



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: July 18, 2022

Report No: DS-083-22

Subject: Agerton Secondary Plan Public Meeting LOPA 03-19

Recommendation: THAT Report DS-083-22, with regards to the Town-initiated Local Official Plan Amendment - Agerton Secondary Plan Public Meeting, be received for information.

EXECUTIVE SUMMARY

- In accordance with the Planning Act, this Report presents the Draft Agerton Secondary Plan, attached as Appendix 1, for the purpose of a statutory public meeting.
- This Secondary Plan provides a policy framework and community structure for the Agerton Secondary Plan Area, which is a part of Milton's "Phase 4 Urban Expansion Lands" to accommodate growth to 2031.
- The first Public Meeting for the Agerton Secondary Plan was held in January 2019 (PD-009-19). Since that time, there have been changes to upper tier policy that have impacted the Agerton Secondary Plan. Additionally, Metrolinx has released an Initial Business Case (IBC) in support of the proposed Milton-Trafalgar GO Station, within the Agerton Secondary Plan. Due to these changes, Town Staff are returning to Council with a new draft of the Agerton Secondary Plan.

REPORT

Background

As part of Halton Region's growth management conformity exercise with the Growth Plan for the Greater Golden Horseshoe, 2006 ("2006 Growth Plan"), Regional Official Plan Amendment 38 (ROPA 38), also known as "Sustainable Halton", identified the Town's next Urban Expansion Area comprising of both new community and new employment areas. The Urban Expansion Area must be planned to accommodate growth through to 2031, to achieve conformity with the Growth Plan and to be consistent with both the Regional and Municipal growth management strategy.

Background

The Town of Milton undertook several growth related background studies to guide future secondary planning of these lands. These studies included an Employment Land Needs Assessment, and Land Base Analysis (LBA). The LBA provided necessary background information for the preparation of future Secondary Plans within the Town's Urban Expansion Lands. Namely, the Agerton Employment Secondary Plan Area, the Trafalgar Corridor Secondary Plan Area, and the Britannia East/West Secondary Plan Area.

The Agerton Secondary Plan will accommodate 6,800 people and 15,000 jobs, and is located in the Town of Milton's Urban Expansion Area. It is generally bounded by Highway 401 to the north, Derry Road to the south, the Regional Natural Heritage System to the west, and Eighth Line to the east. The Parkway Belt West Plan area and the CP Railway run east-west and bisect the middle of the Agerton Secondary Plan.

Through ROPA 38, a proposed major transit station was identified in the vicinity of the intersection of Derry and Trafalgar Roads, within the boundary of the Agerton Secondary Plan. In January 2021, Metrolinx released an Initial Business Case in support of the proposed Milton-Trafalgar GO Station. To support the realization of this proposed GO Station, a Major Transit Station Area (MTSA) designation on lands surrounding the station is required. The Draft Secondary Plan that was presented to Council in January 2019 proposed that the entire southern half of the Secondary Plan Area be converted from Employment Lands to accommodate mixed use permissions.

In November 2021, Halton Region Official Plan Amendment 48 (ROPA 48) was approved as a part of the Halton Region Official Plan Review and Municipal Comprehensive Review process. ROPA 48 implemented an employment land conversion for the "south-west quadrant" of the Secondary Plan (south of the rail corridor, west of Trafalgar Road). It also confirmed the identification of a proposed MTSA.

Following this initial employment land conversion, Halton Region continued to explore employment land conversion opportunities required to support the intended vision and functionality of the Agerton Secondary Plan and Milton-Trafalgar GO Station. In June 2022, Halton Region Council approved Regional Official Plan Amendment 49 (ROPA 49) which additionally proposes to convert a portion of the Secondary Plan Area south of the rail corridor and east of Trafalgar Road. Further, ROPA 49 delineated a MTSA designation in this area, most of which is within the Agerton Secondary Plan. The MTSA designation within the Agerton Secondary Plan fully encompasses all of the land converted from the employment land designation within the Secondary Plan Area though ROPAs 48 & 49 as shown in Appendix 1. ROPA 49 was adopted by Regional Council on June 15, 2022 and is currently with the Province for approval.

Discussion

The Secondary Planning process is being undertaken by the Town of Milton and a consulting team led by Malone Given Parsons Ltd (MGP). The process involves three phases.

Discussion

Phase One 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 Two involved the completion of draft technical background studies in support of the Secondary Plan 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 completed in support of the Agerton and Trafalgar Secondary Plans:

- Land Use Options and Preferred Land Use Option
- Population, Employment and Housing Analysis
- Community Facility and Human Services Impact Analysis
- Parkland and Recreational Facility Strategy
- Urban Design Guidelines
- Retail/Commercial Assessment
- Cultural Heritage Plan
- Transportation Master Plan
- Real Estate Market Analysis
- Agricultural Impact Assessment
- Subwatershed Study
- Area Servicing Plan
- Air Quality Assessment

A Master Environmental Servicing Plan is currently underway for the Agerton and Trafalgar Secondary Plans.

The studies that were prepared in 2019 in support of the Agerton and Trafalgar Secondary Plans still support the draft of the Agerton Secondary Plan attached as Appendix 1. The 2019 draft Secondary Plan had the same population and employment inputs, and assumed conversion of all lands south of the rail line, the attached draft simply refines the policy framework and the MTSA boundary within the Secondary Plan Area. This Secondary Plan still address growth in the 2021-2031 timeframe based on the Sustainable Halton Plan and the Town's Land Base Analysis.

The Agerton Secondary Plan generally consists of two main land use designations (Major Transit Station Area and Employment Area - Office Priority). The Major Transit Station Area will allow for mixed use permissions and will require a density of 150 residents and

Discussion

jobs per hectare and will direct the highest densities within a five minute walk (400m distance) of the GO Station. The Employment Area- Office Priority designation will allow for a range of employment uses but will prohibit large scale employment uses such as warehousing with the exception of the area south of the of the CP Rail Line, provided that the uses do not abut Derry Road or Eighth Line.

The policy framework of the draft Secondary Plan prescribes the densities required to support the realization of the Milton-Trafalgar GO Station and 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.

Phase 3 of the Secondary Planning process is expected to be completed in Q1 2023. It will involve refinement of the Land Use Plan and policy framework, finalizing the Secondary Plan. Since ROPA 49 implements the MTSA designation and part of the employment land conversion within the Agerton Secodary Plan area, the implementing Official Plan Amendment (OPA), will be submitted for adoption by Council and forwarded to Halton Region for approval once ROPA 49 is approved and in full force and effect.

As a key component of the Secondary Plan, phasing and implementation policies will inform the Regional Allocation Program for area servicing and tertiary planning requirements. Following Halton Region's approval of the secondary plan, and once the plan is in full force and effect, a tertiary planning process led by Agerton Landowners Group will commence for the MTSA designation within the plan. The resulting tertiary plan will be submitted to Town Council for endorsement. Prior to any development proceeding, a Draft Plan of Subdivision(s) will be required to be prepared in accordance with the Tertiary Plan (where applicable) and all other outlined application submission requirements, and any required agreements between the Town and landowners will need to be finalized and executed.

