



The Corporation of the Town of Milton

Report To: Council

From: Barbara Koopmans, Commissioner, Planning and Development

Date: February 11, 2019

Report No: PD-008-19

Subject: Public Meeting: Town Initiated Official Plan Amendment – Trafalgar Secondary Plan (Town File: LOPA-02/19)

Recommendation: THAT Report PD-008-19, with respect to Town Initiated draft Official Plan Amendment – Trafalgar Secondary Plan, be received for information.

EXECUTIVE SUMMARY

In accordance with the Planning Act, this Report presents the Draft Trafalgar Secondary Plan for the purpose of a statutory public meeting.

The Trafalgar Secondary Plan is located in the Town of Milton's Sustainable Halton Urban Expansion Area and is generally bounded by Derry Road to the north, Eighth Line to the east and the Greenbelt Plan Area to the southwest.

The Trafalgar Secondary Plan is envisioned to be developed as a mixed-use transit-supportive, higher density community. The Trafalgar Secondary Plan is being planned concurrently with the Agerton Secondary Plan to the north (see Report PD-009-19). The Trafalgar and Agerton Secondary Plans are collectively referred to as the Trafalgar Corridor.

A key planning objective for the Trafalgar Corridor is to support the delivery of key transportation and higher-order transit service along Trafalgar Road (inter and intra-regional) and complement the Town's advocacy efforts to the Province for a major transit station (GO Station) in the vicinity of the intersection of Derry and Trafalgar Roads (within the Agerton Secondary Plan).

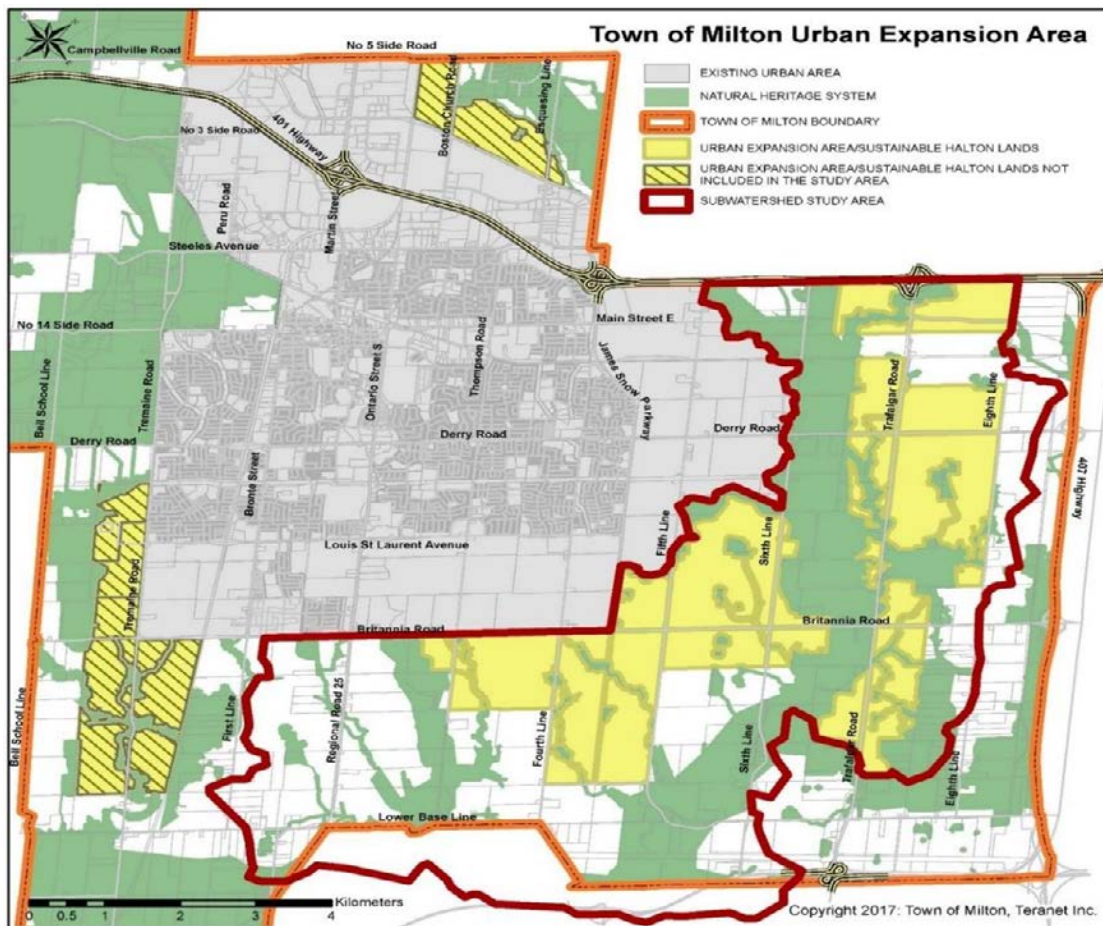
The Trafalgar Corridor is physically separated from the balance of the urban area by the Sixteen Mile Creek Valley and, as such, is afforded an opportunity to accommodate higher density development and taller built form in a manner which contributes positively to the Town's overall urban structure.

REPORT

Background

As part of the approval of Regional Official Plan Amendment (ROPA) #38, additional lands were identified in the Town of Milton to accommodate population and employment growth from 2021 through to 2031. Shown on Figure 1, the lands identified for growth will serve as Milton’s next urban expansion area and next major Secondary Plan Areas. Referred to as the “Sustainable Halton Lands” or “Milton Phase 4”, these lands are located in the south-eastern portion of the Town and encompass approximately 2000 hectares (5000 acres). Comprehensive planning of these lands will enable the Town to plan to achieve the required minimum population target of 238,000 persons and employment target of 114,000 jobs by 2031.

Figure 1:

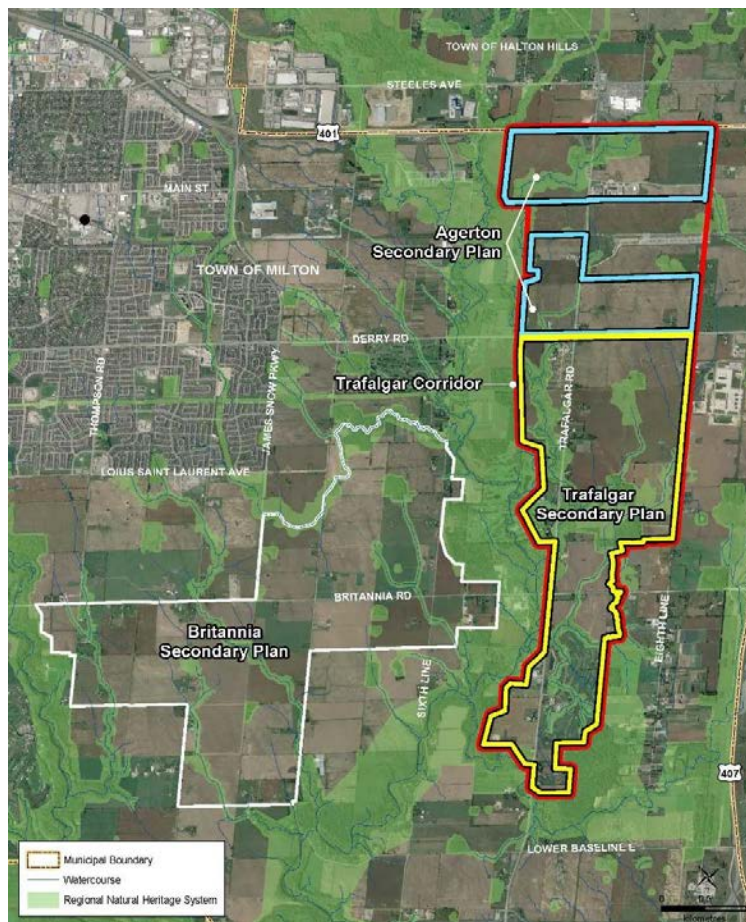


To gain a better understanding of opportunities and constraints to developing this area, the Town of Milton initiated two key background studies in 2016 - a Subwatershed Study and a Land Base Analysis (LBA). The LBA identified the key opportunities and constraints to development, as well as informed and provided direction to the subsequent planning process. Staff Report PD-048-17 provided an overview of the key findings and recommendations of the Land Base Analysis (LBA), as well as the next

steps for the Town as it relates to the Secondary Plan program for the Sustainable Halton Lands (SHLs). Town Council endorsed, in principle, the draft LBA. Among other matters, the LBA provided a number of recommendations related to the delineation of three Secondary Plan Areas, a high-level community/neighbourhood area structure plan, and criteria for prioritizing the sequencing of each Secondary Plan Area.

Three Secondary Plan Areas have been identified for the SHLs (see Figure 2), including the 'Agerton Secondary Plan', the 'Trafalgar Secondary Plan', and the 'Britannia Secondary Plan'.

Figure 2:



On February 26, 2018, Town Council received Staff Report PD-009-018, wherein staff was directed to commence the Trafalgar and Agerton Secondary Plans. The Trafalgar Corridor (which encompasses both the Agerton Secondary Plan Area and the Trafalgar Secondary Plan Area) is envisioned to be developed as a mixed-use, high density corridor which supports the extension of higher order transit. Through ROPA 38, a



proposed major transit station was identified in the vicinity of the intersection of Derry and Trafalgar Roads.

