



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: January 27, 2025

Report No: DS-004-25

Subject: Britannia Secondary Plan Official Plan Amendment (LOPA-01/22) - Recommendation Report

Recommendation: **THAT Council APPROVE Official Plan Amendment No. 90, Britannia Secondary Plan, attached as Appendix A to Report DS-004-25;**
AND THAT Council RECEIVE FOR INFORMATION in support of Official Plan Amendment No. 90 the following background reports and studies:

- a) Planning Policy Directives Report, dated August 2024, prepared by Malone Given Parsons Ltd.;
- b) Population, Employment and Housing Report, dated August 2024, prepared by Malone Given Parsons Ltd.;
- c) Community Facilities/Human Services Impact Analysis and Community Infrastructure Plan, dated August 2024, prepared by Malone Given Parsons Ltd.;
- d) Parks, Recreation and Library Needs Analysis, dated August 28, 2024, prepared by Monteith Brown Planning Consultants;
- e) Retail Commercial Market Assessment, dated August 2024, prepared by Ward Land Economics Inc.;
- f) Real Estate Market Analysis, dated August 27, 2024, prepared by N. Barry Lyons Consultants Ltd.;
- g) Cultural Heritage Assessment, dated August 2021, prepared by Wayne Morgan, Heritage Planner;
- h) Archaeological Assessment, dated May 16, 2022, prepared by Archeoworks Inc.;
- i) Agricultural Impact Assessment, dated February 13, 2022, prepared by DBH Soil Services Inc.;
- j) South Milton Urban Expansion Area Subwatershed Study, dated February 28, 2023, prepared by Wood Group Plc.;

- k) Transportation Master Plan for the Britannia Secondary Plan, dated December 2024, prepared by WSP Canada Inc.;
- l) Water and Wastewater Area Servicing Plan, dated May 25, 2022, prepared by WSP Canada Inc.;

AND THAT the Commissioner of Development Services or their designate **BE AUTHORIZED** to incorporate any technical modifications to the Transportation Master Plan for the Britannia Secondary Plan and the Water and Wastewater Area Servicing Plan that may be identified through further review with agencies and stakeholders;

AND THAT Council **ENDORSE** the Britannia Secondary Plan Urban Design Guidelines dated January 2025, prepared by Malone Given Parsons Ltd., attached as Appendix C to Report DS-004-25;

AND THAT should land outside the Britannia Secondary Plan area not be secured for a Community Park, Council will **AMEND** the Britannia Secondary Plan to designate land for a Community Park within the Britannia Secondary Plan area;

AND THAT Town Clerk be directed to forward copies of Official Plan Amendment No. 90 and each of the background studies to Halton Region and the Ministry for Municipal Affairs and Housing for information.

EXECUTIVE SUMMARY

The Britannia Secondary Plan (BSP) lands as shown in Figure 1 are part of the Town's next phase of urban expansion to accommodate future population and employment growth.

The Official Plan Amendment (OPA) for the Britannia Secondary Plan (BSP), attached as Appendix A, is being recommended for Council approval. Should Council approve this OPA, land use designations and the policy framework for this area will be established to facilitate the next stages of planning and development.

The Town's consulting team prepared background studies to inform and support the BSP. The completed studies are available on request. The Transportation Master Plan for the BSP completes Phases 1 and 2 of the Municipal Class Environmental Assessment process. Technical modifications to the Transportation Master Plan for the BSP and the Water and Wastewater Area Servicing Plan may be required as a result of subsequent review with agencies and stakeholders.

EXECUTIVE SUMMARY

Consultation with residents and stakeholders have been integrated throughout the BSP process. Since the BSP process was initiated in June 2020, three (3) Public Information Centres and two (2) Public Meetings were held at Council. Drafts of the BSP were circulated throughout the process to public agencies (such as school boards, Halton Region, utility companies, the Province, Conservation Halton, and First Nations) and other stakeholders for review and comment. Staff and the consulting team have considered all of the comments received, and incorporated changes to the Secondary Plan where appropriate.

The BSP area is anticipated to accommodate approximately 57,500 residents with a potential of 9,300 jobs. Sufficient retail/commercial space, schools and parks to serve the future population will be provided. The Town is currently in the process of securing land for a Community Park on lands adjacent to the BSP area. Should land outside of the BSP not be secured for a Community Park, Staff is recommending that the BSP will be amended to designate land within the BSP for a Community Park.

Additionally, a new community centre, library and fire station will also be required within the BSP area. The BSP also includes policies that will require sites to be reserved to allow faith groups the opportunity to acquire sites for places of worship.

The BSP has identified a system of roads and active transportation facilities that will provide connectivity within the Secondary Plan area and to other areas of the Town. Britannia Road and James Snow Parkway are identified as high-order transit corridors with a central transit hub at the intersection of these two roads.

Halton Region is planning for water and wastewater servicing for the BSP area. Water services will be provided through existing and proposed watermains. Wastewater will be serviced by the new Lower Base Line Wastewater Pumping Station, which the Region anticipates will be in-service in 2028 and achieve full capacity by 2031.

The Natural Heritage System (NHS) shown in the BSP is informed by the South Milton Urban Expansion Area Subwatershed Study (February 2023). Further refinements to the NHS will be reviewed through integrated environmental and engineering studies such as the Master Environmental Servicing Plan (MESP) and the Development Area Environmental Functional Servicing Study (DAEFSS).

Tertiary Plans will be prepared by the landowners of the BSP area and will provide additional detail regarding staging, land use, urban design, community facilities, infrastructure, the road network, active transportation, and specific development standards at the neighbourhood level.

In addition, the BSP includes a policy framework to advance lands that are adjacent to but outside of the secondary plan. The BSP identifies these lands as “Future Community Area Designation - Britannia”.

REPORT

Background

The Britannia Secondary Plan (BSP) lands are located within the Sustainable Halton Plan Urban Area, which are lands that have been designated to accommodate the next phase of population and employment growth in the Town. The BSP area consists of approximately 898 gross developable hectares located in the southeast part of Milton. The lands are generally located south of Derry Road, north of Lower Base Line, west of the Greenbelt near Sixth Line, and east of the Greenbelt near Thompson Road, as shown in Figure 1. The BSP area is adjacent to the Boyne Survey Secondary Plan area, the Derry Green Corporate Business Park, Greenbelt lands, and future urban expansion areas.

The Town initiated the BSP process in June 2020. The Secondary Plan process has been undertaken by Town Staff with a multi-disciplinary consulting team of technical experts led by Malone Given Parsons Ltd (MGP). The consulting team prepared background studies to inform and support the BSP. The Phase 1 and Phase 2 Municipal Class Environmental Assessment (EA) process required for new infrastructure has been undertaken concurrently with the Secondary Plan process.

The BSP has been developed in consultation with residents and stakeholders. Three public information centres (PIC) were held throughout the process on March 11, 2021, July 7, 2021, and July 30th/31st, 2024. The first PIC resulted in comments and feedback on key themes, goals and objectives for the BSP, which informed the preparation of three land use options for the Secondary Plan. Feedback from the second PIC informed the identification of a preferred land use concept. The third PIC obtained comments and feedback on an updated preferred land use concept and policy directions.

In addition to the PICs, two statutory Public Meetings (PM) were held during the process. The first PM was held on July 18, 2022 (report [DS-082-22](#)) where the June 2022 draft of the BSP was presented formally at Council for public comment. The comments received for the first PM, and responses in consideration of those comments, are attached in Appendix D. A second statutory PM was held on November 04, 2024 (report [DS-074-24](#)). An updated draft of the BSP, dated October 2024, was presented formally at Council for public comment.

Discussion

Official Plan Amendment No. 90 for the Britannia Secondary Plan (BSP), attached as Appendix A, is being recommended for Council approval through this report.

As a result of changes to the Planning Act through Bill 23, the More Homes Built Faster Act, Halton Region is no longer the approval authority for Milton's Official Plan Amendments (OPAs). Additionally, as per July 1, 2024 amendments to Ontario Regulation 525/97 under

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the Planning Act, most OPAs (e.g., site-specific official plan amendments, including most secondary plans) of the Town of Milton are exempt from the requirement to obtain the Minister of Municipal Affairs and Housing's approval. The Ministry has confirmed that Minister's approval for the BSP OPA is not required. As such, the Town is the approval authority for the BSP OPA.

Should Council approve this OPA for the BSP, the OPA will come into effect 20 days after the giving of notice if no appeals have been filed during this period. If appeals are filed, the part(s) of the plan that are not the subject of an appeal, if any, will come into effect on the day after the 20-day appeal period. Once the OPA comes into effect, the land use designations and the policy framework for this area will be established to facilitate the next stages of planning and development.

Background Reports and Studies

The BSP is supported by the following background reports and studies (viewable through this [link](#)):

- Planning Policy Directives Report, dated August 2024, prepared by Malone Given Parsons Ltd.;
- Population, Employment and Housing Report, dated August 2024, prepared by Malone Given Parsons Ltd.;
- Community Facilities/Human Services Impact Analysis and Community Infrastructure Plan, dated August 2024, prepared by Malone Given Parsons Ltd.;
- Parks, Recreation and Library Needs Analysis, dated August 28, 2024, prepared by Monteith Brown Planning Consultants;
- Retail Commercial Market Assessment, dated August 2024, prepared by Ward Land Economics Inc.;
- Real Estate Market and Assessment Value Update, dated August 27, 2024, prepared by N. Barry Lyons Consultants Ltd.;
- Cultural Heritage Assessment, dated August 2021, prepared by Wayne Morgan, Heritage Planner;
- Archaeological Assessment, dated May 16, 2022, prepared by Archeoworks Inc.;
- Agricultural Impact Assessment, dated February 13, 2022, prepared by DBH Soil Services Inc.;
- South Milton Urban Expansion Area Subwatershed Study, dated February 28, 2023, prepared by Wood Group Plc.;
- Transportation Master Plan for the Britannia Secondary Plan, dated December 2024, prepared by WSP Canada Inc.;

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- Water and Wastewater Area Servicing Plan, dated May 25, 2022, prepared by WSP Canada Inc.

Should Council approve this report, all background reports and studies for the BSP, with the exception of the Transportation Master Plan (TMP) and the Water and Wastewater Area Servicing Plan (ASP), will be considered final. The background reports and studies have been made available to the public and stakeholders (including agencies) for review and comment through the statutory Public Meeting processes. Any comments received regarding the background reports and studies have been considered, and changes have been made to the applicable study where appropriate.

The TMP and the ASP still require further review with agencies and stakeholders. Staff is recommending that the Commissioner of Development Services or their designate be authorized to incorporate any technical modifications to the TMP and the ASP that may be identified through further review with agencies and stakeholders. It is not expected that further technical review of the TMP and ASP will result in any changes to the Secondary Plan that is being recommended for approval through this report.

The Urban Design Guidelines for the BSP was prepared by Malone Given Parsons Ltd. Along with the background reports and studies, the BSP Urban Design Guidelines was also made available to the public and stakeholders for review and comment. Any comments received regarding the BSP Urban Design Guidelines have been considered, and changes have been made where appropriate. Staff is recommending that Council endorse the Britannia Secondary Plan Urban Design Guidelines dated January 2025, attached as Appendix C, which will provide guidance for the future preparation of Tertiary Plans, draft plans of subdivision, zoning and the review of development applications

Public Meeting Comments

At the statutory Public Meeting on November 04, 2024, one delegation, the owner of 5784 Fourth Line and 9920 Britannia Road, made oral submissions during the meeting. A written submission to Council was received from Delta Urban on behalf of the Milton Phase 4 (West) Landowners Group Inc (MP4W LOG). Written submissions were also received from Medallion Developments, 12300 Brit Holdings Ltd. and Venturon Development Inc., who are members of the MP4W LOG. Staff and the consulting team have considered all of the comments received and have recommended changes to the Plan where appropriate. A comments response matrix and the original comments for the November 04, 2024 Public Meeting are attached in Appendix D. A tracked-change version of the Secondary Plan is provided in Appendix B to highlight the changes from the November 2024 Public Meeting draft.

At the statutory Public Meeting on July 18, 2022, three delegates made oral submissions during the meeting, including two residents and Wellings Planning on behalf of the owners of the Willis Family Fruit Farm. Written delegations were also received. Subsequent to the Public Meeting, Staff also received further written comments from interested parties. Staff and the consulting team have considered all of the comments received and have

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recommended changes to the Plan where appropriate. A comments response matrix and the original comments for the July 18, 2022 Public Meeting are attached in Appendix D.

As part of the Public Meeting process, public agencies/bodies were also circulated on the draft Secondary Plan for review and comment, such as the school boards, utility companies, provincial ministries, Halton Region, Conservation Halton, First Nations, etc. Staff and the consulting team have considered all of the comments received and have recommended changes to the Plan where appropriate. A comments response matrix and the original comments from public agencies/bodies are included in Appendix D.

Vision and Goals

Unchanged from the draft BSP presented at the November 2024 Public Meeting, the BSP area is envisioned to be a complete, sustainable, connected, attractive and well-served community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services. Further to and in accordance with the goals of the Town's Official Plan, the following goals are proposed for the BSP area:

- Build compact and complete communities;
- Protect and enhance the natural heritage system;
- Provide mobility options and a logical road network;
- Establish an attractive community identity and rich sense of place; and
- Ensure fiscal responsibility.

Compact and Complete Communities

The BSP is planned to achieve an overall density target of 75 residents and jobs combined per gross developable hectare. The BSP area is anticipated to accommodate approximately 57,500 residents with a potential of 9,300 jobs.

To create complete communities, the BSP is proposing a community structure consisting of five neighbourhoods as delineated on Schedule C.13.A of the BSP. Each neighbourhood is planned to achieve a critical mass population (approximately 10,000 people) to support the delivery of parks, schools, and places of worship. Each neighbourhood is also planned to have a mixed-use node/centre that provides a destination for day-to-day activities.

Mixed-Use Nodes/Centres

The node in the Central neighbourhood, located around the intersection of Britannia Road and James Snow Parkway, is proposed to be the Urban Village Centre (UVC). The UVC is envisioned to be a focal point and community destination in southern Milton that will provide a mix of commercial, institutional, and residential uses at transit-supportive densities. The UVC is envisioned to have the highest density within the BSP. The Neighbourhood Nodes in the North, South, East and West Neighbourhoods are intended to serve as mixed-use central focal points for each Neighbourhood Area respectively. The UVC and the Neighbourhood

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Nodes are located to maximize walkability for residents within each neighbourhood to these retail and service amenities.

The Retail Commercial Market Assessment background study, by Ward Land Economics Inc. dated August 2024, recommended approximately 800,000 to 1,100,000 square feet (74,000-102,000 square metres) of retail and service commercial space to serve and meet the needs of the BSP population. The study also recommended that it would be appropriate for the Town to plan to accommodate at a minimum, 800,000 square feet (74,000 square metres) of space within the BSP area. The draft BSP presented at the November 2024 Public Meeting was planning for close to one (1) million square feet (93,000 square metres) of non-residential space. Taking into consideration the recommendations of the retail study, as well as all public and stakeholder comments, the BSP was revised to require that a minimum 800,000 square feet (74,000 square metres) of total non-residential gross floor area be provided within the Urban Village Centre and four Neighbourhood Nodes.

Housing Options

It is estimated that the population within the BSP area will be housed in a total of 17,500 dwelling units. The BSP would require the provision of a range and mix of housing by density, type, unit size and tenure. The housing mix for the BSP area is estimated to consist of 39% single-detached and semi-detached, 4% additional residential units, 33% townhouses, 16% back-to-back townhouses, and 8% stacked townhouses and apartments.