Financial Impact

There are no immediate financial impacts associated with this report; however, 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 in the annual budget process and the Town's existing infrastructure deficit. Because of the anticipated employment densities within the plan area, growth in Agerton is very important to balancing residential and non-residential growth within Milton.



The most recent comprehensive fiscal impact study presented to Council through CORS-056-21 assumed the expansion of existing service levels to new growth areas and was prepared based on information available in the early stages of the planning process for the Sustainable Halton Lands. The operating and capital costs are projected to translate into average annual tax rate increase of 4.3% to 2041, including 5.5% on average during the first 10 years due to the initial pressure of gradually reducing the Town's existing infrastructure deficit and investing in approved master plans for the fire and transit services.

The projected 4.3% 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 within the Agerton Secondary Plan area. The densities and types of development within each secondary plan, as well as the capital investments and extent of non-residential development activity that occurs concurrent with residential growth, influence the financial pressures on the tax rates.

Consistent with the process currently being undertaken on the Trafalgar Secondary Plan, and as outlined in CORS-056-21, the assumptions for the Agerton Secondary Plan area that were incorporated into the most recent fiscal impact study will continue to be validated through the secondary and tertiary plan processes. Any significant deviations (if any) will require further analysis and update to the fiscal impact analysis before finalization of the tertiary plan.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Megan Lovell, Senior Planner, Policy Phone: 905-878-7252 Ext. 2398

Attachments

Appendix 1 - Draft Agerton Secondary Plan LOPA 03-19

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and



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Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

C.X Agerton Secondary Plan

DRAFT

C.X AGERTON SECONDARY PLAN

PREAMBLE

The Agerton Secondary Plan is comprised of an employment area and a transit-supportive mixed-use high density community which supports the extension of higher-order transit to this part of Milton. The Agerton Secondary Plan is being planned concurrently with the Trafalgar Secondary Plan to the south.

The Regional Official Plan identifies a proposed Major Transit Station near the intersection of Derry and Trafalgar Roads within the 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. The Major Transit Station Area is planned to be a transit-oriented neighbourhood and focus for some of the highest employment and population densities in the Town. This area extends over Trafalgar Road and will comprise the northern section of the urbanization of the Trafalgar Road corridor.

The majority of the secondary plan is planned to provide employment lands that benefit from proximity to the interchange of Highway 401 with Trafalgar Road and Highway 407 with Derry Road, and are compatible with nearby rail facilities and hydro infrastructure.

A key planning objective for the Trafalgar Corridor (which encompasses both the Agerton Secondary Plan and Trafalgar Secondary Plan) is to plan for the urbanization of Trafalgar Road to support the delivery of key transportation and higher-order transit service along the Trafalgar Road (inter- and intra-regional) and the realization of a Major Transit Station. This infrastructure is essential to the realization of the significant job potential in the Agerton Secondary Plan area that contributes to the achievement of employment forecasts of the Town and Region.

C.X.1 GENERAL

C.X.1.1 PURPOSE

The Agerton Secondary Plan provides detailed policies to facilitate the development of a Major Transit Station Area as well as an office-priority Employment Area in the northern and eastern portions of the Secondary Plan.

The Secondary Plan:

- i) Implements the objectives, policies and overall planning approach of this Official 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 target of 6,800 residents and 15,000 jobs;

- iv) Establishes a vision for growth in the Secondary Plan over the long-term, 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 in the Major Transit Station Area.

C.X.1.2 LOCATION

The Agerton Secondary Plan is located in the Town’s Urban Expansion Area as shown on Schedule “B” of this Official Plan and is generally bounded by:

- a) North Highway 401;
- b) East Eighth Line;
- c) South Derry Road; and,
- d) West Greenbelt Plan Area.

C.X.2 SECONDARY PLAN CONCEPT

C.X.2.1 COMMUNITY CHARACTER

The community characteristics that provide direction for development in the Agerton Secondary Plan, a section of the Trafalgar Corridor, are:

- a) **An Employment Focused Complete Community**
A community that provides opportunities for people of all ages and abilities to conveniently access, through numerous transportation options, a broad range of job opportunities, a full range of retail stores and commercial services, an appropriate range of higher density housing and supporting community uses near to transit.
- b) **A Well-Serviced Community**
A community that provides transit-supportive centres of activity that maximize access to jobs, shopping, recreation, institutional and leisure choices, with sufficient servicing infrastructure to accommodate long-term growth potential.
- c) **An Environmentally Sustainable Community**
A community that provides a Natural Heritage System (NHS) and linked parkland system within the Secondary Plan, which is sensitive and connected to the Greenbelt.
- d) **A Connected Community**
A community that provides a multi-modal transportation network of complete streets and an active transportation and goods movement network accessible to all users,

organized around a Major Transit Station with connections to future higher-order transit on Trafalgar Road that integrates with the Town and Region's transportation system.

e) **An Attractive Community**

A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

C.X.3 GOALS AND OBJECTIVES

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

C.X.3.1 CREATE EMPLOYMENT OPPORTUNITIES

- a) Ensure the availability of sufficient land for employment to accommodate forecasted growth to the 2031 horizon to support the Town's economic competitiveness with a greater variety of local job opportunities;
- b) Provide opportunities for a fully-diversified economic base within the employment and mixed use areas of the community, including maintaining a range and choice of suitable sites for job creating employment uses;
- c) Promote diverse, high-quality employment opportunities taking into account the needs of existing and future businesses;
- d) Create employment opportunities that serve the community and that are accessible by transit and active transportation, including opportunity to work from home; and,
- e) Encourage compact and attractive employment areas that are focused on the efficient use of land and optimization of infrastructure.

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

- a) Protect or enhance Key Features of the existing NHS, 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 and Conservation Authority, a combined natural heritage and off-street trail system that is easily accessible and visible to residents and visitors; and,
- c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open spaces adjacent to, or near, the NHS where possible.

C.X.3.3 PROVIDE MOBILITY OPTIONS

- a) Create a multi-modal transit hub centred around a Major Transit Station that serves to connect people and goods within the Secondary Plan, other areas of the Town and surrounding urban areas in the Region;
- b) Foster a connected and accessible on- and off-road pedestrian and cycling path network which promotes a culture of active transportation;
- c) Provide the opportunity for a local transit network that can support higher-order transit service on Trafalgar Road;
- d) Realize a network of Complete Streets that balance the needs of all road users, including pedestrians, cyclists, transit users and motorists;
- e) Provide a land use structure and distribution of density that is transit-supportive within walking distance of transit stops; and,
- f) Identify Trafalgar Road and Derry Road corridors as Transit Priority Corridors to serve as a key connector to link people to existing and planned regional destinations and abutting municipalities.

C.X.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, a Regional major arterial roadway, as the main north-south corridor of the Secondary Plan, intended to accommodate all modes of transportation and accommodate travel throughout the Region.