Discussion

The Secondary Plan process involves a phased approach that integrates the findings and recommendations of the LBA with the requirements of the Halton Region and the Town of Milton Official Plans, for the preparation of Secondary Plans. The Secondary Plan process is being managed by Town of Milton staff and Malone Given Parsons Ltd. (MGP) on behalf of a consulting team.

The phases for each Secondary Plan area are as follows:

- Phase 1 – Gap Analysis
- Phase 2 – Preliminary Land Use Concepts/Preferred Land Use Plan and Policy Framework
- Phase 3 – Finalization of the Secondary Plans and Supporting Studies

To ensure proper coordination of the different components of the Secondary Planning process, the Town is adopting an integrated approach which combines the requirements of the *Planning Act* and the *Environmental Assessment Act* to create a coordinated Secondary Plan and Transportation Master Plan for both the Agerton and Trafalgar planning areas. Based on this approach, Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) will be completed through the Secondary Plan process, with Phases 3 and 4 to be completed at the tertiary planning level.

Phase 1 was completed in Q2 2018 and included a gap analysis between work that was completed as part of the LBA with work that was required to be completed to satisfy Halton Region and Town of Milton policy requirements for Secondary Plans or Area Specific Plans. Through the recommendations of the Gap Analysis, a final scope established a Terms of Reference for each technical study required to support the Secondary Plans.

Phase 2 involved the completion of draft technical background studies in support of three preliminary Land Use Options and a Preferred Land Use Option that were presented to the public and stakeholders for feedback. Based on the policy requirements of the Halton Region and Town of Milton Official Plans, the following studies were carried out as part of Phase 2 of this process, and will be finalized in Phase 3:

- Land Use Options and Preferred Land Use Option
- Population, Employment and Housing Analysis
- Community Facility and Human Services Impact Analysis
- Parkland and Recreational Facility Strategy

- Urban Design Guidelines
- Retail/Commercial Assessment
- Cultural Heritage Plan
- Transportation Master Plan
- Real Estate Market Analysis
- Agricultural Impact Assessment
- Subwatershed Study
- Area Servicing Plan

Additional studies being undertaken concurrently with the Master Plan (Tertiary Plan) process, include the following:

- Master Environmental Servicing Pan
- Air Quality Assessment
- Fiscal Impact Study

As part of Phase 2, two Public Information Centres (**PICs**) were held (June 26, 2018 and December 4, 2018) to garner comments and feedback from the public and stakeholders on the Agerton and Trafalgar Secondary Plans. Three Land Use Options and a Preferred Land Use Option were prepared based on findings of the technical background studies and initial feedback from Town staff, coupled with feedback received from the public and stakeholders as a result of PIC#1. Based on comments received at PIC#2, the Preferred Land Use Option was refined as presented in the attached draft Official Plan amendment as 'Schedule A'.

Phase 3 is nearing completion and will involve the finalization of two separate Secondary Plans through the implementing Official Plan Amendment (OPA) and a Land Use Plan for both the Agerton and Trafalgar Secondary Plans.

As a key component of the Secondary Plans, phasing and implementation policies will inform the 2018 Regional Allocation Program for area servicing and tertiary planning requirements. It is anticipated that the Trafalgar Secondary Plan will be adopted by Town Council and forwarded to Halton Region for approval. The Agerton Secondary Plan is anticipated to be endorsed by Town Council and forwarded to Halton Region for background input into the Municipal Comprehensive Review (**MCR**) process.

The Trafalgar Secondary Plan generally consists of three main urban structure components (Neighbourhood Centres, Local Centres and Evolving Neighbourhoods) which consist of a number of land use designations including Low Density Residential, Medium Density Mixed Use, Medium Density Residential I, Medium Density Residential II, Neighbourhood Centre Mixed Use II and Neighbourhood Mixed Use I. The Trafalgar Corridor is envisioned to be developed as a mixed use, high density corridor which supports the extension of higher order transit.



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The policy framework of the draft Secondary Plan provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options and community uses.

Financial Impact

There are no immediate financial impacts associated with this report; however, development of the Trafalgar Secondary Plan area will result in numerous financial implications for the Town. The Council report seeking approval of the Trafalgar Secondary Plan is anticipated in March and will reference the Long-Term Fiscal Impact Study previously presented through CORS-062-17 with respect to the anticipated financial impact of the development area. A detailed fiscal impact analysis that is specific to the Trafalgar Secondary Plan area will be completed in conjunction with the tertiary planning process for the area. The analysis is expected to provide recommendations on the orderly, affordable and sustainable rate of growth within the development area, including a financial impact assessment that reflects the key principles of growth and financial management. This analysis will be presented along with the detailed tertiary plan to Council for approval prior to development commencing.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO
Commissioner, Planning and Development

For questions, please contact: Megan Lovell, Policy Planner Phone: Ext. 2338

Attachments

Appendix 1 – Draft Official Plan Amendment – Trafalgar Secondary Plan

CAO Approval
William Mann, MCIP, RPP, OALA, CSLA, MCIF, RPF
Chief Administrative Officer

C.X Trafalgar Secondary Plan

DRAFT

C.X TRAFALGAR SECONDARY PLAN

PREAMBLE:

The Trafalgar Secondary Plan is envisioned to be developed as a mixed use, higher density corridor which supports the extension of higher order transit. The Trafalgar Secondary Plan is being planned concurrently with the Agerton Secondary Plan to the north. Through ROPA 38, a proposed major transit station was identified in the vicinity of the intersection of Derry and Trafalgar Roads (in the adjacent Agerton Secondary Plan Area). The area is physically separated from the balance of the urban area by the Sixteen Mile Creek Valley and, as such, is afforded an opportunity to accommodate higher density development and taller built form in a manner which contributes positively to the overall urban structure.

A key planning objective for the Trafalgar Corridor (which encompasses both the Agerton Secondary Plan and Trafalgar Secondary Plan) is to sanction the delivery of key transportation and higher-order transit service along the Trafalgar Road (inter and intra-regional). It will also support the realization of a major transit station, facilitate expedited servicing delivery to the employment areas and support the achievement of employment forecasts in the Town of Milton.

C.X.1 GENERAL

C.X.1.1 PURPOSE

The Trafalgar Secondary Plan provides detailed policies to facilitate the development of a community along the Trafalgar Road Corridor between Derry Road to an area south of Britannia Road.

The Secondary Plan:

- i) Implements the objectives, policies and overall planning approach of this Plan within the local context;
- ii) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;
- iii) Provides growth management policies to implement the 2031 planning horizon population of approximately 32,000 residents and 19,000 jobs over the span of 20 years;
- iv) Establishes a vision for growth in the Secondary Plan over the long-term, beyond the planning horizon of this Plan through over-arching themes, goals, strategic policies and Community Structure Plan; and,
- v) Establishes a Master Plan Area and identifies the requirements for preparation of a more detailed (tertiary) land use plan required prior to submission of development applications.

C.X.1.2 LOCATION

The Trafalgar Secondary Plan is located in the Town of Milton's Urban Expansion Area as shown on Schedule "B" of the Official Plan and is generally bounded by:

- a) North Derry Road;
- b) East Eighth Line; and,
- c) South/West Greenbelt Plan Area.

C.X.2 SECONDARY PLAN CONCEPT

C.X.2.1 COMMUNITY CHARACTER

The community characteristics of the Secondary Plan Area that provide direction for development in the Trafalgar Secondary Plan of the Trafalgar Corridor are:

- a) **A Complete Community**
A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options and community uses.
- b) **A Well-Serviced Community**
A community that provides transit-supportive centres of activity that maximize access to shopping, recreation, institutional and leisure choices.
- c) **An Environmentally Sustainable Community**
A community that provides a Natural Heritage System and linked parkland system within the Secondary Plan, which is sensitive and connected to the Greenbelt.
- d) **A Connected Community**
A community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.
- e) **An Attractive Community**
A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

C.X.3 GOALS AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section 2 of the Town's Official Plan, the following goals and objectives are applicable to the Trafalgar Secondary Plan:

C.X.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for transit-supportive mixed-use Neighbourhood and Local Centres that provide a focus of retail commercial and community services within reasonable walking distance from the majority of the population;
- b) Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Trafalgar Secondary Plan (with higher densities in the neighbourhood centres as prescribed in subsequent sections of this plan);
- c) Identify a housing mix that provides for a range of housing types and tenure, including opportunities for affordable and shared housing;
- d) Identify an interconnected parks and open space system as one of the main organizing elements of the community including parks and open spaces, elements of the Natural Heritage System, and multi-use trails and pathways;
- e) Identify the public service facilities needs of the community through a community infrastructure plan; and,
- f) Provide opportunities for places of worship.

C.X.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

- a) Protect and where possible enhance key features of the Natural Heritage System, and ensure there will be no negative impacts on the natural features and areas or their ecological functions;
- b) Create, in consultation with the Region of Halton and Conservation Halton, a combined natural heritage and off-street trail system as a central feature of the community that is easily accessible and visible to residents and visitors; and,
- c) Encourage vistas and view corridors that result in visibility of the Natural Heritage System.

C.X.3.3 PROVIDE MOBILITY OPTIONS

- a) Foster a connected and accessible on-road and off-road pedestrian and cycling path network which promotes a culture of active transportation;
- b) Provide the opportunity for a local transit network that can support higher-order transit service on Trafalgar Road;
- c) Realize a network of complete streets that meets the needs of all road users and prioritizes the needs of pedestrians, cyclists, and transit users over motorists on collector and local roads;

- d) Provide a land use structure and distribution of density that is transit supportive within walking distance of transit stops; and,
- e) Extend public transit services to the Trafalgar Secondary Plan in order to support greater mobility options for its residents.