With the exception of the Urban Village Centre and the Neighborhood Centres, all other areas of the BSP area are proposed to be designated Evolving Neighbourhood. The Evolving Neighbourhood designation would permit residential uses up to four storeys, which would permit a range of dwelling types such as detached, semi-detached, street townhouses, back-to-back townhouses, stacked townhouses, and low-rise apartments. In certain locations in the Evolving Neighbourhood designation, subject to criteria such as being located on an arterial road and located near transit, apartments up to eight storeys may be permitted. Local commercial and local institutional uses not exceeding 930 m² (10,000 ft²) are also permitted in the Evolving Neighbourhood destination.

Within the Urban Village Centre, residential uses excluding single and semi-detached dwellings are permitted in buildings up to 25 storeys. Within the Neighbourhood Nodes, which are proposed to be designated Neighbourhood Commercial Mixed Use, residential uses excluding single and semi-detached dwellings are permitted in buildings up to 15 storeys. These high-rise buildings in the Urban Village Centre and Neighbourhood Nodes may be in the form of mixed-use buildings with non-residential uses on the ground and lower floors.

The BSP includes targets for the delivery of affordable, assisted and attainable housing. To contribute to the delivery of affordable and rental housing, a policy is included in the draft BSP to require a minimum equivalent of 10% of single and semi-detached units in each draft plan of subdivision application to provide the ability to accommodate an additional residential unit (e.g. lot sizing to accommodate a garden suite or a basement apartment) during the

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initial development of the community and in compliance with the Town's zoning standards and requirements for additional residential units.

Community Facilities

Parks

To achieve the Town's parkland provision target rate of 1.75 ha per 1,000 people, 100.6 hectares of core parkland would be required for the 57,500 population anticipated for the BSP area. It is estimated that approximately 49.7 hectares of parkland could be obtained in keeping with the land conveyance for parkland provisions of the Planning Act. To achieve the Town's parkland provision target, the Town would need to acquire the remaining 50.9 hectares of additional parkland through other means.

To ensure that park and recreation opportunities are maximized for future BSP area residents, the maximum amount of parkland that can be obtained through the Planning Act (49.7 hectares) will be provided within the BSP area. Subsequent to the November 2024 Public meeting, based on feedback from stakeholders and in consultation with parks planning Staff, the draft BSP was revised and the following park types and sizes are proposed:

- 3 District Parks approximately 7.5 hectares each;
- 5 Neighbourhood Parks approximately 3.0 to 4.0 hectares each; and,
- 15 Village Squares approximately 0.4 hectares each.

The proposed conceptual locations of the District Parks, Neighbourhood Parks and Village Squares within the BSP are shown on Schedule C.13.C of the Secondary Plan. The variety of parks and public open spaces are distributed to maximize walkability with a focus on the delivery of parks that can accommodate outdoor recreation facilities for programmed activities such as sports fields to provide opportunities for residents to be physically active.

To close the gap between the parkland that can be obtained through the Planning Act and the Town's parkland provision target, the BSP also requires that a Community Park be provided. The Community Park may be provided outside of the BSP area if arrangements are made to the satisfaction of the Town. Otherwise, one (1) Community Park at least 21 hectares in size will be required within the BSP area. Should land outside the BSP area not be secured for a Community Park, Staff is recommending that the BSP will be amended to designate land within the BSP for a Community Park.

Schools

Based on the school boards' pupil yields, the Community Facilities/Human Services Impact Analysis projects the need for seven (7) elementary schools and one (1) secondary school for the Halton District School Board; and five (5) elementary schools and one (1) secondary school for the Halton Catholic District School Board.

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The Halton District School Board (HDSB), Halton Catholic District School Board (HCDSB), Conseil Scolaire Viamonde (CS Viamonde), and Conseil Scolaire Catholique MonAvenir (CSC MonAvenir) were consulted. The HDSB confirmed the need for the number of elementary schools and secondary schools noted above. CS Viamonde has identified the need for one elementary school and one secondary school within the BSP area. CSC MonAvenir confirmed that they do not require any school within the BSP area.

HCDSB identified the need for two (2) secondary school sites to serve the entirety of the Agerton, Trafalgar and Britannia Secondary Plan areas. Their comments noted that they would prefer both secondary school sites to be located within the Britannia Secondary Plan area. Since only one HCDSB secondary school is required to serve the needs of the BSP population and taking into consideration other stakeholder comments, Staff is recommending that only one secondary school for HCDSB be identified in the BSP area. There will be opportunities outside of the BSP area to accommodate the additional secondary school.

A total of thirteen (13) elementary schools and three (3) secondary schools are now identified in the BSP, whereas thirteen (13) elementary schools and four (4) secondary schools were identified in the draft BSP presented at the November 2024 Public Meeting. The proposed conceptual locations of the anticipated schools are shown on Schedule C.13.C of the Secondary Plan. The number and locations of schools will be confirmed and further defined through the Tertiary Plan process. Schools are encouraged to be co-located with public parks and/or other institutional uses (e.g., public library).

Community Centre, Library and Fire Station

Based on the Town's service levels for indoor recreation space and the BSP's residential population forecast of 57,500, a new multi-use community centre is anticipated to be required in the BSP area to accommodate new ice pads, an indoor aquatics centre, gymnasiums, group fitness studio, community activity/program rooms, and a Milton Public Library branch. Milton Fire and Rescue Services have identified the need for one fire station within the BSP area. The potential location and quantum of libraries, community centres and emergency services are to be confirmed in accordance with service standards through the Tertiary Plan process.

Places of Worship

Currently, the Town of Milton does not have a standard rate for determining the number of places of worship in new communities. The consulting team conducted a review of the Town's existing places of worship and case studies from other municipalities. Based on their review, the consulting team is recommending a rate of 1 major place of worship per 10,000 people. As such, based on an estimated population of 57,500 within the BSP area, a total of six (6) major places of worship would be required. The BSP considers a major place of worship to be an establishment larger than 930 square metres (10,000 sq.ft.).

To provide opportunities for faith groups to acquire sites for major places of worship from developers, the BSP is proposing that sites for major places of worship shall be identified in each Tertiary Plan, generally distributed with one location per Neighbourhood. When a

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subdivision is draft approved, a major place of worship site will be put on hold for a period of three (3) years. Faith groups will be notified about the reserved location and will have the three-year period to make arrangements with the developer for the acquisition of the site. If no acquisition arrangements have been made within the three years, then the site may be developed with another use.

Transportation and Transit

Road Network

The BSP has identified a system of collector and arterial roads that provide connectivity within the Secondary Plan area and to other areas of the Town, as shown on Schedule C.13.B. The identified road network has also been planned to support the proposed land uses and densities in the BSP. These collector and arterial roads will balance the needs of all road users including pedestrians, cyclists, transit users, and motorists. The proposed collector and arterial road network is informed and recommended by the Transportation Master Plan (TMP) for the BSP area. This TMP component of the Secondary Plan completes Phases 1 and 2 of the Municipal Class Environmental Assessment process.

The TMP for the BSP assessed future total traffic conditions for the 2051 horizon year. Mitigation measures on top of optimizing signal timing plans for splits and cycle lengths have been proposed to manage and optimize future traffic flows. Only collector and arterial roads are planned at the Secondary Plan stage. Finer grid of local road network will be planned in subsequent planning processes, which will complement the collector and arterial road network to support connectivity and capacity within the BSP area.

Active Transportation

The draft BSP is proposing a complete active transportation system that provides both on- and off-road facilities and routes to connect people to nature, places and people. The Sun Canadian pipeline easement, that is designated “Greenspace” on Schedule C.13.C of the BSP, provides a unique opportunity to create an east-west multi-use trail that connects the entire BSP area. Schedule C.13.B of the BSP identifies a conceptual active transportation system. Through the Tertiary Plan process, the active transportation system will be refined and coordinated with the existing and planned active transportation systems at both the Town and Regional levels.

Transit

The Milton Transit Five-Year Service Plan (2024) acknowledges that new transit services will be required to serve the new growth areas being developed in Milton in the next 5-10 years, including the BSP area. Britannia Road and James Snow Parkway have been identified as high-order transit corridors, with the potential for HOV lanes and transit signal priority measures. The community structure and densities proposed in the draft BSP maximize the potential for the provision of transit service. Development of the BSP area will be required to achieve the appropriate densities, and transit-supportive design described in the Urban

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Design Guidelines. A central transit stop with transit passenger facilities is to be integrated within the plan for the Urban Village Centre at the intersection of Britannia and James Snow.

Water and Wastewater Servicing

Halton Region is responsible for providing water and wastewater infrastructure. A draft Area Servicing Plan (ASP) for the BSP was prepared in May 2022. The purpose of the ASP is to review the existing and proposed water and wastewater servicing and related capacity to service the growth envisioned in the BSP area and provide high-level development servicing plans and recommendations for infrastructure within the Secondary Plan area.

In the May 2022 draft of the ASP, which was evaluating an estimated population of 46,450 residents and 10,730 jobs to the 2031 planning horizon, it was concluded that the BSP area can be serviced by the existing 1200mm diameter watermain along Britannia Road and the proposed watermain ranging between 150mm and 600mm in diameter. The existing 1200mm transmission main along Trafalgar Road has sufficient capacity to service the BSP area.

For wastewater, the May 2022 draft of the ASP found that all flows generated from or entering the BSP area will be conveyed south to the new Lower Base Line Wastewater Pumping Station (WWPS). Halton Region initiated the Municipal Class Environmental Assessment Study process for the Lower Base Line WWPS in November 2023. The Region anticipates that the Lower Base Line WWPS will be in-service in 2028 and achieve full capacity by 2031.

The ASP has yet to be updated to reflect the increased population and the 2051 planning horizon of the BSP. Halton Region is currently undertaking an update of its Water and Wastewater Master Plan through its Integrated Master Plan. The Town's consulting team requires the updated Regional water and wastewater modelling with future planning horizons to proceed with updating the ASP for the BSP. The Region anticipates the updated modelling will be available near the end of Q1 2025.

Town Staff consulted with Regional Staff in December 2024 regarding the Region's Integrated Master Plan (IMP) as it relates to the BSP area. Regional Staff gave indication that the high-level water and wastewater servicing expectations from the May 2022 draft BSP ASP is still generally consistent with the servicing strategy being contemplated for the BSP area through the Region's on-going IMP work. Additionally, the Region's IMP is using the Joint Best Planning Estimates (JBPEs) that the Town provided input into in 2023. As such, the Region's IMP is planning sufficient servicing capacity for approximately 58,000 population and 10,500 jobs to 2051 within the BSP area. As water and wastewater will be available and the high-level servicing strategy is not anticipated to change, Staff is recommending approval of the BSP ahead of the Region's IMP being finalized and the BSP ASP being updated. The BSP ASP will be updated once the Region's updated modelling becomes available in 2025.

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Natural Heritage System

A Subwatershed Study (SWS) for the Sustainable Halton Plan (SHP) Urban Area lands was finalized in March 2023. This comprehensive study assessed the natural hazard, natural heritage and water resource features and functions within the SHP Urban Area lands and provided input to the BSP. The recommendations of the SWS have been incorporated in the Natural Heritage System (NHS) as shown on the schedules of the BSP.

Consistent with the policies of the Milton Official Plan, further refinements to the NHS within the BSP area may occur where they are supported by a Master Environmental Servicing Plan (MESP), a Development Area Environmental Functional Servicing Study (DAEFSS), an Environmental Impact Assessment (EIA) and/or equivalent study, and approved by the Town in consultation with the Conservation Authority (where it relates to regulated areas).

The Town is currently undertaking the MESP for the BSP area to confirm and refine the management recommendations provided in the SWS. The MESP is to be substantially advanced before the submission of any development applications and must be completed prior to the approval of any development applications. The MESP will include supporting technical analyses including hydrology, hydraulics, hydrogeology, geotechnical investigations, fluvial geomorphology, and will integrate the evaluation of aquatic habitat and terrestrial features.

A DAEFSS is an integrated environmental and engineering study 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, etc. A DAEFSS is to support and be submitted with a Draft Plan of Subdivision.

The draft BSP provides policies for the Natural Heritage System (NHS) designation that address permitted uses, criteria for buffers, linkages, refinements to watercourses, natural hazards, wetlands and headwater drainage features, and enhancements to key features.

Implementation

The draft BSP includes implementation policies that address phasing and finance, land conveyance, zoning by-law, consents, required studies prior to development applications, complete application requirements, and roads environmental assessment.

Phasing and Finance

Development in the BSP will proceed in phases, as shown on Schedule C.13.D of the Secondary Plan. The Phases should proceed in accordance with the extension of water and wastewater servicing infrastructure, beginning with Phase 1. Development Stages within each Phase will be detailed within the Tertiary Plans. The progression of development will be required to follow a logical sequence to ensure the creation of complete neighbourhoods through achieving critical mass population to support the delivery of community services. The BSP policies establish timing/triggers for development prior to moving to the next Stage/Phase, confirmation of available services, prioritization of the development of public

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service facilities (i.e., schools, parks, trails, transit facilities, etc.) at the beginning of each Stage/Phase, and confirmation that all financial requirements of the Town and Region are satisfied.

Tertiary Plans

Prior to the submission and processing of development applications, Tertiary Plans for the BSP area need to be endorsed by Council or need to be deemed substantially advanced by the Town. Tertiary Plans will be prepared by the landowners within the BSP area. A Tertiary Plan needs to demonstrate conformity with the policies of the BSP and provides additional direction and detail regarding staging, land use, urban design, community facilities, infrastructure, the road network, active transportation, and specific development standards at the neighbourhood level. A fiscal impact assessment will also be prepared by the Town alongside the Tertiary Plan process.

The Tertiary Plan areas are shown on Schedule C.13.E of the BSP. Based on stakeholder comments received for the November 2024 Public Meeting, the Tertiary Plan areas have been changed from four to two. The Central and East Tertiary Plan areas have been combined into one Tertiary Plan area, to align with the Phasing areas. The Tertiary Plan requirement for Omagh has been removed. As such, only two Tertiary Plan areas are now proposed.

Land Conveyance

Land for parks and trails within the BSP will be secured through a Master Parks and Trails Agreement. To maximize the amount of land conveyance that can be programmed with outdoor recreation facilities, the BSP excludes certain types of lands (e.g., privately owned public spaces, the pipeline easement lands, stormwater management lands, etc.) from counting towards the Planning Act required land conveyance for park or other recreational purposes, unless otherwise agreed to with the Town through the Master Parks and Trails Agreement.

Omagh

As presented at the Public Meeting on December 09, 2024 (report [DS-084-24](#)) and on tonight's Council agenda (report DS-003-25), based on consideration of stakeholder comments and that Omagh is located within both the Britannia Secondary Plan and the Boyne Secondary Plan, Staff is proposing a different approach forward for Omagh. The requirement for a Tertiary Plan to be completed for Omagh in the Britannia Secondary Plan (BSP) has been removed. Instead, study requirements to enable development to proceed in Omagh are to be included in the parent Official Plan, as proposed in the Official Plan Amendment recommended in report DS-003-25. The underlying land use designation for the portion of Omagh located within the Britannia Secondary Plan will be Evolving Neighbourhood in accordance with the policies of the Britannia Secondary Plan.



Discussion

Future Community Area Designation - Britannia

On December 6, 2023 through Bill 150, the Minister of Municipal Affairs and Housing confirmed approval of the urban boundary for the Town of Milton. This confirmation brought lands into the urban boundary to serve the Town's needs to the year 2051. In addition, Bill 162, *Get It Done Act, 2024* received Royal Assent on May 16, 2024, further confirming Milton's urban boundary expansion to 2051.

