



# The Corporation of the Town of Milton

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Report To: Council

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From: Barbara Koopmans, Commissioner, Planning and Development

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Date: March 25, 2019

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Report No: PD-016-19

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Subject: Recommendation Report: Town Initiated Official Plan Amendment - Trafalgar Secondary Plan (Town File: LOPA-02/19)

**Recommendation:** THAT Official Plan Amendment No. 54, Trafalgar Secondary Plan dated March 2019, be adopted by Council and submitted to Halton Region for approval;

AND THAT Council receive for information in support of Official Plan Amendment No. 54 the following draft background studies:

- a) Policy Directives Report, dated January 2019, prepared by Malone Given Parsons Ltd.;
- b) Population, Employment and Housing Analysis, dated March 2019, prepared by Malone Given Parsons Ltd.;
- c) Community Facility and Human Services Impact Analysis, dated March 2019, prepared by Malone Given Parsons Ltd.;
- d) Parkland, Recreational and Library Gap Analysis, dated March 2019, prepared by Monteith Brown Planning Consultants;
- e) Retail/Commercial Assessment, dated November 2018, prepared by Ward Land Economics;
- f) Office Market Analysis, dated December 2018, prepared by Cushman Wakefield;
- g) Cultural Heritage Assessment, dated April 2017, prepared by Archeoworks Inc.;
- h) Transportation Master Plan, dated March 2019, prepared by WSP;

- i) Real Estate Market Analysis, dated September 2018, prepared by N. Barry Lyons Consultants Ltd.;
- j) Agricultural Impact Assessment, dated September 2018, AgPlan Ltd.;
- k) Archaeological Assessment, dated March 2017, prepared by Archeoworks Inc.;
- l) Subwatershed Study, dated February 2019, prepared by Wood Group Plc.;
- m) Area Servicing Plan, dated March 2019, prepared by Wood Group Plc.;

AND THAT The Town Clerk be directed to forward to Halton Region, copies of each of the background studies in support of the approval of Official Plan Amendment 54;

And THAT the Commissioner of Planning and Development or their designate be authorized to incorporate any technical modifications to the above noted background studies that may be identified through further review with agencies and stakeholders.

## EXECUTIVE SUMMARY

Town Staff has been working with Malone Given Parsons Ltd. (MGP) to develop the Trafalgar Secondary Plan as part of the Town's next phase of urban expansion. The Trafalgar Secondary Plan Statutory Public Meeting was held at Council on February 4, 2019 (PD-008-19).

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-009-18). 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 transportation and higher-order transit service along Trafalgar Road (inter and intra-

regional) and complement the Town's advocacy efforts to the Province to establish a major transit station (GO Station) in the vicinity of the intersection of Derry and Trafalgar Roads (within the Agerton Secondary Plan).

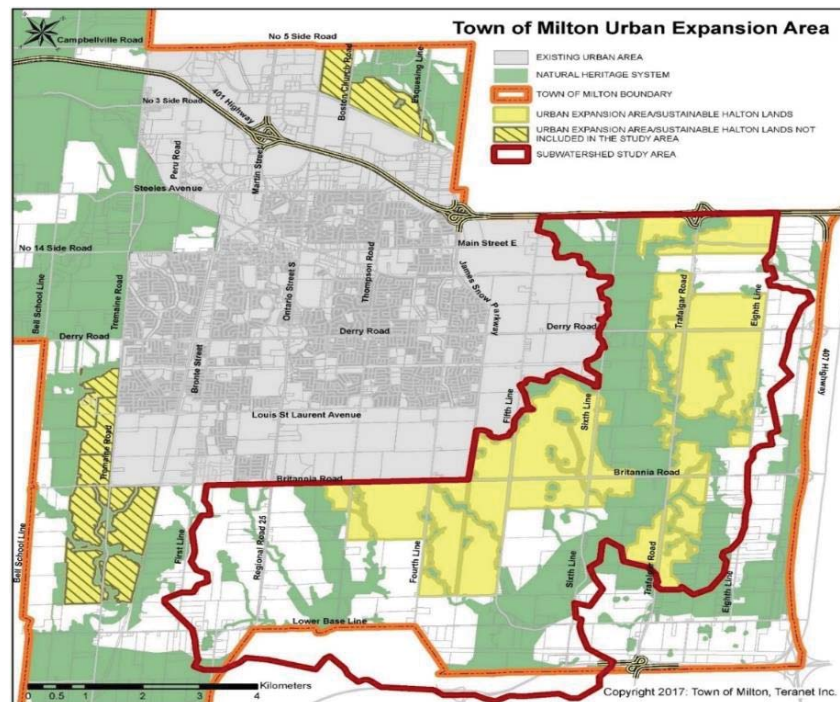
The Trafalgar Corridor is physically separated from the balance of the urban area by the Sixteen Mile Creek Valley and, as such, is afforded an opportunity to accommodate higher density development and taller built form in a manner which contributes positively to the Town's overall urban structure.

## 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 is necessary in order to position the Town to plan to achieve the required minimum population target of 238,000 persons and employment target of 114,000 jobs by 2031.

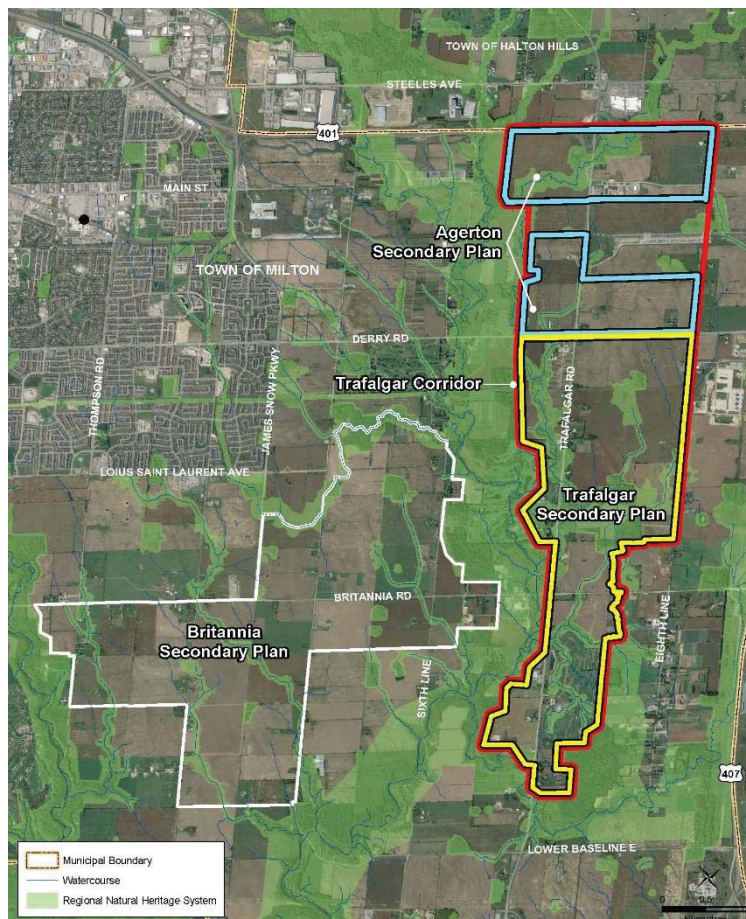
Figure 1:



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 secondary 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 development of 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.

The Town began its consultation on the Trafalgar Secondary Plan in June of 2018 with a public engagement event introducing goals and objective of the Secondary Plan and its process. A subsequent public engagement opportunity was held in December 2018 that focused on land use concept options and evaluation criteria. At this time a preferred concept was determined and a draft Secondary Plan was prepared.

The draft Trafalgar Secondary Plan was subsequently circulated to agencies and the public for review and comment. As previously mentioned, the Statutory Public meeting was then held on February 4, 2018. Since that time staff have been working with stakeholders, agencies and members of the public to address the commentary received through the review process into the draft Secondary Plan and incorporate revisions to the draft policies as appropriate.

This process has led to the attached version of the Trafalgar Secondary Plan and supporting background studies.

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. The Agerton Secondary Plan Concept Plan is anticipated to be endorsed by Town Council and forwarded to Halton Region for background input into the Municipal Comprehensive Review (MCR) process.

## Discussion

The Trafalgar Secondary Plan has been prepared in conjunction with the Agerton Secondary Plan because of their proximity to one another. The vision for both Secondary Plans and their objectives have been designed to be consistent and complementary. Town staff is actively pursuing the establishment of a GO Station in the area of Derry and Trafalgar Roads, as identified in the Halton Region Official Plan, which has an impact on the surrounding land uses. The Secondary Plans have been structured to have a land use framework that supports higher order transit.

## Secondary Plan Process

The Secondary Plan process has involved a phased approach that integrated 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 has been managed by Town of Milton staff and MGP leading a multi-disciplinary team of technical experts.

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:

- Policy Directives Report
- Population, Employment and Housing Analysis
- Community Facility and Human Services Impact Analysis
- Parkland, Recreational and Library Gap Analysis
- Retail/Commercial Assessment
- Office Market Analysis
- Cultural Heritage Plan
- Transportation Master Plan
- Real Estate Market Analysis
- Agricultural Impact Assessment
- Archaeological Assessment
- Subwatershed Study

- Area Servicing Plan

Staff are seeking endorsement of these studies in principle at this time with the intention that staff may undertake technical modifications to the background studies as required through further consultation with agencies and stakeholders.

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

- Master Environmental Servicing Plan
- Air Quality Assessment
- Urban Design Guidelines
- 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 now complete and has resulted in the attached proposed Official Plan Amendment and Secondary Plan, which staff recommends Council adopt.

## **Community Structure**

The structure of 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, and will incorporate taller buildings.

The Secondary Plan outlines six strategic goals and objectives the Plan seeks to achieve as the next phase of development proceeds. They are as follows:

- Build compact and complete communities
- Protect and enhance the natural heritage system
- Provide mobility options
- Establish a logical road network

- Create high-quality urban spaces
- Achieve fiscal responsibility

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.

## Public Meeting Comments

At the February 4, 2019 statutory public meeting there were delegations on the proposed Secondary Plan. Additional comments have been received by Town Staff from members of the public, stakeholders, the development community and agencies that have been incorporated into the plan or responded to in Appendix 2. Appendix 2 provides a detailed comment matrix illustrating how comments received have been addressed.

## Next Steps

Once the Trafalgar Secondary Plan is adopted by Local Council the Secondary Plan and associated background studies will be forwarded to Halton Region for approval. Subsequent to that process a Tertiary Plan will be prepared by the Land Owners Group in accordance with Official Plan policies B.5.3.6 and B.5.4.3.7 and the Tertiary Plan requirements outlined in Section C.X.7.5.2 of the Secondary Plan and submitted to Council for endorsement. The Tertiary Plan must be prepared in conjunction with the required Master Environmental Servicing Plan. Prior to any development proceeding, a Draft Plan of Subdivision will be required to be prepared in accordance with the Tertiary Plan and all other outlined application submission requirements.

## Financial Impact

Consideration of the financial implications of development is essential in the management of growth to ensure Milton's long-term financial sustainability. The rate and pace of growth has a significant financial impact to the Town, as demonstrated through prior financial studies, the pressures identified through the annual budget process and the Town's existing infrastructure deficit. The most recent comprehensive fiscal impact study presented to Council through CORS-062-17 was the first study to incorporate the development of the Sustainable Halton Lands. The study assumed the expansion of existing service levels to new growth areas and was prepared based on the preliminary information available in the early stages of the planning process. The results suggested that for the period 2017 to 2036 a town-wide capital investment of \$2.0 billion would be required as well as an average annual tax rate increases of 5.26%.



The 5.26% projected tax rate increase is required to support overall growth in the community including existing secondary plan areas and is not necessarily reflective of the cost of growth specifically in the Trafalgar Secondary Plan area. The densities and types of development within each secondary plan influence the financial pressures on the tax rates, as well as the capital investments and the extent of non-residential development activity that can occur concurrent with residential growth.

At the time of previous secondary plan approvals, the Town has concurrently approved a detailed fiscal impact analysis, a Development Charge (DC) background study and associated by-law as well as negotiated financial agreements with the development community to secure the Town's long-term financial position as it relates to the development of the secondary plan area. The Trafalgar Secondary Plan will differ from past practice as the secondary plan has been prepared as a policy level document to guide growth in the area and will require the completion and approval of an updated Fiscal Impact Analysis to be completed through the Tertiary Plan process. As well, a DC By-law update and any supporting agreements will be required prior to development commencing.

Through the Tertiary Plan process, the Town will receive the information required to update the previously undertaken fiscal impact analysis at the detail required to finalize the DC By-law as well as any financial agreements. Any changes in service delivery that may be identified through the various master plans or service reviews that are currently underway can also be incorporated.

A legal review of the Trafalgar Secondary Plan document confirmed the Town's ability to manage the financial impacts of growth that are associated with the Plan through the revised process. The fiscal impact analysis is expected to provide recommendations on the orderly, affordable and sustainable rate of growth within the development area. This will include a financial impact assessment that reflects the key principles of growth and financial management while considering the constraints placed on the Town by the recent legislative changes to the Development Charges Act, 1997.

Similar to prior secondary plan areas, it is understood that the developing landowners will enter into private arrangements to cost share the capital costs within the Secondary Plan Area that are developer responsibilities (examples: local & collector roads, stormwater management works, parkland, etc.). As the Town has had no involvement in these private arrangements in the past, it does not propose to become involved in them with respect to the Trafalgar Secondary Plan area. To the extent that private cost sharing issues require input from the Town, this will be addressed as part of the discussions with the Landowners. The fiscal impact update that the Town will undertake will consider the future operating and rehabilitation implications of these assets in anticipation of the Town's assumption of them at later stages of the secondary plan area's development.



# The Corporation of the Town of Milton

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Respectfully submitted,

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

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

| Attachments   |
|---|
| Appendix 1 – Draft Official Plan Amendment – Trafalgar Secondary Plan<br>Appendix 2 – Comment/Response Matrix |

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

THE CORPORATION OF THE TOWN OF MILTON  
BY-LAW NO. XXX-2019

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AMENDMENT NO. 54 TO THE TOWN OF MILTON OFFICIAL PLAN AND RELATED OFFICIAL PLAN DOCUMENTS.

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Sections 17 and 21 of the *Planning Act* R. S. O. 1990, c. P.13, as amended, hereby enacts as follows:

1. Amendment No. 54 to the Official Plan of the Town of Milton, attached hereto, is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the Region of Halton, the Approval Authority, for approval of the aforementioned Amendment Number 54 to the Official Plan of the Town of Milton.
3. This By-law shall not come into effect until approved by the Region of Halton.
4. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Local Planning Appeal Tribunal.

PASSED IN OPEN COUNCIL ON ..... 2019

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Gordon A. Krantz Mayor

\_\_\_\_\_  
William Roberts Acting Town Clerk

**AMENDMENT NUMBER 54**  
**TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

**PART 1 THE PREAMBLE, does not constitute part of this Amendment**

**PART 2 THE AMENDMENT, consisting of the following text and schedules to the amendment constitutes Amendment No. 54 to the Official Plan of the Town of Milton**

DRAFT

## **PART 1: THE PREAMBLE**

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to:

Incorporate the Trafalgar Secondary Plan including schedules C.11.A to C.11.D inclusive.

### **LOCATION OF THE AMENDMENT**

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

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

### **BASIS OF THE AMENDMENT**

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

- Implements the objectives, policies and overall planning approach of this Plan within the local context;
- 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;
- Provides growth management policies to implement development to the 2031 planning horizon including a minimum population of 26,000 residents and 4,000 jobs over the span of 20 years;
- Establishes a vision for continued 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,
- Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed (tertiary) land use plan prior to and as a basis for the submission of development applications.



## PART 2: THE AMENDMENT

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text and schedules constitutes Amendment No. 54 to the Town of Milton Official Plan.

### DETAILS OF THE AMENDMENT

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment No. 54, pursuant to Sections 17 and 21, and 22 of the Planning Act, as amended, as follows:

1. By modifying Section B.1.1.1 by adding the phrase:

“C.11. A”, “C.11.B”, “C.11.C”, C.11.D”

2. By adding to the end of Section B.1.1.2:

“Section C.11 Trafalgar Secondary Plan”

3. By adding to the end of Section B.1.1.3:

“Schedule C.11.A Trafalgar Secondary Plan Community Structure Plan”

“Schedule C.11.B Trafalgar Secondary Active Transportation & Natural Heritage System Plan”

“Schedule C.11.C Trafalgar Secondary Plan Land Use Plan”

“Schedule C.11.D Trafalgar Secondary Plan Phasing Plan”

4. By modifying Section B.5.10.2.1 by adding the phrase:

“C.11. A”, “C.11.B”, “C.11.C”, C.11.D”

5. By adding the following at the end of Part C, Section C.1.3:

“Section C.11 Trafalgar Secondary Plan”

6. By adding a new section, Section C.11, Trafalgar Secondary Plan to Part C of the Official Plan as set out in the attached text and Schedules C.11.A, C.11.B, C.11.C, and C.11.D which constitute part of this Amendment.

## ***C.11 Trafalgar Secondary Plan***

## **C.11                      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 the Regional Official Plan, 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 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.11.1                      GENERAL**

### **C.11.1.1                      PURPOSE**

The Trafalgar Secondary Plan provides detailed policies to facilitate the development of a community along the section of the Trafalgar 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 for a minimum population of 26,000 residents and 4,000 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 the Community Structure Plan; and,
- v) Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed (tertiary) land use plan required prior to submission of development applications.

### **C.11.1.3 LOCATION**

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

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

## **C.11.2 SECONDARY PLAN CONCEPT**

### **C.11.2.1 COMMUNITY CHARACTER**

The community characteristics that provide direction for development in the Trafalgar Secondary Plan, a section 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 open space 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.11.3 GOALS AND OBJECTIVES**

Further to, and in accordance with, the goals and objectives of Section B.2 of this Plan, the following goals and objectives are applicable to the Trafalgar Secondary Plan:

#### **C.11.3.1 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 most 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 Secondary 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 system of parks, open spaces, elements of the Natural Heritage System and public realm areas with active transportation as one of the main organizing features of the community;
- e) Identify the *Public Service Facilities* needs of the community through a community infrastructure plan; and,
- f) Provide opportunities for places of worship.