C.X.3.4 ESTABLISH A LOGICAL ROAD NETWORK

- a) Identify a modified grid pattern of collector roads that provides connectivity within the Secondary Plan and other areas of the Town; and,
- b) Recognize Trafalgar Road as the main corridor of the Secondary Plan, that is intended to accommodate all modes of transportation and serves as the main connection to surrounding urban areas in the Region.

C.X.3.5 CREATE HIGH-QUALITY URBAN SPACES

- a) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community; and,
- b) Create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc.); ensure communities are designed to be accessible by all, regardless of age or physical ability.

C.X.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 2 of this Plan, the following policies are applicable to the Trafalgar Secondary Plan.

C.X.4.1 NATURAL HERITAGE SYSTEM

The Natural Heritage System of the Trafalgar Secondary Plan will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of the Official Plan. The focus of the Natural Heritage System is to protect and enhance natural features and areas and their ecological functions. The Natural Heritage System is identified on Schedules C.X.A, C.X.B, C.X.C and C.X.D and further detailed in Section C.X.6.4 of this Plan.

C.X.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.X.4.2.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of the Official Plan and the Town of Milton Transportation Master Plan, the Town will ensure that the development of the Secondary Plan Area maximizes the potential for the provision of transit service, through the

achievement of appropriate densities and the development of transit-supportive design criteria and standards in the Urban Design Guidelines.

C.X.4.2.2 Trails System

Schedule “C.X.B”, Active Transportation and Natural Heritage System Plan establishes the proposed multi-use trail system for the Secondary Plan, which will develop in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of the Official Plan. The trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels and its design will have regard for the Town of Milton Transportation Master Plan, Town of Milton Trails Master Plan Update, the Regional Road Right-of-Way Guidelines and the Regional Active Transportation Master Plan, as well as the Landscape Master Plan, required as part of the Master Plan process. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the required approval authority. Where possible, parks are encouraged to be located in proximity to trails.

C.X.4.2.3 Road Network

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of the Official Plan, the road network for the Secondary Plan will be designed to accommodate all modes of travel while prioritizing transit, cycling, and walking; the planned road network is intended to balance the needs of all users, including pedestrians, cyclists, transit users and motorists.

The street hierarchy is identified on Schedule “C.X.B”, with the exception of local roads, which will be established as part of the Master Plan and development approval process. The final location, configuration, width and alignment of public streets shall be determined through the Master Plan, Environmental Assessment and development approval processes, subject to the recommendations of the Subwatershed Study, Master Environmental Servicing Plan (MESP) and traffic impact studies prepared by individual applicants.

C.X.4.2.4 Proposed Arterial

Within the Secondary Plan, a new east-west arterial road is identified on Schedule “C.X.B”, north of Britannia Road and will be protected for the potential future connection with the existing Milton Urban Area through the Britannia Secondary Plan and Greenbelt Plan.

As part of Phase 3 and 4 of the Municipal Class EA the function of the Proposed Arterial will be confirmed. If the EA determines the Proposed Arterial is only required as a collector road, this may be implemented through the Master Plan process, without amendment to this Plan.

C.X.4.3 SERVICING

C.X.4.3.1 Water and Wastewater Infrastructure

The public infrastructure system shall be developed in conformity with Sections B.2.6.3.30 and B.2.6.3.31 of the Official Plan.

C.X.4.3.2 Stormwater Management

In conformity with Section B.2.6.3.36 of the Official Plan, the Town shall require the approval of a stormwater management plan prior to the approval of a development application.

The location of the stormwater management facilities (including green infrastructure and low impact development practices) are to be more specifically delineated in the Master Plan in accordance with the Master Environmental Servicing Plan (MESP,) and may be further refined through the development approval process. Where possible, green infrastructure and Low Impact Development techniques, such as permeable paving, infiltration trenches, rain gardens and other stormwater management techniques, shall be considered in the design of new development and implemented to the extent feasible, as determined by the Town in consultation with Conservation Halton. Consideration shall also be given to account for storm water management as it pertains to drainage from public property, including Regional roadways.

Stormwater management facilities are permitted in all land use designations on Schedule "C.X.C" except the Neighbourhood Centre Mixed Use I and II designations where only facilities integrated into a mixed-use format (e.g. storage tanks under buildings or parks) shall be permitted. The intent of this policy is to prohibit the location of stand-alone stormwater management facilities (e.g. ponds) in mixed use areas where they would undermine transit supportive densities within walking distance of higher-order transit. Stormwater management facilities shall only be permitted in the Natural Heritage System and Protected Countryside of the Greenbelt if determined there are no negative impacts through an Environmental Impact Study.

C.X.4.3.3 Utilities

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of the Official Plan, Federal, Provincial, Regional and Town-owned and/or operated public infrastructure and services are permitted to be located within any land use designation, and where required subject to the completion and approval of an Environmental Assessment.

Public infrastructure should not be located within the Natural Heritage System designation, and may only be permitted subject to the satisfactory demonstration of the following:

- there are no feasible alternatives to the proposed location; and,

- the degree of intrusion is minimized to the extent possible.

C.X.4.4 HOUSING

The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of the Official Plan. In this regard, no more than 50% of the residential units within the overall secondary plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each neighbourhood.

C.X.4.5 URBAN DESIGN

C.X.4.5.1 Section B.2.8 of the Official Plan establishes a detailed urban design strategy for the Town which is applicable to the Trafalgar Secondary Plan.

Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the Trafalgar Secondary Plan shall be designed in a manner which:

- a) incorporates the key design elements of Section C.X.2.2;
- b) reflects the goal and objectives of this Secondary Plan in Section C.X.3; and,
- c) has regard to the Agerton & Trafalgar Secondary Plans Urban Design Guidelines.

C.X.4.5.2 Further to the policies of Section C.X.4.5.1, development shall also be designed in accordance with the following high-level guidelines:

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All roads within the secondary plan shall be designed as complete streets;
- c) The design of a modified grid within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400 metres to achieve a 5-minute walk across a block. The local road pattern should be designed to promote active transportation and discourage car movement across blocks and non-residential traffic within neighbourhoods;
- d) Arterial streets, including Trafalgar, Derry, and Britannia Roads, shall be designed with generous “green” boulevards. These spaces shall be well vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists;
- e) The Trafalgar Road Corridor shall generally support the location of a mix of residential and retail commercial uses, which should be designed to animate and engage the public realm with regard to their facades on Trafalgar Road. Boulevards

shall be urban in design, primarily hardscape, but featuring street trees and other plants as appropriate;

- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and natural spaces abutting neighbourhood and district parks;
- g) Gateway elements shall be included at the entrances to the Secondary Plan areas (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features;
- h) Tall and mid-rise buildings shall be permitted in Neighbourhood Centres;
- i) All tall and mid-rise buildings in the Secondary Plan shall be subject to the Milton Tall and Mid-Rise Design Guidelines;
- j) New buildings shall be positioned to positively define the shape and function of open space;
- k) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road;
- l) Special consideration shall be given to the relationship between the Trafalgar Road Corridor and the parallel north-south “Special Character” collector road. Development between Trafalgar Road and this road should reflect its active transportation focus and shall be designed with maximum pedestrian permeability, in particular to facilitate ease of east-west movement between higher order transit stops on Trafalgar and the collector road;
- m) There shall be a diverse and fine-grained network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary;
- n) New development shall be sensitive to adjacent cultural heritage landscapes or buildings. This shall include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, d) utilizing complementary materials and design;
- o) Community uses shall be combined as part of mixed-use buildings in centres where possible to achieve a compact development form;
- p) A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a complete community; and,
- q) All new projects shall comply with the most recent Provincial, Region and Town green Initiatives.

C.X.4.6 CULTURAL HERITAGE AND ARCHEOLOGY

In conformity with Section B.2.10.3.18 to B.2.10.3.24 of the Official Plan, the Town shall conserve significant cultural heritage resources and protect cultural heritage resources designated under Parts IV and V of the Ontario Heritage Act.

The Town shall require the applicant to prepare a Heritage Impact Assessment, where deemed necessary by the Town, that shall demonstrate to the satisfaction of the Town that the proposal will not adversely impact the cultural heritage significance of the property.

C.X.4.7 PUBLIC SERVICE FACILITIES AND INFRASTRUCTURE

A range of public service facilities and infrastructure will be permitted in all land use designations on Schedule “C.X.C”. A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Trafalgar Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities may be located in any land use designation other than The Natural Heritage System designation, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

C.X.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.X.A” is an overall framework for the Trafalgar Secondary Plan. Key Community Structure elements include Evolving Neighbourhoods, Local Centres, Neighbourhood Centres, Natural Heritage System, and Road and Trail Networks.

Discrete land use designations and densities are shown in Schedule “C.X.C” and detailed in Section C.X.6 of this Secondary Plan.

C.X.5.1 MASTER PLAN AREA

The Secondary Plan consists of one Master Plan Area (also referred to as a Tertiary Plan), which requires more detailed planning to be endorsed by Council prior to the submissions of development applications in the Secondary Plan area. As per Section B.5.4.3.6 of the Town’s Official Plan, Master Plans are conceptual development plans which indicate general concepts with respect to specific areas within the Town. The Master Plan shall generally indicate development concepts with respect to the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access.