Through the development of the BSP, portions of the urban boundary expansion lands were identified as a logical addition to the secondary plan. The "Future Community Area - Britannia" lands are adjacent to but outside the BSP area. The BSP now includes policy directives that would advance development for these lands through an amendment or amendments to the Official Plan as an urban extension of the BSP.

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 in the annual budget process and the Town's existing infrastructure deficit. The densities and types of development within each secondary plan, as well as the capital investments, service levels 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 for the Trafalgar Secondary Plan, and as outlined in DS-082-22, the assumptions for the Britannia Secondary Plan area that were incorporated into the most recent fiscal impact study (CORS-056-21) will be further assessed through the tertiary plan processes. This will include consideration of the impacts associated with the increased population of 11,000 (from 46,400 to 57,400) in the area. An updated Fiscal Impact Study is also expected to be initiated in 2026, following the completion of an update to the Town's Development Charge By-law. The Britannia Secondary Plan includes language that confirms Council's ability to manage the financial impacts of growth associated with each tertiary plan in advance of development proceeding.

As in other 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 Britannia 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.

As previously outlined in report DS-023-24, changes to the Planning Act that were enacted through Bill 23 have had a significant impact on the Town's ability to secure land for parks and other public recreation facilities and achieve the Town's service standards for the growing community. The legislative changes included cutting the alternative rates for land conveyance and payment in lieu in half, and introducing caps for higher density developments. The Britannia Secondary Plan reflects the conveyance of 49.7 hectares of parkland within the secondary plan area, which reflects 49% of the Town's targeted service level for a population of Britannia's projected size. The Town will endeavour to acquire additional lands outside of the secondary plan's boundary in order to provide for additional park space, however the Town's current service levels will likely need to be revisited in light of the legislative changes that have been made.



Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Wendy Chen, Policy Planner Phone: Ext. 2296

Attachments

Figure 1 - Britannia Secondary Plan Location Map

Appendix A - Britannia Secondary Plan Official Plan Amendment and By-law

Appendix B - Track-Change Version of Britannia Secondary Plan

Appendix C - Britannia Secondary Plan Urban Design Guidelines

Appendix D - Public Meeting Comments and Responses

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 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.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2025

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS WITHIN THE BRITANNIA SECONDARY PLAN AREA, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON - FILE: LOPA-01/22

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. 90 to the Official Plan of the Town of Milton, attached hereto, is hereby adopted.
2. 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 Ontario Land Tribunal.

PASSED IN OPEN COUNCIL ON [DATE]

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

AMENDMENT NUMBER 90

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. 90 to the Official Plan of the Town of Milton

PART 1: THE PREAMBLE

THE TITLE

This amendment, being an amendment to the Official Plan of the Town of Milton shall be known as:

Amendment No. 90 - The Britannia Secondary Plan (File: LOPA 01/22)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to incorporate the Britannia Secondary Plan, including schedules “C.13.A” to “C.13.E” inclusive, into the Town of Milton Official Plan.

LOCATION OF THE AMENDMENT

The Britannia Secondary Plan is located in the Town of Milton’s SHP Growth Area as shown on Schedule “B” of the Official Plan and is generally bounded by:

- a) North - The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road
- b) East - The Provincial Greenbelt and Fifth Line
- c) South - The SHP Growth Area Boundary
- d) West - The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

BASIS OF THE AMENDMENT

As required by the Town of Milton Official Plan, prior to development within the SHP Growth Area, land uses must be established through a secondary planning exercise. The Britannia Secondary Plan, as implemented through this amendment, establishes land uses and policies that will guide the development of these lands into a new complete community that will accommodate an estimated 57,500 residents housed in 17,500 dwelling units, with a total employment potential of 9,300 jobs.

PART 2: THE AMENDMENT

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. 90 to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Town of Milton Official Plan is hereby amended by Official Plan Amendment No. 90, pursuant to Sections 17 and 21 of the Planning Act, as amended, as follows:

1. By modifying Section B.1.1.1 by deleting “and” before “C.12.C” and adding the phrase “, “C.13.A”, “C.13.B”, “C.13.C”, “C.13.D”, and “C.13.E”” before the word “constitute”.
2. By adding to the end of Section B.1.1.2:
“Section C.13 Britannia Secondary Plan”
3. By adding to the end of Section B.1.1.3:
“Schedule C.13.A Britannia Secondary Plan Community Structure Plan”
“Schedule C.13.B Britannia Secondary Plan Active Transportation and
 Natural Heritage System Plan”
“Schedule C.13.C Britannia Secondary Plan Land Use Plan”
“Schedule C.13.D Britannia Secondary Plan Phasing Plan”
“Schedule C.13.E Britannia Secondary Plan Tertiary Plan Areas”
4. By adding a new sub-section to Section B.5.4 as follows:
“5.4.4 FUTURE COMMUNITY AREA DESIGNATION - BRITANNIA

5.4.4.1 The Future Community Area Designation - Britannia as depicted on Schedules “C.13.A”, “C.13.B”, “C.13.C”, “C.13.D” and “C.13.E” of the Britannia Secondary Plan are adjacent to but outside the Britannia Secondary Plan area. These lands will be brought forward for *development* through an amendment or amendments to this Official Plan as an urban extension of the Britannia Secondary Plan in accordance with Section B.5.4.4.2 of this Plan. One or more Tertiary Plans shall also form part of the amendment(s). Determination of the phasing for *development* within the Future Community Area Designation - Britannia shall be addressed through the amendment to the Official Plan to ensure the orderly progression of *development* inclusive of the future community area designation lands beyond the initial Secondary Plan limits designated as Evolving Neighbourhood as shown on “C.13.C” and in accordance with the policies of C.13.7.1.

5.4.4.2 Prior to making an application for *development* within the Future Community Area Designation - Britannia, an Official Plan Amendment inclusive of a Tertiary Plan referenced in B.5.4.4.1 will be required to bring the lands within the Britannia Secondary Plan boundary. In addition, this shall be prepared by the Landowners in accordance with the policies of Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan and C.13.5.1 and C.13.7.5.3 of the Britannia Secondary Plan and approved by Council through an amendment(s) to the Britannia Secondary Plan. To support the amendment(s), the following additional background studies or addendums to the studies prepared in support of the Britannia Secondary Plan will be required to the satisfaction of the Town, in consultation with the *Conservation Authority* where it relates to regulated areas and Halton Region where it relates to matters of regional interest:

- a) Subwatershed Study;
- b) MESP or equivalent reports including an Area Servicing Plan;
- c) Planning Policy Directives Report;
- d) Population, Employment and Housing Analysis;
- e) Community Facility and Human Services Impact Analysis and Community Infrastructure Plan;
- f) Parkland and Recreation Facility Strategy;
- g) Urban Design Guidelines;
- h) Retail/Commercial Assessment;
- i) Cultural Heritage Resource Assessment;
- j) Transportation Plan and Active Transportation Strategy;
- k) Air Quality Assessment;
- l) Real Estate Market Analysis;
- m) Archaeological Assessment; and
- n) Agricultural Assessment.

5. By modifying Section B.5.10.2.1 by deleting “ and” before “C.12.C” and adding the phrase “, “C.13.A”, “C.13.B”, “C.13.C”, “C.13.D”, and “C.13.E”” before the phrase “are intended”.
6. By adding the following at the end of Part C, Section C.1.3:

“Section C.13 Britannia Secondary Plan”
7. By adding a new section, Section C.13, Britannia Secondary Plan to Part C of the Official Plan as set out in the attached text and Schedules “C.13.A”, “C.13.B”, “C.13.C”, “C.13.D”, and “C.13.E” which constitute part of this Amendment.

C.13 *Britannia Secondary Plan*

C.13 **BRITANNIA SECONDARY PLAN**

C.13.1 **GENERAL**

C.13.1.1 **PURPOSE**

The Britannia Secondary Plan establishes a detailed planning framework to facilitate the *development of a complete community*.

The Secondary Plan:

- a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;
- b) 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;
- c) Provides growth management policies to implement a target of 57,500 residents and 9,300 jobs;
- d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of Neighbourhood Areas based on the population and employment targets of this Secondary Plan; and,
- e) Establishes Tertiary Plan Areas and identifies requirements for preparation of more detailed Tertiary Plans prior to final approval of development applications.

C.13.1.2 **LOCATION**

The Britannia Secondary Plan is located in the *Town's* SHP Growth Area as shown on Schedule "B" of this Official Plan and is generally bounded by:

- a) North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road
- b) East – The Provincial Greenbelt and Fifth Line
- c) South – The SHP Growth Area Boundary
- d) West – The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

C.13.2 **SECONDARY PLAN VISION**

The Britannia Secondary Plan area is envisioned to be a complete, sustainable, connected, attractive and well-serviced community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services.

C.13.2.1 COMMUNITY CHARACTER

The community characteristics that provide direction for *development* in the Britannia Secondary Plan 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 *institutional uses*.
- b) **A Well-Serviced Community**
A walkable community that provides activity centres to maximize *active transportation* access to shopping, recreation, institutional, and leisure choices.
- c) **An Environmentally Sustainable Community**
A community that provides a Natural Heritage System (NHS) 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.13.2.2 COMMUNITY DESIGN ELEMENTS

The Britannia Secondary Plan Urban Design Guidelines provide guidance for the preparation of Tertiary Plans, draft plans of subdivision, zoning and the review of development applications. Implementation of this Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the Urban Design Guidelines to achieve the following Community Design Elements:

- a) Five distinct Neighbourhoods each with a node as the centre of commercial activity with transit supportive, higher-density residential and mixed use *development* and opportunities for increased heights and densities along Britannia Road and James Snow Parkway. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood;
- b) An Urban Village Centre, central to the Secondary Plan area, serves as the primary focus of activity and *institutional uses*, including a mix of commercial and residential uses, a District Park, an elementary school and a Secondary School;
- c) A range of retail commercial opportunities, including options which maximize walkability for residents;

- d) A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;
- e) A range and mix of housing options, primarily grade-related, will be provided in each Neighbourhood to promote inclusiveness and create dynamic streetscapes;
- f) A central *active transportation* corridor will generally run along the pipeline easement to create a central “Linear Greenspace” and provide residents with an attractive, off-road *active transportation* option across the Secondary Plan from east to west.
- g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- h) A complete *active transportation* system that provides both on- and off-road *active transportation* facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt.

C.13.3 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 Britannia Secondary Plan:

C.13.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for retail commercial and *institutional uses* within reasonable walking distance from most of the population;
- b) Identify strategic locations for a regional-serving retail and commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and placemaking;
- c) Achieve an overall density target of 75 residents and jobs combined per gross hectare across the Britannia Secondary Plan;
- d) Ensure that a range and mix of housing options are provided, to meet the needs of family-sized households balanced with higher density forms of transit supportive housing;
- e) Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;
- f) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with *active transportation* (on- and off-road) as one of the main organizing features of the community;
- g) Identify the *institutional use* needs and provide opportunities for places of worship; and,

- h) Encourage best practices for *sustainable development* such as low impact development, energy efficient housing, *active transportation* and increased mobility options.

C.13.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

- a) Protect or enhance *Key Features* of the 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 any other appropriate *Public Agency*, a combined natural heritage and off-street *active transportation* system as a central feature of the community that is easily accessible and visible to residents and visitors;
- c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open space adjacent to, or near, the NHS where possible; and,
- d) Establish an urban form that reduces reliance on auto trips and encourages walking and *active transportation*.

C.13.3.3 PROVIDE MOBILITY OPTIONS AND A LOGICAL ROAD NETWORK

- a) Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;
- b) Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the *Town*;
- c) Plan for a local transit network that can support connections to the broader and higher-order regional transit;
- d) Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;
- e) Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of *active transportation*; and,
- f) Identify Britannia Road and James Snow Parkway as Transit Priority Corridors and key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve *active transportation* needs.

C.13.3.4 ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH SENSE OF PLACE

- a) Create community identity and sense of place through the establishment of a high-quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and view corridors, public art, etc.);
- b) 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;

- c) Recognize the unique nature and opportunity to celebrate Omagh and integrate it with the broader community;
- d) Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place;
- e) Require well coordinated and planned streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and,
- f) Consider sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.

C.13.3.5 ENSURE FISCAL RESPONSIBILITY

- a) Develop the Secondary Plan 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; and,
- b) Develop the Secondary Plan in a manner that requires landowners to enter into an agreement or agreements to coordinate *development* and equitably distribute the costs of shared *infrastructure* and *institutional uses* as set out in Section C.13.7.1.6(b).

C.13.4 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 Britannia Secondary Plan.

C.13.4.1 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.13.A” to “C.13.E” and further detailed in Section C.13.6.5 of this Secondary Plan.

C.13.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.13.4.2.1 Public Transit

In conformity with Sections B.2.6.3.22 and B.2.6.3.24 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 transit-supportive design described in the Urban Design Guidelines.

C.13.4.2.2 Active Transportation System

Schedule “C.13.B” identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. The *active transportation* system shall be designed to connect people to nature, places and people.

Through the Tertiary Plan process, the *active transportation* system will be refined and coordinated with the existing and planned *active transportation* systems at both the *Town* and Regional levels, having regard for the *Region* and *Town’s* Transportation Planning. The siting and design of the *active transportation* system will be to the satisfaction of the *Town* in consultation with any other appropriate *Public Agency* and implemented through draft plans of subdivision. Where possible, the *active transportation* system is encouraged to connect to parks and schools.

Where the conceptual *active transportation* system is proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the Subwatershed Study (SWS), *Master Environmental Servicing Plan (MESP)*, *Development Area Environmental Functional Servicing Study (DAEFSS)* or equivalent study, and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

All *active transportation* system crossings at a Regional Road must be located at signalized intersections with an intersecting road and at key access points shown on Schedule “C.13.B”.

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

Implementation of the *active transportation* system through the Tertiary Plan or *Planning Act* processes that results in adjustments and realignments of the conceptual *active transportation* system locations will not require an amendment to this Official Plan.

C.13.4.2.3 Road Network

In conformity with Sections B.2.6.3.5 to B.2.6.3.14 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.13.B”. 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 system and water and wastewater system to support the planned *development* of the area. Any proposed deletions to arterial or collector roads identified on

Schedule “C.13.B” will require an amendment to this Official Plan unless otherwise defined in the Secondary Plan. Implementation of the road system through the Tertiary Plan process that results in adjustments and realignments of the conceptual road locations will not require an amendment to this Official Plan. However, any proposed additions of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Official Plan.

C.13.4.2.4 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* most current master plan, policies, by-laws and guidelines. The Regional Road network within the Secondary Plan includes Britannia Road (Regional Road 6), James Snow Parkway (Regional Road 4) and the Potential Major Arterial Road (New North Regional Road Corridor (formerly 5 ½ Line)) with a planned right-of-way widths of up to 47 metres. Prioritization of the extension of James Snow Parkway south of Britannia Road is supported by the *Town*.

C.13.4.2.5 Regional Road Considerations

The *Town* will work with the *Region* to ensure that Regional roads, including Britannia Road and James Snow Parkway function efficiently as Transit Priority Corridors and major routes through the Secondary Plan area. The James Snow Parkway extension south of Britannia Road is a priority major arterial road that is central to the Britannia Secondary Plan and provides essential north-south road connection. The *Town* and *Region* will monitor the need for network improvements to be addressed after construction of each stage of *development* of the Tertiary Plans (as detailed in Sections C.13.5.1 and C.13.7.5.3 of this Secondary Plan).