#### **C.11.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM**

- a) Protect or enhance Key Features of the Natural Heritage System, and demonstrate that 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 and the location of parks and open space adjacent to, or near, the Natural Heritage System where possible.

#### **C.11.3.3 PROVIDE MOBILITY OPTIONS**

- a) Foster a connected and accessible on- 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 balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;



- d) Provide a land use structure and distribution of density that is transit-supportive within walking distance of transit stops; and,
- e) Extend *Frequent Transit* services to the Trafalgar Secondary Plan with potential to support dedicated rapid transit along Trafalgar Road in the future.

#### **C.11.3.4 ESTABLISH A LOGICAL ROAD NETWORK**

- a) Identify a modified grid pattern of collector roads that provide 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.11.3.5 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;
- b) Create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (e.g. distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.); and,
- c) Ensure communities are designed to be accessible by all, regardless of age or physical ability.

#### **C.11.3.6 FISCAL RESPONSIBILITY**

This Secondary Plan shall be developed in a manner that is fiscally responsible for the Town of Milton. To ensure this occurs, development shall be preceded by an assessment of the costs associated with projected growth in the Secondary Plan.

### **C.11.4 STRATEGIC POLICIES**

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

#### **C.11.4.1 NATURAL HERITAGE SYSTEM**

The Natural Heritage System will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of this Plan. The focus of the Natural Heritage System is to preserve and enhance the biological diversity and ecological functions. The Natural Heritage System is identified on Schedules “C.11.A” to “C.11.D” and further detailed in Section C.11.6.4 of this Secondary Plan.

## **C.11.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK**

### **C.11.4.2.1 Public Transit**

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of this Plan and with regard for the Town of Milton's Transportation Planning, the Town will ensure that the development of the Secondary Plan 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.11.4.2.2 Trails System**

Schedule "C.11.B", Active Transportation and Natural Heritage System Plan establishes the proposed conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels, having regard for the Town of Milton's Transportation Planning. 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 in proximity to trails.

Where conceptual trails are proposed in the Natural Heritage System, the feasibility, siting and design of the trails will be subject to review based on recommendations of the Subwatershed Study and Master Environmental Servicing Plan (MESP).

### **C.11.4.2.3 Road Network**

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of this Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The street hierarchy identified on Schedule "C.11.B" (except for local roads) will be established as part of the Tertiary Plan. The final location, configuration, width, and alignment of these streets shall be determined through the Tertiary Plan, Environmental Assessment (EA), 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.11.4.2.4 Proposed Minor Arterial**

Within the Secondary Plan, a new east-west Minor Arterial road is identified on Schedule "C.11.B", north of Britannia Road. This road 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 Minor Arterial will be confirmed. If the EA determines the Proposed Minor Arterial is only required as a collector road, this may be implemented through the Tertiary Plan process, without amendment to this Secondary Plan.

#### **C.11.4.3      SERVICING**

##### **C.11.4.3.1      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 this Plan.

##### **C.11.4.3.2      Stormwater Management**

In conformity with Section B.2.6.3.36 of this 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 Tertiary Plan in accordance with the Master Environmental Servicing Plan (MESP). Where possible, Low Impact Development (LID) 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 stormwater 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.11.C”. In Neighbourhood Centre Mixed-Use I and II designations, facilities that are integrated into a mixed-use format (e.g. storage tanks under buildings or parks) shall be considered, and stand-alone stormwater management facilities shall be discouraged. The intent of this policy is to limit 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. Where stand-alone stormwater management facilities can only feasibly be accommodated in Neighbourhood Centre Mixed-Use I and II designations, the Tertiary Plan shall demonstrate that an appropriate intensity of people and jobs can be achieved within a 400-metre walking distance of the station or stop.

Stormwater management facilities and LID techniques shall only be permitted in the Natural Heritage System if demonstrated that there will be no negative impacts on natural features and areas or their ecological functions through a Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment or equivalent study.

#### **C.11.4.3.3 Utilities**

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of this Plan, Federal, Provincial, Regional and Town-owned and/or operated *essential* transportation and *utility* facilities are permitted to be located within any land use designation and, where required, subject to the completion and approval of an Environmental Assessment (EA).

*Essential* transportation and *utility* facilities may be located within the Natural Heritage System designation, in accordance with Section B.4.9 of this Plan.

#### **C.11.4.4 HOUSING**

The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Plan. In this regard, no more than 55% 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.11.4.5 URBAN DESIGN**

**C.11.4.5.1** Section B.2.8 of this 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) Reflects the goal and objectives of this Secondary Plan in Section C.11.3; and,
- b) Has regard for the Agerton & Trafalgar Secondary Plans Urban Design Guidelines.

**C.11.4.5.2** Further to the policies of Section C.11.4.5.1, 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 grid system of collector roads within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400-metres to achieve a 5-minute walking distance across a block. The local road pattern should be designed to promote active transportation and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods;

- d) Arterial streets, including Trafalgar, Derry, and Britannia Roads, shall be designed with boulevards that will be vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists;
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features;
- h) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open spaces;
- j) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The “Special Character” collector road is described in the Agerton & Trafalgar Secondary Plans Urban Design Guidelines;
- k) Special consideration shall be given to the relationship between the Trafalgar 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 accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the collector road;
- l) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary;
- m) New development shall be sensitive to adjacent built cultural heritage resources. This may include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, and/or d) utilizing complementary materials and design;
- n) *Public Service Facilities* shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a compact development form; and,
- o) A range of uses such as office, service and retail commercial alongside residential shall be encouraged, where appropriate, to create a complete community.



#### **C.11.4.6 PUBLIC SERVICE FACILITIES AND INFRASTRUCTURE**

A range of *Public Service Facilities* and infrastructure will be permitted in all land use designations on Schedule “C.11.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 are permitted 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.11.5 COMMUNITY STRUCTURE**

The Community Structure shown on Schedule “C.11.A”, Community Structure Plan 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 are shown on Schedule “C.11.C”, Land Use Plan and detailed in Section C.11.6 of this Secondary Plan.

##### **C.11.5.1 TERTIARY PLAN AREA**

The Secondary Plan consists of one Tertiary Plan, which will represent a more detailed level of planning and is to be endorsed by Council prior to the submissions of development applications in the Secondary Plan. In accordance with Section B.5.4.3.6 of this Plan, Section C.11.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans.

The Tertiary Plan provides more detail than the Secondary Plan and represents the final planning policy layer between the Secondary Plan and development. The Tertiary Plan will guide how development will proceed in a coordinated manner, addressing 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.11.5.2 EVOLVING NEIGHBOURHOODS**

Evolving Neighbourhoods generally include the residential designations shown on Schedule “C.11.C” such as Low Density Residential, Medium Density Residential I, and Medium Density Residential II. The Evolving Neighbourhoods are intended to accommodate grade-related housing types and elements of the open space system (e.g. trails and parks).

Within Evolving Neighbourhoods, the densities and requirements for land use designations are outlined in Section C.11.6 of this Secondary Plan.

Beyond the horizon of this Plan, 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.11.5.3 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 be proximal to 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 daily. It is also intended these centres be a focus for concentrations of more intense forms of grade-related housing within walking distance of potential local transit stops.

Local Centres provide some intensification and mixing of uses including Convenience Retail, appropriate for local resident needs. The underlying designation is generally Medium Density Mixed-Use. It is intended that flexibility is permitted to determine the location of these uses through the Tertiary 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.11.5.4 NEIGHBOURHOOD CENTRES**

Neighbourhood Centres are intended to be major focal points for the Secondary Plan, and shall have the 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 between 100 and 160 residents and jobs per hectare. Neighbourhood Retail sites are to be located within these areas 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.11.5.5 NATURAL HERITAGE SYSTEM**

The Regional Natural Heritage System (RNHS) is delineated on Schedule M of this Plan. Components of the RNHS are outlined in Section B.4.9.1.3 of this Plan. Preliminary refinements to the RNHS have been incorporated into this Plan through input from the South Milton Subwatershed Study and ROPA 38 Minutes of Settlement.

As per Section B.4.9.3.12 of this Plan, refinements to the Natural Heritage System (NHS) including additions, deletions and/or boundary adjustments to the RNHS, 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 approved by the Town in consultation with Conservation Halton.

#### **C.11.5.6 ROAD AND TRAIL NETWORKS**

The Road and Trail Networks have been identified on Schedule “C.11.B” to ensure that the integrated street and path network is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit.

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.11.6 LAND USE POLICIES**

The applicable land use policies of Sections B.3 and B.4 of this 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.11.C”, Land Use Plan.

#### **C.11.6.1 RESIDENTIAL**

Residential densities are achieved at a Secondary Plan-wide level and calculated on net residential hectare basis. Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.5.

#### **C.11.6.1.1 Permitted Uses**

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule “C.11.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 C.11.6.1.2;
- b) **Medium Density Residential I** uses consisting of low-rise residential units such as single detached dwellings, semi-detached dwellings, and townhouses, where higher density forms of townhouses will be directed to arterial roads, in accordance with the policies of Section B.3.2.3.1 and C.11.6.1.3; 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.11.6.1.4.

#### **C.11.6.1.2 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 this 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 20% street townhouses are permitted; and,
- ii) A minimum density of 27 units per net hectare is required.

#### **C.11.6.1.3 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, collector roads 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.3.2.2.b) and B.3.2.3.1 of this 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 net hectare and maximum density of 100 units per net hectare is required; and,
- iii) Building heights should not exceed 4 storeys.

**C.11.6.1.4 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, collector roads 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.3.2.2.c) and B.3.2.3.1 of this Plan, the following requirement applies:

- i) A minimum density of 60 units per net hectare and a maximum density of 120 units per net hectare is required.

**C.11.6.2 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. Where the minimum standards are not proposed to be achieved with the initial development

proposals, the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.5.

#### **C.11.6.2.1 Medium Density Mixed-Use**

The Medium Density Mixed-Use designation on Schedule “C.11.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 this Plan and the following:
  - i) Convenience Retail uses are generally small-scale retail commercial development up to approximately 50,000 ft<sup>2</sup> anchored by convenience retail commercial, pharmacy, financial institution, personal service uses, or small-scale community uses;
  - ii) The size, location, and configuration of Convenience Retail development blocks shall be determined at the Tertiary Plan stage; and,
- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

#### **C.11.6.2.2 Neighbourhood Centre Mixed-Use I**

The Neighbourhood Centre Mixed-Use I designation on Schedule “C.11.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 Trafalgar Road 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 Secondary Plan during the preparation of the Tertiary Plan as required in Section C.11.7.5.

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 ft<sup>2</sup>) anchored by a larger tenant such as a food store or pharmacy;
- ii) Per Section B.3.4.1.4 of this 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 the Tertiary Plan stage;
- iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
- v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
  - a) Obscure or where necessary minimize visibility to the travelling public;
  - b) Support walkability by minimizing pedestrian and automobile interactions; and,
  - c) Be accommodated at-grade within a multi-storey mixed-use building;
- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3; and,
- d) A minimum density of 100 residents and jobs combined per gross hectare is required.

#### **C.11.6.2.3 Neighbourhood Centre Mixed-Use II**

The Neighbourhood Centre Mixed-Use II designation on Schedule “C.11.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 Trafalgar Road 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 Secondary Plan during the preparation of the Tertiary Plan as required in Section C.11.7.5.

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 Secondary 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 may be permitted only when 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 ft<sup>2</sup>) anchored by a larger tenant such as a food store or pharmacy;
  - ii) Per Section B.3.4.1.4 of this 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 the Tertiary Plan stage;
  - iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
  - v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
    - a) Obscure or where necessary minimize visibility to the travelling public;
    - b) Support walkability by minimizing pedestrian and automobile interactions; and,
    - c) Be accommodated at-grade within a multi-storey mixed-use building;
- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3; and,
- d) A minimum density of 160 residents and jobs combined per gross hectare is required.

### **C.11.6.3 PUBLIC SERVICE FACILITIES AND PLACES OF WORSHIP**

Notwithstanding the policies of Section B.2.5 to the contrary of this Secondary Plan, development of *Public Service Facilities* such as parks, greenspace, and schools identified on Schedule “C.11.C”, as well as places of worship shall be subject to the following policies:

#### **C.11.6.3.1 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 corridor.

Within the Trafalgar Secondary Plan, the parks and open space system consists of Greenspace, Park Type 1, Park Type 2, and a Trail Network (per Section C.11.4.2), as identified on Schedules “C.11.A” to “C.11.C”. The parks and open space system also includes Village Squares.



The locations of these elements are conceptual. The exact location and configuration may be modified without amendment to this Plan and established through the development of the Tertiary Plan, as required in Section C.11.7.5 of this Secondary Plan, and development approval process.

Community Parks required to service residents are to be provided outside of the Trafalgar Secondary Plan.

#### **C.11.6.3.2 Parkland Dedication**

Parkland dedication shall be in accordance with the provisions outlined in this Plan and the Planning Act, R.S.O. 1990, c.P.13, as amended.

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 System lands and associated Vegetation Protection Zones (VPZ);
- Greenspace lands;
- Active transportation network lands (unless approved within a park);
- Stormwater management lands and associated buffers; and,
- Green roofs and sustainability features (unless approved within a park).

#### **C.11.6.3.3 Park Type 1**

Park Type 1 is intended to serve the Secondary Plan and should include major outdoor recreation facilities such as sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and limited spectator facilities, in addition to park facilities. Generally, Park Type 1 will be a minimum of 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) Park Type 1's shall be included in the Secondary Plan, distributed to equally serve the population. It is encouraged that Park Type 1's are co-located with an institutional or other community use (e.g. community centre, library, secondary school).

#### **C.11.6.3.4 Park Type 2**

Park Type 2 is intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, as well as park facilities including playgrounds, spray pads etc. Generally, Park Type 2 will be approximately 2.5 hectares in size and distributed to allow an approximate 5- to 10-minute walk from most residents within the Secondary Plan.

Nine (9) Park Type 2's shall be included and distributed throughout the Secondary Plan. It is encouraged that Park Type 2's are co-located with elementary schools or places of worship and have significant frontage along a minimum of one public street.

#### **C.11.6.3.5 Village Squares**

Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and primarily expected to provide park facilities including playgrounds and open, active recreation areas. Generally, nine (9) Village Squares at approximately 0.2 hectares in size will be provided in the more urban portions of the Secondary Plan. The locations of Village Squares will be determined through the Tertiary Plan process.

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

Privately Owned Public Spaces (POPS) are encouraged to be integrated into the public realm network by providing passive open space and complementing planned parks and natural areas.

#### **C.11.6.3.6 Greenspace**

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

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

#### **C.11.6.3.7 Schools**

Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Plan.

The Secondary Plan requires six (6) Elementary Schools and one (1) Secondary School.

Schools are generally permitted in all land use designations except the Natural Heritage System. It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, joint use of buildings, parking areas, and open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements.

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 (e.g. public library).

It is recognized that the location of schools on Schedule “C.11.C” is conceptual and is intended to identify general potential locations for these facilities.

#### **C.11.6.3.8 Places of Worship**

Places of Worship will generally be encouraged in Local Centres and developed in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Plan.

#### **C.11.6.4 NATURAL HERITAGE SYSTEM**

The Natural Heritage System (NHS) is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Trafalgar Secondary Plan, the NHS depicted on Schedules “C.11.A” to “C.11.D” reflects the Regional Natural Heritage System (RNHS) with preliminary refinements based on input from the South Milton Subwatershed Study and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments to the RNHS, may occur without amendment to this Plan where they are supported by subsequent levels of environmental study and approved by the Town in consultation with Conservation Halton.

##### **C.11.6.4.1 Key Features**

The lands in the Natural Heritage System on Schedules “C.11.A” to “C.11.D” consist of Key Features and functions in accordance with Section B.4.9.1.3 of this Plan.

##### **C.11.6.4.2 Permitted Uses**

The Natural Heritage System designation on Schedules “C.11.A” to “C.11.C” permit the following uses subject to the policies of Section B.4.8 and B.4.9 of this Plan. Notwithstanding, the following additional uses are permitted:

- a) Transportation and servicing in accordance with Section C.11.4.2 and C.11.4.3; and,
- b) Stormwater management facilities in accordance with Section C.11.4.3.2.

##### **C.11.6.4.3 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 Secondary Plan, subject to the completion and Council endorsement of a Tertiary Plan.

#### **C.11.6.4.4 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 Tertiary Plan and/or Draft Plan of Subdivision process without amendment to this Plan; and,
- b) The lands within the Natural Heritage System designation are 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.11.7.2.2 of this Secondary Plan.

#### **C.11.6.5 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 Secondary Plan. Where feasible, development should be phased through the Tertiary Plan process to maintain prime agricultural lands and associated operations as interim uses. An Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with Minimum Distance Separation formulae does not apply within the Trafalgar Secondary Plan.

### **C.11.7 IMPLEMENTATION**

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

#### **C.11.7.1 PHASING AND FINANCE**

- C.11.7.1.1** Development in the Trafalgar Secondary Plan shall proceed in multiple phases, conceptually shown on Schedule “C.11.D”. The Phases are generally consistent with the estimated delivery of servicing infrastructure. Development Stages within each Phase shall be

delineated within the Tertiary Plan process, where the boundaries of Phases and Stages may be refined without amendment to this Secondary Plan. It is the intent of this Secondary Plan that the sequencing of growth is controlled through the Tertiary Plan process to ensure that within each phase:

- a) There is availability and efficient use of public infrastructure and services, where each Development Stage shall be delineated to result in the population (generally 8,000 people) required to support a school and park(s);
- b) Development proceeds in a manner that is supportive of transit services;
- c) Services and required infrastructure are provided as part of each Stage in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with all applicable legislation and which does not impose a financial burden on the Town of Milton beyond that planned for and approved by Council; and,
- d) The progression of development will follow a logical sequence generally north to south and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction.