The Master Plan provides more detail than the Secondary Plan and represents the final policy planning layer between the Secondary Plan and development. The plan will guide how development will proceed in a coordinated manner with regard to such matters as infrastructure servicing, natural hazard protection, heritage protection, transportation networks, parks, and open space linkages and phasing. It provides a framework for coordinating neighbourhood subdivision development that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan are achieved through coordinated development.

C.X.5.2 EVOLVING NEIGHBOURHOODS

Evolving Neighbourhoods generally include the residential designations shown on Schedule “C.X.C”, Land Use Plan such as Low Density Residential, Medium Density Residential I and Medium Density Residential II. The Evolving Neighbourhoods are intended to accommodate grade-related residential dwellings and elements of the open space system (e.g. trails and parks).

Within Evolving Neighbourhoods, the densities and requirements for land use designations outlined in Section C.X.6 of this Secondary Plan are intended to facilitate the Town’s achievement of 2031 planning horizon, per the Growth Plan for the Greater Golden Horseshoe, 2017.

Beyond the 2031 planning horizon, it is expected that this area will continue to evolve to accommodate additional growth through appropriate forms of grade-related intensification within the planned intent of the land use designations of this Plan. All permitted residential unit types within a land use designation are considered inherently compatible. In this regard, proposals for intensification shall be encouraged for the full range of permitted residential uses within the applicable land use designation without the need to demonstrate unit type compatibility.

C.X.5.3 LOCAL CENTRES

Local Centres are intended to be minor focal points for local neighbourhoods, and are to accommodate the co-location of neighbourhood parks, schools, places of worship and local serving retail commercial. Generally, these elements are located at the intersection of key collector roads in order to optimize walkability for residents of the surrounding neighbourhoods that will rely on these uses on a daily basis. It is also intended these centres be a focus for concentrations of more intense forms of grade-related housing within walking distances of potential local transit stops.

Local Centres provide some intensification and mixing of uses including Convenience Retail, appropriate for local resident needs. Underlying designations generally include Medium Density Mixed Use and Medium Density Residential I, where it is intended that flexibility is permitted to determine the location of these uses through the Master Plan process without the need for amendment to this Plan, so long as the general extent of the land use designation related to these designations is provided within walking distance of the intersection.

C.X.5.4 NEIGHBOURHOOD CENTRES

Neighbourhood Centres are intended to be major focal points for the Secondary Plan, and shall have greatest intensity of uses, height and density within the Secondary Plan. These centres shall have greater height and density than their immediate surroundings, being

occupied by tall and mid-rise buildings. Generally, these elements are located at the intersection of arterial roads along Trafalgar Road in order to optimize access to higher-order transit service.

Neighbourhood Centres are strategic intensification areas within the Secondary Plan and intended to provide a full mix and range of uses at transit-supportive densities of 160 residents and jobs per hectare. Neighbourhood Retail sites are to be located within these areas so as to serve the residents of multiple neighbourhoods and the travelling public in transit accessible locations. Underlying designations generally include Neighbourhood Centre I and Neighbourhood Centre II.

C.X.5.5 NATURAL HERITAGE SYSTEM

The Natural Heritage System (NHS) consists of the Regional Natural Heritage System that is delineated on Schedule M of the Town's Official Plan. This includes wetlands, woodlands, valleylands, watercourses, habitats of endangered or threatened species, areas of natural and scientific interest, enhancements to key features, linkages and buffers. Preliminary refinements to the NHS have been incorporated into this plan through input from the South East Milton Subwatershed Study and ROPA 38 Minutes of Settlement.

Further refinements to the Natural Heritage System may occur without amendment to this plan where they are supported by subsequent levels of environmental study including a Master Environmental Servicing Plan (MESP), a Development Area Environmental and Functional Servicing Study (DAEFSS), Environmental Impact Studies or other applicable environmental study and approved by the Town in consultation with Conservation Halton.

C.X.5.6 ROAD AND TRAIL NETWORKS

The Road and Trail Networks have been identified on Schedule "C.X.A" and "C.X.B" to ensure that the integrated street and path system is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit.

The final location, configuration, width and alignment of public roads shall be determined through the Master Plan, Environmental Assessment and development approval processes, subject to the recommendations of the Subwatershed Study, Master Environmental Servicing Plan (MESP) and traffic impact studies prepared by individual applicants.

The intent is to provide a well-connected and continuous grid-pattern street network, while recognizing constraints such as the Natural Heritage System that limit the achievement of a completely connected street network.

C.X.6 LAND USE POLICIES

The applicable land use policies of Sections B.3 and B.4 of the Official Plan together with the additional policies in this section shall apply to the lands in the Trafalgar Secondary Plan in accordance with the land use designations on Schedule “C.X.C”, Land Use Plan.

C.X.6.1 RESIDENTIAL

Residential densities are achieved at a Secondary Plan-wide level and calculated on net residential hectares basis. However, applications for Draft Plan of Subdivision must demonstrate that achievement of the overall required densities and housing mixes will not be adversely affected.

C.X.6.1.1 Permitted Uses

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule “C.X.C” together with the uses permitted in Section B.3.2.2 e) to h), j) and k):

- a) **Low Density Residential** uses consisting of low-rise residential uses such as single detached dwellings, semi-detached dwellings, and street townhouses in accordance with the policies of Section B.3.2.2 and C.X.6.1.2;
- b) **Medium Density Residential I** uses consisting of low rise residential units such as single detached dwellings, semi-detached dwellings, street townhouses, and stacked townhouses in accordance with the policies of Section B.3.2.3.1 and C.X.6.1.3; and,
- c) **Medium Density Residential II** uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the policies of Section B.3.2.3.2 and C.X.6.1.4;

C.X.6.1.2 Low Density Residential

- a) General Provisions

Low Density Residential designation consists predominantly of ground-related housing types and are generally located internal to development blocks.

- b) Height and Density Requirements

Notwithstanding Section B.3.2.2.a) of the Town’s Official Plan, the following requirements apply:

- i) The housing mix is predominantly single-detached and semi-detached housing. To achieve 2031 population projections, a maximum of 15% street townhouses are permitted; and,
- ii) A minimum density of 27 units per hectare is required.

C.X.6.1.3 Medium Density Residential I

a) General Provisions

The Medium Density Residential I designation is intended to provide a range and mix of housing types in order to provide transition between more intensive development within Medium Density Residential II designations and Neighbourhood Centres to the Low Density Residential designations.

Development within the Medium Density Residential I designation will focus more intensive residential development along arterial roads, major collectors proximal to transit stops/stations, Neighbourhood Centres, and Local Centres to optimize access to transit, retail commercial and community services.

b) Height and Density Requirements

Notwithstanding Section B.3.2.3.1 of the Town's Official Plan, the following requirements apply:

- i) The housing mix is predominantly street and stacked townhouses. To achieve 2031 population projections, a maximum of 20% single and semi-detached units are permitted;
- ii) A minimum density of 35 units per hectare and maximum density of 60 units per hectare is required; and,
- iii) Building heights should not exceed 4 storeys.

C.X.6.1.4 Medium Density Residential II

a) General Provisions

The Medium Density Residential II designation is intended to provide a range and mix of housing types and to locate more intensive residential development along arterial roads, major collectors proximal to transit stops/stations, and Neighbourhood Centres.

Generally, the Medium Density Residential II designation will be located proximal to higher-order transit and Neighbourhood Centres to support transit, and retail commercial uses.

b) Height and Density Requirements

Notwithstanding Section B.3.2.3.1 of the Town's Official Plan, the following requirement applies:

- i) A minimum density of 60 units per hectare and a maximum density of 100 units per hectare is required.

C.X.6.2 MIXED USE

Mixed use areas include higher-order mixed use nodes that form focal points for surrounding residential neighbourhoods with pedestrian and transit-supportive development.

Generally, the permitted uses include a range of residential, retail commercial, service, office, restaurant, civic, recreational, cultural, entertainment, and institutional uses.

C.X.6.2.1 Medium Density Mixed Use

The Medium Density Mixed Use designation on Schedule "C.X.C" is generally located at arterial and collector road intersections in proximity to Local Centres in order to optimize opportunities for access to local transit service, local serving retail commercial and community uses.

The Medium Density Mixed Use designation permits the following in a stand-alone or mixed use building format:

- a) Residential uses in accordance with the Medium Density Residential I designation, except single and semi-detached units shall not be permitted;
- b) Convenience Retail uses in accordance with Sections B.3.4.4 of the Town's Official Plan and the following:
 - i) Convenience Retail uses are generally small-scale retail commercial development (20,000 to 40,000 ft²) anchored by convenience retail commercial, pharmacy, financial institution, personal service uses or small-scale community uses;
 - ii) Convenience Retail uses are generally developed in accordance with Section B.3.4.4 of the Town's Official Plan. However, notwithstanding Section B.3.2.3.7.c), retail commercial uses are permitted a maximum total gross floor area of 40,000 ft²;
 - iii) Further, per Section B.3.4.1.4 of the Town's Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
 - iv) The size, location, and configuration of Convenience Retail uses shall be determined at the Master Plan stage; and,

- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.X.6.3.