A Road Network Assessment (as detailed in Section C.13.7.5.3(i) of this Secondary Plan) must be completed, to the satisfaction of the *Town* in consultation with the *Region* in accordance with an approved Terms of Reference, through the Tertiary Plan process (as detailed in Sections C.13.7.1.2 and C.13.7.5.3 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation infrastructure to be implemented as required to support full build-out of the Tertiary Plans.

C.13.4.2.6 Minor Arterial Extension

Within the Secondary Plan in the North Neighbourhood Area, a new east-west minor arterial road (extension of Louis St. Laurent) is identified on Schedule “C.13.B”, north of Britannia Road. The continuation of this road, east of Sixth Line, will connect with the existing Trafalgar Secondary Plan through the Greenbelt Plan Area as a minor arterial road.

C.13.4.2.7 Potential Major Arterial Road (New North Regional Road Corridor (formerly 5 ½ Line))

Within the Secondary Plan, between Fifth Line and Sixth Line, a new north-south road is identified on Schedule “C.13.B” extending from the north side of Britannia Road through to the northern limit of the Secondary Plan. The Secondary Plan identifies this road as a collector road between Britannia Road and the extension of Louis St. Laurent and as a minor arterial road north of the Louis St. Laurent extension to the northern limit of the Secondary Plan.

The need for this road will be reviewed in consultation with the *Region*, prior to its construction. If the *Region* determines that a major arterial road will be located within this area and that the local collector/minor arterial is no longer required, the designation of the road and its alignment will be updated without amendment to the Plan.

In the interim, *development* may commence in accordance with the Secondary Plan within the area between Fifth Line and Sixth Line provided that the *development* does not restrict consideration of alternatives for the location of the corridor.

The continuation of this road, north of the Secondary Plan boundary, will be protected to connect with the existing Derry Green Corporate Business Park Secondary Plan and Highway 401.

C.13.4.3 SERVICING

C.13.4.3.1 Water and Wastewater Infrastructure

The public infrastructure system shall be developed in conformity with Sections B.2.6.3.33 and B.2.6.3.34 of this Official Plan.

Halton *Region* is responsible for water collection, treatment and distribution infrastructure in accordance with the *Region’s* most current master plan, policies, by-laws and guidelines.

C.13.4.3.2 Stormwater Management

In conformity with Section B.2.6.3.39 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 delineated in the Tertiary Plans in accordance with the *MESP*. Where possible, 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 existing and ultimate Regional roadways, where grading allows this drainage to enter the stormwater management facilities.

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations where feasible. For *developments* adjacent to a Regional Road, the design of storm sewer systems and stormwater management ponds shall accommodate storm flows from the Regional Road, where feasible. Such design shall be in accordance with the *Region's* Urban Services Guidelines and at no cost to the *Region*.

Subject to Section B.4.9 of this Official Plan, stormwater management facilities and LID techniques may be permitted within the NHS where deemed *essential* and if demonstrated that there will be no *negative impacts* on Key Features and components of the NHS or their *ecological functions* through a *MESP*, *Development Area Environmental Functional Servicing Study (DAEFSS)*, *Environmental Impact Assessment (EIA)* or equivalent study prepared to the satisfaction of the Town, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards. Stormwater management facilities are permitted in all other land use designations subject to meeting relevant Provincial legislation, regulations and policies.

Innovative design and underground stormwater management facilities are encouraged, particularly in the Urban Village Centre and Neighbourhood Commercial Mixed Use designations and may be implemented on public or private lands through additional planning processes to the satisfaction of the Town in consultation with the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards. Any such facilities should generally be identified through the Tertiary Plan process and incorporated into the Fiscal Impact Assessment.

Where facilities are required for regulatory storm control, the facility must either be in public ownership or there must be sufficient mechanisms in place to ensure the proper operation and maintenance of a privately-owned facility, to the satisfaction of the *Town* in consultation with the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards.

The co-location of stormwater management facilities within parks may be considered on a case-by-case basis.

C.13.4.3.3 Utilities

In conformity with Sections B.2.6.3.40 to B.2.6.3.45 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.13.6.5.1 of this Secondary Plan and supported through an EA if required.

C.13.4.4 HOUSING

C.13.4.4.1 The Britannia Secondary Plan shall provide for a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section B.2.7. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, including family-sized units.

C.13.4.4.2 The Britannia Secondary Plan establishes targets for housing in accordance with Section B.2.7.3.1 and are applied across the entire Secondary Plan. A minimum target of 12% of all new residential units shall be planned as *affordable housing*, *assisted housing* or higher-density townhouses (including stacked townhouses and stacked back-to-back townhouses), apartments or *additional residential units*.

C.13.4.4.3 To contribute to the delivery of affordable and rental housing, *additional residential units* are generally encouraged in single detached, semi-detached and townhouse units. However, a minimum equivalent of 10% of single and semi-detached units in each draft plan of subdivision application shall provide the ability to accommodate an *additional residential unit* (e.g. lot sizing to accommodate an *additional residential unit* in an ancillary building or structure or basement apartments) during the initial *development* of the community and in compliance with the *Town's* zoning standards and requirements for *additional residential units*. As a condition of draft plan approval, the qualifying lots must be identified and demonstrate the ability to accommodate an *additional residential unit*.

C.13.4.5 URBAN DESIGN

C.13.4.5.1 Section B.2.8 of this Official Plan establishes a detailed urban design strategy for the *Town* which is applicable to the Britannia Secondary Plan.

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

- a) Reflects the goal and objectives of this Secondary Plan in Section C.13.3; and,
- b) Has regard for the Britannia Secondary Plan Urban Design Guidelines.

C.13.4.5.2 Further to the policies of Section C.13.4.5.1, *development* shall address the following guidelines:

- a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure all residents can access a park or public open space within a short walk from their home;

- b) Schools are encouraged to co-locate with parks to create neighbourhood focal points and land use efficiencies;
- c) Special design consideration shall be given to the area designated Greenspace on Schedule “C.13.B” and “C.13.C” for the purpose of a proposed multi-use path to create a “Linear Greenspace.” This “Linear Greenspace” will serve as a primary *active transportation* corridor through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;
- d) Neighbourhood Nodes shall support retail commercial and other uses either in single use or mixed-use *developments*. Neighbourhood Nodes shall be pedestrian-oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;
- e) Within each Neighbourhood Area, and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;
- f) The street network shall be in the form of a highly connected, 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;
- g) The road network should consider the needs of all road users, including pedestrians, cyclists, transit users, and motorists and be planned to balance such needs where appropriate;
- h) The local road pattern should be designed to prioritize and include *active transportation* modes;
- i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate;
- j) Arterial roads, including Britannia Roads and James Snow Parkway, shall be designed with boulevards that will be vegetated, where appropriate and subject to future transit needs (as Transit Priority Corridors), and the clearway shall consist of active transportation facilities. Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;
- k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through varied block lengths and off-road options such as trails, multi-use paths and mid-block connectors;
- l) All trail system and *active transportation* crossings at a Regional Road must be located at signalized intersections;
- m) Wherever feasible, single-loaded streets are encouraged to be used to maximize physical and visual access to parks and open spaces;
- n) New buildings shall be positioned where feasible to define the shape and function of open spaces and streetscapes;

- o) All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;
- p) All tall buildings in the Secondary Plan shall have regard for the Milton Tall Building Design Guidelines;
- q) New *development* shall be sensitive to adjacent built *cultural heritage resources*;
- r) The *development* of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

C.13.4.6 INFRASTRUCTURE AND INSTITUTIONAL USES

A range of infrastructure, including *institutional uses*, will be permitted in all land use designations on Schedule “C.13.C”, except where not permitted in the NHS in accordance with Sections C.13.4.1 and C.13.6.5 of this Secondary Plan.

C.13.4.6.1 General Parks and Open Space

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 Park and Recreation Strategy. The intent is to provide for a variety of parks and public open spaces distributed throughout the Neighbourhood Areas of the Secondary Plan to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on developable parkland to support outdoor recreation facilities does not diminish the importance of achieving an overall system of public open space that can provide a range of outdoor recreation facilities and park amenities.

Within the Britannia Secondary Plan, the parks and open space system and the *active transportation* system (per Section C.13.4.2.2), are identified on Schedules “C.13.B” and “C.13.C” and further detailed in Section C.13.6.4 of this Secondary Plan.

The locations of these elements, where identified, are conceptual. The exact location and configuration may be modified without amendment to this Official Plan and established through the development of Tertiary Plans, as required in Section C.13.7.5 of this Secondary Plan, and development approval process. The Tertiary Plans will achieve a distribution that maximizes access to residents within a short walk of a park or public open space. Parks and Villages Squares are encouraged to be connected to the *active transportation* network.

C.13.4.6.2 Places of Worship

The intent is to ensure sufficient opportunities for places of worship are provided to service the residents of the Secondary Plan, recognizing the diverse needs of various faith groups, including consideration for accommodating a range of major and minor sites.

A total of six (6) major place of worship locations shall be identified through the Tertiary Plan process for the entire Secondary Plan area, generally distributed with one location per Neighbourhood. The *Town* shall encourage the shared use of place of worship locations with other *institutional uses*. These sites should be developed in accordance with Section C.13.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and may be zoned to also permit alternative use(s). The sites shall be subject to a Holding Zone which shall only be permitted to be removed three (3) years after a subdivision is draft approved and subject to satisfying the following conditions of draft approval:

- a) It must be demonstrated at the time of zoning, that notice has been given to faith groups, from the stakeholder list available from the Town, to make the identified locations available;
- b) The owner provides details to demonstrate how the alternative *development* can be accommodated on the site, including but not limited to, the provision for any public roads required to accommodate the alternative use; and,
- c) If following the three (3) year reservation period, no arrangements have been made for acquisition of the identified locations for a place of worship, the underlying land use designation shall apply without further amendment to the Official Plan.

Minor places of worship may be accommodated within the Neighbourhood Commercial Mixed Use, Urban Village Centre, or the Evolving Neighbourhood designation in accordance with Section C.13.6.1, C.13.6.2 and C.13.6.3 of this Secondary Plan.

C.13.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia 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 or within hazardous lands or hazardous sites, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

At a minimum, one (1) fire station shall be identified through the Tertiary Plan process.

C.13.4.6.4 Schools

The intent of the Secondary Plan is to provide sufficient education opportunities in proportion to residents and to maximize walkability by equally distributing schools throughout the

Neighbourhood Areas and in consideration of major roads. Schools shall be provided in accordance with Section C.13.6.4.7.

C.13.4.6.5 Co-Location

Schools, Libraries, Community Centres, Parks and places of worship shall be encouraged to co-locate where possible. Schools, Libraries and Community Centres should be developed in more urban, compact forms for land efficiency.

C.13.4.7 ARCHAEOLOGICAL 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* has determined the potential for impacts to archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Landowner engagement with First Nations is encouraged prior to commencement of tertiary planning and shall be undertaken prior to commencement of additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.

C.13.4.8 EXISTING AGRICULTURAL OPERATIONS

Within the Britannia Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. 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 Britannia Secondary Plan.

C.13.4.9 GREEN INNOVATION PLAN

C.13.4.9.1 The *Town* will encourage inclusion of energy efficient housing in the Britannia Secondary Plan and residential buildings that meet or exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

C.13.4.9.2 The *Town* shall encourage installation of Electric Vehicle charging stations.

C.13.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.13.A”, provide an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, an Urban Village Centre, Neighborhood Nodes, Omagh, NHS, and Roads and Active Transportation Network.

Discrete land use designations are shown on Schedule “C.13.C” and detailed in Section C.13.6 of this Secondary Plan.

C.13.5.1 TERTIARY PLANS

Tertiary Plans will be prepared, by the landowners for the Secondary Plan, which provide for a more detailed level of planning and are to be endorsed by Council.

The Tertiary Plans are intended to implement the policies of this Secondary Plan providing more detail than the Secondary Plan to inform *development*. The Tertiary Plans will be prepared to the satisfaction of the *Town* in consultation with applicable *Public Agencies* and will demonstrate how *development* will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks (including the *active transportation* facilities within them), parks and open space, linkages, and staging, to the satisfaction of the *Town*. The Tertiary Plans will provide a framework for coordinating *development* that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia Secondary Plan Urban Design Guidelines are achieved.

The processing of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan and *MESP*. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.13.7.5.3 of this Secondary Plan sets out the requirements for Tertiary Plans including the phasing and staging plan.

Tertiary Plans shall be prepared in accordance with the boundaries shown on Schedule “C.13.E”.

Where the Tertiary Plans are not consistent with the intent of the Secondary Plan an amendment to this Official Plan will be required.

C.13.5.2 NEIGHBOURHOODS

Five Neighbourhood Areas as identified on Schedule “C.13.A” are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types and be designed as a complete, walkable neighbourhood.

Development within the Neighbourhood Areas will achieve the overall population, employment and gross density targets of the Secondary Plan. In addition to the overall targets established for the Secondary Plan, the following are the density targets for each Neighbourhood:

	Density Target (residents + jobs per hectare)
Central Neighbourhood	84
East Neighbourhood	75
North Neighbourhood	72
South Neighbourhood	67
West Neighbourhood	72
Total Secondary Plan Area*	75

* *Total Secondary Plan Area density includes Omagh.*

The density target will be calculated across all lands excluding the Natural Heritage System, Hazard Lands, utility corridors and cemeteries.

The distribution of land uses and housing types will be further articulated through the preparation of Tertiary Plans in accordance with the land use policies and housing mix goals identified in Section C.13.6 and C.13.4.4 of this Secondary Plan with a goal to achieve opportunities for places to live, work, recreate and shop within a short walk within each Neighbourhood. The Tertiary Plans will demonstrate how each Neighbourhood Area will, achieve the assigned targets and contribute to the overall population, employment and density targets for the Secondary Plan, as well as the distribution of land uses, community facilities, the local road network, *active transportation* network and open space system and are further defined in Section C.13.7.5.3.

Within each Neighbourhood, at least one (1) major place of worship location shall be identified in accordance with the Evolving Neighbourhood policies of Section C.13.6.1 and implemented through the Tertiary Plan process.

Within each Neighbourhood, Local Commercial sites shall be provided. Local Commercial sites are encouraged adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.13.6.1.

It is expected that the Neighbourhood Areas will continue to evolve to accommodate additional growth through appropriate forms of *intensification* within the planned intent of the land use designations of this Official 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.13.5.3 URBAN VILLAGE CENTRE

The Urban Village Centre at the intersection of Britannia Road and James Snow Parkway is intended to be a major focal point for the Secondary Plan, and shall be planned with a mix of commercial, institutional, and residential uses in the form of tall and mid-rise residential buildings to provide transit-supportive densities, as well as limited grade-related residential uses (excluding single and semi-detached units), and shall evolve as a strategic *intensification* area. The Urban Village Centre shall support the extension of transit supportive *development*, including the potential for a transit station, along the major arterial corridors of James Snow Parkway and Britannia Road.

Commercial uses are to be located within the Urban Village Centre to serve the residents of multiple neighbourhoods and the travelling public in a transit accessible location.

C.13.5.4 NEIGHBOURHOOD NODES

Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local Neighbourhood Area residents. Neighbourhood Nodes are intended as the central focal points of activity for each Neighbourhood Area, and are to accommodate the retail commercial, institutional and recreation uses that serve the Neighbourhood. Generally, shall be located at the intersection of key arterial and collector roads central to each Neighbourhood Area in order to optimize walkability for residents of the surrounding Neighbourhood Area that will rely on these uses daily. It is also intended that Neighbourhood Nodes will be a focus for concentrations of more intense forms of housing within walking distance of potential local transit stops. Neighbourhood Nodes shall be designed with consideration for its longer-term evolution.