**C.11.7.1.2** Prior to the approval of any development applications, the following must be satisfied:

- a) Past Stage 1, a minimum of 75% of the gross developable area of participating lands (those lands party to the Town's financial and landowner cost sharing agreement) exclusive of lands designated Neighbourhood Centre Mixed-Use I and II, of the previous Stage shall have draft plan or site plan approval;
- b) Municipal water and wastewater services are extended to the lands in the subject Phase or Stage 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;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Trafalgar Secondary Plan has been prepared and approved by Town of Milton Council;
- e) The Town has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;

- f) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of Council in accordance with Section C.11.7.1 of this Plan;
- g) The recommendations of the Region's financial plan are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of Regional Council in accordance with applicable Regional policies; and,
- h) Any financial and other requirements of the Town and Region of Halton to support sustainable growth, pursuant to applicable legislation, are satisfied.

**C.11.7.1.3** 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 stages, notwithstanding Section C.11.7.1.2.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.11.7.1.4** Prior to final approval of each plan of 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.11.7.1.5** 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.11.1.1 applications for development in the Secondary Plan area shall only be approved by Council, and development shall only proceed when:

- a) Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the Town may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the development of the Secondary Plan to proceed as planned. In order to reflect

circumstances that may apply to an individual Phase or Stage of development within the Secondary Plan, the Town may require a separate agreement or agreements with the landowners within such Phase or Stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any development applications by any non-original landowners, the Town shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;

- b) Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities;
- c) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan 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;
- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- f) An Area Servicing Plan for the Trafalgar Secondary Plan has been prepared to the satisfaction of the Region of Halton;
- g) The applicable Tertiary Plan has been endorsed by Town of Milton Council;
- h) The Air 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;
- i) The Town of Milton may institute a monitoring program, in consultation with Halton Region, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,
- j) Any additional requirements of the Town and/or Region of Halton are satisfied.

**C.11.7.1.6** This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the Town of Milton, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the Town of Milton, Policy No. 110, Financial Management-Financial Principles, as adopted by Council and as may be amended or replaced by Council in the future. In order to ensure the implementation of this policy, the Secondary Plan:

- i) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan;
- ii) Requires, to the maximum extent possible and practical, the conveyance of lands for *Public Service Facilities* to keep pace with growth in the Secondary Plan to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;
- iii) Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure to keep pace with the growth in the Secondary Plan so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;
- iv) Shall proceed in sequential Phases and Stages, conceptually shown on Schedule “C.11.D”, as may be refined through the Tertiary Plan process and the policies of Section C.11.7.1 of this Secondary Plan; and,
- v) Shall manage the progression of development in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

**C.11.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES**

**C.11.7.2.1** Conditions of draft plan approval or site plan approval, whichever is applicable, shall include, but are not limited to, the following criteria to be affected upon registration of a subdivision agreement or site plan agreement:

- a) Any Park Type 1, Park Type 2 or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the Town’s Engineering and Parks Standards and conveyed to the Town of Milton;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated Natural Heritage System, as they may be refined through the Tertiary Plan, subdivision plan and/or site plan approval process, have been dedicated to the Town, or to Conservation Halton if so, directed by the Town;



- d) 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,
- e) 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.11.7.3 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.11.7.4 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. 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.11.7.5 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.11.7.5.1 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 Town of Milton has completed a Subwatershed Study in consultation with Conservation Halton and the Region of Halton;
- b) The Town of Milton has completed an Air Quality Assessment in consultation with the Region of Halton;

- c) The Town of Milton has completed an Area Servicing Plan in consultation with the Region of Halton;
- d) The Town of Milton has completed a Master Environmental Servicing Plan (MESP) in consultation with Conservation Halton and the Region of Halton;
- e) Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) have been completed for road and infrastructure works within the Secondary Plan area; and,
- f) A Tertiary Plan has been endorsed by Council for the development area.

#### **C.11.7.5.2 Tertiary Plan Submission Requirements**

Prior to making of any application for draft plan approval, a Tertiary 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 Draft Plan of Subdivision shall be prepared generally in accordance with the Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the Town. In accordance with Town requirements, a Tertiary Plan shall be prepared in conjunction with the required Master Environmental Servicing Plan (MESP). The Tertiary Plan for lands in the Trafalgar Secondary Plan shall address and demonstrate:

- a) The sequencing of Phases and Stages, conceptually outlined in Schedule “C.11.D” which may be revised without amendment to this Plan, including estimates of the population, dwellings by type, non-residential square footage by type and employment that could occur for each phase;
- b) The location and configuration of schools, Park Type 1, Park Type 2, and Village Squares;
- c) The potential location of two (2) places of worship;
- d) The preliminary location, size and general configuration of stormwater management facilities;
- e) A conceptual road network and assessment including the location, configuration, width and alignment of public roads and a high-level traffic modelling to provide arterial road intersection improvements commensurate with phasing or staging of development;
- f) The off-road active transportation system (including trails and pathways);
- g) The location of possible transit routes and transit facilities for dedication to the Town of Milton;
- h) The boundaries and any refinements to the land use designations of this Secondary Plan;
- i) Any refinements to the Natural Heritage System based on the studies and policies of this Secondary Plan;
- j) Regard for the Agerton & Trafalgar Secondary Plans Urban Design Guidelines including addressing the relationship of development to Regional roads; and,

- k) Any requirements and/or recommendations resulting from the studies identified in C.11.7.5.1.

**C.11.7.5.3** Development Area Environmental Functional Servicing Studies (DAEFSS) shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis.

**C.11.7.5.4** Prior to site plan approval, an Urban Design Plan shall be prepared for Neighbourhood Centres which may include building massing 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.

**C.11.7.5.5** Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan prior to site plan approval demonstrating how the ultimate density and other objectives for the site can be achieved. To the satisfaction of the Town of Milton, the intensification plan shall address:

- a) The provision of local roads and small blocks;
- b) The means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;
- c) The siting and orientation of buildings within the block and to the street for the initial development and longer-term intensification;
- d) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,
- e) The ability to achieve both short term and longer-term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.

#### **C.11.7.6 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.

## **C.11.8      INTERPRETATION**

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

### **C.11.8.1      BOUNDARIES**

Locations, boundaries or limits described in text or indicated on Schedules “C.11.A”, “C.11.B”, “C.11.C”, “C.11.D” are intended to be approximate only, in accordance with Section B.5.10.2.1 of this 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 Secondary Plan provided the intent of the Secondary Plan is maintained.

### **C.11.8.2      SYMBOLS**

Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule “C.11.C”. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial road or the Natural Heritage System.

### **C.11.8.3      DEFINITIONS**

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

***Complete Streets*** means streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

***Frequent Transit*** means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

***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.

### **List of Schedules**

**Schedule C.11.A** Community Structure Plan

**Schedule C.11.B** Active Transportation and Natural Heritage System Plan

**Schedule C.11.C** Land Use Plan

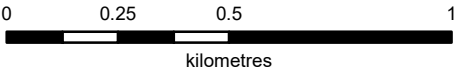
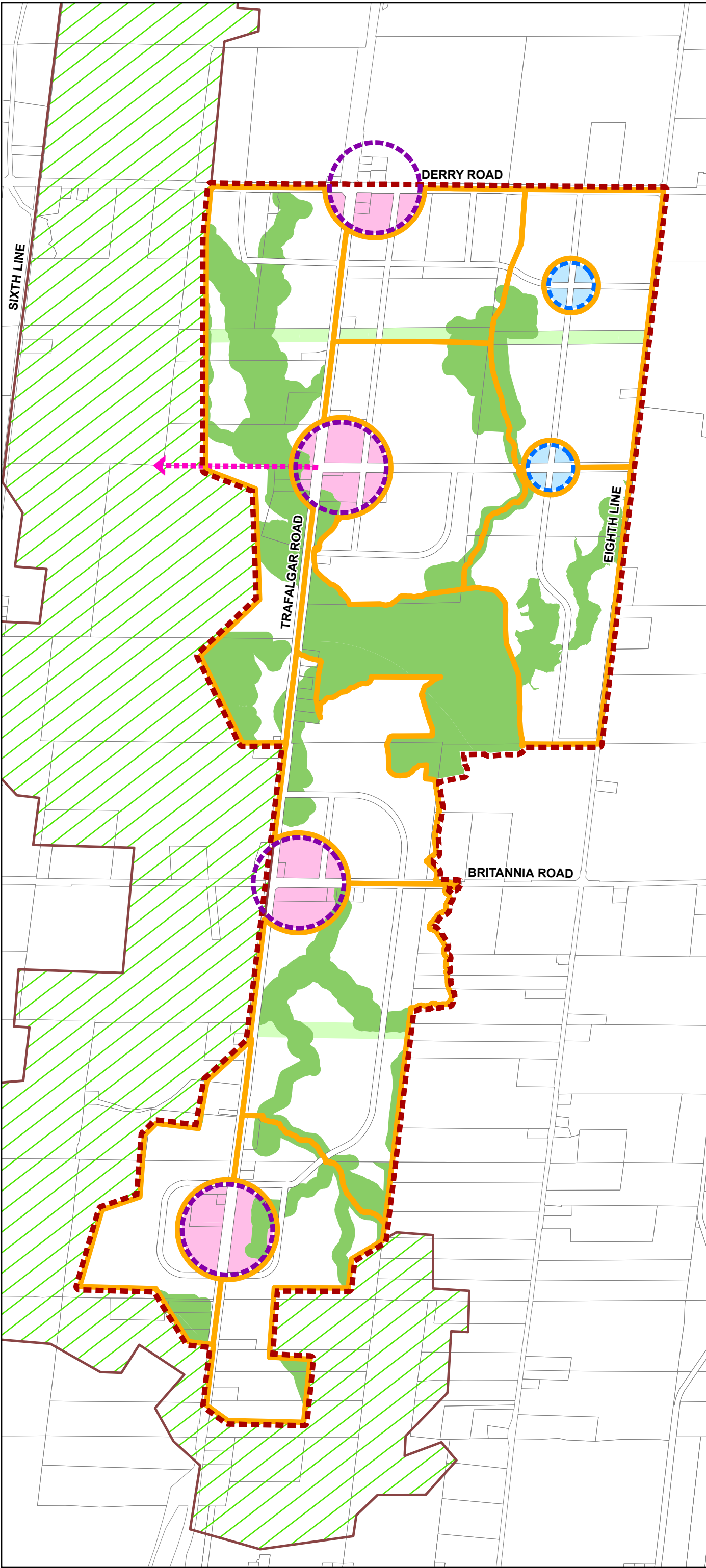
**Schedule C.11.D** Phasing Plan

TOWN OF MILTON  
OFFICIAL PLAN

Schedule C.11.A

TRAFALGAR  
SECONDARY PLAN  
COMMUNITY STRUCTURE  
PLAN

- SECONDARY PLAN BOUNDARY
- GREENBELT PLAN  
PROTECTED COUNTRY
- POTENTIAL MINOR ARTERIAL  
ROAD EXTENSION
- EVOLVING NEIGHBOURHOOD  
AREA
- NATURAL HERITAGE SYSTEM  
(SUBJECT TO REFINEMENT)
- GREENSPACE
- NEIGHBOURHOOD CENTRE
- LOCAL CENTRE

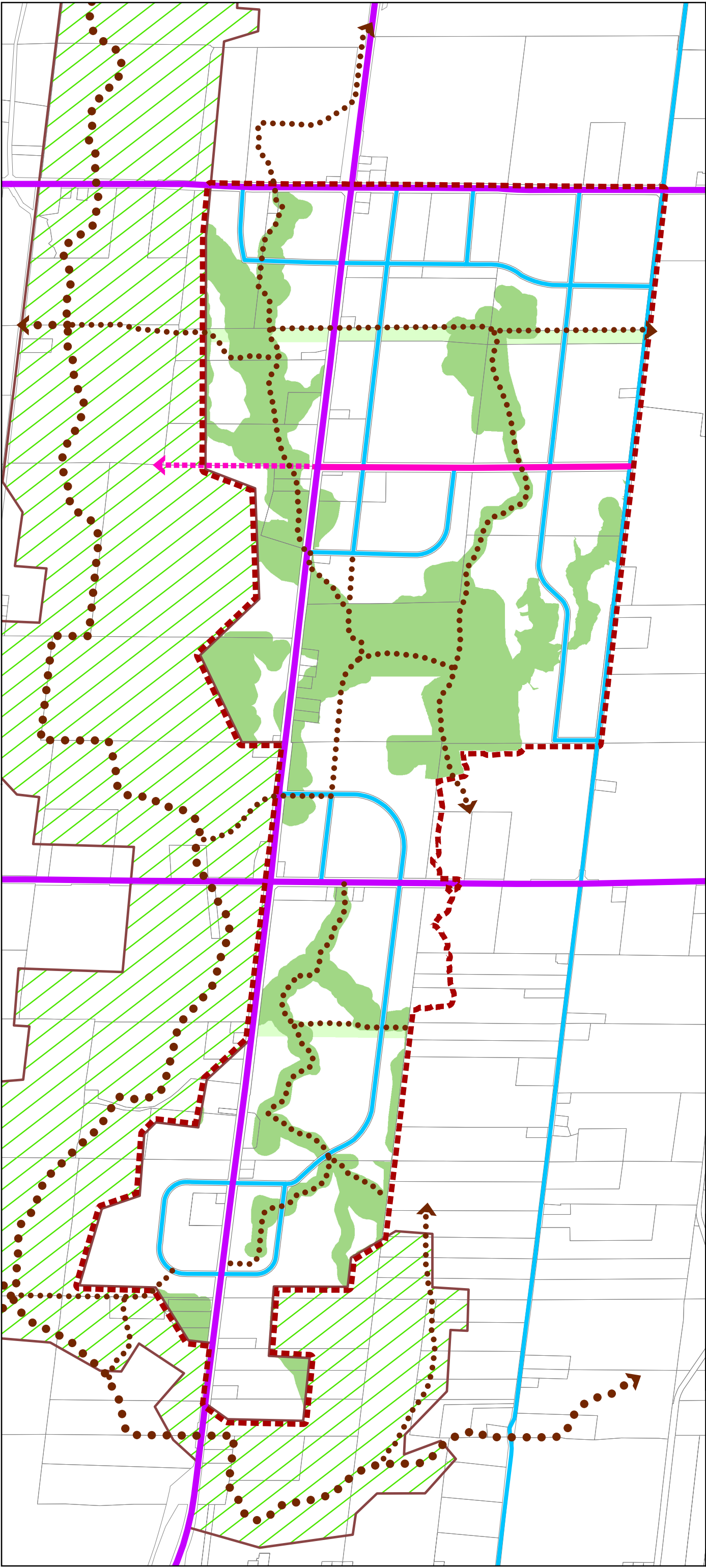


NAD 1983 - UTM Zone 17N

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






March 2019

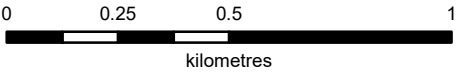


# TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.B

## TRAFALGAR SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM PLAN

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



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TOWN OF MILTON  
OFFICIAL PLAN

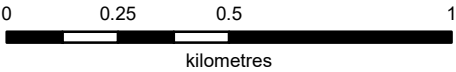
Schedule C.11.C

TRAFALGAR  
SECONDARY PLAN  
LAND USE PLAN

- SECONDARY PLAN BOUNDARY
- GREENBELT PLAN  
PROTECTED COUNTRY
- POTENTIAL MINOR ARTERIAL  
ROAD EXTENSION
- 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
- LOCAL CENTRE
- P1

PARK TYPE 1
- P2

PARK TYPE 2
- ELEMENTARY SCHOOL
- SECONDARY SCHOOL



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March 2019



## Response Matrix to Comments Received on the Trafalgar Secondary Plan

| #   | Comment Category | Comment  | Response   |
|---|------------------|--|--|
| <b>Conservation Halton (February 11, 2019)</b>  |                  |  |  |
| 1   |                  | The Subwatershed Study is not sufficiently advanced to support the proposed Natural Heritage System and related Secondary Plan   | The Phase 4 Subwatershed Study has been released.  |
| 2   |                  | All hazard lands and the associated regulatory allowances should be designated NHS and the policies should comply with CH's regulatory policies  | Noted.   |
| 3   |                  | Supporting studies are not sufficiently advanced to understand potential impacts to the NHS  | The NHS shown is reflective of the RNHS as shown in ROPA 38 and the associated for the Minutes of Settlement refinements as ordered by the Ontario Municipal Board. Also, preliminary agreed to refinements through the Subwatershed Study process have been included.   |
| 4   |                  | Subsequent planning processes and associated studies are unclear and, as a result, may lead to implementation challenges for review agencies (e.g., Master Plan, MESP, and DAEFSS)   | Clarity has been added to the submission requirement policies.   |
| 5   |                  | Permitted uses in the NHS/Greenbelt must conform to the application municipal/provincial policies  | Noted.   |
| <b>Nick Bursic, 5414 Eighth Line, Milton</b>  |                  |  |  |
| 1   |                  | Concern about NHS Boundary & the boundaries of the Trafalgar Secondary Plan Area   | The property in question is outside the boundary of the Secondary Plan and concerns cannot be dealt with through the Secondary Plan process.   |
| <b>Renee Carlson 5469, Trafalgar Road, Milton</b>   |                  |  |  |
| 1   |                  | Concern about location of a proposed Collector Road and how it impacts their property.   | Addressed.   |
| <b>Jennifer Lawrence &amp; Associates on behalf of the Varga Family Partnership (February 12, 2019)</b> |                  |  |  |
| 1   |                  | The NHS, as shown in the SWS Phase 2/Phase 3 report and the Secondary Plan, is not reflective of natural heritage features and/or functions on the Subject Property. The Town has advised that the NHS, as shown in the SWS and Secondary Plan, is based on the Region's ROPA 38 NHS with only minor refinements resulting from the SWS work and/or the Minutes of Settlement. Any additional refinements to the NHS are anticipated to occur during the next phase of Town study referred to as the Master Environmental Servicing Plan (MESP). It is unclear how/if landowners outside of the Landowner's Group will have an opportunity to participate in the MESP process and to have their concerns addressed as it relates to NHS refinements on their land. <b>Clarification with respect to this process is necessary and requested in advance of Council's consideration of the Secondary Plan.</b> | The MESP will be a Town led process with public participation opportunities.   |
| 2   |                  | Concerns related to the extent of the Region's NHS on the Subject Property were previously raised with the Region of Halton, during the ROPA 38 review process (see Attachment 2 - September 30, 2008 letter to Ms. A. Fabac) as well as the Town of Milton's conformity exercise (see Attachment 2 - April 19, 2010 letter to Ms. A. Janzen). Regional staff (R. Glenn), assured Mr. Varga that the NHS would be field-truthed at the next level of study (i.e. Subwatershed Study/Secondary Plan process). As outlined above, this field-truthing did not take place on the Subject Property as part of the Secondary Plan process. Section C.X.5.5 (Natural Heritage System) of the draft Secondary Plan indicates that refinements to the NHS may occur without amendment to the plan where supported by subsequent levels of environmental  | The Secondary Plan allows for refinements to the NHS including additions, deletions, and/or boundary adjustments to the RNHS, this may occur without amendment to the Secondary Plan where they are supported by subsequent levels of environmental study and approved by the Town in consultation with Conservation Halton. |