C.X.6.2.2 Neighbourhood Centre Mixed Use I

The Neighbourhood Centre Mixed Use I designation on Schedule “C.X.C” is conceptual, except where bounded by existing major roads or the Natural Heritage System. They are generally located at major arterial road intersections along the Trafalgar Road Corridor to serve the surrounding community and optimize access to planned higher-order transit service. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the Master Plan as required in Section C.X.7.5 of this Plan.

Neighbourhood Centre Mixed Use I designation is intended to be developed at a lesser density than that of Neighbourhood Centre Mixed Use II. The designation serves as a community focal point and should serve the retail commercial needs of the surrounding neighbourhood.

The Neighbourhood Centre Mixed Use I designation permits the following in a stand-alone or mixed-use building format:

- a) Residential uses in accordance with the Medium Density Residential II designation;
- b) Neighbourhood Retail in accordance with the following:
 - i) Neighbourhood commercial uses are generally medium sized retail commercial developments (100,000 to 150,000 ft²) anchored by a larger tenant such as a food store or pharmacy;
 - ii) Per Section B.3.4.1.4 of the Town’s Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
 - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed Use I designation shall be determined at Master Plan stage;
 - iv) The only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail commercial stores ancillary to the gas station use;
 - v) All drive-through service facilities shall be prohibited, unless accommodated at grade within a multi-storey mixed use building; and,
- c) Community uses in accordance with Section C.X.6.3.

A minimum density of 100 residents and jobs combined per gross hectare is required.

C.X.6.2.3 Neighbourhood Centre Mixed Use II

The Neighbourhood Centre Mixed Use II designation on Schedule “C.X.B” is conceptual, except where bounded by existing major roads or the Natural Heritage System. They are

generally located at major arterial road intersections along the Trafalgar Road Corridor to serve the surrounding community and optimize access to planned higher-order transit service. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the Master Plan as required in Section C.X.7.5 of this Plan.

Neighbourhood Centre Mixed Use II designation is intended to be the focus of intensification within the Secondary Plan. The designation serves as a community focal point and should serve the retail commercial needs of the surrounding neighbourhood. It is the intent of this plan that the lands within this designation are the focus of retail uses and in the longer term, higher density residential uses in a mixed-use setting. Stand-alone retail is discouraged but may be contemplated as an interim use.

The Neighbourhood Centre Mixed Use II designation permits the following in a stand-alone or mixed-use building format:

- a) Residential uses in accordance with the Medium Density Residential II designation;
- b) Neighbourhood Retail in accordance with the following:
 - i) Neighbourhood commercial uses are generally medium sized retail commercial developments (100,000 to 150,000 ft²) anchored by a larger tenant such as a food store or pharmacy;
 - ii) Per Section B.3.4.1.4 of the Town's Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
 - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed Use II designation shall be determined at Master Plan stage;
 - iv) The only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail commercial stores ancillary to the gas station use;
 - v) All drive-through service facilities shall be prohibited, unless accommodated at grade within a multi-storey mixed use building; and,
- c) Community uses in accordance with Section C.X.6.3. A minimum density of 100 residents and jobs combined per gross hectare is required.

C.X.6.3 PUBLIC SERVICE FACILITIES AND PLACES OF WORSHIP

Further to, and in accordance with, the policies of Section B.2.5 of this Plan, development of *public service facilities* such as parks, greenspace, and schools, as well as places of worship on Schedule "C.X.C" shall be subject to the following policies:

C.X.6.3.1 General Parks and Open Spaces

It is the goal of this Secondary Plan to create a desirable and high-quality Parks and Open Space System through a mix of passive and active spaces that support the strategic objectives of the Town of Milton Community Services Master Plan. The intent is to provide for a variety of parks distributed throughout the Trafalgar Secondary Plan area, totaling approximately 50 hectares.

The Parks and Open Space System consists of Greenspace, District Parks, Neighbourhood Parks, and a Trail Network (per Section C.X.4.2), as identified on Schedules “C.X.A” to “C.X.C”. The Parks and Open Space System also includes Village Squares.

The locations of these elements are conceptual and intended to identify general potential locations for these facilities. The exact location and configuration may be modified without amendment to this Plan and established through the development of the Master Plan, as required in Section C.X.7.5 of this Plan, and development approval process.

Community Parks that serve Trafalgar residents may be located outside of the Secondary Plan, where appropriate.

C.X.6.3.2 Parkland Dedication

Parkland dedication shall be in accordance with the provisions outlined in the Milton Official Plan and the Ontario Planning Act, R.S.O. 1990, c.P.13, as amended, as well as, Milton By-law No. 128-2001 and Policy No. 48.

The following shall not be counted towards parkland dedication:

- Private outdoor amenity space including privately owned public spaces (“POPS”);
- Landscape buffers and vistas;
- Natural Heritage Network lands and associated Vegetation Protection Zones (“VPZ”);
- Greenspace lands;
- Stormwater management lands and associated buffers; and,
- Green roofs and sustainability features.

C.X.6.3.3 District Parks

District Parks are intended to serve the Secondary Plan and should include major sports facilities such as sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and limited spectator facilities. Generally, District Parks will be approximately 6 hectares in size, located in proximity to nodes such as Neighbourhood Centres and Local Centres, and should have access along an arterial or collector road.

Two (2) District Parks shall be included in the Secondary Plan, distributed to equally serve the population. It is encouraged that District Parks are co-located with an institutional or other community use (i.e. community centre, library, secondary school).

C.X.6.3.4 Neighbourhood Parks

Neighbourhood Parks are intended to serve neighbourhoods within a Secondary Plan and should include sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, playgrounds etc. Generally, Neighbourhood Parks will be approximately 2.5 hectares in size and distributed to allow an approximate 5- to 10-minute walk from the majority of residents within the Secondary Plan.

Nine (9) Neighbourhood Parks shall be included and distributed throughout the Secondary Plan. It is encouraged that Neighbourhood Parks are co-located with elementary schools or places of worship, and have significant frontage along a minimum of one public street.

C.X.6.3.5 Village Squares

Village Squares are intended to serve sub-neighbourhoods within a Secondary Plan and primarily expected to provide passive recreation areas. Generally, Village Squares will be approximately 0.2 hectares in size and the location will be determined through the Master Plan process.

Village Squares shall be distributed throughout the Secondary Plan in a residential area that does not have good access to other park facilities. They shall have significant frontage along a public street, generally along two sides of the property.

Privately Owned Public Spaces (POPS) will also form a key part of the public realm network by providing passive open space and complementing planned parks and natural areas.

C.X.6.3.6 Greenspace

Greenspace lands are intended to provide open space linkages to connect the Natural Heritage System, where appropriate; these may include utility right-of-ways.

Greenspaces are generally intended for passive recreational uses and to support the establishment of the Trail Network.

C.X.6.3.7 Schools

Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of the Town's Official Plan.

The Secondary Plan requires 6 Elementary Schools and 1 Secondary School.

Schools are generally permitted in all land use designations. Elementary Schools are preferably located on a collector road and Secondary Schools are preferably located at the intersection of an arterial road and collector road, to encourage transit utilization and active transportation. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (i.e. public library).

It is recognized that the location of schools on Schedule "C.X.C" is conceptual and is intended to identify general potential locations for these facilities.

C.X.6.3.8 Places of Worship

Places of Worship will generally be located in Local Centres and developed in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of the Town's Official Plan.

C.X.6.4 NATURAL HERITAGE SYSTEM

Within the Trafalgar Secondary Plan, the "Natural Heritage System" reflects the Regional Natural Heritage System which is intended to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed. Preliminary refinements to the NHS have been incorporated into this plan through input from the South East Milton Subwatershed Study and ROPA 38 Minutes of Settlement.

C.X.6.4.1 Key Features

The lands in the Natural Heritage System on Schedules "C.X.A" to "C.X.C" consist of the following key features and functions:

- a) wetlands;
- b) woodlands;
- c) valleylands;
- d) watercourses;
- e) habitats of endangered or threatened species;
- f) environmentally significant areas and areas of natural and scientific interest;
- g) enhancements to Key Features;
- h) linkages; and,
- i) buffers.

C.X.6.4.2 Permitted Uses

The Natural Heritage System designation on Schedules "C.X.A" to "C.X.C" permit the following uses subject to the policies of Section B.4.8 and B.4.9 of the Town's Official Plan. Notwithstanding, the following additional uses are permitted:

- a) transportation and public infrastructure in accordance with Section C.X.4.1; and,
- b) stormwater management facilities in accordance with Section C.X.4.2.2.

C.X.6.4.3 Criteria for Buffers

Buffers shall generally be provided in accordance with the following:

- a) Watercourse Corridors: 10 metres from the greatest hazard (Regional Storm flood plain or stable top of bank);
- b) Woodlots: 10 metres from the drip line; and,
- c) Wetlands:
 - i) 30 metres from the boundary of all Provincially Significant Wetlands of any size; and,
 - ii) 15 metres from the boundary of all other wetlands.

Reduced or additional buffer requirements may be determined as part of the Subwatershed Study, Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Studies or other applicable environmental study as part of the development process and implemented without amendment to this Plan, subject to the completion and Council endorsement of a Master Plan.