C.13.5.5 OMAGH

The Omagh designation on Schedules "C.13.A" to "C.13.E" is an overlay designation. For the lands in Omagh within the Britannia Secondary Plan, the underlying land use designation in Omagh is Evolving Neighbourhood. In addition to the policies of the underlying land use designation prescribed in this Secondary Plan, lands identified as Omagh are subject to Section B.3.15 of this Plan. The Tertiary Plan policies of C.13.5.1 and C.13.7.5.3 do not apply to Omagh.

C.13.5.6 NATURAL HERITAGE SYSTEM (NHS)

The NHS is delineated on Schedules "C.13.A" to "C.13.E" 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.

C.13.5.7 ROAD AND ACTIVE TRANSPORTATION NETWORK

The Road and *Active Transportation* Networks have been identified on Schedule “C.13.B” to ensure that the street and off-road system and facilities are integrated and 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.

A Linear Greenspace is identified along the lands designated Greenspace on Schedules “C.13.A” to “C.13.E” of this Official Plan which encompass a pipeline right-of-way. The pipeline right-of-way is intended to be used as a primary east-west *active transportation* corridor across the Secondary Plan. Given its function as a utility pipeline appropriate setbacks for structures must be maintained in accordance with Section C.13.4.3.3 of this Secondary Plan. For clarity, while permanent structures are not permitted, *active transportation* facilities can be accommodated within the easement adjacent to the pipeline. Parks, Village Squares and other public uses are encouraged to locate adjacent to the pipeline right-of-way to activate the corridor.

C.13.6 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 Britannia Secondary Plan in accordance with the land use designations on Schedule “C.13.C”.

C.13.6.1 EVOLVING NEIGHBOURHOOD DESIGNATION

C.13.6.1.1 It is the intent of this Secondary Plan to provide for a broad range of housing forms and supportive uses throughout each Neighbourhood Area. Within the Evolving Neighbourhoods designation shown on Schedule “C.13.C” the following uses are permitted:

- a) Residential uses in accordance with the policies of Section C.13.4.4, C.13.5.1, C.13.5.2 and C.13.6.1.2;
- b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan. Local Commercial uses are encouraged to be located adjacent to a Village Square and shall generally not exceed the typical size of a local commercial use (930m²) and may be in the form of live-work units, small scale mixed use buildings or single use buildings;
- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan, long-term care and assisted living facilities provided they can take access from a collector or arterial road and are generally located adjacent to Neighbourhood Commercial Mixed Use or Urban Village Centre designations to allow

for synergies in uses, shared parking arrangements, to minimize disruption in residential areas and on the local road network, and where there is access from *active transportation* and transit routes;

- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7. Minor places of worship should generally be provided adjacent to a Village Square or school and generally does not exceed the typical size of a local commercial use (930m²); and,
- e) Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.1.2 Building heights should not exceed four storeys. Notwithstanding the foregoing, locations to accommodate additional building height up to eight storeys may be considered through subsequent planning processes, without amendment to the Secondary Plan, subject to the following requirements:

- a) The lands are located along an arterial road (i.e. James Snow Parkway or Britannia Road);
- b) The lands are located within a 500 metre radius of an existing or planned transit stop; and
- c) The *development is compatible* with and is appropriately designed and transitioned to the surrounding area.

C.13.6.2 URBAN VILLAGE CENTRE DESIGNATION

C.13.6.2.1 The Urban Village Centre designation on Schedule “C.13.C” is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.

In accordance with Section C.13.5.3, the Urban Village Centre designation is intended to provide a range and mix of uses within each location and permits the following uses in a stand-alone or mixed-use building format:

- a) Residential uses excluding single and semi-detached dwellings;
- b) Retail and commercial uses;
- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and are encouraged to be in a mixed-use format;
- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use generally does not exceed the typical size of a local commercial use (930m²);
- e) Community Centre; and
- f) Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

- C.13.6.2.2** Building heights shall not exceed 25 storeys.
- C.13.6.2.3** The combined area of Urban Village Centre designated areas shall provide a minimum of 34,000 m² of retail and commercial gross floor area. Any gross floor area related to a major place of worship and/or a community centre does not contribute to the minimum gross floor area.
- C.13.6.2.4** The boundaries of the Urban Village Centre designated area as shown conceptually on Schedule “C.13.C” may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.

C.13.6.3 NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION

- C.13.6.3.1** The Neighbourhood Commercial Mixed Use designation on Schedule “C.13.C” is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.

In accordance with Section C.13.5.4, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:

- a) Residential uses excluding single and semi-detached dwellings;
- b) Retail and commercial uses;
- c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use generally does not exceed the typical size of a local commercial use (930m²); and,
- d) Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

- C.13.6.3.2** The maximum height of buildings shall not exceed 15 storeys and shall be designed to ensure compatibility with adjacent *development*.
- C.13.6.3.3** The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 10,000 m² of retail and commercial gross floor area.
- C.13.6.3.4** The boundaries of the Neighbourhood Commercial Mixed Use designated areas as shown conceptually on Schedule “C.13.C” may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.

C.13.6.4 INSTITUTIONAL USES

Notwithstanding the policies of Section B.2.5, *development of institutional uses* such as parks, open space, and schools, shall be provided where identified on Schedule “C.13.C” or

as more precisely located through the Tertiary Plans, and shall be subject to the policies of this subsection.

The Drumquin District Park and Omagh Neighbourhood Park are existing parks and do not form part of the Planning Act requirement for parks in the Secondary Plan.

C.13.6.4.1 Community Park

Community Parks are intended to serve all residents in the *Town* and should be co-located with major indoor recreation facilities and should include a range of outdoor recreation facilities such as sports fields, hard surface sport courts, and spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, Community Parks will be at least 21 hectares in size, configured to provide a range of outdoor recreation facilities, and located with frontage on an arterial road.

Unless other arrangements are made to the satisfaction of the Town, one (1) Community Park shall be included in the Secondary Plan area. If the Community Park is located within the Britannia Secondary Plan area, it is encouraged to be adjacent to lands required for a community centre and other *institutional uses* such as a secondary school, library, or place of worship. If the Community Park is located outside of the Britannia Secondary Plan area, lands required for a community centre shall be co-located with a District Park.

C.13.6.4.2 District Park

District Parks are intended to serve multiple Neighbourhood Areas within the Secondary Plan and should include major outdoor recreation facilities such as sports fields, hard surface sport courts, and limited spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, District Parks will be approximately 7.5 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks are generally identified on Schedule “C.13.C”. The locations and sizes may be refined through the Tertiary Plans without amendment to the Plan and where possible located in proximity to mixed-use areas and should have access along an arterial or collector road.

A minimum of three (3) District Parks shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that District Parks are co-located adjacent to lands required for *institutional uses* such as a Secondary School or Elementary School.

C.13.6.4.3 Neighbourhood Park

Neighbourhood Parks are intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, hard surface sport courts, as well as park amenities such as playgrounds, and spray pads etc. Generally, Neighbourhood Parks will be approximately 3.0 to 4.0 hectares in size. The location of

Neighbourhood Parks are generally identified on Schedule “C.13.C”. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

A Neighbourhood Park shall be included in each Neighbourhood. It is encouraged that Neighbourhood Parks are co-located adjacent to lands required for an Elementary School and have frontage along a minimum of one public street.

C.13.6.4.4 Village Squares

Village Squares are intended to serve neighbourhoods within the Secondary Plan and are primarily expected to provide park amenities such as playgrounds and open, active recreation areas. Generally, Village Squares will be approximately 0.4 hectares in size. The location of Village Squares are generally identified on Schedule “C.13.C”. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

Each Neighbourhood shall accommodate at least three (3) Village Squares. Village Squares should be located in areas of the neighbourhoods that do not have good access to other recreation, parks or public open space opportunities. Village Squares should have frontage along a public street, generally along two sides of the square, and may be provided as Privately Owned Public Spaces (POPS), which shall not be credited for parkland dedication, unless otherwise agreed to with the Town.

C.13.6.4.5 Privately Owned Public Spaces (POPS)

Privately Owned Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes and Urban Village Centre to provide passive open space and complementing planned parks and natural areas. POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town.

C.13.6.4.6 Greenspace Designation

Greenspace lands are intended to provide open space connections to the NHS, where appropriate; these may include utility rights-of-way.

Greenspaces are generally intended for passive recreational uses (which shall not be credited for parkland dedication, unless otherwise agreed to with the Town) and to support the establishment of the *active transportation* system. Within the Britannia Secondary Plan, the Greenspace designation consists of the Linear Greenspace and is intended as a utility pipeline and major east-west *active transportation* corridor through the Secondary Plan.

C.13.6.4.7 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 and as shown by symbols on Schedule “C.13.C”. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

The Secondary Plan identifies the need for thirteen (13) Elementary Schools and three (3) Secondary Schools.

Schools are permitted in all land use designations except the NHS or within hazardous lands or hazardous sites. It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, joint use of buildings, parking areas, open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements. Schools should be designed for optimal efficiency through more compact urban forms with multiple level schools integrated with other facilities and uses, where appropriate.

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 *institutional uses* (e.g., public library).

It is recognized that the location of schools on Schedule “C.13.C” is conceptual and is intended to identify general potential locations for these facilities. The Tertiary Plan process shall further define the number and locations of schools without amendment to this Official Plan. If it is determined that the lands are not required for a school, where identified, the underlying land use designation shall apply without further amendment to this Official Plan.

C.13.6.5 NATURAL HERITAGE SYSTEM (NHS) DESIGNATION

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and *ecological functions*. Within the Britannia Secondary Plan, the NHS is depicted on Schedules “C.13.A” to “C.13.E” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan. Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the South Milton Subwatershed Study (SWS) and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments to the NHS, may occur without amendment to this Plan where they are supported by either a SWS, *MESP*, *DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town* in consultation with the *Conservation Authority* where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a *Planning Act* process.

The lands within the NHS designation shall be acquired by the *Town* in accordance with the policies of Section C.13.7.2.1 of this Secondary Plan.

C.13.6.5.1 Permitted Uses

The NHS designation on Schedules “C.13.A” to “C.13.E” permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan.

C.13.6.5.2 Criteria for Buffers

The NHS as shown on Schedules “C.13.A” to “C.13.E” includes buffers that are an important component to the overall NHS and are required to protect *Key Features* and *ecological functions* by mitigating the impacts of proposed *development* or *site alteration*. Consistent with the SWS, buffer widths will be determined through a *MESP*, *DAEFSS*, an *EIA* and/or equivalent study, provided that these studies are accepted by the Town, and in accordance with C.13.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

The final buffers will:

- Consider adjacent land uses, and sensitivity and significance of the *Key Features*, watercourses and their *ecological functions*. Consideration shall also be given to additional mitigation opportunities such as fencing or additional buffer planting.
- In conjunction with other potential mitigative measure, avoid *negative impacts* on *Key Features* and their *ecological functions*; and
- Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan and Official Plan and conform with relevant Provincial legislation, regulations and policies to the satisfaction of the Town, in consultation with the *Conservation Authority* where it relates to regulated areas.

C.13.6.5.3 Linkages

The NHS as shown on Schedules “C.13.A” to “C.13.E” includes Linkages that are intended to provide connectivity supporting the *ecological functions* related to the long term movement of plants and animals between *Key Features* and provide an important contribution to the long term sustainability of the NHS.

Linkages, discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the NHS in this Plan, the Official Plan and the Regional Official Plan. The extent and location of the linkage can be assessed through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the NHS. The linkage shall be designed to support a range of community and ecosystem processes enabling plants and animals to move between *Key Features* over multiple generations. Refinements to identified Linkages may occur through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the Town, and in accordance with C.13.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

C.13.6.5.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Consistent with Section C.13.6.5, refinements to the NHS may include realignment of headwater drainage features, watercourses and associated flooding and erosion hazards as well as changes to wetlands, consistent with the directions of the SWS. The alignment, configuration and characteristics of the realigned headwater drainage features, watercourses, and/or flooding and erosion hazards, as well as any changes to wetlands are to be refined through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the *Town* and *Conservation Authority*. Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological linkage assessments, where applicable, and identify the location, length, width, design elements and functions of the refined watercourses/headwater drainage features. Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other *natural features* where possible, and will provide an ecological linkage to *Key Features*, where applicable. Realignment will demonstrate no *negative impacts* to adjacent *Key Features*. Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the *Town*, and the *Conservation Authority* where it relates to regulated areas. The limits of areas regulated by the *Conservation Authority* will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules C.13.A to C.13.E.

Based on future studies, refinements to these features and/or areas, may be made without an amendment to this Plan.

C.13.6.5.5 Enhancements to Key Features

Enhancements to the *Key Features* shall be studied through the *MESP*, *DAEFSS*, and/or *EIA* or equivalent study. As per Section C.13.6.5, and considering overall community design objectives and SWS direction, the NHS may be refined to incorporate Enhancements to *Key Features* that are ecologically supporting areas adjacent to individual Key Natural Features or measures internal to individual *Key Features* that increase the ecological resilience and function of *Key Features*.

C.13.7 IMPLEMENTATION

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

C.13.7.1 PHASING AND FINANCE

C.13.7.1.1 *Development* in the Britannia Secondary Plan shall proceed in phases, shown on Schedule “C.13.D”. The Phases should proceed in accordance with the extension of water and wastewater servicing infrastructure, beginning with Phase 1. Development Stages within each Phase shall be detailed within the Tertiary Plans.

C.13.7.1.2 Within each phase, *development* shall be sequenced to ensure:

- a) There is availability and efficient use of public *infrastructure* and services, where each Neighbourhood is delineated to include a school, park, retail commercial uses and place(s) of worship as part of a *complete community*;
- b) *Development* proceeds in a manner that is supportive of transit services;
- c) Services and required *infrastructure* are provided as part of each Neighbourhood in a fiscally responsible manner consistent with the objectives of this Secondary Plan, in accordance with the *Region’s* Integrated Master Plan, the Development Charges Background Study, and the *Region’s* Financing Policies for Growth Infrastructure and all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;
- d) The progression of *development* will follow a logical sequence to ensure the creation of complete Neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,
- e) There is an appropriate range and mix of housing types, including *affordable* and/or *assisted housing*, to achieve the targets of this Secondary Plan.

C.13.7.1.3 Prior to the approval of any *development* applications, the following must be satisfied:

- a) Prior to proceeding with *development* beyond the first stage in any Tertiary Plan Area, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the *Town’s* financial and landowner cost sharing agreement) shall have draft plan or site plan approval;
- b) Regional municipal water and wastewater services are available to be extended to the lands in the subject Tertiary Plan stage and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;
- c) Arrangements have been made to the satisfaction of the *Town* to ensure the early delivery of projected *institutional uses* (including elementary and secondary schools), parks, off-street trails and components of the *active transportation* system and transit facilities to support growth;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared to the *Town’s* satisfaction;
- e) The *Town* has in full force and effect, and not subject to appeal for changes 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 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 the *Town* in accordance with Section C.13.7.1 of this Official 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,
- h) Any financial and other requirements of the *Town* and *Region* to support sustainable growth, pursuant to applicable legislation are satisfied.

C.13.7.1.4 Notwithstanding Section C.13.7.1.3.a) and C.13.7.1.7.d):

- 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 landowner or group of landowners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town*'s sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town* 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) The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in a subsequent Tertiary Plan stage, 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; and,
- d) The provision of parkland may be permitted without reference to the phasing policies subject to the availability of any required *infrastructure* to service the park areas.