| # | Comment Category | Comment  | Response   |
|---|------------------|--|--|
|   |                  | study including an MESP, Development Area Environmental and Functional Servicing Study (DAEFSS), Environmental Impact Study (EIS) or other applicable study. It has been our experience that the NHS would normally be refined at the Secondary Plan stage however, given that the Town is deferring the refinement to a later stage, <b>the Secondary Plan should clearly articulate what types of refinements are contemplated and how such refinements will be considered and approved.</b> It has been my experience that, the longer an NHS limit is shown in approved planning documents, the more difficult it is to remove as the review agencies come to rely on the anticipated greens pace as part of the overall land use plan.  |  |
| 3 |                  | As noted above, to date, the Phase 4 SWS has not been posted on the Town's website. Given that the Secondary Plan makes reference to the SWS, and the SWS Team advised that the concern related to the linkage/TESMC(4)1-5 would be clarified in the Phase 4 report, it is important that this information be available to the public for review <b>prior to Town Council's consideration of the Secondary Plan.</b>   | The Phase 4 Subwatershed Study Report has been released.   |
| 4 |                  | <p>Upon review of the proposed Secondary Plan, we continue to have concerns with the NHS as shown on all of the Schedules for the following reasons:</p> <ul style="list-style-type: none"> <li>Section 115.3 of the Region of Halton's Official Plan ROPA 38 outlines the following specific criteria for inclusion in their NHS: <ol style="list-style-type: none"> <li>Key Features include: <ol style="list-style-type: none"> <li>Significant habitat of endangered and threatened species;</li> <li>Significant wetlands</li> <li>Significant coastal wetlands</li> <li>Significant woodlands</li> <li>Significant valleylands</li> <li>Significant wildlife habitat</li> <li>Significant areas of natural and scientific interest</li> <li>Fish habitat</li> </ol> </li> <li>Enhancements to the Key Features including Centres for Biodiversity</li> <li>Linkages</li> <li>Buffers</li> <li>Watercourses that are within a Conservation Authority regulation limit or that provide a linkage to a wetland or a significant woodland, and</li> <li>Wetlands other than those considered significant under 115.3(1)(b).</li> </ol> </li> </ul> | The NHS shown is reflective of the RNHS as shown in ROPA 38 and the associated for the Minutes of Settlement refinements as ordered by the Ontario Municipal Board. Also, preliminary agreed to refinements through the Subwatershed Study process have been included. |
| 5 |                  | <p>Based on the information contained within the Phase 2/Phase 3 SWS, the NHS identified on the Subject Property is significantly overestimated. This is due to the following:</p> <ul style="list-style-type: none"> <li>The NHS on the Subject Property does not contain any of the features or functions listed in Section 115.3(1) of the Region's OP;</li> <li>Immediately west of the Varga parcel, there is a small woodland that would necessitate a precautionary 30m buffer, according to the Region's buffer requirements. This buffer would extend onto the Varga parcel and could be considered to meet Section 115.3(2) and (4) criteria;</li> <li>The HDF (TESMC(4)1-5) that is shown connecting the small woodlands adjacent to the Subject Property with the larger woodland approximately 1 km</li> </ul>  | The MESP process will refine the NHS on the Varga lands.   |

| # | Comment Category | Comment   |  | Response |
|---|------------------|---|--|----------|
|   |                  | <p>to the south, has been classified as a Mitigation HDF in the Phase 2/Phase 3 SWS. At our meeting on January 31, 2019, the Town's SWS Team confirmed that CH staff have agreed to this classification. In doing so, this eliminates the need to maintain the feature on the landscape and eliminates Conservation Halton's (CHs) regulatory limit as it would no longer be considered a watercourse pursuant to their legislation. As such, the HDF will not function as a linkage nor is it a watercourse. As such, it does meet Section 115.3(3) or (5) criteria .</p> <ul style="list-style-type: none"> <li>Finally, the feature within the NHS on the Subject Property was not identified as a wetland during the SWS and, as such, Section 115.3(6) criteria is not fulfilled.</li> </ul> <p>As a result of the above, the maximum extent of NHS on the Subject Property would be a 30m buffer that extends the length of the woodland that is located west of the Subject Property. This is a significant change from the NHS shown in the Phase 2/3 SWS and the Secondary Plan. There is concern that, if this is not addressed as part of the refinement of the NHS through the Secondary Plan process, or if an acknowledgement is not provided by the Town and Region in writing that the above assessment of the NHS extent on the Subject Property is correct, that there will be an expectation during the next level of study, that an NHS is required in th is location. <b>We ask that the Town review the above assessment and provide a commitment to address the refinement of the NHS on the Subject Property, as outlined above, during the MESP.</b></p> |  |          |
| 6 |                  | <p>The concern with respect to the NHS limit on the Subject Property is further amplified when reviewing the Secondary Plan schedules:</p> <ul style="list-style-type: none"> <li>Schedule A uses HOF TESMC(4)1-5 to demarcate the divide between Evolving Neighbourhood Areas. Given that this feature will not exist on the landscape as the area develops, and that the feature is difficult to even locate in the field under current conditions, we question the rationale for using this to demarcate neighbourhoods. The property line would likely be more appropriate and easier to implement.</li> <li>Schedule B identifies a secondary trail along HOF TESMC(4)1-5. Given that there will be no NHS in this area, since the HOF can be removed and the SWS Study Team have confirmed that they will not be recommending a linkage between the small woodlands adjacent to the Subject Property and the Mattamy woodland to the south, it is misleading to suggest a trail should be constructed in this area. Again, when items such as this are shown on Secondary Plans Schedules, removing them can be very difficult in the future.</li> <li>Schedule O uses the oversized NHS on the Subject Property and HOF TESMC(4)1-5 to demarcate the divide between Phase 1 and Phase 2 of the</li> </ul>  |  | Noted.   |

| #  | Comment Category | Comment   | Response                                  |
|--|------------------|---|---|
|  |                  | <p>development. Again, given that this NHS does not exist on the Varga parcel and the HOF does not need to be maintained on the landscape, the use of these features is questionable for the purpose of delineating development phases. The Secondary Plan should clarify which phase the lands will be in, on the Subject Property, once the NHS is refined to remove those constraints.</p> <ul style="list-style-type: none"> <li>• All of the Secondary Plan Schedules are using an old base map which, based on the Legend, shows three 'Watercourses' on the Subject Property (see Attachment 1). Each of these features has been identified as an HOF within the Phase 2/3 SWS and, as such, should not be shown as watercourses on any Secondary Plan Schedules. The term 'watercourse' has a very specific connotation (i.e., regulated by Conservation Halton pursuant to Ontario Regulation 162/06) that should be used accurately in all SWS and Secondary Plan figures and Schedules. Again, it has been my experience that the more clarity that can be provided at the Secondary Plan level regarding which features are anticipated to remain on the landscape, results in a more efficient planning process.</li> </ul>  |   |
| 7  |                  | <p>Based on the above, it is requested that the Town provide the following in advance of the approval of the Trafalgar Secondary Plan:</p> <ul style="list-style-type: none"> <li>• The Phase 4 Subwatershed Study report;</li> <li>• Clarification with respect to how landowners who are not members of the Landowner's Group, will be involved in the Town's preparation of the MESP, especially in regard to the refinement of the NHS on their property. As it relates to the Subject Property, confirmation in writing from the Town is requested that confirms that the only portion of the NHS that may exist on the Subject Property is a precautionary 30 m buffer along the northwestern property limit, adjacent to a neighbouring woodland;</li> <li>• Policies within the Secondary Plan that clearly articulate what types of refinements are anticipated to the NHS and how such refinements will be considered and approved; and,</li> <li>• Refinements to the Secondary Plan Schedules such that HDF TESMC(4)1-5 and the NHS on the Subject Property are not used to delineate Evolving Neighbourhoods, trail alignments and phasing limits and, removal of 'watercourses' that have been deemed headwater drainage features through the SWS process.</li> </ul> | Noted and addressed in previous comments. |
| <b>Gordon E. Petch Barrister on behalf of Varga Family Partnership (February 28, 2019)</b> |                  |   |   |
| 1  |                  | <p>The issue for which I am retained relates to the proposed Natural Heritage System ("NHS") designation in the Trafalgar Secondary Plan ("TSP") on the westerly side of the Varga Lands and associated policies. The concerns have been well documented and discussed with you, Town staff, the Town's Subwatershed Study Team as outlined in the letter from Jennifer Lawrence and Associates to you dated February 12, 2019. I will not repeat its content but rely on same and all referenced materials in support of my submission.</p>  | Noted and addressed in previous comments. |

| #  | Comment Category       | Comment   | Response   |
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| 2  |                        | That any further public meeting be deferred until the Phase 4 SWS has been produced and sufficient time allowed for its review and further submissions; or, in the alternative;   | Noted and addressed in previous comments.  |
| 3  |                        | That the NHS designation be removed from the TSP for the Varga lands and that the further amendments to the draft TSP outlined in Jennifer Lawrence's letter dated February 12, 2019 be recommended by Staff and approved by Council.   | Noted and addressed in previous comments.  |
| <b>Halton District School Board (January 25, 2019)</b> |                        |   |  |
| 1  | General                | Based on unit counts as provided in the Community Facility and Human Services Impact Analysis dated November 2019 the HDSB will require 4 elementary schools and one high school in the Trafalgar Corridor and Agerton Secondary Plans.   | Addressed.   |
| 2  | Secondary Plan Concept | C.X.2.1 Community Character - HDSB supports the five community characteristics to have a complete, serviced, sustainable connected and attractive community.  | Noted.   |
| 3  | Goals and Objectives   | C.X.3.3 Provide Mobility Options - HDSB Supports the inclusion of fostering a connected and accessible on-road and off-road pedestrian and cycling path network that promotes a culture of active transportation. It is suggested that these paths will encourage active transportation to schools.   | Noted.   |
| 4  | Strategic Policies     | C.X.4.6 HDSB support that public service facilities and infrastructure will be permitted in all land use designations on Schedule C.X.C   | Noted.   |
| 5  | Land Use Policies      | C.X.6.1.1.d) Residential Permitted Uses - HDSB agrees with the inclusion of elementary schools and would suggest to also include secondary schools as a permitted use. A secondary school on Schedule C.X.C is located within low-density residential land use.   | Noted.   |
| 6  | Land Use Policies      | C.X.6.3.3 District Parks - HDSB will support the co-location and joint capital projects in conjunction with the District Park.  | Noted.   |
| 7  | Land Use Policies      | C.X.6.3.4 Neighbourhood Parks - By co-locating elementary schools with parks HDSB will require less acreage for school sites and provide for sharing opportunities (ie. parking).   | Noted.   |
| 8  | Land Use Policies      | C.X.6.3.7 Schools - The Trafalgar Secondary Plan accommodates six elementary schools and one secondary school for this study area. There is a preference for elementary schools to be located on a collector road and co-located with parks or other community uses shared with HDSB. It is preferred that the secondary school be located on an arterial road. Opportunities to co-locate secondary schools with other community uses such as but not limited to libraries, recreation centres and other community facilities is encouraged. | Noted, and the exact location of schools will be determined through the Tertiary Planning and Subdivision application processes. |
| 9  | Implementation         | C.X.7 HDSB stresses that the phasing plan process should ensure that development proceeds in a contiguous and logical fashion to ensure the school board can plan effectively for the development of schools, where there is sufficient critical mass of students in an area which makes for a viable business case to receive capital funding from the Ministry of Education and reduce the need for increased transportation to other facilities on an interim basis.   | Noted.   |
| 10   | Implementation         | C.X.7.2.1.e) HDSB agrees that school blocks be shown on an approved draft plan of subdivision at or prior to 25% build out of the applicable neighbourhood. It should be noted HDSB requests that schools be included in the first phase of subdivision planning.   | Noted.   |

| #   | Comment Category                            | Comment  | Response |            |
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| 11  | General                                     | Elementary school sites are built to accommodate a 776 pupil place facility. The size generally requires 8 acres of land, however, if the school is co-located with a neighbourhood park the Board will require 7.0 acres. Additional detail on school site requirements have been previously provided and documented in the Agerton/Trafalgar Secondary Plan Land Use Options and Evaluation Criteria dated October 5, 2018 and Preferred Land Use comments dated January 24, 2019.   |          | Noted.     |
| 12  | General                                     | The Board is supportive of joint use opportunities with the Town of Milton. Such joint uses should be coordinated early enough to be able to submit business cases to the Ministry of Education.   |          | Noted.     |
| 13  | General                                     | The HDSB will continue to participate in the secondary plan/master plan process and additional processes to ensure a complete community is attained.   |          | Noted.     |
| <b>Halton Catholic District School Board (February 8, 2019)</b> |   |  |          |            |
| 1   | Secondary Plan Concept Goals and Objectives | The board is generally supportive of the community concepts identified in Section C.X.2 as well as the goals and objectives in Section C.X.3 to create a complete and well-services community, including availability of institutional and community uses, and the creation of a connected and accessible transportation network that supports active transportation modes.  |          | Noted.     |
| 2   | Strategic Policies                          | The Board is supportive of section C.X.4.7 indicating that public service facilities will be permitted in all land use designations. Based on the definition for public service facilities provided in the Secondary Plan, the Board is expecting that these uses will include elementary schools, secondary schools, child care centres, child and family care centres (Ontario Early Years and Family Centres), community hubs and adult education centres.  |          | Noted.     |
| 3   | Land Use Policies                           | The Board is also supportive of the inclusion of policy in Section C.X.6.3.7 that states schools are generally permitted in all land use designations.   |          | Noted.     |
| 4   | General                                     | The Secondary Plan identifies 6 elementary schools and 1 secondary school. Along with 1 elementary school identified in the Agerton Secondary Plan, and the school site requirements identified by HDSB, the Board is expecting that HCDSB will be allocated 3 elementary school sites and HDSB allocated 4 elementary schools and 1 secondary school. The Board agrees with the general location of the elementary school sites shown in the Trafalgar Secondary Plan land use plan, as all site are located adjacent to neighbourhood parks, well distributed within phases of development, and located central to the neighbourhoods they will serve.         |          | Addressed. |
| 5   | General                                     | As mentioned in previous comments, the Board requires 1 secondary school site in the Milton Urban Expansion Lands to accommodate students from new development. The Board's preference is that the site be located in the upcoming Britannia Secondary Plan due to its more central location in serving the Expansion Lands. However, in the event that the Britannia Secondary Plan is delayed, the Board requires 1 secondary school site in the Trafalgar Secondary Plan, preferably in the Trafalgar Road and Britannia Road area to accommodate secondary school students. Secondary School site size criteria are indicated in the general comments below. |          | Noted.     |
| 6   | General                                     | The Board is very supportive of reviewing joint-use opportunities with the Town of Milton. Additional information is provided in the General comments below.   |          | Noted.     |

| #                                   | Comment Category | Comment   | Response |  |
|-------------------------------------|------------------|---|----------|--|
| 7                                   | Implementation   | The Board supports the policies in section C.X.7 stating that growth be controlled to ensure that availability and efficient use of public infrastructure and services; policy in Section C.X.7.1.2 stating that beyond Phase 1 at least 75% of the residential units in the prior phase shall be built or site plan approved before development in the next phase proceeds; and policy stating that public infrastructure, such as schools may proceed at any time subject to availability of servicing infrastructure in Section C.X.7.1.3.   |          | Noted.   |
| 8                                   | Implementation   | The Board also support policies stating that "Public service facilities lands shall be provided at or prior to 20% build out of the lands in each phase", and that "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". Along with the previously mentioned policies in C.X.7, this may ensure more timely availability and acquisition of school sites. The availability of school sites is a timely manner will support that Board's funding requests to the Ministry of Education to construct new schools within the community, when announcements are made by the Ministry for capital funding. |          | Noted.   |
| 9                                   | Implementation   | The Board is generally supportive of the phasing provided in the Phasing Plan as it ensures a good distribution of school sites within the secondary plan and may allow the timely availability of school sites in the secondary plan are to support student accommodation needs in the new community.  |          | Noted.   |
| 10                                  |                  | Provided general comments on site sizing and locational criteria.   |          | Noted.   |
| <b>CS Viamonde</b>                  |                  |   |          |  |
| 1                                   |                  | Provided general comments on site sizing and locational criteria.   |          | Noted.   |
| 2                                   |                  | C.X.6.1.1 CSV requests the inclusion of small secondary schools to Permitted Uses of all areas with a designated residential use. CSV's secondary schools are smaller in size than secondary schools from English boards and naturally fit in the proposed low and medium density neighbourhoods. CSV would be willing to work with the Town of Milton to determine what measure would be appropriate to define a "small secondary school," as we have done in with municipalities.   |          | Noted, the Town would like to continue to work with CSV to evaluate opportunities to include schools in mixed use developments in Neighbourhood Centres. |
| 3                                   |                  | C.X.6.3.4 CSV supports the co-location of schools with other community uses, particularly neighbourhood parks. Should a CSV school be co-located next to a park, efficiencies could result in reduced minimum site size requirements.   |          | Noted.   |
| 4                                   |                  | C.X.6.3.7 The secondary Plan proposes 6 elementary schools and one secondary school. <b>CSV requires one (1) elementary school site and one (1) secondary school site in the Trafalgar Secondary Plan.</b><br>Please refer to CSV's site requirements document (attached) for more information.   |          | Noted.   |
| 5                                   |                  | CSV supports all partnership opportunities with the Town of Milton or with co-terminous school boards when they are appropriate. Any potential partnerships need to be identified and coordinated early enough in the planning process to work within the Ministry of Education's funding timeframe.  |          | Noted.   |
| <b>Metrolinx (February 8, 2019)</b> |                  |   |          |  |
| 1                                   |                  | Consider further discussion of the Trafalgar Road link in the Frequent Rapid Transit Network articulated in the Metrolinx 2041 Regional Transportation Plan. In the RTP this link is envisioned for bus priority, however consideration could be given to extend the BRT immediately south of here to connect into the proposed GO Station.   |          | Noted.   |