C.X.3.5 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for transit-supportive mixed use development that provide a focus of retail commercial and community uses within reasonable walking distance from most of the population;
- b) Achieve an overall minimum density of 70 residents and jobs combined per gross hectare across the Agerton Secondary Plan (with higher densities in the Major Transit Station Area (MTSA) as prescribed in subsequent sections of this Secondary Plan);
- c) Achieve employment uses that make efficient use of land and accommodate jobs;
- d) Identify a housing mix that provides for a range of medium- and high-density housing types and tenure, including opportunities for affordable and assisted housing;
- e) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with active transportation as one of the main organizing features of the community;
- f) Identify the Public Service Facilities needs of the community; and,
- g) Provide opportunities for places of worship.

C.X.3.6 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.; and,
- d) Require attractive streetscapes and building facades along arterial roads by limiting expansive surface parking, outside storage and more heavy industrial users to locations not visible to the travelling public.

C.X.3.7 FISCAL RESPONSIBILITY

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

C.X.4 STRATEGIC POLICIES

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

C.X.4.1 NATURAL HERITAGE SYSTEM (NHS)

The NHS will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of this Official Plan. The focus of the NHS is to preserve and enhance the biological diversity and ecological functions. The NHS is identified on Schedules “C.X.A” to “C.X.C” and further detailed in Section C.X.6.4 of this Secondary Plan.

C.X.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.X.4.2.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of this Official Plan, and with regard for the Town’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.X.4.2.2 Trails System

Schedule “C.X.B”, Active Transportation and Natural Heritage System Plan identifies a conceptual multi-use trail system for the Secondary Plan, which will develop in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Official 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 Region and Town’s Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the Region, where appropriate. Where possible, trails are encouraged to be located in proximity to parks.

Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the trails will be subject to review based on recommendations of the Subwatershed Study (SWS) and *Master Environmental Servicing Plan (MESP)* and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

All trail system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.

Active Transportation Facilities associated with a Regional Road are to be aligned with the most current Regional Active Transportation Master Plan.

C.X.4.2.3 Road Network

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of this Official 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 arterial and collector road network is identified on Schedule “C.X.B”, Active Transportation and Natural Heritage System. The location, and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation systems and water and wastewater system to support the planned development of the area. Any proposed changes to the intersections with Regional Roads identified on “C.X.B” will require an amendment to this Official Plan.

C.11.4.2.4 Regional Road Network

Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of major arterial roads for the transport of goods and people in a safe and efficient manner, in accordance with the Region’s Transportation Master Plan, Regional Official Plan, Development Charges Background Study, the Region’s Financing Policies for Growth Infrastructure as well as the Region’s Mobility Management Strategy and Defining Major Transit Station Requirements Report. The Regional Road network is comprised of Major Arterial Roads which include the Trafalgar Road (Regional Road 3) and Derry Road (Regional Road 7) corridors within the Secondary Plan. Access to Regional Roads shall be

in accordance with the most current Halton Region Access Management Guidelines and by-laws.

C.11.4.2.5 Regional Road Considerations

The Town will work with the Region to ensure that Regional roads, including Trafalgar and Derry Road function efficiently as major routes through the Secondary Plan area. The Town and Region will monitor the need for network improvements to be addressed through the staging of development and implementation of the Tertiary Plan (as detailed in Section C.X.5.2 and C.X.7.5.2).

C.X.4.3 SERVICING

C.X.4.3.1 Water and Wastewater Infrastructure

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

The Region is responsible for the development of water treatment and water distribution as well as wastewater collection and wastewater treatment infrastructure. All water treatment, water distribution, wastewater collection and wastewater treatment infrastructure servicing the Agerton Secondary Plan Area shall be developed 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 or as further refined by the Area Servicing Plan to the satisfaction of the Region.

C.X.4.3.2 Stormwater Management

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

The location of the stormwater management facilities (including green infrastructure and Low Impact Development (LID) techniques) are to be more specifically delineated in the Tertiary Plan in accordance with the MESP, and may be further refined through the development approval process. Where possible, green infrastructure and 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 the Conservation Authority. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including Regional roadways.

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations (i.e., Trafalgar Road and Derry Road).

Stormwater management facilities are permitted in all land use designations on Schedule “C.X.C” except the NHS, unless such facilities are considered essential infrastructure. In the Major Transit Station Area (MTSA) designation 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 the Major Transit Station Area (MTSA) designation, 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 systems (including LID techniques and green infrastructure) shall only be permitted in the NHS if demonstrated that there will be no negative impacts on key features or their ecological functions through a MESP, Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment (EIA) or equivalent study.

C.X.4.3.3 Utilities

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of this Official 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 EA.

Essential transportation and utility facilities may be located within the Natural Heritage System designation, in accordance with Section C.X.6.4.2 of this Secondary Plan.

C.X.4.4 HOUSING

C.X.4.4.1 A range and mix of medium- and high-density housing will be encouraged within the Major Transit Station Area, where the highest residential densities are to be directed within a 5 minutes (400m) walking distance of the station. The remainder of the Secondary Plan is designated as an employment area for a range of employment and retail-commercial uses.

C.X.4.4.2 The target for affordable and assisted housing in accordance with Section B.2.7.3.1 within the Major Transit Station Area is for 75% of all new residential units to be affordable housing, assisted housing or higher-density townhouses or apartments.

C.X.4.5 URBAN DESIGN

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

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

- a) Implements the goal and objectives of this Secondary Plan in Section C.X.3; and,
- b) Is consistent with the Agerton Urban Design Guidelines.

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

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All roads within the secondary plan shall be designed as Complete Streets, balancing the needs of all road users;
- c) The design of a grid system of collector roads within the employment area is encouraged to result in a collector road block sizing of approximately 400 metres to accommodate typical employment users. To ensure flexibility to accommodate all employment uses, changes to the internal collector roads will be permitted to accommodate larger or smaller employment uses when supported by a transportation impact study;
- d) Arterial roadways, including Trafalgar Road and Derry Road, 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. Landscaped boulevards considered on Trafalgar Road and Derry Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail-commercial uses, all of which 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, to the satisfaction of the Region;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar Road, Derry Road, and Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
- h) All tall and mid-rise buildings in the Secondary Plan shall be subject to 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) Within the Major Transit Station area, 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. All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;
- k) New development shall be sensitive to adjacent cultural heritage resources. This shall 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;
- l) Public Service Facilities shall be combined as part of mixed use buildings in the Major Transit Station Area where possible to achieve a compact development form;
- m) A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a complete community in the Major Transit Station Area;
- n) Consideration shall be given to the exposure of residential and other sensitive land uses to odour, noise and other contaminants caused by transportation, industrial, and utility sources in accordance with the policies of Section B.2.3.3.16 to B.2.3.3.22 of this Official Plan and the recommendations of the Air Quality Assessment; and,
- o) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

C.X.4.6 ARCHEOLOGICAL RESOURCES

In accordance with the policies of Sections B.2.10.3.29 and B.2.10.3.30 of this Official Plan, the Town shall determine the potential for impacts to archaeological resources from any development based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan.