C.13.7.1.5 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.13.7.1.6 All new urban *development* in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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.13.1.1 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* addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan have entered into a Master Parks and Trails 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 Britannia Secondary Plan has been completed to the satisfaction of the *Town* in consultation with the *Region*;
- g) *Development* staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plans have been endorsed by *Town* Council and are consistent with this Secondary Plan;
- i) The *MESP* and *DAEFSS* or other equivalent environmental studies have been completed to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency*;
- j) The *Town* establishes a monitoring program, in consultation with the *Region*, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,
- 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.

C.13.7.1.7 This Secondary Plan shall require that 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:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;
- b) Requires, to the maximum extent possible and practical, the conveyance of lands for *institutional uses* 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;
- c) 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;
- d) Shall proceed in Phases shown on Schedule “C.13.D”. *Development* Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.13.7.1 of this Secondary Plan; and,
- e) 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.13.7.2 LAND CONVEYANCE, OTHER INFRASTRUCTURE AND UTILITIES

C.13.7.2.1 Land Conveyance for Park or Other Recreational Purposes

Land conveyance for park or other recreational purposes 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.

Unless otherwise agreed to with the *Town*, the following shall not be counted towards land conveyance for park or other recreational purposes:

- Private outdoor amenity space including privately owned public spaces (POPS);
- Landscape buffers, vistas and open space blocks;
- 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.13.7.2.2 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) Any District Park, Neighbourhood Park 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 and place of worship 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 Section C.13.6.5, have been dedicated to the *Town*, or to the *Conservation Authority* 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.13.7.3 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.13.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Britannia 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.13.7.5 REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS

C.13.7.5.1 Prior to the submission of a Tertiary Plan, a Master Parks and Trails Agreement shall be executed between the landowners within the Secondary Plan and the *Town* to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan.

C.13.7.5.2 Pre-Application Submission Requirements

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

- a) The *Town* has substantially advanced a *MESP* in consultation with any other appropriate *Public Agency* including the *Conservation Authority* where it relates to regulated areas;
- b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,
- c) A Tertiary Plan has been endorsed by Council for the *development* area or has been deemed substantially advanced by the *Town*.

C.13.7.5.3 Tertiary Plan Submission Requirements

Prior to the making of any application for draft plan approval, Tertiary Plans shall be prepared by the landowners 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. Prior to draft approval, Draft Plans of Subdivision shall be prepared in accordance with this Secondary Plan and the applicable Tertiary Plan or be supported by explanation for changes to the Tertiary Plan satisfactory to the *Town*, in consultation with any other appropriate *Public Agency*. Tertiary Plans for the lands in this Secondary Plan shall address and demonstrate:

- a) The Staging of *development* including:
 - i. The breakdown of anticipated dwellings by type including *affordable housing* and/or *assisted housing* as set out in Section C.13.4.4, non-residential uses by area and type and the associated population and employment for each development stage; and,
 - ii. Water and wastewater servicing strategies for each *development* stage;
- b) The quantum and location of retail and commercial gross floor area being provided within the Urban Village Centre and Neighbourhood Commercial Mixed Use designated areas. A reduction to the minimum retail and commercial gross floor area required in Section C.13.6.2.3 and C.13.6.3.3 may be considered through the completion of a retail and commercial needs assessment;
- c) The consideration of urban design matters outlined in Section B.5.3.4 of this Official Plan;

- d) A detailed street, block and land use plan;
The detailed street, block and land use plan will identify the conceptual lotting and building types proposed in the neighbourhood and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.
- e) The location, configuration and quantum, of schools and parks confirmed in accordance with service standards or a Master Parks and Trails Agreement;
- f) The potential location and quantum of libraries, community centres and emergency services confirmed in accordance with service standards;
- g) The proposed locations of major places of worship;
- h) The preliminary location, size and general configuration of stormwater management facilities;
- i) A detailed Road Network Assessment is to be completed to the satisfaction of the *Town* in consultation with the *Region* in order to assess the impacts on the Regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation infrastructure is required to support each stage of *development* in the Britannia Secondary Plan area. A detailed Terms of Reference must be approved by the *Town* and must have regard for the *Town* and *Region's* most current Guidelines, including the Transportation Impact Study Guidelines and Access Management Guideline. At minimum the detailed Road Network Assessment must:
 - i. Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA processes;
 - ii. Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of *development*;
 - iii. Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation infrastructure requirements to accommodate full build-out of *development*;
 - iv. Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a terms of reference completed to the satisfaction of the *Town* and in consultation with the *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;
 - v. Develop an Access Management Strategy to the satisfaction of the *Town* in consultation with the *Region* as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination; and,

- vi. Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan;
- j) The strategy for public and shared parking;
- k) The *active transportation* system (including all on-road and off-road facilities and trails);
- l) The location of possible transit routes and transit facilities for dedication to the *Town*;
- m) The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with policy B.4.8 and B.4.9 of this Official Plan and in accordance with this Secondary Plan;
- n) The logical extension and progression of growth and development to the Future Community Area Designation – Britannia lands is accommodated in the planned roads, water and wastewater servicing and development patterns abutting the Future Community Area Designation – Britannia lands;
- o) How the Britannia Secondary Plan Urban Design Guidelines have been addressed; and,
- p) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

C.13.7.6 COMPLETE APPLICATION REQUIREMENTS

In addition to the Complete Application requirements set out in Section B.5.3.4 of this Official Plan, the following studies shall be submitted as part of all privately initiated planning applications, except those under Section 45 of the *Planning Act*:

- a) *Development Area Environmental Functional Servicing Study (DAEFSS)*; and,
- b) Any other appropriate studies identified by the *Town* as part of a complete application.

C.13.7.6.1 Development Area Environmental Functional Servicing Study (DAEFSS)

DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. The Terms of Reference and final report for the *DAEFSS* are to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards.

- C.13.7.6.2** The *MESP* shall provide direction for the preparation of the *DAEFSS* and Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed level analysis for the Britannia Secondary Plan area. The final report is to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards.

C.13.7.7 FUTURE COMMUNITY AREA DESIGNATION – BRITANNIA

The Future Community Area Designation – Britannia as shown on Schedules “C.13.A” to “C.13.E” of this Secondary Plan are adjacent to but outside the Britannia Secondary Plan area. These lands will be brought forward for *development* through an amendment or amendments to this Official Plan as an urban extension of the Britannia Secondary Plan in accordance with Section B.5.4.4 of this Official Plan. The Tertiary Plans for the Britannia Secondary Plan shall address and demonstrate how the Tertiary Plans provide for appropriate planning and servicing requirements (i.e. roads, water and wastewater servicing and development patterns) to allow for the logical extension and progression of growth and development to the Future Community Area Designation – Britannia lands.

C.13.7.8 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads as illustrated on Schedules “C.13.A” to “C.13.E” of 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.

C.13.8 INTERPRETATION

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

C.13.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules to the Secondary Plan are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan.

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

C.13.8.2 NUMERICAL STANDARDS

Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any

minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the *Town*.

C.13.8.3 SYMBOLS

Symbols for parks and schools, where identified, are conceptual and intended to show the approximate location of these elements on Schedule “C.13.C”. Where the general intent of the Plan is maintained, refinements will not require amendment to this Secondary Plan, except where the proposed park and elementary school symbol crosses an arterial road or the NHS.

C.13.8.4 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 Britannia 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 feasible, the *DAEFSS* level of detail may be used to support the Tertiary Plans.

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 the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent *development*. It also assesses matters such as refinements to the NHS, identifies potential impacts to the NHS, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the NHS and provides 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*.

Master Environmental Servicing Plan (MESP) means an integrated environmental and engineering study supporting refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the NHS, natural hazard management and risk mitigation approaches, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the NHS, approaches to monitoring and identification of future study needs. A *MESP* will be scoped based on area specific matters and SWS recommendations. It is not intended to re-study all SWS matters but will include matters not addressed or finalized in the SWS, provide a greater level of detail than the SWS where required, and cover a smaller more focused area than the SWS.

List of Schedules

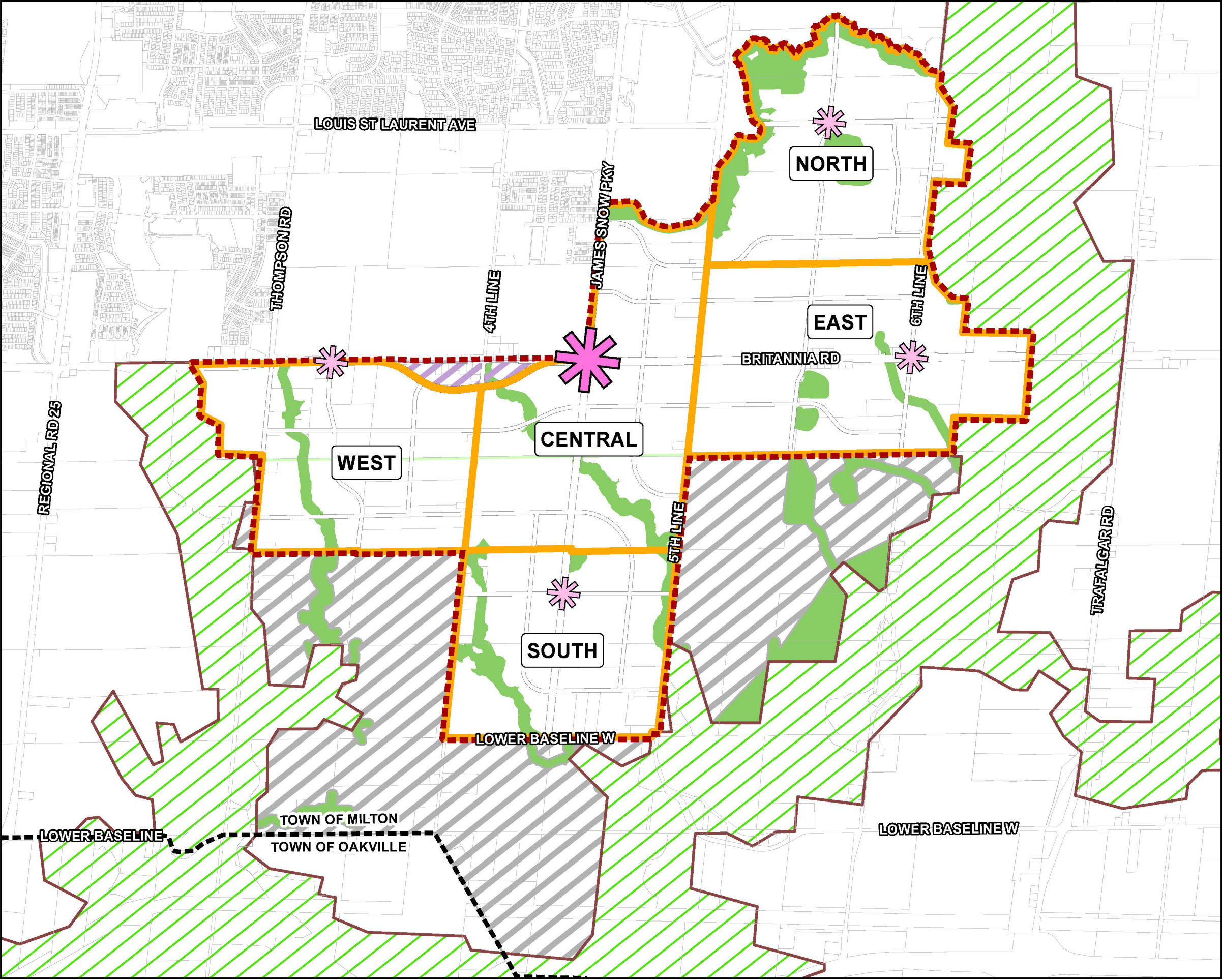
Schedule C.13.A Community Structure Plan

Schedule C.13.B Active Transportation and Natural Heritage System Plan

Schedule C.13.C Land Use Plan

Schedule C.13.D Phasing Plan

Schedule C.13.E Tertiary Plan Areas



**TOWN OF MILTON
OFFICIAL PLAN**

Schedule C.13.A

**BRITANNIA SECONDARY PLAN
COMMUNITY STRUCTURE PLAN**

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN
PROTECTED COUNTRYSIDE AREA
- NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
- GREENSPACE
- OMAGH
- FUTURE COMMUNITY AREA
DESIGNATION - BRITANNIA
(REFER TO POLICY C.X.7.7)
- NEIGHBOURHOOD
- URBAN VILLAGE CENTRE
- NEIGHBOURHOOD NODE



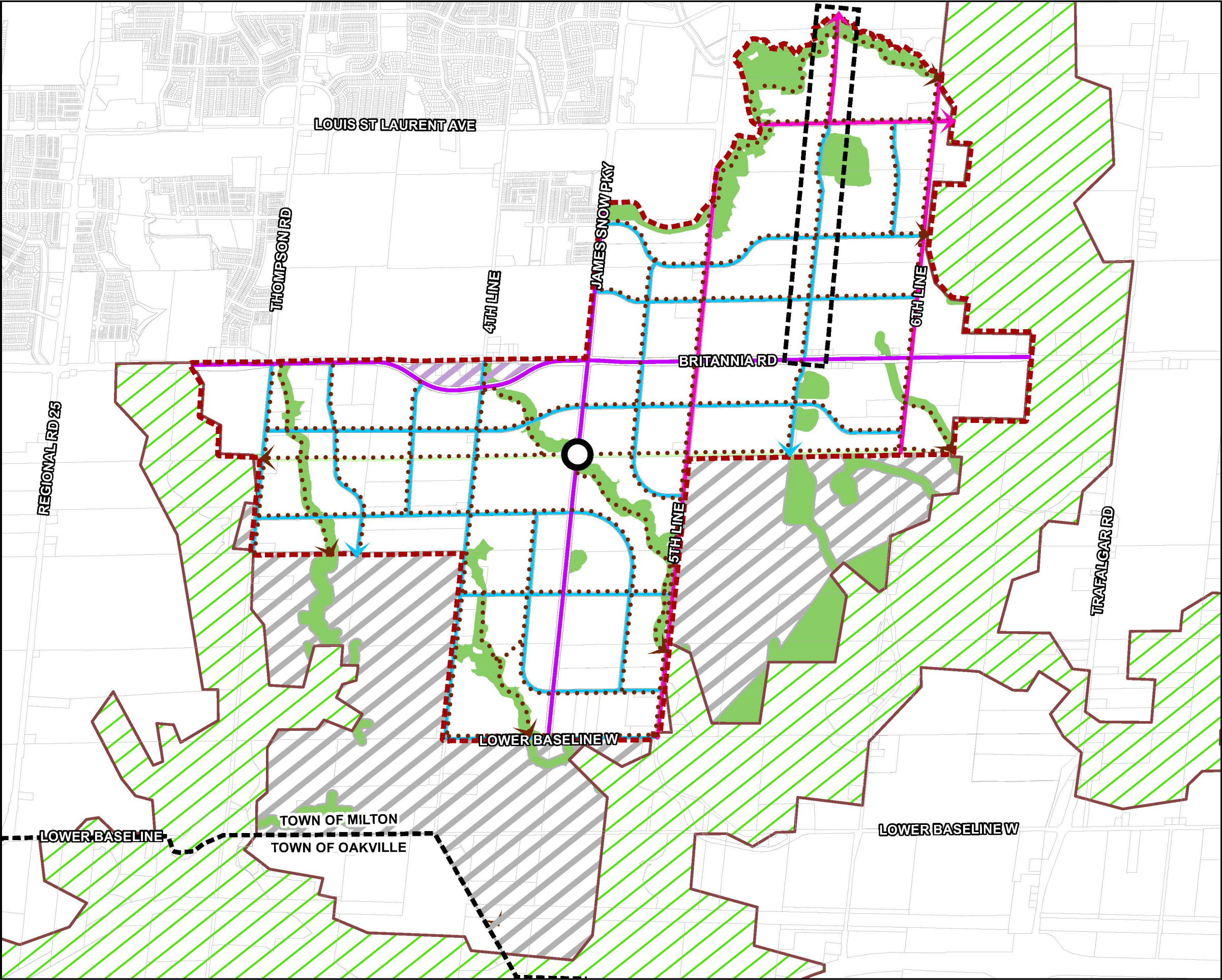
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NAD 1983 - UTM Zone 17N

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

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Prepared by: Malone Given Parsons Ltd.

