominently located near main building entrances using high quality, functional fixtures and provide shelter where feasible.
2. Bicycle parking for building occupants, residents or employees should be provided in a secure and convenient location, easily accessible to the public street and entries.



The visual impact of parking should be minimized with landscape screens and structural design. Convenient bike parking should be provided on all site subject to site plan review.

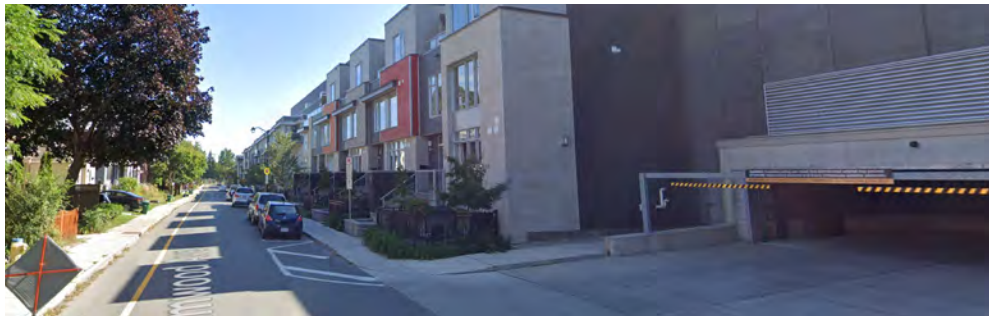
5.9.6 Condominium Roads

Where any form of housing is located within condominium, such as an apartment complex or medium density townhouse development, the follow guidelines on circulation and building location should be considered:

1. Private roadways within a condominium should generally have a pavement width of 6.0 metres to accommodate drive lanes of up to 3.0 metres.
2. Design roadways with the appropriate turning radii for emergency vehicles and garbage collection, as required.
3. Sidewalks should have a minimum width of 1.5 metres (2.2 metres for barrier-free routes) and be located adjacent to the private roadway.
4. Traffic calming measures should be considered, as required. Speed bumps, material differentiation, raised pedestrian crossings, chicanes and narrow roadways reduce vehicle speeds and demand greater driver attention.

5.9.7 Servicing and Loading

1. Select an appropriate location for servicing areas to minimize their overall impact on a site and the surrounding public realm.
2. Co-locate service areas, loading docks or bays, and waste pick up areas.
3. Where feasible, loading bays should be accommodated within the building envelope and away from the main building frontage or flankage. External servicing areas should be screened from public view by wing walls and/or dense landscaping treatments. Wood screens are discouraged. Potential disturbance to the building occupants or neighbours from audible reversing signals should be taken into consideration.
4. Provide sufficient space to accommodate the turning movements of delivery vehicles and avoid conflict with pedestrian movement.
5. Servicing areas should be accessed from secondary streets or lanes where feasible. Shared access driveways are encouraged to minimize curb cuts and vehicle-pedestrian interactions.



Townhouses wrap structured parking and large format retailers to create a transition to existing residential across the street. Landsdowne Park in Ottawa, ON

5.9.8 Landscaping

Landscaping should consider environmentally sustainable landscaping elements, including native and/or drought tolerant species to minimize water requirements and permeable pavement surfaces to minimize stormwater run-off.

1. Use innovative tree planting measures such as soil cells and continuous soil trenches to increase soil volumes that permit mature growth of shade producing trees contribute to an increased tree canopy cover and comfortable outdoor microclimates.
2. Design planting schemes that enhance and accentuate building design, add visual interest and establish a sense of hierarchy and proportion. Foundation plantings can enhance the pedestrian experience.
3. Use native species, especially those that are attractive, non-invasive and naturalizing, especially near natural areas. Landscaping should be drought tolerant and be planned in such a way to ensure mature tree growth and limit maintenance requirements.
4. Plantings should be salt tolerant along roadways and sidewalks with winter maintenance.
5. Incorporate landscape materials and elements that relate to human scale and, as necessary, help reduce the mass and scale of buildings adjacent to the street.
6. Differentiate ground plane materials and textures to promote slower vehicle speeds and guide pedestrians to key areas.
7. Encourage architectural structures, including arbours, trellises, porticoes, green walls, green roofs and other elements that help create a sense of place.
8. Encourage the inclusion of public artwork into the landscape and/or building design.



Contemporary landscape treatment complements the building design

5.9.9 Waste Collection

1. Waste collection areas should be co-located with other servicing functions of the building and site design, and all waste must be stored interior to the building.
2. Sufficient space should be provided to allow safe access and operation of waste collection vehicles to a designated pick-up pad area.
3. Waste storage and collection areas for restaurant and food service uses, should be integrated into the climate-controlled area of the building.
4. Underground waste bin systems are encouraged on commercial sites.

5.9.10 Snow Storage

To ensure winter season pedestrian accessibility, carefully consider how snow clearing functions on site, and locate snow storage areas in areas away from pedestrian pathways.

1. Plan for smaller snow storage areas with solar access so snow mounds melt faster.
2. Snow storage is not permitted on pathways.
3. Site drainage should account for run-off during freeze-thaw cycles.
4. Landscaping should be set back and use hearty plant species and grasses near sidewalks, roadways and parking areas as these areas are subject to poor growth and damage due to snow storage and de-icing materials.

6 Sustainable Development and Green Infrastructure

Efficient land use patterns, compact urban form, walkable neighbourhood design, green infrastructure, reduced automobile dependence while more energy and water efficient buildings improve the sustainability goals. Sustainable development principles focus on development form, energy efficiency and water management, and recognize the need to respond to evolving and improved sustainable development technologies. Britannia should be designed in consideration of sustainable practices and techniques that not only result in an urban form that is highly walkable and bike friendly to encourage the reduction of auto use but also employ other sustainable design measures.