C.X.4.7 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

A range of infrastructure, including *Public Service Facilities* will be permitted in all land use designations on Schedule "C.X.C", except where not permitted in the NHS. A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Agerton Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Official Plan, emergency response facilities are permitted in any land use designation other than the NHS designation, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

C.X.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.X.A”, Community Structure Plan is an overall framework for the Agerton Secondary Plan. Key Community Structure elements include Major Transit Station and Major Transit Station Area, Employment Area, NHS, and Road and Trail Networks.

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

C.X.5.1 MAJOR TRANSIT STATION AND MAJOR TRANSIT STATION AREA

The Major Transit Station Area is a contiguous urban area generally delineated by the CP Rail Line to the north, the Greenbelt Plan to the west, Derry Road to the South and a proposed collector road to the east of Trafalgar Road. The Major Transit Station has been identified in multiple levels of policy, including the Halton Region Official Plan, Halton Region Transportation Master Plan, and Town of Milton Official Plan, and Milton Transportation Master Plan.

The Major Transit Station Area is a strategic intensification area within the Secondary Plan that is intended to provide a full mix and range of uses at a transit-supportive minimum overall density of 150 residents and jobs per hectare.

The Major Transit Station Area (MTSA) shall have the greatest intensity of uses, height and density within the Secondary Plan. The MTSA shall also incorporate the greatest mix of uses, including residential, office and retail commercial. It shall be immediately recognizable as the core of the community. Tall buildings shall be in the MTSA, and mid-rise buildings shall also be encouraged.

C.X.5.1.1 TERTIARY PLAN AREA

The Secondary Plan identifies one Tertiary Plan for the MTSA to provide a further planning and urban design process to establish the more detailed planning required in this area prior to the submission of development applications. The Tertiary plan will be endorsed by Council. In accordance with Sections B.5.4.3.6 and B.5.3.4.7 of this Official Plan, Section C.X.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans. The Tertiary Plan will be developed in consultation with the Region and Conservation Authority.

The Tertiary Plan is intended to implement the Secondary Plan and will demonstrate how development will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard protection, natural heritage protection, impacts on the Regional and local road networks, parks and open space, linkages, staging, urban and neighbourhood design, to the satisfaction of the Town in consultation with the Region. It provides a framework for coordinating neighbourhood development that spans multiple owners and properties to

ensure that the policies and intent of the Secondary Plan are achieved. Where the Tertiary Plan is not consistent with the intent of the Secondary Plan, an amendment to the Secondary Plan will be required.

C.X.5.2 EMPLOYMENT AREA

An Employment Area is planned to accommodate clusters of business and economic activities which benefit from proximity to Highway 401, higher-order transit on Trafalgar Road and the nearby GO station, and from the future Main Street extension. This will include, but not be limited to, manufacturing, offices, and associated retail commercial and ancillary facilities. The area is intended to function as a general employment area with a planned intent of providing an incubator space for smaller office users as well as other employment lands type employment uses that have significant potential to create jobs and foster innovation. This Plan recognizes that the Town has other more appropriate locations for large, land-extensive users with minimal jobs; these uses are strongly discouraged in this Secondary Plan as they could undermine the planned employment function.

C.X.5.3 NATURAL HERITAGE SYSTEM

The NHS is delineated on Schedules "C.X.A" to "C.X.C" of this Official Plan. Components of the NHS are outlined in Sections B.4.9.1.2 and B.4.9.1.3 of this Official Plan.

In accordance with Section B.4.9.3.12 of this Official Plan, refinements to the NHS including additions, deletions and/or boundary adjustments, may occur through a *Planning Act* process, without amendment to this Plan where they are supported by either a MESP, a DAEFSS, an EIA or equivalent study accepted by the Region.

C.X.5.4 ROAD AND TRAIL NETWORKS

The Road and Trail Networks have been identified on Schedule "C.X.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 NHS that limit the achievement of a completely connected street network.

C.X.6 LAND USE POLICIES

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

C.X.6.1 MAJOR TRANSIT STATION AREA

The Major Transit Station Area designation applies to the lands identified as MTSA on Schedule “C.X.A”.

The location and delineation of the Major Transit Station and Major Transit Station Area reflects the preferred location of the GO Station as determined to the satisfaction of the Town in consultation with Metrolinx and as delineated in the Halton Regional Official Plan through Regional Official Plan Amendment No. 49.

The Major Transit Station Area is planned to be an employment focused urban area that will serve as the highest concentration of jobs in the Secondary Plan forming a new office node and employment cluster in this part of the Region. Accordingly, this area shall be planned to accommodate a minimum of 85,000 square meters of office space, to be primarily directed within a five minute walking distance (400m) of the GO Station as a priority in Council’s decision on any planning approvals. The Major Transit Station Area shall be immediately recognizable as the urban core. To be successful, the area should also accommodate an appropriate range and mix of uses integral to a vibrant urban area which prioritizes transit and active transportation.

The Major Transit Station Area shall achieve the Intensification Area policies, in particular Section B.2.1.6.3 k) and l) of this Official Plan. Accordingly, the designation will establish the major focal point within the Secondary Plan that is intended to achieve the highest residential and employment densities to support the planned Major Transit Station and higher-order transit along Trafalgar Road.

The Tertiary Plan shall demonstrate that 150 residents and jobs per hectare can ultimately be achieved within the Major Transit Station Area. Further, the Tertiary Plan shall ensure that residential density is organized in a transit-supportive manner, directing the highest densities to within a five minute walk (400m) of the Major Transit Station and future higher-order transit stops on Trafalgar Road. Detailed planning of this area shall be based on a small-block urban grid pattern and ensure that multi-storey buildings with structured and underground parking are not precluded by initial phases of development. As part of the Tertiary Plan process, a Park Type 1, elementary school, community centre and place of worship will be planned within the Major Transit Station Area.

C.X.6.1.1 Permitted uses are encouraged in a mixed-use format and include:

- a) Residential Uses including townhouse, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the policies of Sections C.X.4.4, C.X.5.1 and C.X.6.1.3 and at a minimum density of 45 units per net hectare;
- b) Offices, including business and professional offices at a minimum density of 1 floor space index;

- c) Local Commercial uses in accordance with Sections B.3.4.4 of this Official Plan and the following:
 - i. Local Commercial uses may only be permitted when they form part of a mixed-use building with a minimum 1 floor space index, and may include retail commercial, pharmacy, financial institution, personal service uses or small-scale community uses;
 - ii. The size, location, and configuration of Local Commercial uses within the Major Transit Station Area shall be determined at the Tertiary Plan stage;
- d) District Retail Commercial uses in accordance with Sections B.3.4.2 of this Official Plan and the following:
 - i. District Retail Commercial uses are generally large sized retail commercial uses anchored by a larger tenant such as general merchandise stores or supermarkets;
 - ii. District Retail Commercial uses may only be permitted in a mixed-use format east of Trafalgar Road in buildings with a minimum 0.5 floor space index. District Retail Commercial Uses may be permitted in all areas in a mixed-use building;
 - iii. The size, location, and configuration of District Retail uses within the Major Transit Station Area shall be determined during the Tertiary Plan process;
 - iv. The only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail commercial stores ancillary to the gas station use;
- e) Personal Services;
- f) Local Institutional Uses and places of worship in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.X.6.3;
- g) Land uses and built form that would adversely affect the achievement of the targets of this MTSA are prohibited.