JANUARY 2025



**TOWN OF MILTON
OFFICIAL PLAN**

Schedule C.13.B

**BRITANNIA SECONDARY PLAN
ACTIVE TRANSPORTATION &
NATURAL HERITAGE
SYSTEM PLAN**

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN
PROTECTED COUNTRYSIDE AREA
- NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
- GREENSPACE
- OMAGH
- FUTURE COMMUNITY AREA
DESIGNATION - BRITANNIA
(REFER TO POLICY C.X.7.7)
- ACTIVE TRANSPORTATION ROUTE
(TRAIL NETWORK)
- ACTIVE TRANSPORTATION
KEY ACCESS POINT
- ROAD NETWORK**
 - MAJOR ARTERIAL ROAD
(WITH FACILITIES FOR PEDESTRIANS AND CYCLISTS)
 - POTENTIAL MAJOR ARTERIAL ROAD
 - MINOR ARTERIAL ROAD
(WITH FACILITIES FOR PEDESTRIANS AND CYCLISTS)
 - COLLECTOR ROAD
(WITH FACILITIES FOR PEDESTRIANS AND CYCLISTS)



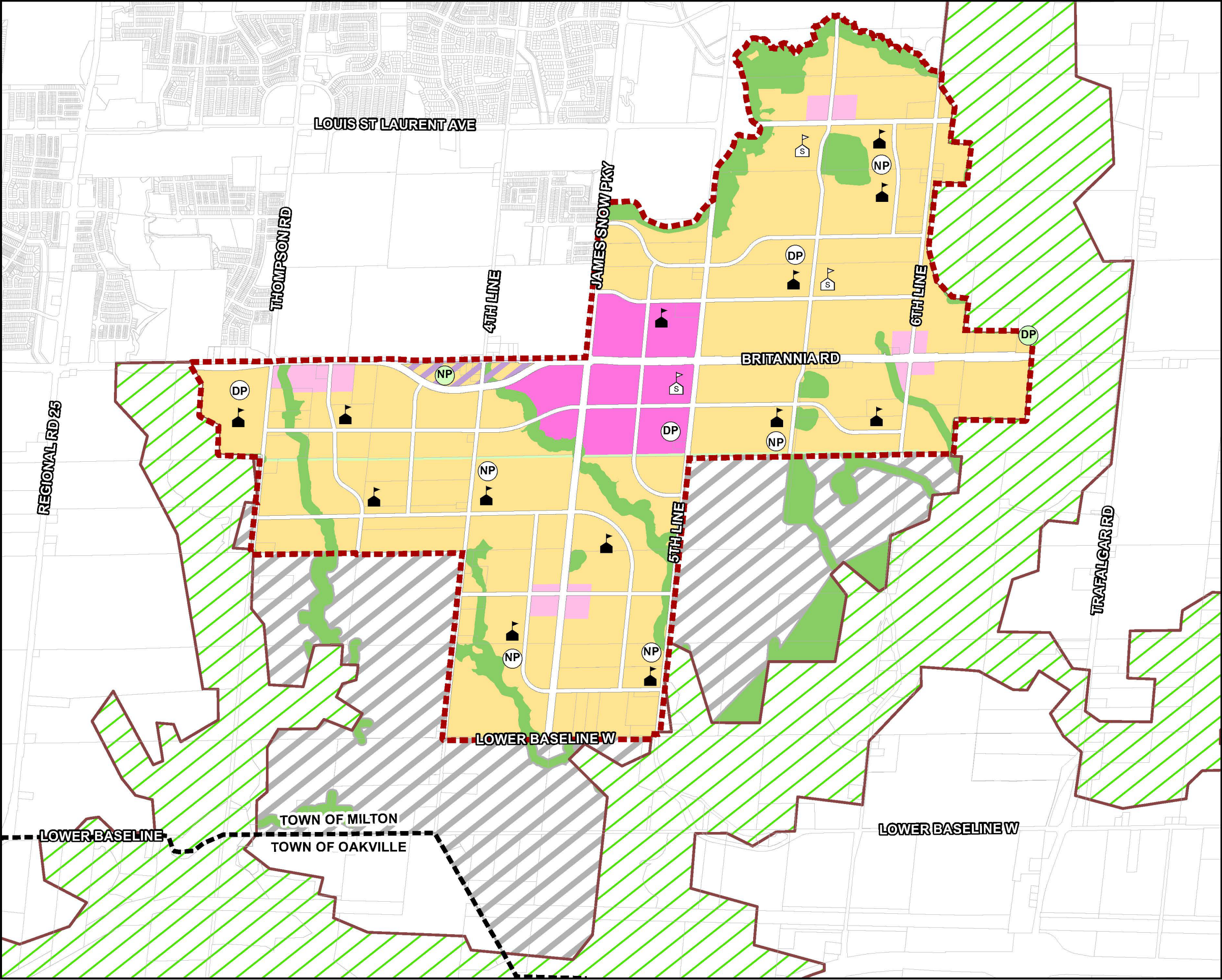
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NAD 1983 - UTM Zone 17N

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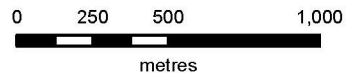
JANUARY 2025



TOWN OF MILTON OFFICIAL PLAN

Schedule C.13.C BRITANNIA SECONDARY PLAN LAND USE PLAN

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN
PROTECTED COUNTRYSIDE AREA
- EVOLVING NEIGHBOURHOOD
- NEIGHBOURHOOD COMMERCIAL
MIXED USE
- URBAN VILLAGE CENTRE
- OMAGH
- NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
- GREENSPACE
- FUTURE COMMUNITY AREA
DESIGNATION - BRITANNIA
(REFER TO POLICY C.X.7.7)
- EXISTING DISTRICT PARK
- DISTRICT PARK
- EXISTING NEIGHBOURHOOD PARK
- NEIGHBOURHOOD PARK
- ELEMENTARY SCHOOL
- SECONDARY SCHOOL

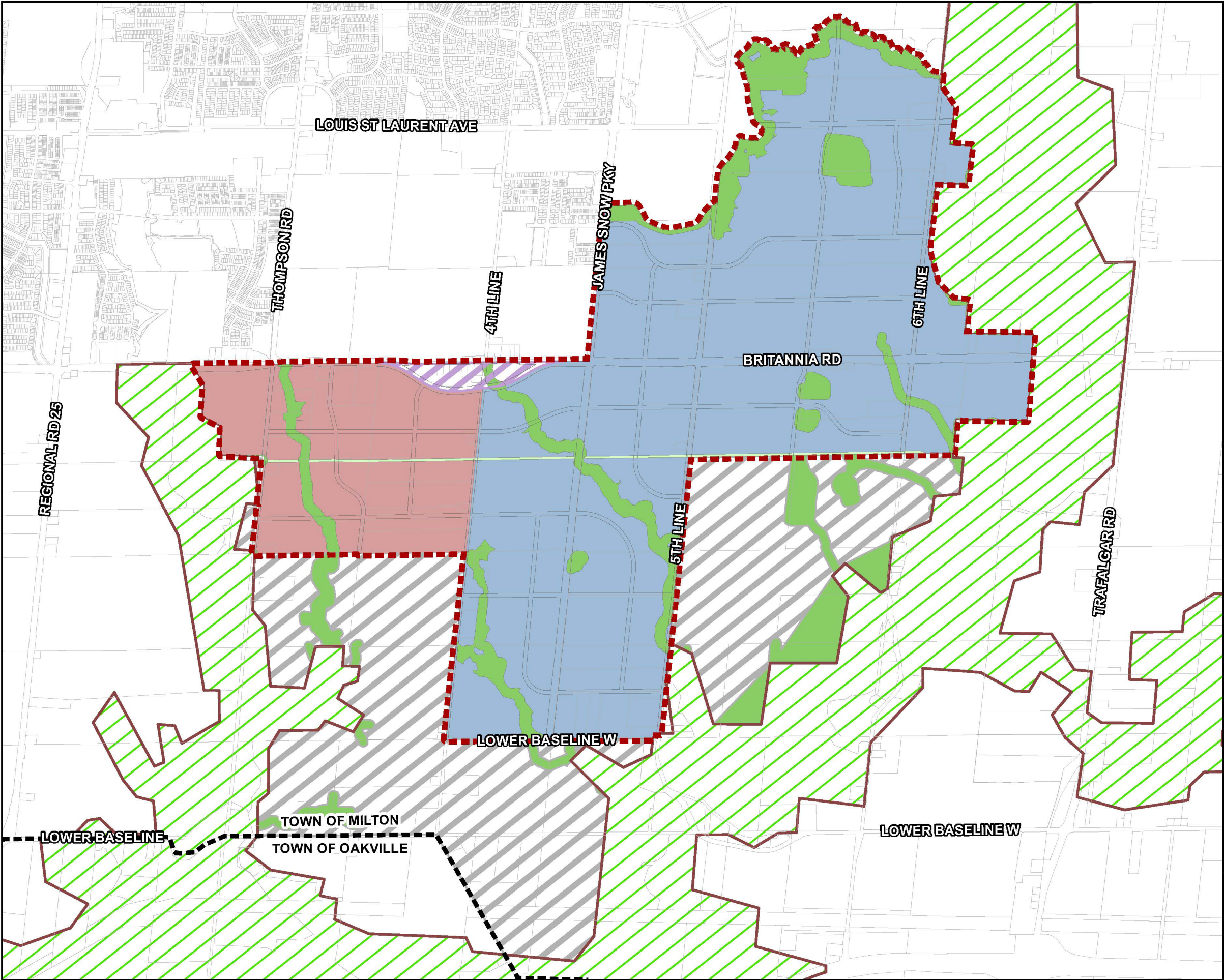


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TOWN OF MILTON OFFICIAL PLAN

Schedule C.13.D

BRITANNIA SECONDARY PLAN PHASING PLAN

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN
PROTECTED COUNTRYSIDE AREA
- NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
- GREENSPACE
- OMAGH
- FUTURE COMMUNITY AREA
DESIGNATION - BRITANNIA
(REFER TO POLICY C.X.7.7)

PHASES

- PHASE 1
- PHASE 2



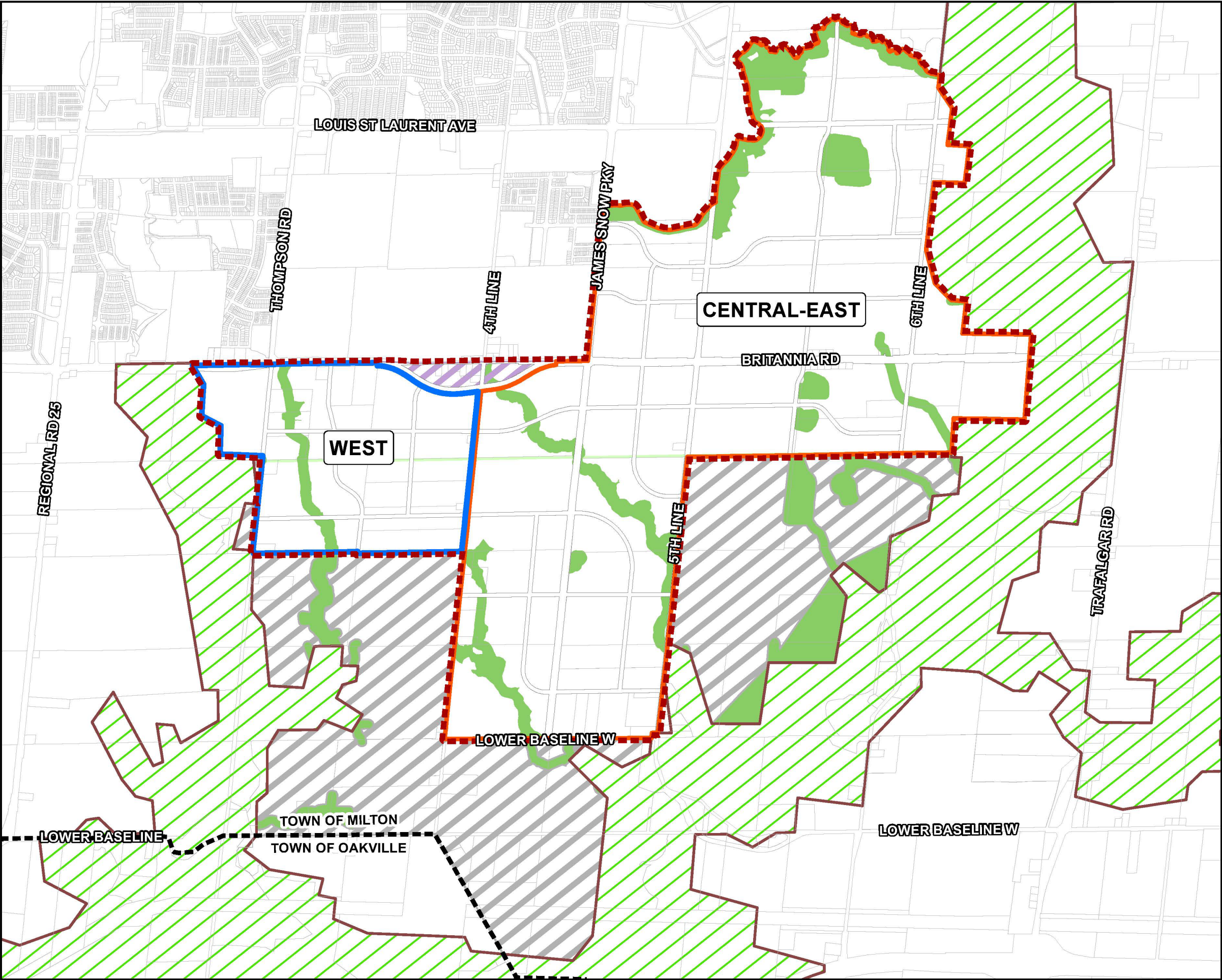
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TOWN OF MILTON OFFICIAL PLAN

Schedule C.13.E

BRITANNIA SECONDARY PLAN TERTIARY PLAN AREAS

-  SECONDARY PLAN AREA
-  MUNICIPAL BOUNDARY
-  GREENBELT PLAN
-  PROTECTED COUNTRYSIDE AREA
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  OMAGH
-  FUTURE COMMUNITY AREA
DESIGNATION - BRITANNIA
(REFER TO POLICY C.X.7.7)

TERTIARY PLAN AREAS

-  WEST TERTIARY PLAN
-  CENTRAL-EAST TERTIARY PLAN



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metres

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C.13 ***Britannia Secondary Plan***

C.13 **BRITANNIA SECONDARY PLAN**

C.13.1 **GENERAL**

C.13.1.1 **PURPOSE**

The Britannia Secondary Plan establishes a detailed planning framework to facilitate the *development of a complete community*.

The Secondary Plan:

- a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;
- b) 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;
- c) Provides growth management policies to implement a target of 57,500 residents and 9,300 jobs;
- d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of Neighbourhood Areas based on the population and employment targets of this Secondary Plan; and,
- e) Establishes Tertiary Plan Areas and identifies requirements for preparation of more detailed Tertiary Plans prior to final approval of development applications.