| #  | Comment Category            | Comment  | Response |
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| <b>CN Municipal Policy Recommendations</b>     |                             |  |          |
| 1  | Municipal Policy Requests   | Municipal Council acknowledges the importance of the rail infrastructure and recognizes its critical role in long-term economic growth and the efficient and effective movement of goods and people. Council shall ensure the continued viability and ultimate capacity of the rail corridors and yards (if applicable) is protected and shall identify and support strategic infrastructure improvements such as targeted grade separations.  | Noted.   |
| 2  | Municipal Policy Requests   | Sensitive land uses will not be encouraged adjacent or in proximity to rail facilities.  | Noted.   |
| 3  | Municipal Policy Requests   | All proposed residential or other sensitive use development within 300 metres of a railway right-of-way will be required to undertake noise studies, to the satisfaction of the Municipality in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that were identified. All available options, including alternative site layouts and/or attenuation measures, will be thoroughly investigated and implemented if practicable to ensure appropriate sound levels are achieved, particularly with respect to the 55 dBA outdoor living area criterion. | Noted.   |
| 4  | Municipal Policy Requests   | All proposed residential or other sensitive use development within 75 metres of a railway right-of-way will be required to undertake vibration studies, to the satisfaction of the Municipality in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that were identified.  | Noted.   |
| 5  | Municipal Policy Requests   | All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Municipality in consultation with the appropriate railway. Where applicable, the Municipality will ensure that sightline requirements of Transport Canada and the railways are addressed.  | Noted.   |
| 6  | Municipal Policy Requests   | Implementation and maintenance of any required rail noise, vibration and safety impact mitigation measures, along with any required notices on title such as warning clauses and/or environmental easements, will be secured through appropriate legal mechanisms, to the satisfaction of the Municipality and the appropriate railway.  | Noted.   |
| 7  | Municipal Policy Requests   | New residential development or other sensitive land uses will not be permitted within 300 metres of a rail yard (if applicable).   | Noted.   |
| 8  | Municipal Policy Requests   | All residential development or other sensitive land uses located between 300 m and 1000 m of a rail yard will be required to undertake noise studies, to the satisfaction of the Municipality and the appropriate railway, to support its feasibility of development and, if feasible, shall undertake appropriate measures to mitigate any adverse effects from noise that were identified.   | Noted.   |
| <b>CN Municipal Regulatory Recommendations</b> |                             |  |          |
| 9  | Municipal Provision Request | A minimum building setback for residential and other sensitive land uses from a railway right-of-way is 30 metres in conjunction with a 2.5 metre high earthen berm (with 2.5 to 1 side slopes, adjoining and parallel to the railway right-of way with returns at the ends). In absence of a safety berm, a 120 metres setback is required. *   | Noted.   |

| #  | Comment Category            | Comment   | Response |  |
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|  |                             | <i>*The 30 m setback and 2.5 m high earthen berm requirement is for Principal Main Lines. For Secondary Main Lines, the requested setback is 30 m but the minimum berm height is 2.0 m. For Principal Branch Lines, the requested setback is 15 m and the minimum berm height is 2.0 m.</i>   |          |  |
| 10   | Municipal Provision Request | A 1.83 metre chain link security fence is required along the mutual property line with the railway right-of-way, to be installed and maintained at the Applicant/Owner's own expense.   |          | Noted.   |
| 11   | Municipal Provision Request | Any future residential development adjacent to the railway right-of-way will require approval from the railway for noise and vibration mitigation measures.   |          | Noted.   |
| 12   | Municipal Provision Request | New residential development or other sensitive land uses will not be permitted within 300 metres of a rail yard (if applicable).  |          | Noted.   |
| <b>CBC Radio (February 20, 2019)</b>       |                             |   |          |  |
| 1  |                             | <p>The Town's current plan there is a requirement (as below) that CBC be notified of any proposed development within a 4km radio of our AM radio site in Hornby, and consideration be given to limiting the height of any proposed building in this area to 18 meters or less. At this time we would only ask that the Town of Milton continue to follow this policy.</p> <p>S.4.11.3.10 The area identified as Specific Policy Area No. 10 on Schedule I1 of this Plan, being those lands within a 4 km radius of the AM Radio transmission facility located in Milton near the corner of Trafalgar Road and Highway 401, shall be developed in accordance with the policies of subsections 3.8.3.2 and 3.9.3.2 of this Plan (i.e. policies within the business park and industrial sections respectively).</p> <p>Section 3.8.3.2. reads as follows:<br/> <i>"where new Business Park or Industrial development is proposed within a 4 km radius of the AM Radio transmission facility located in Milton near the corner of Trafalgar road and Highway 401, consideration shall be given by the Town, in consultation with the Canadian Broadcasting Company, to limiting the height of the proposed building(s) to 18 metres or less and to limiting the extent of steel used in the construction of the building(s) to prevent interference of the radio transmission."</i></p> |          | Noted.   |
| <b>Trafalgar Land Owner Group Comments</b> |                             |   |          |  |
| 1  |                             | The Secondary Plan area shall proceed based on availability of trunk infrastructure.  |          | A Phasing Plan has been attached as Schedule C.11.D, please see schedule and phasing policies. |
| 2  |                             | Request for clarification on how the Secondary Plan policies related to the Parent Official Plan policies.  |          | Addressed.   |
| 3  |                             | Relating to permitted uses were present regarding the permitted building forms in Low Density Residential and Medium Density Residential I - particular desire to permit "all forms of grade related housing"   |          | Addressed.   |
| 4  |                             | Do not agree with the prohibition on the Drive-thru facilities within the Neighbourhood Centre Designations   |          | Noted and addressed through performance criteria.  |

| #  | Comment Category | Comment  | Response |                                   |
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| 5  |                  | Request for policies to clarify that stand-alone retail can be permitted as an interim use in the neighbourhood centres as the Secondary Plan Area evolves over time.  |          | Addressed.                        |
| 6  |                  | Request for school sites to accommodate a similar form the desired compact urban form that is envisioned throughout the Secondary Plan Area                            |          | Addressed.                        |
| 7  |                  | Request to exclude the Neighbourhood Centres (nodes along Trafalgar Road) from the phasing policies  |          | Addressed.                        |
| 8  |                  | Seeking clarification that the Natural Heritage System may be further refined through the implementation of the Secondary Plan with an amendment to the Secondary Plan |          | Noted & addressed.                |
| 9  |                  | Request for clarification on the intent and meaning behind the described "Character Road"  |          | Addressed.                        |
| 10 |                  | Various Schedule Comments relating to node locations, density locations, and road ways.  |          | Noted & addressed where possible. |

The following comments were provided by Halton Region in response to the January 20<sup>th</sup> 2019 Draft Trafalgar Secondary Plan. These comments require further discussion between Town and Regional Staff. It is Town Staff's opinion that the Secondary Plan meets the criteria as outlined in the Regional and Town Official Plans. Through the Region's approval process (210 day timeframe) of the Secondary Plan, Town Staff will provide further clarification to reconcile the outstanding comments.

|   | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise | Comment   | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments  |
|---|--------------------------|------------------------|--|---|--|---|
| 1 | General                  | General                |  | The Requirements of Regional Official Plan (ROP) policy 77(5) are intended to be incorporated into the Secondary Plans. Currently there has been a significant amount of work to inform these requirements, however the background study findings have not translated into Secondary Plan policies. Please update to ensure that the requirements of ROP policy 77(5) are addressed in the Secondary Plans.   |  | It is Town Staff's opinion that the requirements of the Town's and Region's Official Plan have been met through the Secondary Plan. |
| 2 | General                  | General                |  | The Secondary Plans do not address affordable housing. Neither Housing nor affordable housing are listed as part of the Master Plan process, when will these issues be addressed?   |  | Addressed please see Policy C.11.4.4  |
| 3 | General                  | General                |  | Naming conventions need to be defined and used consistently throughout the document. Examples: <ul style="list-style-type: none"> <li>• "Official Plan" refers generally to the Town of Milton Official Plan (although it is also referred to as the "Town's Official Plan", etc.).</li> <li>• The Region is referred to as "the Region", "Halton Region", "Regional Municipality of Halton", etc.</li> </ul> |  | Noted and addressed.  |

|   | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise | Comment   | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments   |
|---|--------------------------|------------------------|--|---|--|--|
|   |                          |                        |  | <ul style="list-style-type: none"> <li>• Tertiary Plan, Master Plan, MESP, etc, need to be defined and used consistently in the document.</li> <li>• Please explicitly list all the studies being completed to support the Secondary Plan.</li> </ul>   |  |  |
| 4 | General                  | General                |  | <p>A policy in the Secondary Plans regarding a monitoring program should be considered by the Town, in consultation with Halton Region, to monitor the development in the planning area on an annual basis.</p> <p>It is requested that the Town institute a formal monitoring program with the development community in which developers track and report (annually) on the status of constructed versus un-built allocated SDEs within their development area. Compiled information will be provided to both the Town and the Region. The Region will use the information to compare the actual construction of SDEs with internal planning estimates/land use targets, and to monitor capacity within the Regional water and wastewater system. The monitoring program would include, but is not limited to, reporting of the following:</p> <ul style="list-style-type: none"> <li>• Level of population and employment growth</li> </ul> |  | This is not a requirement of the Town or Regional Official Plan, however the Town will consider some form of monitoring program. |

|   | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise | Comment  | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments  |
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|   |                          |                        |  | <ul style="list-style-type: none"> <li>• Supply of existing lots and numbers of building permits granted</li> <li>• General achievement of housing mix targets</li> <li>• Occupancy permits granted</li> <li>• Development application status</li> </ul>   |  |   |
| 5 | General<br>and C.X.7.5   | General<br>and C.X.7.5 |  | <p>There is no reference to the Agerton &amp; Trafalgar Secondary Plans Area Servicing Plan that is currently under development for the Town of Milton by Wood (shared in draft). This is an important document that outlines the overall plan for water and wastewater services in the Trafalgar Secondary Plan area and should be completed in advance of the Secondary Plan to inform phasing. Functional Servicing Reports/ASP should be listed as a requirement in Section C.X.7.5.1 (Application Submission Requirements), completed to the satisfaction of both the Town and the Region.</p> <p>Note that the Draft ASP was received by the Region on February 6<sup>th</sup>. The Region has not had an opportunity at this time to fully review the draft ASP report.</p> |  | The Region will receive the revised draft Area Servicing Plan with the Secondary Plan Approval Package. |

|   | Section:<br>Trafalgar SP      | Section:<br>Agerton SP        | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise | Comment  | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments  |
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| 6 | General<br>Transportatio<br>n | General<br>Transportati<br>on | N/A  | A reference should be added that Halton Region is responsible for the planning, design, delivery and maintenance of the Regional Road network in accordance with the Region's Transportation Master Plan, Regional Official Plan, Development Charges Background Study and the Region's Financing Policies for Growth Infrastructure. The Halton Regional Road network is made up of major arterial roads for the transport of goods and people in a safe and efficient manner that supports all modes of travel. The Regional road system connects the Region's rural and urban centres and provides connectivity to the provincial highway system. Please acknowledge this higher order function in the Secondary Plan document and subsequent planning studies. |  | Please note the Secondary Plan forms a chapter of the Town's Official Plan and therefore the Parent Plan policies inherently apply. |
| 7 | General<br>Transportatio<br>n | General<br>Transportati<br>on | N/A  | The Secondary Plan should specifically describe roadway classification and function, within the proposed Secondary Plan Network including Trafalgar, Britannia and Derry Road. Policies should also provide direction on right of way conveyance requirements and refer to the appropriate schedule which indicates classification, right-of-way designations and planned Active Transportation infrastructure.  |  | Please note the Secondary Plan forms a chapter of the Town's Official Plan and therefore the Parent Plan policies inherently apply. |

|    | Section:<br>Trafalgar SP      | Section:<br>Agerton SP                                    | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment   | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments  |
|----|-------------------------------|---|--|---|--|---|
| 8  | General<br>Transportatio<br>n | General<br>Transportati<br>on                             | N/A  | <p>A policy is necessary to provide direction to mitigate impacts on residential development from traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that reverse lotting on Major Arterial roads is prohibited.</p> <p>For example, Schedule C of the Trafalgar Secondary Plan shows low density residential along Major Arterial roads, which may create challenges related to noise mitigation.</p>                                      |  | Through the development review process noise studies and mitigation will be addressed. This is addressed in the Parent Official Plan policies.  |
| 9  | General<br>Transportatio<br>n | General<br>Transportati<br>on                             | N/A  | It is recommended that a Travel Demand Management (TDM) section be provided within the Secondary Plan Policies, which outlines the goals and objectives for TDM in the Secondary Plan area.   |  | Noted. This will be incorporated into the Town's Official Plan through the next Official Plan Review. It is currently addressed in the Town's Transportation Master Plan which will inform the Official Plan Review |
| 10 |                               | C.X.1.1 iii)<br>Purpose -<br>Agerton<br>Secondary<br>Plan | Provides growth management policies to implement the 2031 planning horizon population of a minimum of 6,800 residents and 15,000 jobs over the span of 20 years; | This section allocates residents to the Agerton Secondary Plan area. Currently all of the Agerton Secondary Plan area is included within the Region's Employment Area, which does not permit non-employment uses. An Employment Area conversion through the Region's MCR process is required to permit residential and other non-employment uses. Given this discrepancy, Regional staff are not providing detailed comments on the Major Transit Station Area - Mixed Use Area and Neighbourhood |  | Does apply to Trafalgar.  |



|    | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment  | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments                        |
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|    |                          |                        |  | <p>Centre Mixed use II on Schedule C.</p> <p>The Region would not be able to approve this Secondary Plan with the current land use designations.</p> <p>The delineation and assignment of growth targets for a Major Transit Station Area will be done by the Region in consultation with the Town through a Municipal Comprehensive Review, as per the Growth Plan. The Region is currently in the process of their ROPR in which the proposed Trafalgar GO will be assessed as part of the Integrated Growth Management Strategy.</p> <p>Clarity is also required around how these numbers were determined. Documents provided to date provide different information. Please provide a breakdown of how population, employment and units are being determined. These numbers are a critical input when planning for services and infrastructure.</p> |  |   |
| 11 | C.X.1.1 iii)<br>Purpose  |                        | 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; | Target resident and employment populations outlined in the Trafalgar Secondary Plan are 32,000 residents and 19,000 jobs. These numbers are inconsistent with other documentation received to date including:  |  | Addressed. Numbers have been clarified in the plan. |

|  | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise | Comment  | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments |
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|  |                          |                        |  | <ul style="list-style-type: none"> <li>• The Agerton and Trafalgar Area Servicing Plan Draft (Figure 1.1) which shows 31,948 residents and 5,431 jobs in the Trafalgar Secondary Plan Area.</li> <li>• The Population, Employment and Housing Analysis Report (Table 4) which shows 25,330 residents and 4,370 jobs in the Trafalgar Secondary Plan Area.</li> </ul> <p>Further, clarity is required around how these numbers were determined. Please review documents for consistency and provide the Region with the breakdown and current planning numbers that the Town of Milton is using. These numbers are required to plan for services and infrastructure.</p> <p>Further, the 2031 planning horizon population stipulated in the Secondary Plan (i.e., 32,000 residents and 19,000 jobs) is inconsistent with the approved Halton Region 2011 BPEs. Water and wastewater infrastructure is planned and sized based on the approved BPE. An increase in population will necessitate a review of planned infrastructure to assess system capacity. The Region understands that the</p> |  |                              |

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|    |  |  |   | assessment of infrastructure impacts associated with the proposed increase in population will be evaluated in the Agerton & Trafalgar Secondary Plans Area Servicing Plan Report, which will in turn inform the Trafalgar and Agerton Secondary Plans. Given that the Agerton & Trafalgar Secondary Plans Area Servicing Plan Report has not been completed, the Region is unable to provide comment on the impact associated with the proposed population increase at this time. |   |   |
| 12 | C.X.3.1 b)   |  | Achieve an overall minimum density target 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); | The density target provided is inconsistent with other documents provided to date. Please ensure the appropriate density target is used based on supporting background studies.   |   | Densities are supported by background studies. The alignment of the overall density and population targets for the Trafalgar Corridor were communicated with the conclusion of the Land Base Analysis. This is addressed in our Population and Employment Report. |
| 13 | C.X.3.2<br>Protect and<br>Enhance the<br>Natural<br>Heritage<br>System | C.X.3.2<br>Protect and<br>Enhance<br>the Natural<br>Heritage<br>System |   | The objective for protection and enhancement of the natural heritage system should not just be protection and enhancement of the key features in the NHS—as the title of this objective suggests. Recommend revision to better reflect the goal of the Halton NHS, per Section 114 of the ROP. Please insert the suggested goal and include suggested modifications below.  | a) <u>Protect and enhance the Natural Heritage System to increase the certainty that its biological diversity and ecological functions will be preserved and enhanced for future generations.</u> | Staff are of the opinion the goals in section C.11.3.2 appropriately address this comment.  |
| 14 | C.X.3.2 b)<br>Protect and  | C.X.3.2 b)<br>Protect and  | Create, in consultation with the Region of Halton and   | ROP section 118(6) applies. A trails network plan should  | Create, in consultation with the Region of Halton and   | Policies cannot be based on land ownership.   |