C.X.6.4.4 Natural Heritage System Policies

- a) The Natural Heritage System shall be implemented, enhanced, restored or modified in accordance with the recommendations of the approved Subwatershed Study, Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Studies or other applicable environmental study, through the Master Plan process, without amendment to this Plan; and,
- b) The lands within the Natural Heritage System designation are considered to be a crucial part of the proposed Natural Heritage System and Open Space System intended for the Milton Urban Area and shall be acquired by Halton Region, the Town of Milton or the Conservation Authority in accordance with the policies of Section C.X.7.2.2 of this Plan.

C.X.6.4.5 Implementation – Lands Adjacent to Natural Heritage System

Prior to development of lands adjacent to the Natural Heritage System and subsequent to the preparation of the required Development Area Environmental Functional Servicing Study, as a condition of draft plan approval or prior to site plan approval where necessary, the Town may require the preparation of a detailed implementation plan which defines mitigation plans including matters such as maintenance of clean surface water contributions to watercourses, and wetlands, grading, edge management, acceptable construction practices and building placement on each development site. The implementation plan will

reflect the recommendations of the approved MESP and DAEFSS or other applicable environmental study.

C.X.6.5 EXISTING AGRICULTURAL OPERATIONS

Within the Trafalgar Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Plan. Where feasible, development should be phased through the Master Plan process to maintain prime agricultural lands and associated operations as interim uses.

C.X.7 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section B.5.0 of this Plan, the following policies are applicable to the Trafalgar Secondary Plan.

C.X.7.1 PHASING AND FINANCE

C.X.7.1.1 Development in the Trafalgar Secondary Plan shall proceed in multiple phases, conceptually shown on Schedule “C.X.D”. The phases are generally consistent with the estimated delivery of servicing infrastructure. However, the boundaries may be refined through the Master Plan process without amendment to this Plan. It is the intent of this Plan that growth is controlled through the Master Plan process to ensure that within each phase:

- a) there is availability and efficient use of public infrastructure and services;
- b) development proceeds in a manner that is supportive of transit services; and,
- c) the progression of development will follow a logical sequence generally north to south.

C.X.7.1.2 Prior to the approval of any development applications, the following must be satisfied:

- a) Past Phase 1, a minimum of 75% of residential units within participating lands in the previous phase shall be built or site plan approved;
- b) Municipal water and wastewater services are extended to the lands in the subject Phase and adequate servicing is confirmed;
- c) Satisfactory arrangements have been made with the Town to ensure the early delivery of projected public service facilities, off-street trails and components of the active transportation network and transit facilities to support growth; and,
- d) Any financial and other requirements of the Town and Regional Municipality of Halton to support sustainable growth, pursuant to applicable legislation, are satisfied.

C.X.7.1.3 Notwithstanding the foregoing:

- a) Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time, subject to the availability of servicing infrastructure and other requirements both at the Local and Regional levels; and,
- b) Council may, at its sole discretion, determine to accept and approve an application for development in subsequent phases, notwithstanding Section C.X.7.1.2.a), if it is determined by Council that the development for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the Region, that there are no negative impacts on the Town or Region, including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program.

C.X.7.1.4 Prior to final approval of each subdivision, all requirements of the Town and the Region shall be satisfied and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

C.X.7.1.5 All new urban development in the Trafalgar Secondary Plan shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.X.1.1 applications for development in the Secondary Plan area shall only be approved, and development shall only proceed when:

- a) Landowners within the Secondary Plan area have entered into an agreement or agreements with the Town for the provision of funds or the provision of service or both. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the Town may require a separate agreement or agreements with the landowners within such phase or phases. In addition, landowners who are not parties to the original agreement or agreements referred to herein shall enter into an agreement with the Town assuming all the rights and obligations of the agreements, as applicable, as if such landowners had been original signatories to that agreement;
- b) Landowners within the Secondary Plan area have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- c) Landowners within the Secondary Plan area have entered, or will enter, into a Master Parks Agreement with the Town of Milton to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan area;

- d) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- e) An Area Servicing Plan for the Trafalgar Secondary Plan has been prepared to the satisfaction of the Region of Halton;
- f) The applicable Master Plan has been endorsed by Town of Milton Council;
- g) Their Quality Assessment, Area Servicing Plan, Subwatershed Study, Master Environmental Servicing Plan (MESP) and Development Area Environmental Functional Servicing Study (DAEFSS) or other applicable environmental study have been approved to the satisfaction of the Town of Milton and the Region of Halton, and in consultation with Conservation Halton; and,
- h) Any additional requirements of the Town and/or Regional Municipality of Halton are satisfied.

C.X.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.X.7.2.1 Building Permits beyond 25% build out of the gross developable area of participating lands within a Phase shall only be issued when the following criteria are satisfied:

- a) The District Park Area on Schedule "C.X.C", shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in the applicable phase;
- b) Neighbourhood Parks which serve the various neighbourhoods shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in each Phase as identified in Schedule "C.X.A";
- c) Village Squares shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the town at or prior to 25% build out of the lands in the respective sub-neighbourhoods as identified in the Master Plan;
- d) *Public service facilities* lands shall be provided at or prior to 25% build out of the lands in each Phase as identified in Schedule "C.X.A"; and,
- e) School sites for each neighbourhood shall be shown as block(s) on an approved draft plan of subdivision at or prior to 25% build out of the applicable neighbourhood.

C.X.7.2.2 In addition to the foregoing, building permits for individual plans of subdivisions/site plans or phases hereof shall only be issued when the following criteria are satisfied, with each criteria

to be included as a condition of draft plan approval or site plan approval, whichever is applicable, and to be effected upon registration of a subdivision agreement or site plan agreement:

- a) lands designated Natural Heritage System, as they may be refined through the subdivision/site plan approval process, have been dedicated to the Town, or to Conservation Halton if so directed by the Town;
- b) stormwater management facilities have been constructed and dedicated to the Town, provided that the Town may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the Town approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities; and,
- c) lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

C.X.7.3 ZONING BY-LAW

This Secondary Plan shall be implemented by an appropriate amendment(s) to the Town's Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Plan.

C.X.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Trafalgar Secondary Plan. Consents may be permitted in accordance with the provisions of Section B.5.7 of this Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. In particular, consents may be permitted which result in the assembly of land which is a size and configuration which will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

C.X.7.5 COMPLETE APPLICATION REQUIREMENTS

All privately initiated planning applications, except those under Section 45 of the Planning Act, shall satisfy the requirements of Section B.5.3.4 of this Plan with respect to the requirements of a complete application.

C.X.7.5.1 Application Submission Requirements

In order to ensure the implementation of this policy, no development applications shall be submitted in the Secondary Plan area until:

- a) the Subwatershed Study has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton;
- b) the Air Quality Assessment has been completed to the satisfaction of Town of Milton and the Region of Halton;
- c) the Master Phasing and Area Servicing Plan has been completed to the satisfaction of Town of Milton and the Region of Halton;
 - i. the Master Environmental Servicing Plan (MESP) has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton;
 - ii. the Development Area Environmental Functional Servicing Study (DAEFSS) has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton,
- d) the Municipal Class EA has been approved by Provincial Authorities; and,
- e) a Master Plan has been endorsed by Council for the development area.

C.X.7.5.2 Master Plan Submission Requirements

Further, prior to making of any application for draft plan approval within any Master Plan area as identified on Schedule C.X.A or a portion of a Master Plan area approved by the Town, a Master Plan shall be prepared and submitted in accordance with the policies of Section B.5.4.3.6 and B.5.4.3.7 of this Plan and received endorsement from Council. Prior to draft approval, a subdivision application must reflect the results of the Master Plan, or be supported by justification for changes to the tertiary plan satisfactory to the Town. In accordance with Town requirements, a Master Plan shall be prepared in conjunction with the required Master Environmental Servicing Plan (MESP) and Development Area Environmental Functional Servicing Study (DAEFSS) which shall also be required prerequisite to the granting of draft plan approval. The Master Plan for lands in Trafalgar Secondary Plan shall address and demonstrate:

- a) the sequencing of phases and applicable sub-phases, conceptually outlined in Schedule "C.X.D" which may be revised without amendment to this Plan;
- b) the location and configuration of schools, District Parks, Neighbourhoods Parks, and Village Squares;
- c) the location, size and general configuration of stormwater management facilities;
- d) through a traffic impact assessment to be undertaken to the satisfaction of the Town of Milton and the Region of Halton:
 - i) intersection configuration;

- ii) a traffic control plan;
 - iii) detailed road pattern;
 - iv) on- and off-road active transportation system (including sidewalks, trails, pathways);
 - v) anticipated traffic operations at major intersections;
 - vi) transit service routes; and,
 - vii) Transportation Demand Management (TDM) initiatives
- e) the location of transit facilities;
 - f) the boundaries of proposed development blocks delineating the extent of land use designations of this Plan;
 - g) concept plans for Neighbourhood Centres and Local Centres which may include elevations and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density development;
 - h) any refinements to the Natural Heritage System based on the studies and policies of this Plan;
 - i) regard for the Agerton & Trafalgar Secondary Plans Urban Design Guidelines including addressing the relationship of development to Regional roads; and,
 - j) the recommendations of any supporting technical studies including the noise, vibration and safety impact mitigation measures for development adjacent to the railway right-of-way and noise and vibration impact measures for development adjacent to arterial roads.

C.X.7.6 ROADS ENVIRONMENTAL ASSESSMENT

The location and alignment of roadways as illustrated on the Schedules to this Secondary Plan are conceptual and subject to study as may be required by the Town or Region. All roadway and driveway spacing shall conform to standard roadway engineering practices and is to be approved by the respective roadway jurisdiction.