C.X.6.1.2 Development will be planned to:

- a) Support major transit infrastructure and multi-modal access to the Major Transit Station with active transportation infrastructure and connections to nearby destinations, such as community uses;
- b) Lands shall be protected to accommodate need for future enhancement or expansion of transit infrastructure as appropriate;
- c) Provide the most intense forms of development within 400 m of the Major Transit Station;
- d) Accommodate a significant share of population and employment growth in the Agerton Secondary Plan, achieving a minimum overall density of 150 residents and jobs combined per gross hectare measured over the Major Transit Station area;

- e) Achieve a minimum of 6,800 people and 8,000 jobs within the Major Transit Station Area that results in 45% residents and 55% jobs;
- f) Serve as a mid- to high-rise employment centre, providing a minimum 85,000 m² net floor area of office employment;
- g) Accommodate a minimum of 15,000 m² gross floor area for Local Commercial uses;
- h) Accommodate a minimum of 28,000 m² gross floor area for District Retail Commercial uses;
- i) Locate sensitive land uses to avoid, or where possible minimize and mitigate any potential adverse effects from odour, noise and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities and other land uses vulnerable to encroachment, in accordance with policies 79.3(12) and 83.2(7) of the Halton Region Official Plan;
- j) Provide the majority of required parking in a structured parking garage or underground. Where surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be eliminated and/or incorporated into parking structures;
- k) Encourage land assembly to create larger viable holdings and facilitate comprehensive development;
- l) Incorporate alternative development standards to the satisfaction of the Town, including reduced parking standards, urban schools and community centres in mixed-use building formats;
- m) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;
- n) Accommodate one elementary school;
- o) Accommodate one Park Type 1 and multiple village squares; and,
- p) Facilitate access to public transit.

C.X.6.1.3 All development within the Major Transit Station Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

C.X.6.2 EMPLOYMENT AREA – OFFICE PRIORITY

Lands designated "Employment Area – Office Priority" on Schedule "C.X.C" shall generally reflect the "Business Park Area" designation in accordance with the policies of Section B.3.8 of this Official Plan.

C.X.6.2.1 Permitted uses include:

- a) All types of business and professional offices;
- b) 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, where such uses may only be permitted where appropriate separation or mitigation from sensitive land uses can be provided;

- c) Private sector commercial or trade schools;
- d) Local Institutional uses including public parks and open space linkages, day nurseries and places of worship;
- e) 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 may also be permitted; and,
- f) Land-intensive uses such as warehousing and logistics are not permitted, except south of the CP Rail Line provided the uses do not abut Derry Road or Eighth Line.

C.X.6.2.2 Development will be planned to achieve approximately 36 jobs per gross hectare.

C.X.6.2.3 All development within the Employment Area – Office Priority designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

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

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

C.X.3.1 Schools, libraries, Community Centres and Parks shall be co-located, where possible.

C.X.6.3.2 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 Agerton Secondary Plan, the parks and open space system consists of Park Type 1 and a Trail Network (per Section C.X.4.2), as identified on Schedules “C.X.A” to “C.X.C”. The parks and open space system also includes Village Squares.

The locations of these elements are conceptual. The exact location and configuration may be modified without amendment to this Official Plan and established through the development of the Tertiary Plan, as required in Section C.X.7.5 of this Secondary Plan, and development approval process.

C.X.6.3.3 Parkland Dedication

Parkland dedication shall be in accordance with the provisions outlined in this Official 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;
- NHS;
- 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.X.6.3.4 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 the Neighbourhood Centre, and should have access along an arterial or collector road.

One (1) Park Type 1 shall be included in the Secondary Plan. It is encouraged that Park Type 1's are co-located with an institutional or other community use (e.g., community centre, library, school).

C.X.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, Village Squares at approximately 0.2 hectares in size will be provided in 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.X.6.3.6 Schools

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

The Secondary Plan requires 1 Elementary School.

Schools are generally permitted in all land use designations except the NHS. 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. 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.X.C" is conceptual and is intended to identify general potential locations for these facilities.

C.X.6.3.7 Places of Worship

Places of Worship will generally be encouraged proximal to Park Type 1's and Schools and developed in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan.

C.X.6.4 NATURAL HERITAGE SYSTEM

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Agerton Secondary Plan, the NHS is depicted on Schedules "C.X.A" to "C.X.C" and is designated in accordance with the policies of Sections B.4.8 and B.4.9 of this Official Plan.

The lands within the NHS designation are a crucial part of the proposed NHS and open space system intended for the Milton Urban Area and shall be acquired by the Town or the Conservation Authority in accordance with the policies of Section C.X.7.2.1 of this Secondary Plan.

As per Section B.4.9.3.12 of this Official Plan, refinements to the NHS including additions, deletions and/or boundary adjustments, may occur through a Planning Act process, without amendment to this Plan where they are supported by either a SWS, MESP, a DAEFSS, EIA or equivalent study accepted by the Region.

C.X.6.4.1 Permitted Uses

The NHS designation on Schedules "C.X.A" to "C.X.C" permits uses subject to the policies of Section B.4.8 and B.4.9 of this Official Plan. Notwithstanding, the following additional uses are permitted:

- a) Essential transportation and utility facilities in accordance with Section B.4.9 of this Official Plan provided:

- It is necessary to the public interest after all alternatives have been considered; and,
- It is demonstrated that there will be no negative impacts on key features or their ecological functions.

C.X.6.4.2 Criteria for Buffers

The NHS as shown on Schedules “C.X.A” to “C.X.C” includes buffers that have been established in an effort to protect key natural features and ecological functions by mitigating the impacts of proposed development or site alteration.

Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.

The final buffer width is to be determined through the MESP and/or DAEFSS, building upon the guidance from the SWS, when additional information is available to determine the nature of adjacent uses and related impacts on the system. Consideration shall also be given to enhancement and mitigation opportunities such as fencing and vegetative planting. In all cases, buffer widths must be sufficient to protect the NHS key features and their ecological functions in the long term.

C.X.6.5 EXISTING AGRICULTURAL OPERATIONS

Within the Agerton 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 staged through the Tertiary Plan 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 Agerton Secondary Plan.

C.X.7 IMPLEMENTATION

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

C.7.1 PHASING AND FINANCE

C.X.7.1.1 Development in the Major Transit Station Area shall proceed as determined through the Tertiary Plan process and shall serve as input to the Region’s preparation of a Joint Infrastructure Staging Plan.