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|    | Enhance the<br>Natural<br>Heritage<br>System                              | Enhance<br>the Natural<br>Heritage<br>System                              | Conservation Halton, a<br>combined natural heritage<br>and off-street trail system as a<br>central feature of the<br>community that is easily<br>accessible and visible to<br>residents and visitors;  | be developed to identify the<br>alignment and design of the<br>trail in the NHS. ROP Section<br>118(6) (a)-(d) must be<br>addressed wherever a trail is<br>proposed within the NHS.<br>Per ROP 118(6), any trails<br>and associated activities<br>would need to demonstrate<br>that they would not result in<br>any negative impacts. See<br>revision   | Conservation Halton, <u>and<br/>where deemed appropriate<br/>considering land ownership<br/>and the suitable protection<br/>and enhancement of the<br/>features and areas that<br/>comprise the Natural Heritage<br/>System</u> , a combined natural<br>heritage and off-street trail<br>system as a central feature of<br>the community that is easily<br>accessible and visible to<br>residents and visitors;   |   |
| 15 | C.X.3.2 c)<br>Protect and<br>Enhance the<br>Natural<br>Heritage<br>System | C.X.3.2 c)<br>Protect and<br>Enhance<br>the Natural<br>Heritage<br>System | Encourage vistas and view<br>corridors that result in visibility<br>of the Natural Heritage<br>System.   | In addition to NHS vistas, and<br>in support of C.X.3.1(d)<br>above, public open space<br>should be located on lands<br>adjacent to the NHS wherever<br>possible. This is consistent<br>with ROP policy 118(5).<br>Suggest adding an objective<br>relating to the collocation of<br>open space along the NHS.<br>See suggested revisions.   | Encourage vistas and view<br>corridors that result in visibility<br>of the Natural Heritage<br>System <u>and the location of<br/>parks and open space<br/>adjacent to or near the Natural<br/>Heritage System wherever<br/>possible.</u>  | Addressed.  |
| 16 | C.X.4.2.2<br>Trail System   | C.X.4.2.2<br>Trail<br>System  | Schedule "C.X.B", Active<br>Transportation and Natural<br>Heritage System Plan<br>establishes the proposed<br>multi-use trail system for the<br>Secondary Plan, which will<br>develop in conformity with<br>Sections B.2.6.3.26 to<br>B.2.6.3.29 of the Official Plan.<br>The trail system will be<br>coordinated with the existing<br>and planned trail systems at<br>both the Town and Regional<br>levels and its design will have<br>regard for the Town of Milton<br>Transportation Master Plan,<br>Town of Milton Trails Master<br>Plan Update, the Regional<br>Road Right-of-Way | The Trail System is highly<br>conceptual. It is also located<br>predominately in the NHS.<br>There are restrictions to the<br>feasibility of trails in the NHS<br>given requirements for<br>protection of Key Features in<br>policies of the ROP, PPS and<br>Greenbelt Plan. It may be that<br>certain trail alignments in the<br>NHS will not be possible as<br>shown. The trail network<br>must be regarded and shown<br>on the schedule as<br>conceptual for the time being<br>given the outstanding status<br>of important environmental<br>studies. Additionally, it must<br>be represented as such on | Schedule "C.X.B", Active<br>Transportation and Natural<br>Heritage System Plan<br>establishes the proposed<br><u>conceptual</u> multi-use trail<br>system for the Secondary<br>Plan, which will <u>be further<br/>developed</u> in conformity with<br>Sections B.2.6.3.26 to<br>B.2.6.3.29 of the Official Plan.<br>The trail system will be<br>coordinated with the existing<br>and planned trail systems at<br>both the Town and Regional<br>levels and its design will have<br>regard for the Town of Milton<br>Transportation Master Plan,<br>Town of Milton Trails Master<br>Plan Update, the Regional | At a Secondary Plan scale<br>Schedules are conceptual<br>and will be refined through<br>further planning processes. |

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|    |                           |                           | 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. | <p>the related Schedule. Given the uncertain nature of the trails alignments shown in the NHS, wording should also be introduced to this policy to acknowledge the possibility that trails may be more suitable on public open space located adjacent to the NHS. See revisions.</p> <p>Clarity should be provided around when the trails will be developed.</p> | <p>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 <u>Region and other</u> required approval authority. Where possible, parks are encouraged to be located in proximity to trails. <u>Where the conceptual multi-use trail is proposed in the Natural Heritage System, the feasibility, siting and design of the trails will be subject to review based on recommendations of the Subwatershed Study and Master Environmental Servicing Plan (MESP) and must demonstrate conformity with applicable Natural Heritage System protection and enhancement policies of this Plan and the Greenbelt Plan. If not deemed feasible due to concerns of negative impacts on ecologically sensitive areas or given land ownership constraints, options to locate the trail on public open space adjacent to the Natural Heritage System must be explored.</u></p> |  |
| 17 | C.X.4.2.3<br>Road Network | C.X.4.2.3<br>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   | <i>Both C.X.4.2.3 and C.X.5.6 (C.X.5.5 Agerton SP) indicate that "the final location, configuration, width and alignment of public roads</i>   | <p>Second Paragraph:</p> <p>The street hierarchy is identified on <b>Schedule "C.X.B"</b>, with the exception of</p>  | The Secondary Plan and associated Transportation Study are fulfilling phases 1 and 2 of the Class EA process as legislated. Phases |

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|    |                                    |                                    | <p>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.</p> <p>The conceptual street hierarchy is identified on <b>Schedule "C.X.B"</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.</p> | <p><i>shall be determined through the Master Plan, Environmental Assessment and development approval processes, subject to the recommendations for the Subwatershed Study, Master Environmental Servicing Plan (MESP) and traffic impact studies prepared by applicants."</i></p> <p>The location and configuration of the public road network is important to support the Secondary Plan including the Proposed arterial/ collector road. The Transportation analysis needs to be completed as part of this process in order to provide certainty to the Secondary Plan's transportation network.</p> <p>As an example, it is noted that the north south network east of Trafalgar Road (south of Derry) is not continuously connected internally. This design will promote the use of the Regional Road network to facilitate shorter internal trips and subsequent transportation study may result in refinements to the Transportation Network.</p> | <p>local roads, which will be established as part of the Master Plan and development approval process. <b>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.</b></p> | <p>3 &amp; 4 will be completed through the Tertiary and Subdivision Plan processes.</p> |
| 18 | Previous C.X.4.1.5 Driveway Access | Previous C.X.4.1.4 Driveway Access | <p><del>The Town will work with the Region to ensure that direct access to Regional roads is restricted and/or controlled and where access to a Regional Road is required, safe solutions shall be found</del></p>  | <p>The December 2018 version of the Secondary Plan document provided in Driveway Access section (C.X.4.1.5 and C.X.4.1.4). It appears the January 2019 Secondary Plan document</p>  | <p><b><u>Any proposed access or municipal road connection will be required to conform to the Halton Region Access Management Guidelines.</u></b></p>  | <p>Noted.</p>   |

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|    |  |  | <del>to provide an alternative to direct access, particularly to Derry Road, Britannia Road and Trafalgar Road.</del>   | has removed reference to this section. It is not clear why this section was removed, however, it is important that the Secondary Plan acknowledge that any proposed access or municipal road connection will be required to conform to the Halton Region Access Management Guidelines. |   |   |
| 19 | C.X.4.3.1<br>Water and<br>Wastewater<br>Infrastructure | C.X.4.3.1<br>Water and<br>Wastewater<br>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.   | Add proposed text.   | 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.<br><br><u>Halton Region is responsible for the development of water treatment and distribution and wastewater collection and treatment infrastructure in accordance with the Water and Wastewater Master Plan, Regional Official Plan, Development Charges Background Study and the Region's Financing Policies for Growth Infrastructure. The Region's cost of providing water and wastewater services to facilitate the development of lands shall be borne by the developers in accordance with all applicable legislation</u> | Please note the Secondary Plan is a chapter to the Official Plan, all parent policies of the Town and Regional Official Plan apply. |
| 20 | C.X.4.3.2<br>Stormwater<br>Management                  | C.X.4.3.2<br>Stormwater<br>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. | Stormwater management facilities would only be permitted in the NHS under specific circumstances. Please see suggested modifications to reflect this.  | 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.   | Town Staff are of the opinion C.11.4.3.2 appropriately address this comment.  |

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|  |                          |                        | <p>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.</p> <p>Stormwater management facilities are permitted in all land use designations on <b>Schedule "C.X.C"</b> 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</p> | <p>Per deletion at the end: would only be permitted in accordance with policies in Section 4.2.1 of the Greenbelt Plan, 2017. Only under certain conditions would this be allowed and this would usually be in support of public infrastructure not private land development.</p> <p>This section states <i>"Consideration shall also be given to account for storm water management as it pertains to drainage from public property, including Regional roadways"</i>. Please note that the stormwater management facilities must include provisions for quantity and quality control of the ultimate six lane Regional Road drainage.</p> | <p>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.</p> <p>Stormwater management facilities are permitted in all land use designations on <b>Schedule "C.X.C"</b> except the <b>Natural Heritage System and</b> 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</p> |                           |



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|  |                          |                        | <p>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.</p> |         | <p>be permitted. The intent of this policy is to prohibit the location of stand-alone stormwater management facilities (e.g. ponds) in <u>the Natural Heritage System and in</u> mixed use areas where they would undermine transit supportive densities within walking distance of higher-order transit. <u>Where components of</u> Stormwater management facilities <u>must be located within the Natural Heritage System to convey flow from facilities outside the Natural Heritage System to receiving water bodies, this infrastructure</u> shall only be permitted in the Natural Heritage System <u>where deemed essential/after all alternatives are explored and it is determined there are no negative impacts through an appropriate environmental study (such as a Development Area Environmental and Functional Servicing Study or an Environmental Impact Assessment).</u> <u>Some appropriately-designed LID measures may also be permitted within the buffer, linkage and enhancement areas of the NHS where they will not negatively impact on Key Features of the Natural Heritage System or their ecological functions through their construction and ongoing maintenance, and Protected Countryside of the</u></p> |                           |

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|    |                           |                                      |  |  | Greenbelt if determined there are no negative impacts through an Environmental Impact Study.  |  |
| 21 | C.X.4.3.3<br>Utilities    | C.X.4.3.3<br>Utilities               | <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• there are no feasible alternatives to the proposed location; and</li> <li>• the degree of intrusion is minimized to the extent possible.</li> </ul> | Please see suggested modifications.  | <p>In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of the Official Plan, <u>essential</u> 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• there are no feasible alternatives to the proposed location; and</li> <li>• the degree of intrusion <u>and negative impacts to features and function of the Natural Heritage System</u> is minimized to the extent possible.</li> </ul> | Town Staff are of the opinion C.11.4.3.3 appropriately addresses this comment. |
| 22 | C.X.4.7<br>Public Service | C.X.4.7<br>Public Service Facilities | A range of public service facilities and infrastructure will be permitted in all land use designations on <u>Schedule</u>  | <p>According to definitions Section:</p> <p><b>Public Service Facilities</b> means land, buildings and</p> | A range of public service facilities and infrastructure will be permitted in all land use designations on Schedule  | Please note the Secondary Plan is a chapter to the Official Plan, all parent   |

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|    | Facilities and Infrastructure | and Infrastructure         | <b>"C.X.C"</b> . 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.  | 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<br><br>Only essential utility and transportation infrastructure is permitted in the RNHS.  | "C.X.C", <u>except the Natural Heritage System</u> . 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. | policies of the Town and Regional Official Plans apply.  |
| 23 | C.X.5.1 Master Plan Area      | C.X.5.1.1 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 | The Master Plan process and the purpose of the Master Plan is not clear given that it would not expedite any process since the same requirements should be met. Further, a Master Plan is not an appropriate mechanism for this detailed work. Master Plans, as outlined in this policy are 'conceptual development plans which indicate general concepts'. By definition, there are challenges with implementation and further it does not carry the same legislative weight as a secondary plan. Master Plans do not form part of the Official Plan, and are not required to go through a Planning Act process. As such, the Region |  | This negates the Regionally approved Town Official Plan that permits this approach. The Region has been aware of this approach since the Land Base analysis in 2017 and this was further reiterated in the Gap Analysis undertaken at the beginning of the Secondary Plan process that the Region agreed to. |

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|    |  |                        | <p>themes, landscaping and street access.</p> <p>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.</p> | <p>does not support the proposed approach to defer required secondary plan work to a Master Plan or use it as a mechanism to modify the Secondary Plan designations, road network, phasing etc. without an amendment to the Secondary Plan.</p> <p>Only items not required in the Regional Official Plan policy 77(5) should be considered through the proposed Master Plan process.</p> |   |   |
| 24 | C.X.5.3 Local Centres (second paragraph) |                        | 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   | Land use designations should be determined through the Secondary Plan process. Any modifications to land use designations identified in a Secondary Plan require an Official Plan Amendment. This policy should reflect the proper Planning Act process.   | 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 | Town Staff do not agree with deletion and believe this approach conforms to Planning Act processes. Refinements are permitted through more detailed planning processes such as tertiary plans and subdivision applications. |

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|    |  |  | long as the general extent of the land use designation related to these designations is provided within walking distance of the intersection.  |  | <del>long as the general extent of the land use designation related to these designations is provided within walking distance of the intersection.</del>   |   |
| 25 | C.X.5.5<br>Natural<br>Heritage<br>System | C.X.5.4<br>Natural<br>Heritage<br>System | <p>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.</p> <p>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</p> | <p>It may be beneficial to italicize these terms and include definitions for each in the Secondary Plan (if they don't already exist in the parent OP). It may also be beneficial to ensure this description of components matches the description contained in Section 115.3 of the ROP.</p> <p>Refinements to RNHS as illustrated on the Schedules are premature given current status of Sub-watershed Study, MESP, and outstanding discussions between Region and Landowners on lands subject to ROPA#38 MOS.</p> <p>Please refer to the refinements as "Preliminary NHS Refinements" on the schedules too.</p> <p>Regional Official Plan policy 116.1 allows for refinements to the Natural Heritage System based on supporting studies and an approved Planning Act process. This section is not consistent with policies in Section 116.1 of the ROP as it allows for refinements to an Official Plan designation outside of a Planning Act process. Any</p> | <p>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, <u>natural hazard areas</u>, enhancements to key features, linkages and buffers <u>and the components described in Section C.X.6.4.1 of this plan and 115.3 of the Regional Official Plan</u>. 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.</p> <p>Further refinements to the Natural Heritage System may occur <u>by way of amendment to the Secondary Plan or through subsequent Planning Act processes</u>. <del>without amendment to this plan where they are supported by subsequent levels of environmental study including a Master Environmental Servicing Plan (MESP), a</del></p> | <p>Please note the Secondary Plan is a chapter to the Official Plan, all parent policies of the Town and Regional Official Plans apply.</p> <p>Further, Town Staff do not agree the refinements to the RNHS are premature as they reflect the Minutes of Settlement as ordered by the Ontario Municipal Board and agreed to refinements through the Subwatershed Study process.</p> <p>Town Staff are of the opinion that the policy as written is appropriate and conforms to the Town and Regional Official Plans which supports refinements to the RHNS through subsequent detailed studies.</p> |

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|    |                          |                        | consultation with Conservation Halton.  | changes resulting from the sub-watershed study or MESP will require an amendment to the Secondary Plans. Any further refinements determined by the DAEFSS must be approved through a subsequent Planning Act process.  | <del>Development Area Environmental and Functional Servicing Study (DAEFSS); Environmental Impact Studies or other applicable environmental study and approved by the Town in consultation with</del>  |   |
| 26 | C.X.5.6 Road Network     | C.X.5.5 Road Network   | <p>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.</p> <p>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.</p> <p>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</p> | <p>The location and configuration of the public road network is important to support the Secondary Plan including the Proposed arterial/ collector road. The Transportation analysis needs to be completed as part of this process in order to provide certainty to the Secondary Plan's transportation network. Changes to this transportation network would require a Secondary Plan Amendment.</p> <p>As an example, it is noted that the north south network east of Trafalgar Road (south of Derry) is not continuously connected internally. This design will promote the use of the Regional Road network to facilitate shorter internal trips and subsequent transportation study may result in refinements to the Transportation Network.</p> | <p>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.</p> <p><del>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.</del></p> <p>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</p> | <p>Town Staff are of the opinion that the policy as written is appropriate and conforms to the Town and Regional Official Plans.</p> <p>The Secondary Plan and associated Transportation Study are fulfilling phases 1 and 2 of the Class EA process as legislated. Phases 3 &amp; 4 will be completed through the Tertiary and Subdivision Plan processes.</p> |

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|    |                                |                        | achievement of a completely<br>connected street network.                                    |   | achievement of a completely<br>connected street network.   |   |
| 27 | C.X.6 Land<br>Use Policies     |                        |   | <p>The units per hectare and required people and jobs per hectare in the subsections do not align with the Population, Employment and Housing Analysis provided in support of the Secondary Plans. More information is required to understand how these requirements achieve the targeted population and employment (also requiring review as noted above).</p> <p>Trafalgar Road is identified in the Region's Mobility Management Strategy as a Transit Priority Corridor recognizing the potential for higher order transit. Metrolinx, in the 2041 Regional Transportation Plan has also identified Trafalgar Road as part of the 2041 Frequent Rapid Transit Network as priority bus. Land uses proposed along Trafalgar Road should be at densities that are transit supportive</p> |  | Addressed.  |
| 28 | C.X.6.1<br>Residential         |                        |   | There needs to be a plan or mechanisms to ensure that each phase achieves the housing and affordable housing objectives.  |  | A housing mix has been provided in accordance with Section B.2.7 of the Town's Official Plan and a full range of housing is permitted through the Secondary Plan. |
| 29 | C.X.6.1.1<br>Permitted<br>Uses |                        | The following uses shall be permitted in each of the following land use designations in the | This section is confusing. Does this section imply that Low Density Residential, Medium Density Residential I   |  | Town Staff are of the opinion this has been addressed.  |