Transportation infrastructure shown on the Schedules attached to the Trafalgar Secondary Plan may be subject to Environmental Assessments at both Regional and Town levels, recognizing that this Secondary Plan and concurrent Municipal Class Environmental Assessment (Municipal Class EA) satisfy Phases 1 and 2 of the EA processes. The proposed locations of transportation infrastructure will only be finally determined upon completion of any required Environmental Assessments or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the natural heritage system and open space system. The Town, or the Region where applicable, at their sole discretion, may require additional lands for right-of-way purposes where the approved right-of-way design is required to be modified to minimize impacts on the natural heritage system.

C.X.8 INTERPRETATION

Further to, and in accordance with, the existing definitions of Section 5.10 of the Official Plan, the following interpretation policies are applicable to the Trafalgar Secondary Plan.

C.X.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules “C.X.A”, “C.X.B”, “C.X.C”, “C.X.D” are intended to be approximate only, in accordance with Section B.5.10.2.1 of the Town’s Official Plan.

Minor adjustments in the land use pattern and the location of proposed specific land uses or facilities may be considered through development approvals without amendment to this Plan provided the intent of the Secondary Plan is maintained.

C.X.8.2 SYMBOLS

Symbols for parks, schools, and places of worship are conceptual and intended to show the approximate location of these elements on Schedule “C.X.C”. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Plan, except where the proposed symbol crosses an arterial road or Natural Heritage System.

C.X.8.3 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section 5.10.6 of the Official Plan, the following definitions are applicable to the Trafalgar Secondary Plan.

Public Service Facilities means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure

List of Schedules

Schedule C.X.A Community Structure Plan

Schedule C.X.B Active Transportation and Natural Heritage System Plan

Schedule C.X.C Land Use Plan

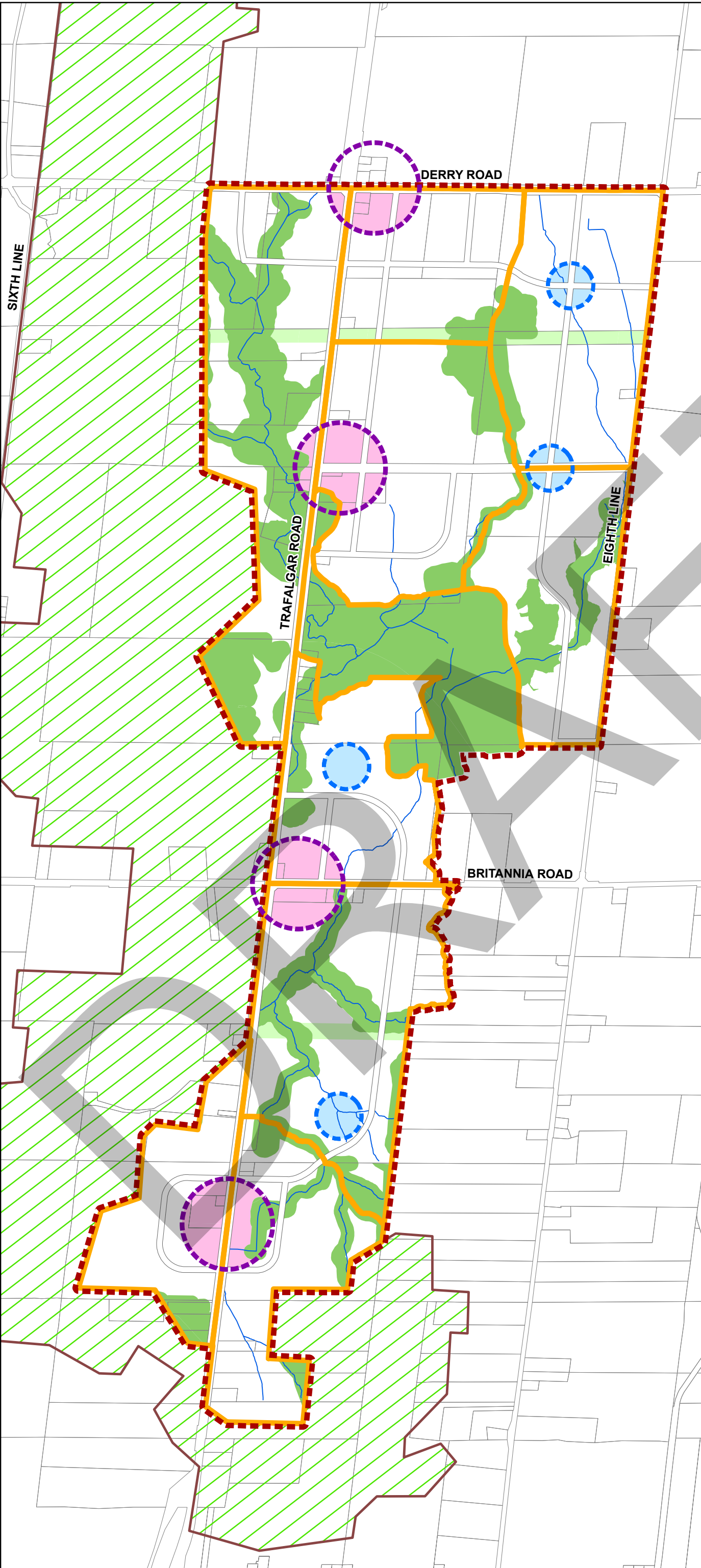
Schedule C.X.D Phasing Plan

TOWN OF MILTON OFFICIAL PLAN

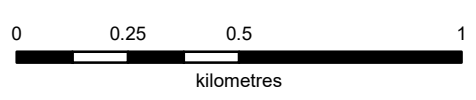
Schedule A

TRAFALGAR SECONDARY PLAN COMMUNITY STRUCTURE PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  WATERCOURSE
-  EVOLVING NEIGHBOURHOOD
AREA
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  NEIGHBOURHOOD CENTRE
-  LOCAL CENTRE



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NAD 1983 - UTM Zone 17N

This schedule forms part of the
Official Plan and should be read
in conjunction with the text.










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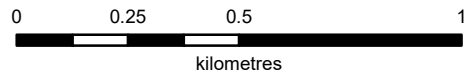
TOWN OF MILTON OFFICIAL PLAN

Schedule B

TRAFALGAR SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  WATERCOURSE
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
- ROAD NETWORK**
-  MAJOR ARTERIAL ROAD
-  COLLECTOR ROAD
- TRAIL NETWORK**
-  TRAIL NETWORK WITHIN THE
NATURAL HERITAGE SYSTEM
-  SECONDARY PLAN
TRAIL NETWORK

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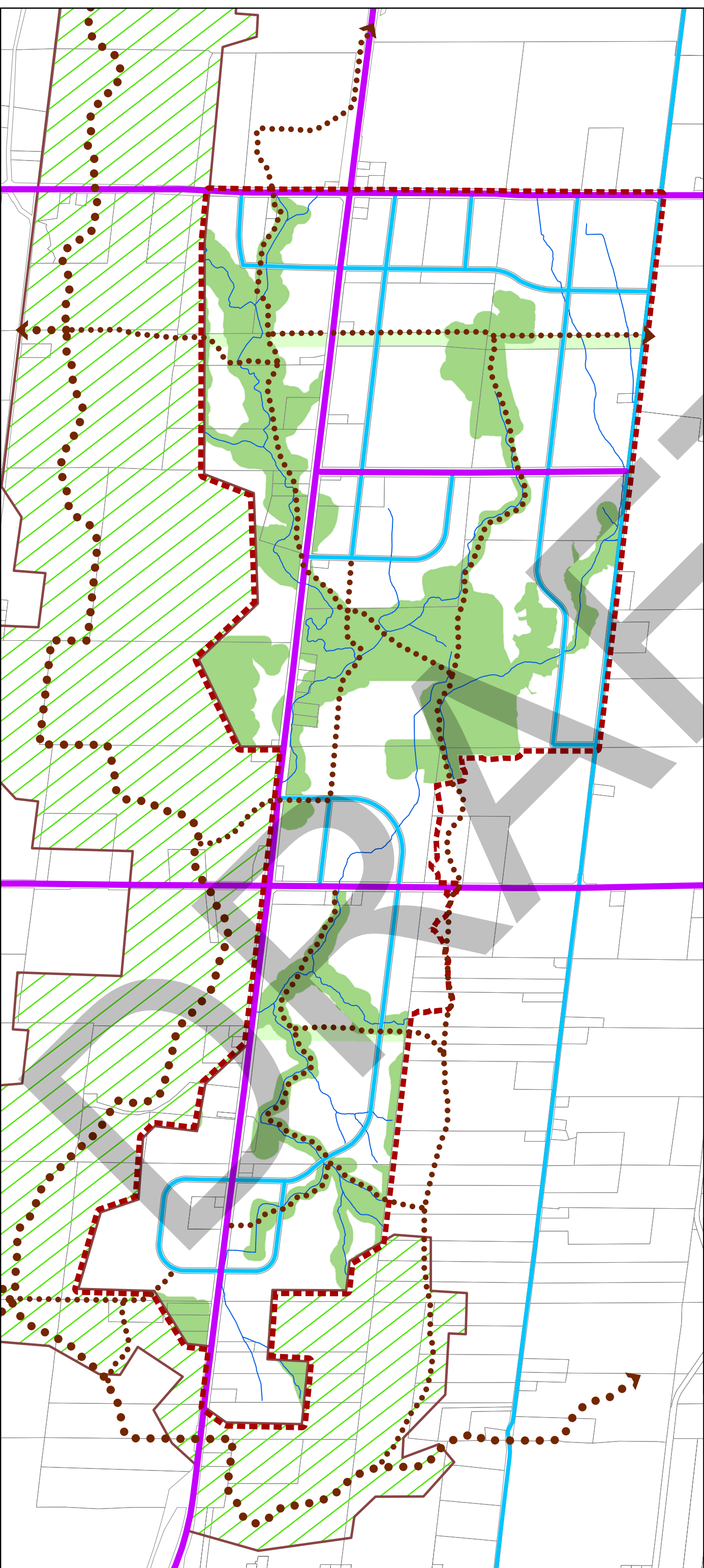