C.X.7.1.2 The sequencing of growth in the Major Transit Station Area is controlled through the Tertiary Plan process to ensure that:

- a) There is availability and efficient use of public infrastructure and services during each Development Stage;
- b) Development proceeds in a manner that is supportive of transit services;
- c) The staging of development occurs in a manner that supports timing and availability of planned water, wastewater infrastructure in accordance with the Region's Water and Wastewater Master Plan, the Development Charges Background Study, and the Region's Financing Policies for Growth Infrastructure;
- d) Services and required infrastructure are provided 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 or the Region beyond that planned for and approved by Council;
- e) The progression of development will follow a logical sequence and shall ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,
- f) There is an appropriate range and mix of housing types including affordable or assisted housing to achieve the targets of this Secondary Plan.

C.X.7.1.3 Prior to the approval of any development applications, the following must be satisfied:

- a) Regional municipal water and wastewater services are extended to the lands and adequate local water and wastewater servicing capacity has been confirmed by the Region;
- b) 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;
- c) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Trafalgar Secondary Plan has been prepared and approved by Town Council;
- d) 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;
- e) 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.X.7.1 of this Official Plan;
- f) 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,

- g) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation, are satisfied.
- h) Within the Major Transit Station Area, a Tertiary Plan has been endorsed by Council.

C.X.7.1.4 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;
- b) Notwithstanding the phasing policies above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of growth. Where unreasonable delay is occurring as determined at the Town's sole discretion, staging contained in the Tertiary Plan may be revised to the satisfaction of the Town in consultation with the Region through Council endorsement; and
- c) The Town may, at its sole discretion, determine to accept and approve an application for development in subsequent stages, notwithstanding Section C.X.7.1.3.a), if it is determined by Council that the development for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the Region, that there are no negative impacts on the Town or Region, including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program.

C.X.7.1.5 Prior to final approval of each plan of subdivision or site plan, all requirements of the Town and the Region shall be satisfied, and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

C.X.7.1.6 All new urban development in the Agerton Secondary Plan shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.X.1.1 applications for development in the Secondary Plan area shall only be approved 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 Stage of development within the Secondary Plan, the Town may require a separate agreement or agreements with

the landowners within such 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 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 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 Agerton Secondary Plan has been completed to the satisfaction of the Region;
- g) Development staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plan has been endorsed by Town Council and is consistent with this Secondary Plan;
- i) The Air Quality Assessment, Area Servicing Plan, SWS, MESP and DAEFSS or other applicable environmental study have been completed to the satisfaction of the Town and the Region, and based on technical input from the Conservation Authority; and,
- j) The Town will establish a monitoring program, in consultation with the Region, to track and report the status of built Single Detached Equivalent units on an annual basis;
- k) To facilitate the development of an effective local road network the Town and/or Region may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the Town to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,
- l) Any additional requirements of the Town and/or Region are satisfied.

C.X.7.1.7 Costs associated with the growth in this area, as with all other areas of the Town, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the Town, 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 stages detailed through the Tertiary Plan in accordance with the policies of Section C.X.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.X.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.X.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 effected upon registration of a subdivision agreement or site plan agreement:

- a) The Park Type 1 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;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated NHS, as they may be refined through a *Planning Act* process in accordance with C.X.6.4, have been dedicated to the Town, or to the Conservation Authority;
- 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.X.7.3 ZONING BY-LAW

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

C.X.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Agerton Secondary Plan. Consents may be permitted in accordance with the provisions of Section B.5.7 of this Official 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.X.7.5 COMPLETE APPLICATION REQUIREMENTS

All privately initiated planning applications, except those under Section 45 of the Planning Act, shall satisfy the requirements of Section B.5.3.4 of this Official Plan with respect to the requirements of a complete application, including under subsection 41 (3.1) of the Planning Act.

C.X.7.5.1 Application Submission Requirements

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

- a) The Town has completed a SWS accepted by the Region in consultation with the Conservation Authority;
- b) The Town has substantially completed a MESP in consultation with the Conservation Authority;
- c) Phases 1 and 2 of the Municipal Class EA has been completed for road and infrastructure works within the Secondary Plan area; and,
- d) Within the Major Transit Station Area, a Tertiary Plan has been endorsed by Council for the development area, and an agreement between the landowners and Metrolinx, to the satisfaction of the Town, has been finalized for timely delivery of the GO Station.

C.X.7.5.2 Tertiary Plan Submission Requirements

Prior to making of any application for draft plan or site plan approval with the Major Transit Station Area, a Tertiary Plan shall be prepared in consultation with applicable agencies and submitted in accordance with the policies of Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan and endorsed by Council. Prior to draft approval, a Draft Plan of Subdivision shall be prepared in accordance with the Secondary Plan and Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the Town. A Tertiary Plan shall be prepared in conjunction with the required MESP and demonstrate:

- a) The staging of development including the breakdown on anticipated dwellings by type including affordable housing, non-residential uses by area and type and the associated population and employment that could occur for each stage;
- b) The location and configuration of schools, Park Type 1 and Village Squares;
- c) The potential location of libraries, community centres, emergency services and one (1) place of worship;
- d) The preliminary location, size and general configuration of stormwater management facilities;
- e) A road network assessment including a conceptual local road network and the location, configuration, width and alignment of collector roads, addressing the requirements of the EA process, and a high-level traffic modelling to provide arterial road intersection improvements commensurate with staging of development;
- f) The active transportation system (including off-road trails and pathways);
- g) The location of possible transit routes and transit facilities for dedication to the Town;
- h) The Major Transit Station Area Design Plan in accordance with Section C.X.7.5.4, incorporating the final location and design of the GO Station;
- i) The outcomes of the SWS and MESP that are to be implemented through a *Planning Act* process in accordance with policy B.4.9.3.12 of this Official Plan and in accordance with Secondary Plan;
- j) Consistency with the Agerton Secondary Plans Urban Design Guidelines; and,
- k) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan

C.X.7.5.3 DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis.

C.X.7.5.4 Major Transit Station Area Design Plan

The Major Transit Station Area Design Plan shall generally address the urban design considerations outlined in Section B.5.3.4 of this Official Plan.

The urban design policies of this Secondary Plan, and the Agerton Secondary Urban Design Guidelines set out general criteria and guidance for the development of both the public realm

and private lands. These policies and guidelines provide the basis for the more detailed work to be carried out by the development proponents within Major Transit Station Area Design Plan, where this plan shall be consistent with this Secondary Plan and Agerton Secondary Plan Urban Design Guidelines.

A Major Transit Station Area Design Plan shall be prepared for the Major Transit Station Area identified on Schedule "C.X.B". The Design Plan shall include all lands within the Major Transit Station Area and shall form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control. The Major Transit Station Area Design Plan may also form the basis for any cost sharing or other agreements among the development proponents.

The Major Transit Station Area Design Plan shall include urban design rationale regarding the following components:

- a) A detailed street, block, and land use plan;
- b) A comprehensive streetscape and open space plan; and,
- c) Urban design and architectural control manual.