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|  |                          |                        | <p>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):</p> <p>a) <b>Low Density Residential</b> 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;</p> <p>b) <b>Medium Density Residential I</b> 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,</p> <p>c) <b>Medium Density Residential II</b> uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in</p> | <p>and Medium Density Residential II can occur anywhere where residential is located on schedule C? Or is this intended to address built form within each of these designations? If the latter, consider moving these to the appropriate section below. Permitted uses should be a list of what will be permitted within these designations (e.g. residential).</p> <p>The Secondary Plan should clearly depict the land use designations on the associated schedules. Changes to these designations would require an amendment to the Secondary Plan.</p> |  |                              |



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|    |  |  | accordance with the<br>policies of Section<br>B.3.2.3.2 and C.X.6.1.4;  |   |  |   |
| 30 | C.X.1.4<br>Medium<br>Density<br>Residential II |  | Entire Section  | This section does not provide<br>any direction related to built<br>form. This is an important part<br>of policy implementation.<br>Please update policy to<br>provide appropriate direction.  |  | Refer to Section C.11.4.5   |
| 31 | C.X.6.2<br>Mixed Use                           |  | Entire Section  | This section is intended to<br>support a range and mix of<br>uses, however the<br>commercial and residential<br>permissions for both of the<br>mixed use centres allow for<br>standalone uses. Given the<br>broad permissions in these<br>policies, it is questionable if<br>these areas would result in a<br>mix of uses. This section<br>should be reviewed in this<br>context and how it supports<br>the overall goals and<br>objectives of this Secondary<br>Plan and the requirements of<br>the ROP. |  | Addressed, applicants will be<br>required to submit an<br>intensification plan in<br>accordance with Section<br>C.1.7.5.5 |
| 32 |  | C.X.6.3<br>Employment Area -<br>Office<br>Priority | Lands designated<br>"Employment Area - Office<br>Priority" on Schedule "C.X.B"<br>shall generally reflect the<br>"Business Park Area"<br>designation in accordance<br>with the policies of Section<br>3.8 of the Town's Official<br>Plan.<br>a) Permitted uses include:<br>i. All types of business<br>and professional<br>offices; | Given that this area appears<br>to continue within the<br>Regional Employment Area,<br>please ensure that all<br>permitted uses in this section<br>conform to ROP policy 77.4<br>and the Regional definition for<br>Employment Area.  |  | Does not apply to Trafalgar   |

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|  |                          |                        | <ul style="list-style-type: none"> <li>ii. Light industrial uses, including research and development facilities, communications facilities, and manufacturing and processing operations deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations;</li> <li>iii. Private sector commercial or trade schools;</li> <li>iv. Community Uses including public parks and open space linkages, day nurseries and places of worship; and,</li> <li>v. In addition to the permitted uses above, hotels and hotel/convention centres and, ancillary retail commercial and service uses and restaurants only where internally integrated as a component of a hotel, hotel/convention centre or any permitted office use</li> </ul> |         |  |                              |

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|    |  |  | <p>may also be permitted; and,</p> <p>vi. Land-intensive uses such as warehousing and logistics are not permitted.</p> <p>b) Development will be planned to achieve approximately 36 residents and jobs combined per gross hectare.</p>   |   |   |  |
| 33 | C.X.6.3<br>Public Service Facilities and Places of Worship | C.X.6.4<br>Public Service Facilities and Places of Worship | Entire Section  | <p>All parks and schools should be clearly identified and designated on Schedule C.</p> <p>The list of public services does not include: health, recreation facilities, safety facilities or affordable housing. Please update to include these additional public service facilities.</p>   |   | The Secondary Plan identifies the quantum required. The Tertiary Plan will delineate boundaries. This approach is in conformity with the Town's Official Plan. |
| 34 | C.X.6.3.1<br>General Parks and Open Spaces                 |  | <p>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.</p> <p>The Parks and Open Space System consists of Greenspace, District Parks,</p> | <p>Please ensure that this reflects the background work that has been completed. The Parkland, Recreation 7 Library Gaps Analysis for the Trafalgar Corridor has identified a need for 80 hectares of land dedicated to parks and open space based on 2.5 ha of land per 1,000 people as determined through the Community Services Master Plan Update, rather than the 4 ha per 1,000 people as required by policy 2.5.3.5 of the Town of Milton Official Plan. Please also note that these numbers would</p> | <p>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 <del>50</del> 80 hectares.</p> <p>The Parks and Open Space System consists of Greenspace, District Parks,</p> | The Secondary Plan accommodates parks as prescribed by the Planning Act. The Town is currently reviewing its overall parkland strategy.                        |

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|    |                                  |                                  | <p>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.</p> <p>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.</p> <p>Community Parks that serve Trafalgar residents may be located outside of the Secondary Plan, where appropriate.</p> | <p>likely require revisions based on the final population number provided.</p> <p>The locations of Parks and Open Space Systems should be identified and designated accordingly in the Secondary Plan. Changes to land use designations should only occur through an Official Plan Amendment.</p> | <p>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.</p> <p><del>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.</del></p> <p>Community Parks that serve Trafalgar residents may be located outside of the Secondary Plan, where appropriate.</p> |                           |
| 35 | C.X.6.3.2<br>Parkland Dedication | C.X.6.4.2<br>Parkland Dedication | <p>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.</p> <p>The following shall not be counted towards parkland dedication:</p> <ul style="list-style-type: none"> <li>Private outdoor amenity space including privately</li> </ul>  | <p>See minor wording modifications.</p>   | <p>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.</p> <p>The following shall not be counted towards parkland dedication:</p> <ul style="list-style-type: none"> <li>Private outdoor amenity space including privately</li> </ul>   | Addressed.                |

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|    |                          |                        | <p>owned public spaces ("POPS");</p> <ul style="list-style-type: none"> <li>• Landscape buffers and vistas;</li> <li>• Natural Heritage Network lands and associated Vegetation Protection Zones ("VPZ");</li> <li>• Greenspace lands;</li> <li>• Stormwater management lands and associated buffers; and,</li> <li>• Green roofs and sustainability features.</li> </ul>   |   | <p>owned public spaces ("POPS");</p> <ul style="list-style-type: none"> <li>• Landscape buffers and vistas;</li> <li>• Natural Heritage <del>Network</del> <u>System</u> lands and associated Vegetation Protection Zones ("VPZ") <u>or buffers</u>;</li> <li>• Greenspace lands;</li> <li>• Stormwater management lands and associated buffers; and,</li> <li>• Green roofs and sustainability features.</li> </ul>  |                           |
| 36 | C.X.6.3.7<br>Schools     | C.X.6.4.5<br>Schools   | <p>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.</p> <p>The Secondary Plan requires 6 Elementary Schools and 1 Secondary School.</p> <p>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</p> | <p>Schools should not be located within the Natural Heritage System.</p> <p>Similar to other comments, please designate the schools identified on Schedule C.X.C.</p> | <p>Third paragraph:</p> <p>Schools are generally permitted in all land use designations <u>with the exception of the Natural Heritage System</u>. 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).</p> | Addressed.                |

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|    |  |   | <p>encouraged to be co-located with public parks and/or other community uses (i.e. public library).</p> <p>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.</p> |   |  |   |
| 37 | C.X.6.4<br>Natural<br>Heritage<br>System | C.X.6.4<br>Natural<br>Heritage<br>System<br><br>*** Note<br>there are<br>two<br>sections<br>with this<br>number | Entire section   | <p>Suggest providing policies related to the Natural Heritage System that are more in keeping with ROP Sections 115, 116, 118, 139.3.7, 139.11, and 139.12. Also suggest using same terminology and definitions for these Key Features as in the ROP</p> <p>Refinements to RNHS as illustrated on the Schedules are premature given current status of Sub-watershed Study, MESP, and outstanding discussions between Region and Landowners on lands subject to ROPA#38 MOS.</p> <p>While some refinements to the RNHS shown on the Schedules may be supported based on the final satisfactory Subwatershed Study and based on Regional staff work with owners of land subject to ROPA 38 MOS , it must be stressed that the final SWS has not yet been submitted and the necessary agreements between</p> |  | <p>The Subwatershed Study Phase 4 Report has been released.</p> <p>Further, Town Staff do not agree the refinements to the NHS are premature as they reflect the Minutes of Settlement as ordered by the Ontario Municipal Board as well as agreed to refinements as illustrated in the Phase 4 SWS report.</p> <p>Town Staff are of the opinion that policy as written is appropriate and conforms to the Town and Regional Official Plans which supports refinements to the RHNS through subsequent detailed studies.</p> |

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|    |  |   |  | Regional staff and the landowners affected by MOS has not yet occurred.  |   |   |
| 38 | C.X.6.4<br>Natural<br>Heritage<br>System | C.X.6.45<br>Natural<br>Heritage<br>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. | Refinements to RNHS as illustrated on the Schedules are premature given current status of Sub-watershed Study, MESP, and outstanding discussions between Region and Landowners on lands subject to ROPA#38 MOS.<br><br>While some refinements to the RNHS shown on the Schedules may be supported based on the final satisfactory Subwatershed Study and based on Regional staff work with owners of land subject to ROPA 38 MOS , it must be stressed that the final SWS has not yet been submitted and the necessary agreements between Regional staff and the landowners affected by MOS has not yet occurred |   | The Subwatershed Study Phase 4 Report has been released.<br><br>Further, Town Staff do not agree the refinements to the RNHS are premature as they reflect the Minutes of Settlement as ordered by the Ontario Municipal Board.<br><br>Town Staff are of the opinion that policy as written is appropriate and conforms to the Town and Regional Official Plans which supports refinements to the RHNS through subsequent detailed studies. |
| 39 | C.X.6.4.1 Key<br>Features                | C.X.6.4.1<br>Key<br>Features              | The lands in the Natural Heritage System on <b>Schedules "C.X.A" to "C.X.C"</b> consist of the following key features and functions:<br>a) wetlands;<br>b) woodlands;<br>c) valleylands;<br>d) watercourses;<br>e) habitats of endangered or threatened species;<br>f) environmentally significant areas and   | Suggest providing policies that are more in keeping with ROP Sections 115, 116, 118, 139.3.7, 139.11, and 139.12. Also suggest using same terminology and definitions for these key Features as in the ROP   | The lands in the Natural Heritage System on <b>Schedules "C.X.A" to "C.X.C"</b> consist of the following key features and functions:<br>a) <b>significant</b> wetlands;<br>b) <b>significant</b> woodlands;<br>c) <b>significant</b> valleylands;<br>d) watercourses;<br>e) habitats of endangered or threatened species;<br>f) environmentally significant areas and | Addressed. Please see Section C.11.6.4  |

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|    |                                      |                                      | areas of natural and<br>scientific interest;<br>g) enhancements to Key<br>Features;<br>h) linkages; and<br>i) buffers.  |  | areas of natural and<br>scientific interest;<br>g) <u>floodplains and other<br/>natural hazard lands;</u><br>h) enhancements to Key<br>Features;<br>i) linkages; and<br>j) buffers.  |  |
| 40 | C.X.6.4.2<br>permitted<br>uses       | C.X.6.4.2<br>permitted<br>uses       | The Natural Heritage System<br>designation on Schedules<br>"C.X.A" to "C.X.C" permit the<br>following uses subject to the<br>policies of Section B.4.8 and<br>B.4.9 of the Town's Official<br>Plan. Notwithstanding, the<br>following additional uses are<br>permitted:<br>a) transportation and<br>public infrastructure in<br>accordance with<br>Section C.X.4.1; and<br>b) stormwater<br>management facilities<br>in accordance with<br>Section C.X.4.2.2. | See revisions to section<br>C.X.4.2 and C.X.4.3.2.<br><br>Please update cross<br>references in Secondary Plan<br>policy. | The Natural Heritage System<br>designation on Schedules<br>"C.X.A" to "C.X.C" permit the<br>following uses subject to the<br>policies of Section B.4.8 and<br>B.4.9 of the Town's Official<br>Plan. Notwithstanding, the<br>following additional uses are<br>permitted:<br>a) <u>essential</u><br>transportation and<br>public infrastructure<br>in accordance with<br>Section C.X.4.1; and<br>b) <u>essential components<br/>of stormwater<br/>management<br/>facilities and certain<br/>appropriately<br/>designed LID<br/>measures, providing<br/>these are confined to<br/>buffers</u> in accordance<br>with Section<br>C.X.4.2.2. | Addressed. Please see<br>Section C.11.6.4  |
| 41 | C.X.6.4.3<br>Criteria for<br>Buffers | C.X.6.4.3<br>Criteria for<br>Buffers | Buffers shall generally be<br>provided in accordance with<br>the following:   | a) Is not consistent with<br>CH policy   | <u>Given the absence of site<br/>specific details about potential<br/>negative impacts associated<br/>with the adjacent</u>  | Town Staff are of the opinion<br>that policy C.11.6.4.3<br>conforms to the Town and<br>Regional Official Plans. To |



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|  |                          |                        | <p>a) Watercourse Corridors: 10 metres from the greatest hazard (Regional Storm flood plain or stable top of bank);</p> <p>b) Woodlots: 10 metres from the drip line; and</p> <p>c) Wetlands:</p> <p>i) 30 metres from the boundary of all Provincially Significant Wetlands of any size; and,</p> <p>ii) 15 metres from the boundary of all other wetlands.</p> <p>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.</p> | <p>b) 30m is more appropriate at this stage and is supported by the subwatershed study.</p> <p>c) 30m is more appropriate at this stage and is supported by the sub-watershed study. See revisions.</p> <p>c) i) should italicize <i>significant wetlands</i> with appropriate definition included in the definition section, unless one already exists in the parent OP. Consult ROP section 276.5 for appropriate definition.</p> <p>The last paragraph is inconsistent with policies in 116.1 of the ROP.</p> | <p><u>development and other impact mitigation measures, application of a 30m precautionary buffer width to Key Features should be included in the Secondary Plan. Accordingly.</u> Buffers shall generally be provided in accordance with the following:</p> <p>a) Watercourse Corridors: <del>30</del> <b>10</b> metres from the greatest hazard (Regional Storm flood plain or stable top of bank);</p> <p>b) Woodlots: <del>10</del> <b>30</b> metres from the drip line; and</p> <p>c) Wetlands:</p> <p>i) 30 metres from the boundary of all <del>Provincially Significant</del> <b>Wetlands</b> of any size; and,</p> <p>ii) 15 metres from the boundary of all other wetlands.</p> <p><del>Reduced</del> <b>Refined</b> 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 <u>as accepted by the Region</u> as</p> | <p>reiterate the NHS shown is reflective of the RNHS as shown in ROPA 38 and the associated MOS refinements as ordered by the Ontario Municipal Board.</p> |

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|    |                                     |                                     |   |  | <p>part of <del>the development process</del> <u>a Planning Act process</u> and implemented without amendment to this Plan, <del>subject to the completion and Council endorsement of a Master Plan.</del> <u>Through the above studies, the Region of Halton's Buffer Refinement Framework (as amended from time to time) should be utilized as the foundation for future Buffer width refinement assessments with the risk-based approach and steps described therein followed. This Framework includes an overall background on key Regional Official Plan policies related to refinements to the RNHS (with emphasis on the buffer component), outlines how the Framework can be applied at different stages of the Area Specific Plan process, and sets out a methodology by which potential and final buffer width refinements can be identified. At the MESP stage, the Region of Halton would consider modification to the Buffer Refinement Framework if necessary and appropriate in consideration of relevant policies of the province, Region of Halton, City, and Conservation Authority.</u></p> |  |
| 42 | C.X.6.4.4 a)<br>Natural<br>Heritage | C.X.6.4.4 a)<br>Natural<br>Heritage | The Natural Heritage System shall be implemented, enhanced, restored or modified in accordance with | See comments on C.X.5.1 and C.X.7.5 of the Trafalgar Secondary Plan. Some changes may require an | The Natural Heritage System shall be implemented, enhanced, restored or modified in accordance with  | Town Staff do not agree with this modification and believe this approach conforms to Planning Act processes. As in |