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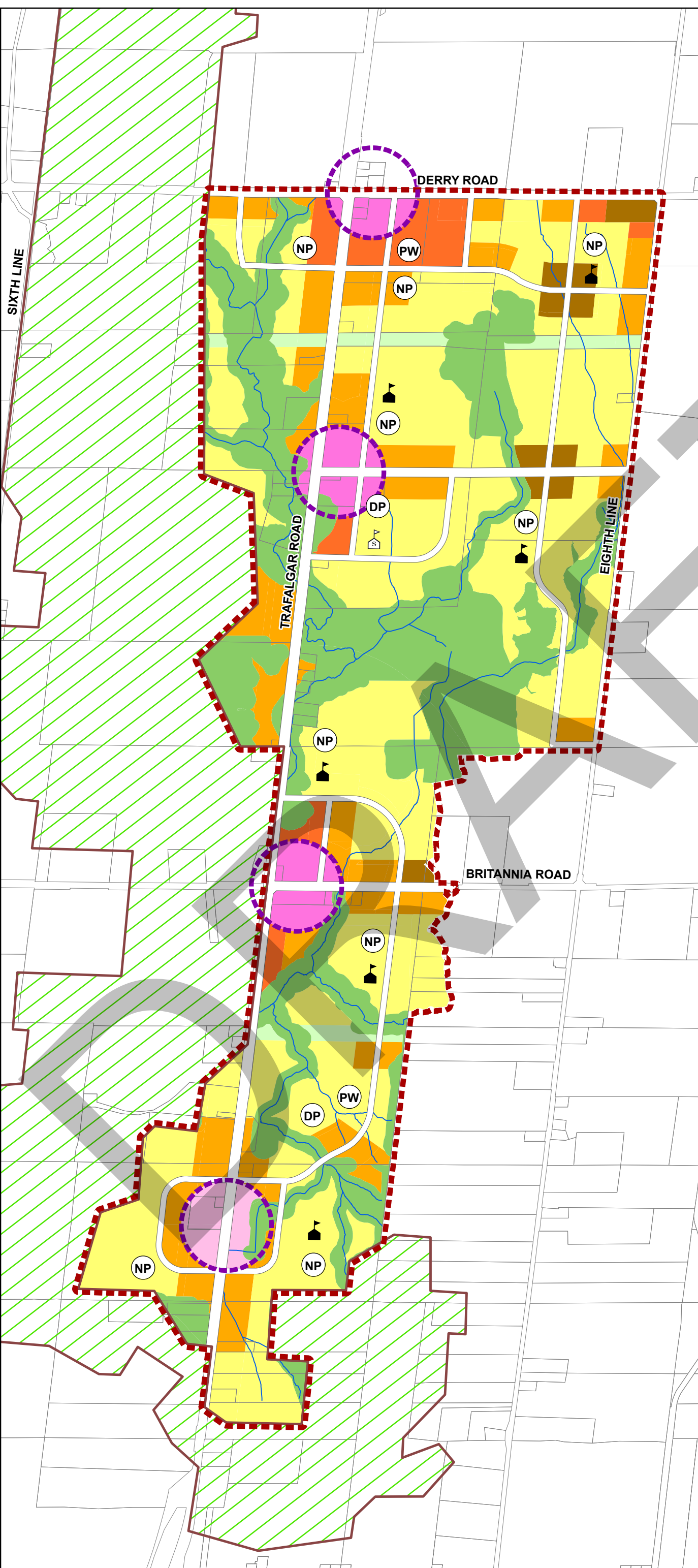
January 2019




















TOWN OF MILTON OFFICIAL PLAN

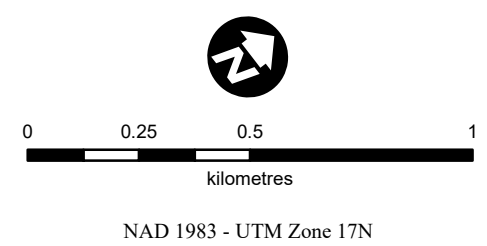
Schedule C

TRAFALGAR SECONDARY PLAN LAND USE PLAN



-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN PROTECTED COUNTRY
-  WATERCOURSE
-  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 (SUBJECT TO REFINEMENT)
-  GREENSPACE
-  NEIGHBOURHOOD CENTRE
-  DISTRICT PARK
-  NEIGHBOURHOOD PARK
-  ELEMENTARY SCHOOL
-  SECONDARY SCHOOL
-  PLACE OF WORSHIP

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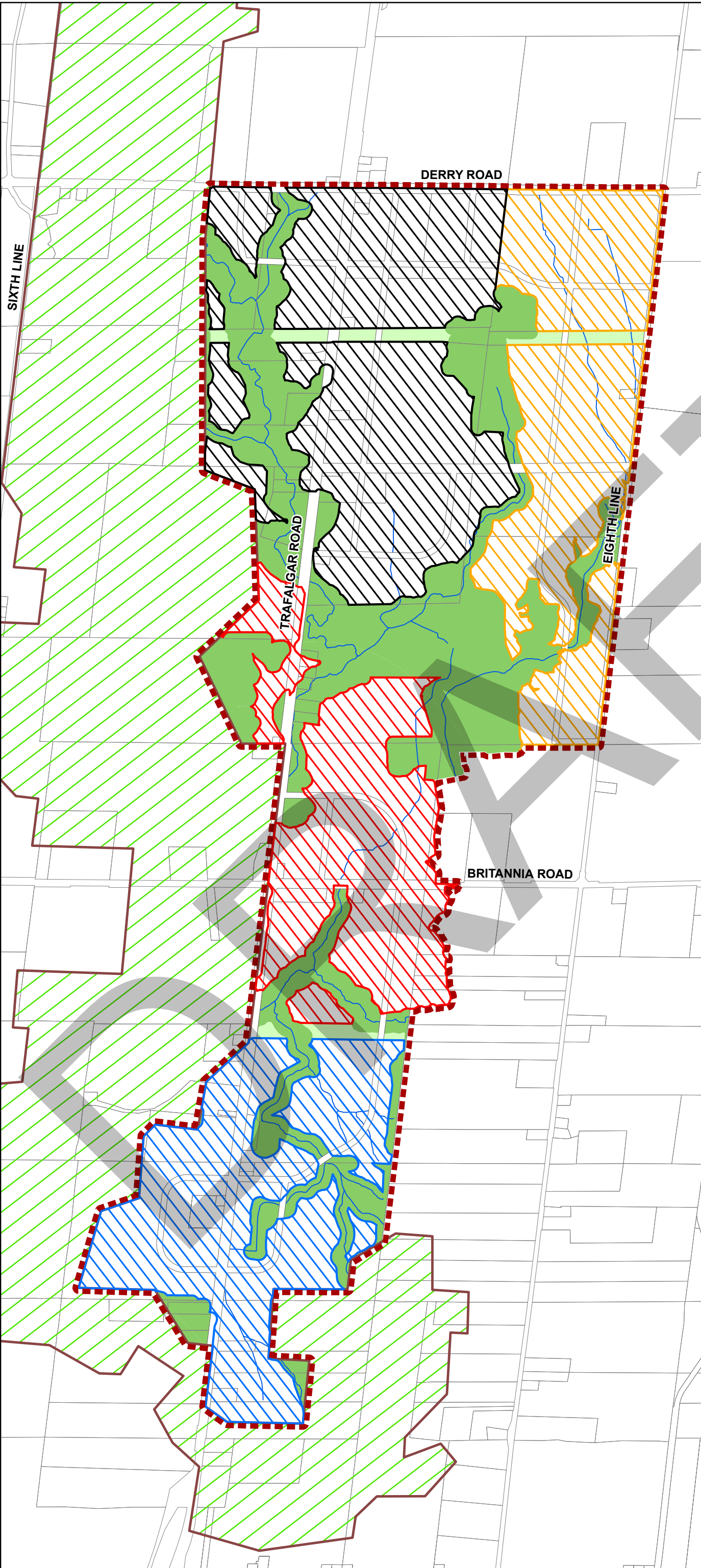
January 2018

TOWN OF MILTON OFFICIAL PLAN

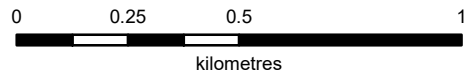
Schedule D

TRAFALGAR SECONDARY PLAN PHASING PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN PROTECTED COUNTRY
-  WATERCOURSE
-  NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
-  GREENSPACE
- PHASES**
-  PHASE 1
-  PHASE 2
-  PHASE 3
-  PHASE 4



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