The detailed street, block, and land use plan will identify the conceptual lotting and building types proposed in the Major Transit Station Area and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.

The comprehensive streetscape and open space plan will identify the function, design and treatment of all the street types and will identify the trails network and the location of all public sidewalks. The Major Transit Station Area Design Plan will also include detailed layouts and descriptions of the proposed parks, village squares, schools, and storm water management facilities, including preliminary design schemes for each.

The urban design and architectural control manual will provide more details with regards to the built form proposed including proposed building heights, massing, form, setbacks, façade details, architectural style, the arrangement of buildings on lots, and the treatment of required parking. In addition, the urban design and architectural control manual will identify the location and design treatment of landmark architectural features such as gateways and priority lots, and architectural design requirements and landscape elements for all buildings. Lastly, the Major Transit Station Area Design Plan will provide details with regards to the architectural control process and administration of design review.

C.X.7.6 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads as illustrated on the Schedules to this Secondary Plan are approximate. All roadway and driveway spacing shall conform to standard roadway engineering practices (including the Region's Access Management

Guidelines and By-law for Regional roads) and is to be approved by the respective roadway jurisdiction.

This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes for collector roads. The proposed locations of collector roads will only be finally determined upon completion of any required future Phases of the EA process. Within the employment area, internal collector roads may be modified to accommodate the needs of future employers when supported by a transportation impact study .

For Regional roads, Halton Region establishes road related infrastructure improvements outside the Secondary Plan Process through the Municipal Class Environmental Assessment Process, including the Regional Transportation Master Plan and subsequent Schedule C Municipal Class EA Studies.

C.X.8 INTERPRETATION

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

C.X.8.1 BOUNDARIES

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

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

C.X.8.2 SYMBOLS

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

C.X.8.3 DEFINITIONS

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

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

Development Area Environmental Functional Servicing Study (DAEFSS) means an integrated environmental and engineering study supporting Draft Plans of Subdivision that provides a greater level of detail than the MESP, where required, on matters such as Natural Heritage System modifications, Natural Heritage System boundaries, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, and direction to detailed designs and monitoring. A DAEFSS will be scoped based on area specific matters and Master Environmental Servicing Plan recommendations. It is not intended to re-study Master Environmental Servicing Plan matters but will include matters not addressed or finalized in the Subwatershed Study or Master Environmental Servicing Plan and provide a greater level of detail than the Master Environmental Servicing Plan where required. The DAEFSS study area will be determined based on draft plan limits and the extent of drainage areas within the draft plan(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

Where draft plan level of detail cannot be provided for the entire DAEFSS study area, a DAEFSS Addendum or Environmental Impact Assessment may be required in the future for areas where additional detail is required or where there are substantive changes in a development concept not addressed in the original DAEFSS.

Environmental Impact Assessment (EIA) means an environmental study that assesses matters such as Natural Heritage System modifications, Natural Heritage System boundaries, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, and direction to detailed designs and monitoring. An EIA may be required for areas where a DAEFSS requires amendment(s) or additional level of detail, and where a DAEFSS Addendum is not warranted. It will address only those outstanding matters identified by the DAEFSS or scoping of typical DAEFSS content if a development concept is substantially altered since completion of the DAEFSS.

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.

Master Environmental Servicing Plan (MESP) means an integrated environmental and engineering study supporting the Tertiary Plan and providing coordination of Draft Plans of Subdivision on matters such as Natural Heritage System modifications, Natural Heritage System boundaries, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, approaches to monitoring and identification of future study needs. A MESP will be scoped based on area specific matters and Subwatershed Study

recommendations. It is not intended to re-study all Subwatershed Study matters but will include matters not addressed or finalized in the Subwatershed Study, provide a greater level of detail than the Subwatershed Study where required, and cover a smaller more focused area than the Subwatershed Study.

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

LIST OF SCHEDULES

Schedule C.X.A Community Structure Plan

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

Schedule C.X.C Land Use Plan

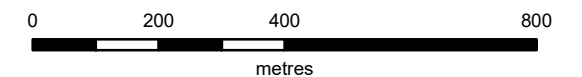
TOWN OF MILTON OFFICIAL PLAN

Schedule C.X.A

AGERTON SECONDARY PLAN COMMUNITY STRUCTURE PLAN

-  SECONDARY PLAN AREA
-  MUNICIPAL BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  PARKWAY BELT WEST PLAN AREA
-  WATERCOURSE
-  CANADIAN PACIFIC RAIL LINE
-  GO TRANSIT ROUTE
-  MAJOR TRANSIT STATION AREA
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  TERTIARY PLAN AREA
-  EMPLOYMENT AREA

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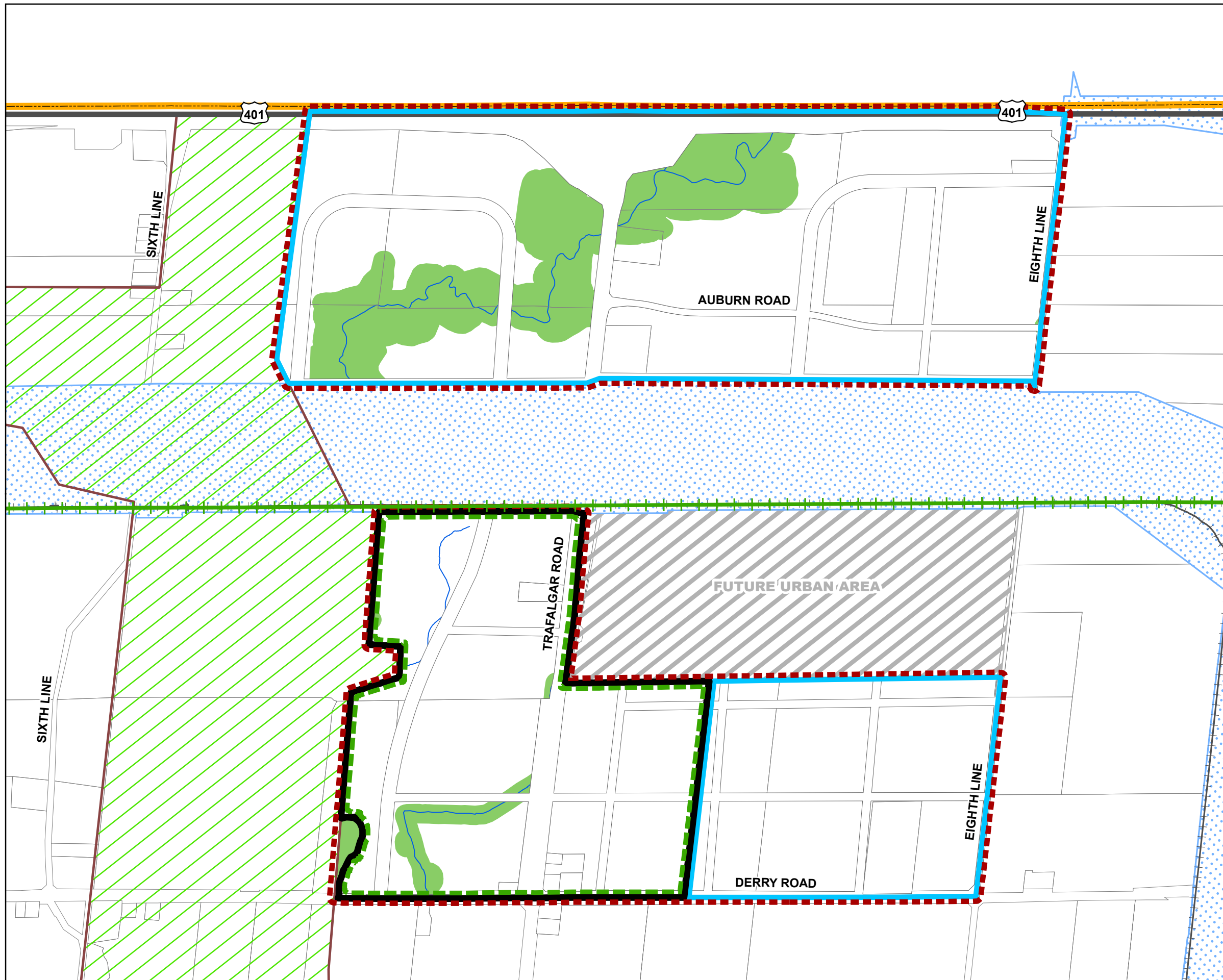