6.1 Sustainable Development Form

A sustainable development form should be provided through a compact, modified grid system of streets and blocks, streets that prioritize active transportation, walkable neighbourhood design, and the protection of key natural heritage features and functions.

1. The sizing of parking facilities should be considered in the context of existing and planned transit and active facilities. Over supply of parking should be avoided.
2. Local materials or sustainable harvested/produced materials are encouraged.

6.2 Energy Efficiency

Improved energy efficiency can be addressed through building and site design. A well-connected urban fabric of streets and blocks should encourage social interaction and result in walkable neighbourhoods. The design of green buildings and sustainable site plans will reinforce energy efficiency.

Consideration should be given to the following technologies to improve energy efficiency:

- Earth source energy;
- Passive solar design;
- Building orientation;
- Natural ventilation;
- Increased insulation;
- Photo-voltaic panels;
- Energy efficient appliances and lighting;
- Green roofs; and,
- Cool roofs.

6.3 Water Management and Green Infrastructure

Green infrastructure is the collective inclusion of naturalized features and green technologies within an urban area that provide society with a wide array of economic, environmental and social benefits. These features mitigate against the long-term impacts of climate change. Green infrastructure may include, but is not limited to: urban forests, woodlots and meadows; wetlands, ravines and water ways; urban agriculture; and, parks and gardens. These spaces combined with green technologies such as: Low Impact Development measures; stormwater management and engineered wetlands; green roofs and walls; renewable energy production and efficient district energy systems, all contribute to a more sustainable and resilient urban area.

Within the Britannia Secondary Plan area, green infrastructure technologies should be considered on all public rights of way and other public facilities; including:

1. Public buildings should be designed to exceed building code minimums and achieve LEED Silver or better, and be BOMA Best certified.
2. Public buildings should include green roof technologies, where practical and install grey water reuse systems to minimize stormwater run-off.
3. Implement Low Impact Development measures, such as bioswales or permeable pavement on public lands, including street parking areas, public squares, paved areas in parks and other community facilities, in order to filter and control the flow of stormwater run-off.
4. Green roof technologies or reflective, light-coloured roofs are encouraged in order to reduce solar heat absorption, building energy demands and increase plant and tree cover.

Low Impact Development measures include bioswales and green roofs should be considered throughout Britannia Secondary Plan

7 Implementation

In accordance with the Milton Official Plan, these Urban Design Guidelines have been prepared to support the overall vision and objectives of the Britannia Secondary Plan. The Britannia Urban Design Guidelines provide a more detailed expression of the policies in the Secondary Plan and provide further guidance for the preparation of future Tertiary Plan, draft plans of subdivision, site plans and zoning bylaws.

While the Britannia Secondary Plan provides the basic framework for development, including its land use distribution and primary transportation network, the Urban Design Guidelines and subsequent Tertiary Plans should together reinforce the community's structure and provide the framework and criteria to which future applications can be reviewed.

7.1 General

The Britannia Urban Design Guidelines is supplementary document rather than a legislative policy document or plan. This documents includes conceptual plans, illustrations and exemplary images to help describe and explain the design intention. It should be read in conjunction with the Town of Milton Official Plan, Britannia Secondary Plan and other existing town standards and by-laws. In the event of a conflict the Secondary Plan prevails.

7.2 Phasing

Development in the Britannia Secondary Plan should proceed in phases to provide for the logical delivery of water and wastewater servicing and ensures the development of complete neighbourhoods. The progression of development should follow a logical sequence generally from east to west and should be coordinated to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction; and, ensure there is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan. Tertiary Plans should provide further definition of the proposed phasing and staging of supporting community uses include schools, parks and retail commercial uses.

7.3 Tertiary Plans

Tertiary Plans should be prepared for the Tertiary Plan Areas identified in the Britannia Secondary Plan. Tertiary Plans demonstrate how development can proceed in a coordinated manner, providing a framework for multiple draft plans of subdivision. The Tertiary Plans will form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control.

Tertiary Plans identify the more precise location of schools, parks, and other community uses, provide preliminary sizing and location for stormwater management facilities, and establish a detailed street network and active transportation infrastructure in accordance with the policies of the Secondary Plan and these Britannia Urban Design Guidelines. Tertiary Plans provide a more specific level of details regarding the organization and layout of streets, blocks and land use within the neighbourhood. Tertiary Plans should include a detailed street and block plan that includes land uses and illustrates the function, design and treatment of all the street types, streetscape elements, the location of all public sidewalks and defines the trails network. Tertiary Plans should also include a detailed layout and description of the proposed parks, village squares, other public spaces that contribute to the public realm and storm water management facilities, including preliminary design schemes for each.

7.4 Terminology and Interpretation

Within this document, common terms are used in reference to the stated guideline. These terms are intended to have the following meaning:

↘ 'Encouraged' / 'Discouraged' / 'May' : Guideline is desirable but not mandatory.

↘ 'Should' : Guideline is intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.

↘ 'Shall' / 'Will' : Guideline is highly encouraged and shall be addressed in order to conform to policies of the Britannia Secondary Plan.

The images and diagrams contained in this document are meant to be inspirational, illustrative and/or exemplary in nature. Images are meant as to inspire or provide example of the design intent of the stated guideline. These images and diagrams should not be construed as the requirement.