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|    | System Policies                               | System Policies                               | 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;  | amendment to the Secondary Plan.  | 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 <u>through an approved Planning Act process</u> ; <u>through the Master Plan process</u> , without amendment to this Plan and;   | any planning process, refinements are permitted through more detailed planning processes such as tertiary plans and subdivision applications.  |
| 43 | C.X.6.4.4 b) Natural Heritage System Policies | C.X.6.4.4 b) Natural Heritage System Policies | 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. | Is this the correct word? What about "obtain through dedication as part of the development process".<br><br>Halton Region does not typically acquire Natural Heritage System lands and Section C.X.7.2.2 of this Plan does not appear to mention the Region in this regards. Per Section 116 the designation of lands in the Regional Natural Heritage System does not imply that they are open to the public nor that they will necessarily be purchased by a public agency. | 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 <u>obtained through dedication as part of the development process by acquired by Halton Region</u> , the Town of Milton or the Conservation Authority in accordance with the policies of Section C.X.7.2.2 of this Plan. | It is important that land acquisition remain flexible to not preclude an agency's ability to acquire land.   |
| 44 | C.X.6.5 Existing Agricultural Operations      | C.X.6.6 Existing Agricultural Operations      |   | Given that the AIA does not meet the guidelines approved by Regional Council, or the draft Provincial AIA guidelines, it is likely that this section would require further detail and policy direction. Please refer to comments on the AIA.  |   | Town Staff are of the opinion the AIA meets the required guidelines. This work was accepted through the Land Base Analysis process. This can be discussed through further processes. |
| 45 | C.X.7.1 Phasing and                           |   | Development in the Trafalgar Secondary Plan shall proceed   | This section defers phasing to the Master Plan process.   | Development in the Trafalgar Secondary Plan shall proceed   | Please see the refined policy C.11.7.1   |

|  | Section:<br>Trafalgar SP                | Section:<br>Agerton SP | Policy - based on Trafalgar SP policy unless specified otherwise   | Comment   | Recommended Modification - based on Trafalgar SP policy   | Town Response to Comments |
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|  | Financing and Schedule D - Phasing Plan |                        | <p>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:</p> <ul style="list-style-type: none"> <li>a) there is availability and efficient use of public infrastructure and services;</li> <li>b) development proceeds in a manner that is supportive of transit services; and,</li> <li>c) the progression of development will follow a logical sequence generally north to south.</li> </ul> | <p>Phasing direction should be included as part of the Secondary Plan as required by ROP policy 77(5) (i). Any deviation from the Secondary Plan phasing would requirement an amendment to the Secondary Plan. Update policies accordingly.</p> <p>Section C.X.7.1.1 c) stipulates that the progression of development will follow a logical sequence generally north to south (Schedule D also shows this progression). This needs to be reviewed considering the Region's water and wastewater infrastructure is sequenced in the opposite direction (i.e., south to north) and needs to be in place prior to any development.</p> <p><b>Phasing will need to be further reviewed and refined through the Area Servicing Plan. It must be recognised that the Secondary Plan will require further refinement as it pertains to phasing. Additional comments will be provided once staff has had the opportunity to review and consider that content of the Area Servicing Plan.</b></p> <p>The Secondary Plan should include direction that water and wastewater servicing shall relate to the phasing of development as set out in an approved Phasing Strategy.</p> | <p>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:</p> <ul style="list-style-type: none"> <li>a) there is availability and efficient use of public infrastructure and services;</li> <li>b) development proceeds in a manner that is supportive of transit services; and,</li> <li>c) the progression of development will follow a logical sequence generally north to south to north.</li> </ul> |                           |

|    | Section:<br>Trafalgar SP                 | Section:<br>Agerton SP                      | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment   | Recommended Modification -<br>based on Trafalgar SP policy  | Town Response to<br>Comments   |
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|    |  |   |  | The policy should also include a statement indicating that development phasing will support the timing and availability of planned water and wastewater infrastructure in accordance with the Region's Water and Wastewater Master Plan, the Regional Official Plan, the Development Charges Background Study and the Region's Financing Policies for Growth Infrastructure. Further, it is important that phasing strategy reflect complete communities which include schools and parks. |   |  |
| 46 | C.X.7.1.2<br>Phasing and<br>Financing    | C.7.1                                       |  | It would be beneficial to also require the MESP, DAEFSS, and Master Plan to be approved prior to approval of development applications.  |   | Addressed, this is a requirement in policy C.11.7.1  |
| 47 | C.X.7.1.5 d)<br>Phasing and<br>Financing | C.X.7.1.2 d)<br>Phasing<br>and<br>Financing | An Area Servicing Plan for the Trafalgar Secondary Plan has been prepared to the satisfaction of the Region of Halton; | Expand on the requirements for Area Servicing Plans. These are an important part of a complete development application for draft plan approval  | <p><del>An Area Servicing Plan for the Trafalgar Secondary Plan has been prepared to the satisfaction of the Region of Halton;</del></p> <p><u>Developers have prepared an Area Servicing Plan (ASP), specifying how water and wastewater servicing will be provided for proposed development. The ASP must be reviewed and approved by Halton Region. ASPs must include, at a minimum, for each plan of subdivision (Halton Planning to confirm requirements):</u></p> <ul style="list-style-type: none"> <li><u>Servicing design requirements.</u></li> </ul> | The Area Servicing Plan has been prepared by the Town as a background study to the Secondary Plan. |

|    | Section:<br>Trafalgar SP                                   | Section:<br>Agerton SP                                     | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment   | Recommended Modification -<br>based on Trafalgar SP policy  | Town Response to<br>Comments                  |
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|    |  |  |  |   | <ul style="list-style-type: none"> <li>• <u>A preferred servicing plan based on analysis of servicing requirements, in accordance with the current Halton Region Water &amp; Wastewater Master Plan.</u></li> <li>• <u>Preliminary sizing and location of water and wastewater infrastructure.</u></li> <li>• <u>Phasing and implementation strategy for all major infrastructure."</u></li> </ul>  |   |
| 48 | C.X.7.5.1<br>Application<br>Submission<br>Requirement<br>s | C.X.7.5.1<br>Application<br>Submission<br>Requireme<br>nts | <p>In order to ensure the implementation of this policy, no development applications shall be submitted in the Secondary Plan area until:</p> <p>a) the Subwatershed Study has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton;</p> <p>b) the Air Quality Assessment has been completed to the satisfaction of Town of Milton and the Region of Halton;</p> <p>c) the Master Phasing and Area Servicing Plan has been completed to the satisfaction of Town of</p> | <p>a),b) and c) are all required to be completed as part of the Secondary Plan (ROP policy 77(5)). Please remove these from this list and complete prior to adopting the Secondary Plan.</p> <p>The Area Servicing Plan described in C.X.7.5.1 e) appears to reference the Agerton &amp; Trafalgar Secondary Plans Area Servicing Plan, as opposed to an Area Servicing Plan that is typical of a development application for a plan of subdivision. Please be more explicit in the naming convention. The reference in Section C.X.7.5.1 e) should be related to an Area Servicing Plan that is part of a development application. Proposed modifications suggest Functional Servicing Report.</p> | <p>In order to ensure the implementation of this policy, no development applications shall be submitted in the Secondary Plan area until:</p> <p><del>a) the Subwatershed Study has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton;</del></p> <p><del>b) the Air Quality Assessment has been completed to the satisfaction of Town of Milton and the Region of Halton;</del></p> <p><del>c) the Master Phasing and Area Servicing Plan has been completed to the satisfaction of Town of</del></p> | Town Staff do not agree with these deletions. |

|  | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar SP policy unless specified otherwise   | Comment  | Recommended Modification - based on Trafalgar SP policy  | Town Response to Comments |
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|  |                          |                        | <p>Milton and the Region of Halton;</p> <p>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;</p> <p>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,</p> <p>d) the Municipal Class EA has been approved by Provincial Authorities; and,</p> <p>e) a Master Plan has been endorsed by Council for the development area.</p> | <p>Please expand on the requirements for Area Servicing Plans. These are an important part of a complete development application for draft plan approval. Replace the text of e) with the proposed text.</p> | <p><del>Milton and the Region of Halton;</del><br/><del>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;</del><br/><del>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;</del></p> <p>a) the Municipal Class EA has been approved by Provincial Authorities; and,</p> <p>b) <del>a Master Plan has been endorsed by Council for the development area.</del><br/><u>Developers have prepared a Area Servicing Plan/Functional Servicing Report</u></p> |                           |

|    | Section:<br>Trafalgar SP                               | Section:<br>Agerton SP                                 | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment   | Recommended Modification -<br>based on Trafalgar SP policy  | Town Response to<br>Comments  |
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|    |  |  |  |   | <p><u>specifying how water and wastewater servicing will be provided for proposed development. The FSR/ASP must be reviewed and approved by Halton Region. FSRs/ASPs must include, at a minimum, for each plan of subdivision (Halton Planning to confirm requirements):</u></p> <ul style="list-style-type: none"> <li>• <u>Servicing design requirements.</u></li> <li>• <u>A preferred servicing plan based on analysis of servicing requirements, in accordance with the current Halton Region Water &amp; Wastewater Master Plan.</u></li> <li>• <u>Preliminary sizing and location of water and wastewater infrastructure.</u></li> <li>• <u>Phasing and implementation strategy for all major infrastructure.</u></li> </ul> |   |
| 49 | C.X.7.5.2<br>Master Plan<br>Submission<br>Requirements | C.X.7.5.1<br>Master Plan<br>Submission<br>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 | <p>Master Plan Areas are not shown on Schedule A.</p> <p>The Master Plan process and the purpose of the Master Plan is not clear given that it would not expedite any</p> | Update policy to only reflect items that can be completed outside of a Secondary Plan process.  | This negates the Regionally approved Town Official Plan that permits this approach. The Region has been aware of this approach since the Land Base analysis in 2017 and this was further reiterated |



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|  |                          |                        | <p>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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) the location and configuration of schools, District Parks, Neighbourhoods</li> </ul> | <p>process since the same requirements should be met. Further, a Master Plan is not an appropriate mechanism for this detailed work. Master Plans, as outlined in this policy are 'conceptual development plans which indicate general concepts'. By definition, there are challenges with implementation and further it does not carry the same legislative weight as a secondary plan. Master Plans do not form part of the Official Plan, and are not required to go through a Planning Act process. As such, the Region does not support the proposed approach to defer required secondary plan work to a Master Plan or use it as a mechanism to modify the Secondary Plan (designations, road network, phasing etc.) without an amendment to the Secondary Plan.</p> <p>Only items not required in the Regional Official Plan policy 77(5) should be considered through the proposed Master Plan process.</p> <p>Further, it is not clear in section C.X.7.5 if the Town plans to complete the Master Plan in advance of finalizing the Secondary Plan, nor is it clear if the Municipal Class Environmental Assessment referenced is for the potential</p> |   | <p>in the Gap Analysis undertaken at the beginning of the Secondary Plan process that the Region agreed to. Please see revised section.</p> |

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|  |                          |                        | <p>Parks, and Village Squares;</p> <p>c) the location, size and general configuration of stormwater management facilities;</p> <p>d) through a traffic impact assessment to be undertaken to the satisfaction of the Town of Milton and the Region of Halton:</p> <p>i) intersection configuration;</p> <p>ii) a traffic control plan;</p> <p>iii) detailed road pattern;</p> <p>iv) on- and off-road active transportation system (including sidewalks, trails, pathways);</p> <p>v) anticipated traffic operations at major intersections;</p> <p>vi) transit service routes; and</p> <p>vii) Transportation Demand Management (TDM) initiatives</p> <p>e) the location of transit facilities;</p> | <p>Arterial Road. Clarification is required to understand when the Master Plan and potential Municipal Class Environmental Assessment will be completed and how it will impact the Secondary Plans.</p> <p>d) vii - The Transportation Impact Study content will be required to conform to the Halton Region Transportation Impact Study Guidelines. Please add a note in this section that specifies this requirement.</p> |   |                           |

|  | Section:<br>Trafalgar SP | Section:<br>Agerton SP | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments |
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|  |                          |                        | <p>f) the boundaries of proposed development blocks delineating the extent of land use designations of this Plan;</p> <p>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;</p> <p>h) any refinements to the Natural Heritage System based on the studies and policies of this Plan;</p> <p>i) regard for the Agerton &amp; Trafalgar Secondary Plans Urban Design Guidelines including addressing the relationship of development to Regional roads; and</p> <p>j) the recommendations of</p> |         |  |                              |

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|    |  |  | 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.  |   |   |  |
| 50 | C.X.7.6 Roads environmental assessment | C.X.7.6 Roads environmental assessment | <p>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.</p> <p>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</p> | <p>First Paragraph:</p> <p>States that the location of the roadways are conceptual. As noted above, the road network should be defined in the Secondary Plan based on the supporting Transportation study (not yet received). Any changes to this road network would require a Secondary Plan amendment.</p> <p>Second Paragraph:</p> <p>It would not be appropriate to propose a road through a subdivision process unless there will be no negative impacts on the features and functions of the NHS. As written, this does not conform to the ecosystem approach to implementing the RNHS as outlined in Section 118(2) of</p> | <p>The <del>location and</del> alignment of roadways as illustrated on the Schedules to this Secondary Plan are <del>conceptual and</del> 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.</p> <p>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</p> | This section is consistent with Class EA requirements as mandated by the Province. |

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|    |   |   | (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. | <p>the ROP. Please revise as suggested.</p> <p>The last sentence reads “<i>The Town, or the Region applicable, at their sole discretion, may require additional lands for right-of-way purposes where the approved right-of-way is required to be modified to minimize impacts on the natural heritage system.</i>”</p> <p>It should be acknowledged that as per the Regional Official Plan 173 (5) “<i>Circumstances such as topographical features, building locations, transit stations or stops, facilities for active transportation, sensitive land uses, a change in the right-of-way requirement or other factors may result in more lands being secured from one side of the road than the other.</i>”</p> <p>Adjustments to the right of way requirements could be driven by other factors not related to the natural heritage system. Please update the Secondary Plan Document accordingly.</p> | (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 <del>or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the natural heritage system and open space system.</del> 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. |  |
|    | SCHEDULES                               |   |   |   |  |  |
| 51 | Schedule C.X.A Community Structure Plan | Schedule C.X.A Community Structure Plan | Refinements to the RNHS as illustrated on this Schedule are premature given current status of Sub-watershed Study, MESP, and outstanding discussions between Region and Landowners on lands subject to ROPA#38 MOS. Refinements to the RNHS are to occur in accordance with 116.1 through appropriate Planning Act applications. A sub-watershed Study or similar study have not been accepted by the Region. Refinements in lands subject to MOS where never verified between the Region and the affected landowner. <b>The existing RNHS, rather</b>  |   |  | Town Staff are of the opinion this is not premature, please see previous NHS commentary. |

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|    |   |  | than this refined NHS, should be shown on this Schedule in consideration of these deficiencies.  |         |  |   |
|    |   |  | Re. Legend - Please rename the "Natural Heritage System" to " <u>Preliminary</u> Natural Heritage System" to indicate the highly preliminary nature of the NHS as shown on this Schedule.  |         |  |   |
| 52 | Schedule<br>C.X.B Active<br>Transportatio<br>n and Natural<br>Heritage<br>System Plan | Schedule<br>C.X.B<br>Active<br>Transportati<br>on and<br>Natural<br>Heritage<br>System<br>Plan | <p>Refinements to the RNHS as illustrated on this Schedule are premature given current status of Sub-watershed Study, MESP, and outstanding discussions between Region and Landowners on lands subject to ROPA#38 MOS. Refinements to the RNHS are to occur in accordance with 116.1 through appropriate Planning Act applications. A sub-watershed Study or similar study have not been accepted by the Region. Refinements in lands subject to MOS where never verified between the Region and the affected landowner. <b>The existing RNHS, rather than this refined NHS, should be shown on this Schedule in consideration of these deficiencies.</b></p> <p>Re. Legend - Please rename the "Trail Network" to "<u>Conceptual</u> Trail Network" to indicate the highly conceptual nature of the trail.</p> <p>Re. Legend - Please add phrase "<u>Subject to Refinement</u>" in brackets below the words "Trail Network within the Natural Heritage System" in the Legend</p> <p>Re. Legend - Please rename the "Natural Heritage System" to "<u>Preliminary</u> Natural Heritage System" to indicate the highly preliminary nature of the NHS as shown on this Schedule.</p> <p>Re. Legend - Please rename the "Road Network" to "<u>Conceptual</u> Road Network" to indicate the highly conceptual nature.</p> <p>Re. Legend - Please specify which roads are existing and which are "<u>Potential New</u>". Please add phrase "<u>Subject to Refinement</u>" in brackets below the "Potential New" roads in the Legend.</p> <p>The full movement access spacing requirement identified in the Halton Region Access Management Guidelines for Derry, Britannia and Trafalgar Road is approximately 300m.</p> <ul style="list-style-type: none"><li>o (Agerton) The first collector road connection east of Trafalgar Road on Derry Road appears to be located within 200m of Trafalgar Road and as such does not conform to Halton Region requirements for a full movement access.</li><li>o (Agerton) The spacing between Auburn Road and the east west road described as a Major Arterial appears to be less than 300m and as such does not conform to Halton Region requirements for a full movement access.</li><li>o (Trafalgar) The first collector road connection east of Trafalgar Road on Britannia Road and Derry Road appears to be located within 200m of Trafalgar Road and as such does not conform to Halton Region requirements for a full movement access.</li></ul> |         |  | On the Schedules it is noted that the schedules form a part of the Official Plan and should be read in conjunction with the text of the document. |

|    | Section:<br>Trafalgar SP               | Section:<br>Agerton SP             | Policy - based on Trafalgar<br>SP policy unless specified<br>otherwise   | Comment | Recommended Modification -<br>based on Trafalgar SP policy | Town Response to<br>Comments |
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|    |  |                                    | <p>If these connections are to be full movement intersections the accesses should be shifted to comply with the Halton Region Access Management spacing requirements.</p> <p>(Agerton) Please provide confirmation that the north south collector road connecting to the Major Transit Station will also include a grade separation for auto trips to connect the north and south side of the Agerton Secondary Plan.</p> <p>The Agerton and Trafalgar Schedules illustrate active transportation crossings of Trafalgar Road and Derry Road that are not aligned with existing or future intersections. It is not clear how these trails will cross Trafalgar Road or Derry Road. Further clarification is required.</p> <p>Add Roadway labels to Schedule B Active Transportation &amp; Natural Heritage System Plan.</p> <p>This schedule only illustrates "off road trail" Active Transportation facilities. Please include the Active Transportation infrastructure noted the Halton Region Active Transportation Master Plan. For more information on the Halton Region Active Transportation Master Plan please visit the Halton Region website:<br/> <a href="http://www.halton.ca/cms/one.aspx?portalId=8310&amp;pageId=76801">http://www.halton.ca/cms/one.aspx?portalId=8310&amp;pageId=76801</a>.</p> <p>(Agerton) Section C.X.4.1.3 Proposed Arterial, notes an east west Major Arterial Road between Highway 401 and Derry Road. Please remove the Major Arterial Road designation from this east west connection. Derry, Britannia and Trafalgar Road are the only Major Arterial Roads within the study area.</p> <p>S</p> <p>(Trafalgar) Section C.X.4.1.3 Proposed Arterial, notes an east west Major Arterial Road between Britannia and Derry Road. Please remove the Major Arterial Road designation from this east west connection. Derry, Britannia and Trafalgar Road are the only Major Arterial Roads within the study area.</p> |         |  |                              |
| 53 | Schedule<br>C.X.C Land<br>Use Plan     | Schedule<br>C.X.C Land<br>Use Plan | <p>Refinements to the RNHS as illustrated on this Schedule are premature given current status of Sub-watershed Study, MESP, and outstanding discussions between Region and Landowners on lands subject to ROPA#38 MOS. Refinements to the RNHS are to occur in accordance with 116.1 through appropriate Planning Act applications. A sub-watershed Study or similar study have not been accepted by the Region. Refinements in lands subject to MOS where never verified between the Region and the affected landowner. <b>The existing RNHS, rather than this refined NHS, should be shown on this Schedule in consideration of these deficiencies.</b></p> <p>Re. Legend - Please rename the "Natural Heritage System" to "<b>Preliminary</b> Natural Heritage System" to indicate the highly preliminary nature of the NHS as shown on this Schedule.</p>  |         |  | Please see comment 51.       |
| 54 | Schedule<br>C.X.D Plan<br>Phasing Plan |                                    | Please update based on the finalization of the phasing strategy.   |         |  | Addressed.                   |