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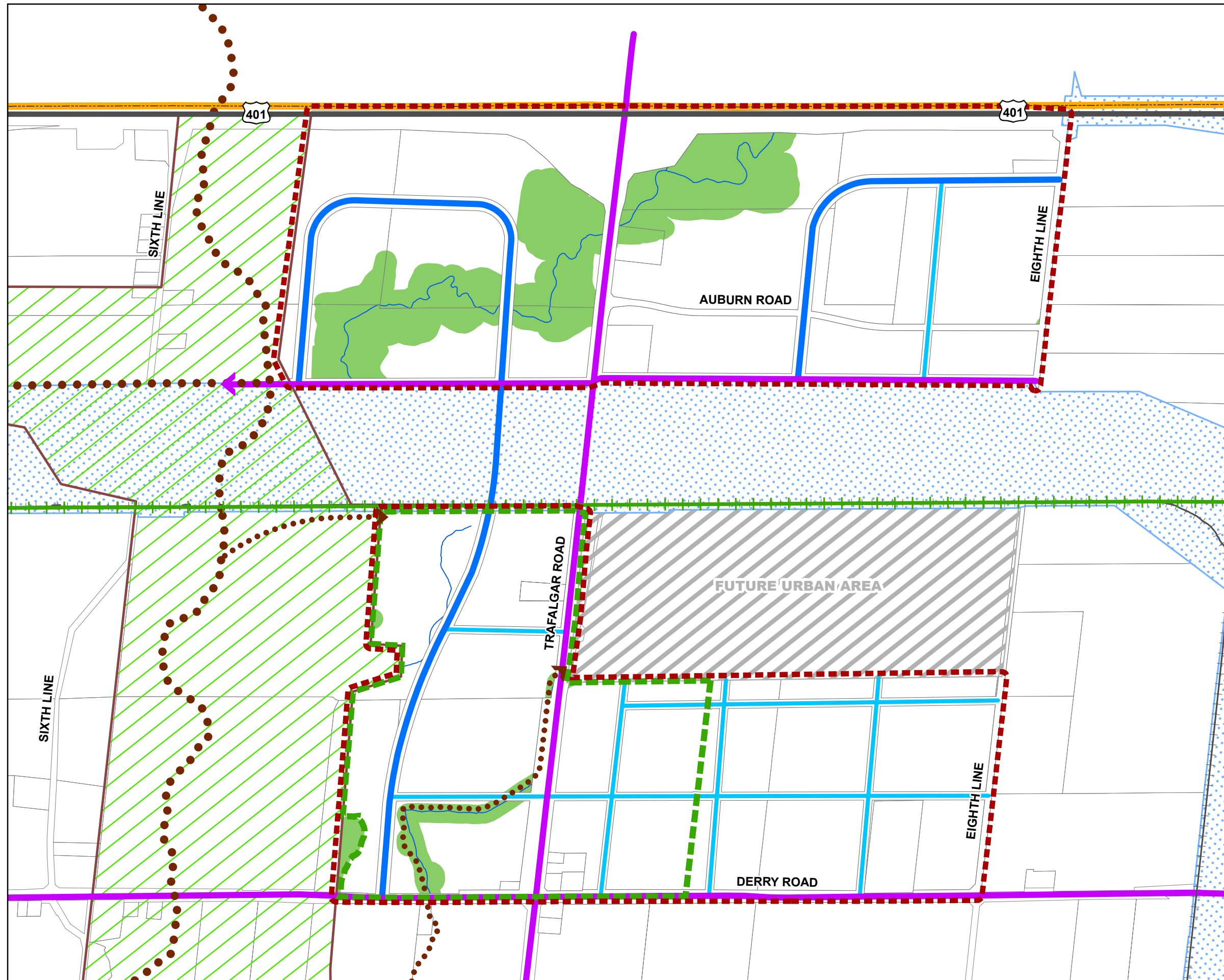
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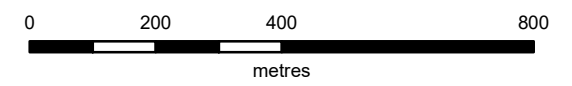
Schedule C.X.B

AGERTON SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM



-  SECONDARY PLAN AREA
-  MUNICIPAL BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  PARKWAY BELT WEST PLAN AREA
-  WATERCOURSE
-  CANADIAN PACIFIC RAIL LINE
-  GO TRANSIT ROUTE
-  MAJOR TRANSIT STATION AREA
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
- ROAD NETWORK**
-  PROVINCIAL FREEWAY
-  MAJOR ARTERIAL ROAD
-  MAJOR COLLECTOR ROAD
-  COLLECTOR ROAD
- TRAIL NETWORK**
-  TRAIL NETWORK WITHIN THE
NATURAL HERITAGE SYSTEM
-  SECONDARY PLAN
TRAIL NETWORK

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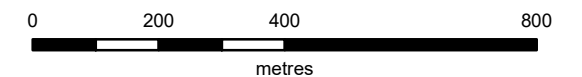
Schedule C.X.C

AGERTON SECONDARY PLAN

LAND USE PLAN

-  SECONDARY PLAN AREA
-  MUNICIPAL BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  PARKWAY BELT WEST PLAN AREA
-  WATERCOURSE
-  CANADIAN PACIFIC RAIL LINE
-  GO TRANSIT ROUTE
-  MAJOR TRANSIT STATION AREA
-  MAJOR TRANSIT STATION AREA
-  EMPLOYMENT AREA - OFFICE PRIORITY
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)

*** DRAFT ***



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