C.13.1.2 **LOCATION**

The Britannia Secondary Plan is located in the *Town's* SHP Growth Area as shown on Schedule "B" of this Official Plan and is generally bounded by:

- a) North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road
- b) East – The Provincial Greenbelt and Fifth Line
- c) South – The SHP Growth Area Boundary
- d) West – The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

C.13.2 **SECONDARY PLAN VISION**

The Britannia Secondary Plan area is envisioned to be a complete, sustainable, connected, attractive and well-served community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services.

C.13.2.1 COMMUNITY CHARACTER

The community characteristics that provide direction for *development* in the Britannia Secondary Plan, 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 *institutional uses*.
- b) **A Well-Serviced Community**
A walkable community that provides activity centres to maximize *active transportation* access to shopping, recreation, institutional, and leisure choices.
- c) **An Environmentally Sustainable Community**
A community that provides a Natural Heritage System (NHS) 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.13.2.2 COMMUNITY DESIGN ELEMENTS

The Britannia Secondary Plan Urban Design Guidelines provide guidance for the preparation of Tertiary Plans, draft plans of subdivision, zoning and the review of development applications. Implementation of this Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the Urban Design Guidelines to achieve the following Community Design Elements:

- a) Five distinct Neighbourhoods each with a node as the centre of commercial activity with transit supportive, and higher-density residential and mixed use development and opportunities for increased heights and densities along Britannia Road and James Snow Parkway. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood;
- b) An Urban Village Centre, central to the Secondary Plan area, serves as the primary focus of activity and *institutional uses*, including a mix of commercial and residential uses, a District Park, an elementary school and a Secondary School;
- c) A range of retail commercial opportunities, including options which maximize walkability for residents;

- d) A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;
- e) A range and mix of housing options, primarily grade-related, will be provided in each Neighbourhood to promote inclusiveness and create dynamic streetscapes;
- f) A central *active transportation* corridor will generally run along the pipeline easement to create a central "Linear Greenspace" and provide residents with an attractive, off-road *active transportation* option across the Secondary Plan from east to west.
- g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- h) A complete *active transportation* system that provides both on- and off-road *active transportation* facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt.

C.13.3 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 Britannia Secondary Plan:

C.13.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for retail commercial and *institutional uses* within reasonable walking distance from most of the population;
- b) Identify strategic locations for a regional-serving retail ~~and~~ commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and placemaking;
- c) Achieve an overall density target of 75 residents and jobs combined per gross hectare across the Britannia Secondary Plan;
- d) Ensure that a range and mix of housing options are provided, to meet the needs of family-sized households balanced with higher density forms of transit supportive housing;
- e) Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;
- f) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with *active transportation* (on- and off-road) as one of the main organizing features of the community;
- g) Identify the *institutional use* needs and provide opportunities for places of worship; and,

- h) Encourage best practices for *sustainable development* such as low impact development, energy efficient housing, *active transportation* and increased mobility options.

C.13.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

- a) Protect or enhance *Key Features* of the 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 any other appropriate *Public Agency*, a combined natural heritage and off-street *active transportation* system as a central feature of the community that is easily accessible and visible to residents and visitors;
- c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open space adjacent to, or near, the NHS where possible; and,
- d) Establish an urban form that reduces reliance on auto trips and encourages walking and *active transportation*.

C.13.3.3 PROVIDE MOBILITY OPTIONS AND A LOGICAL ROAD NETWORK

- a) Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;
- b) Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the *Town*;
- c) Plan for a local transit network that can support connections to the broader and higher-order regional transit;
- d) Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;
- e) Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of *active transportation*; and,
- f) Identify Britannia Road and James Snow Parkway as Transit Priority Corridors and key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve *active transportation* needs.

C.13.3.4 ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH SENSE OF PLACE

- a) Create community identity and sense of place through the establishment of a high-quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and view corridors, public art, etc.);
- b) 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;

- c) Recognize the unique nature and opportunity to celebrate ~~the~~ Omagh ~~settlement~~ and integrate it with the broader community;
- d) Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place;
- e) Require well coordinated and planned streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and,
- f) Consider sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.

C.13.3.5 ENSURE FISCAL RESPONSIBILITY

- a) Develop the Secondary Plan 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; and,
- b) Develop the Secondary Plan in a manner that requires landowners to enter into an agreement or agreements to coordinate *development* and equitably distribute the costs of shared *infrastructure* and *institutional uses* as set out in Section C.13.7.1.6(b).

C.13.4 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 Britannia Secondary Plan.

C.13.4.1 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.13.A" to "C.13.E" and further detailed in Section C.13.6.5 of this Secondary Plan.

C.13.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.13.4.2.1 Public Transit

In conformity with Sections B.2.6.3.22 and B.2.6.3.24 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 transit-supportive design described in the Urban Design Guidelines.

C.13.4.2.2 Active Transportation System

Schedule "C.13.B" identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. The *active transportation* system shall be designed to connect people to nature, places and people.

Through the Tertiary Plan process, the *active transportation* system will be refined and coordinated with the existing and planned *active transportation* systems at both the *Town* and Regional levels, having regard for the *Region* and *Town's* Transportation Planning. The siting and design of the *active transportation* system will be to the satisfaction of the *Town* in consultation with any other appropriate *Public Agency* and implemented through draft plans of subdivision. Where possible, the *active transportation* system is encouraged to connect to parks and schools.

Where the conceptual *active transportation* system is proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the Subwatershed Study (SWS), and Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS) or equivalent study, and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

All *active transportation* system crossings at a Regional Road must be located at signalized intersections with an intersecting road and at key access points shown on Schedule "C.13.B" only.

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

Implementation of the *active transportation* system through the Tertiary Plan or *Planning Act* processes that results in adjustments and realignments of the conceptual *active transportation* system locations will not require an amendment to this Official Plan.

C.13.4.2.3 Road Network

In conformity with Sections B.2.6.3.5 to B.2.6.3.14 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.13.B". 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 system and water and wastewater system to support the planned *development* of the area. Any proposed deletions to arterial or collector roads identified on Schedule "C.13.B" will require an amendment to this Official Plan unless otherwise defined in the Secondary Plan. Implementation of the road system through the Tertiary Plan process

that results in adjustments and realignments of the conceptual road locations will not require an amendment to this Official Plan. However, any proposed additions of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Official Plan.

C.13.4.2.4 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* most current master plan, policies, by-laws and guidelines. The Regional Road network within the Secondary Plan includes Britannia Road (Regional Road 6), ~~and~~ James Snow Parkway (Regional Road 4) ~~and the Potential Major Arterial Road (New North Regional Road Corridor (formerly 5 ½ Line)) with a planned right-of-way widths of up to 47 metres.~~ Prioritization of the extension of James Snow Parkway south of Britannia Road is supported by the *Town*.

C.13.4.2.5 Regional Road Considerations

The *Town* will work with the *Region* to ensure that Regional roads, including Britannia Road and James Snow Parkway function efficiently as Transit Priority Corridors and major routes through the Secondary Plan area. The James Snow Parkway extension south of Britannia Road is a priority major arterial road that is central to the Britannia Secondary Plan and provides essential north-south road connection. The *Town* and *Region* will monitor the need for network improvements to be addressed after construction of each stage of *development* of the Tertiary Plans (as detailed in Sections C.13.5.1 and C.13.7.5.32 of this Secondary Plan).

A Road Network Assessment (as detailed in Section C.13.7.5.32~~(ig)~~ of this Secondary Plan) must be completed, to the satisfaction of the *Town* in consultation with the *Region* in accordance with an approved Terms of Reference, through the Tertiary Plan process (as detailed in Sections C.13.7.1.2 and C.13.7.5.32 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation infrastructure to be implemented as required to support full build-out of the Tertiary Plans.

C.13.4.2.6 ~~Potential~~ Minor Arterial Extension

Within the Secondary Plan in the North Neighbourhood Area, a new east-west minor arterial road (extension of Louis St. Laurent) is identified on Schedule "C.13.B", north of Britannia Road. The continuation of this road, east of Sixth Line, will ~~be protected for the potential future connection~~ with the existing Trafalgar Secondary Plan through the Greenbelt Plan Area as a minor arterial road.

~~The feasibility, need, and function of the potential east west minor arterial road, east of Sixth Line, as identified on Schedule "C.13.B" shall be further assessed through a Town-wide~~

~~Transportation Master Plan the recommendations of which will be implemented through the Tertiary Plan Road Needs Assessment.~~

~~Where the east-west minor arterial road traverses the NHS, it must demonstrate conformity with this Official Plan, C.13.6.5.1 of this Secondary Plan, and the Greenbelt Plan.~~

~~As part of Phase 3 and 4 of the Municipal Class Environmental Assessment (EA), the function of the proposed minor arterial road will be confirmed. If the EA determines the proposed minor arterial road is only required as a collector road, this may be implemented through the Tertiary Plan process, without amendment to this Secondary Plan.~~

C.13.4.2.7 Potential Major Arterial Road (New North Regional Road Corridor (formerly 5 ½ Line))

Within the Secondary Plan, between Fifth Line and Sixth Line, a new north-south road is identified on Schedule "C.13.B" extending from the north side of Britannia Road through to the northern limit of the Secondary Plan. The Secondary Plan identifies this road as a collector road between Britannia Road and the extension of Louis St. Laurent and as a minor arterial road north of the Louis St. Laurent extension to the northern limit of the Secondary Plan.

The need for this road will be reviewed in consultation with the *Region*, prior to its construction. If the *Region* determines that a major arterial road will be located within this area and that the local collector/minor arterial is no longer required, the designation of the road and its alignment will be updated without amendment to the Plan.

In the interim, *development* may commence in accordance with the Secondary Plan within the area between Fifth Line and Sixth Line provided that the *development* does not restrict consideration of alternatives for the location of the corridor.

The continuation of this road, north of the Secondary Plan boundary, will be protected to connect with the existing Derry Green Corporate Business Park Secondary Plan and Highway 401.

C.13.4.3 SERVICING

C.13.4.3.1 Water and Wastewater Infrastructure

The public infrastructure system shall be developed in conformity with Sections B.2.6.3.33 and B.2.6.3.34 of this Official Plan.

Halton *Region* is responsible for water collection, treatment and distribution infrastructure in accordance with the *Region's* most current master plan, policies, by-laws and guidelines.

C.13.4.3.2 Stormwater Management

In conformity with Section B.2.6.3.39 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 delineated in the Tertiary Plans in accordance with the MESP. Where possible, 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 existing and ultimate Regional roadways, where grading allows this drainage to enter the stormwater management facilities.

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations where feasible. For developments adjacent to a Regional Road, the design of storm sewer systems and stormwater management ponds shall accommodate storm flows from the Regional Road, where feasible. Such design shall be in accordance with the Region's Urban Services Guidelines and at no cost to the Region.

Subject to Section B.4.9-3 of this Official Plan, stormwater management facilities and LID techniques ~~shall only~~may be permitted within the NHS where deemed essential and if demonstrated that there will be no negative impacts on Key Features and components of the NHS or their ecological functions through a MESP, Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment (EIA) or equivalent study prepared to the satisfaction of the Town, in consultation with any other appropriate Public Agency, including the Conservation Authority where it relates to regulated areas and risks related to natural hazards. Stormwater management facilities are permitted in all other land use designations subject to meeting relevant Provincial legislation, regulations and policies.

Innovative design and underground stormwater management facilities are encouraged, particularly in the Urban Village Centre and Neighbourhood Commercial Mixed Use designations and may be implemented on public or private lands through additional planning processes to the satisfaction of the Town in consultation with the Conservation Authority where it relates to regulated areas and risks related to natural hazards. Any such facilities ~~must~~should generally be identified through the Tertiary Plan process and incorporated into the Fiscal Impact Assessment.

Where facilities are required for regulatory storm control, the facility must either be in public ownership or there must be sufficient mechanisms in place to ensure the proper operation

and maintenance of a privately-owned facility, to the satisfaction of the Town in consultation with the Conservation Authority where it relates to regulated areas and risks related to natural hazards.

The co-location of stormwater management facilities within parks may be considered on a case-by-case basis.

C.13.4.3.3 Utilities

In conformity with Sections B.2.6.3.40 to B.2.6.3.45 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.13.6.5.1 of this Secondary Plan and supported through an EA if required.

C.13.4.4 HOUSING

C.13.4.4.1 The Britannia Secondary Plan shall provide for a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section B.2.7. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are including family-sized units with at least 2 bedrooms, as demonstrated through the Tertiary Plans.

C.13.4.4.2 The Britannia Secondary Plan establishes targets for housing in accordance with Section B.2.7.3.1 and are applied across the entire Secondary Plan. A minimum target of 12% of all new residential units shall be planned as *affordable housing*, *assisted housing* or higher-density townhouses (including stacked townhouses and stacked back-to-back townhouses), apartments or *additional residential units*.

C.13.4.4.3 To contribute to the delivery of affordable and rental housing, *additional residential units* are generally encouraged in single detached, semi-detached and townhouse units. However, a minimum equivalent of 10% of single and semi-detached units in each draft plan of subdivision application shall provide the ability to accommodate an *additional residential unit* (e.g. ~~rough in~~ or lot sizing to accommodate ~~garden suites~~ an additional residential unit in an ancillary building or structure or basement apartments) during the initial development of the community and in compliance with the Town's zoning standards and requirements for *additional residential units*. As a condition of draft plan approval, the qualifying lots must be identified and demonstrate the ability to accommodate an additional residential unit shall be identified.

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~~C.13.4.4.4 The Britannia Secondary Plan establishes a combined target for affordable housing, assisted housing and attainable housing for a total combined target of 28% of all housing units. For the purposes of this Secondary Plan, attainable housing is housing that meets the higher affordability targets established by the Provincial Planning Statement.~~

C.13.4.5 URBAN DESIGN

C.13.4.5.1 Section B.2.8 of this Official Plan establishes a detailed urban design strategy for the Town which is applicable to the Britannia Secondary Plan.

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

- a) Reflects the goal and objectives of this Secondary Plan in Section C.13.3; and,
- b) Has regard for the Britannia Secondary Plan Urban Design Guidelines.

C.13.4.5.2 Further to the policies of Section C.13.4.5.1, development shall ~~address be consistent with~~ the following guidelines:

- a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure all residents can access a park or public open space within a short walk from their home;
- b) Schools are encouraged to co-locate with parks to create neighbourhood focal points and land use efficiencies;
- c) Special design consideration shall be given to the area designated Greenspace on Schedule "C.13.B" and "C.13.C" for the purpose of a proposed multi-use path to create a "Linear Greenspace." This "Linear Greenspace" will serve as a primary active transportation corridor through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;
- d) Neighbourhood Nodes shall support retail commercial and other uses either in single use or mixed-use developments. Neighbourhood Nodes shall be pedestrian-oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;
- e) Within each Neighbourhood Area, and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;
- f) The street network shall be in the form of a highly connected, 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;
- g) The road network should consider the needs of all road users, including pedestrians, cyclists, transit users, and motorists and be planned to balance such needs where appropriate;

- h) The local road pattern should be designed to prioritize and include *active transportation* modes;
- i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate;
- j) Arterial roads, including Britannia Roads and James Snow Parkway, shall be designed with boulevards that will be vegetated, where appropriate and subject to future transit needs (as Transit Priority Corridors), and the clearway shall consist of active transportation facilities. Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;
- k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through varied block lengths and off-road options such as trails, multi-use paths and mid-block connectors;
- l) All trail system and *active transportation* crossings at a Regional Road must be located at signalized intersections;
- m) Wherever feasible, single-loaded streets are encouraged to be used to maximize physical and visual access to parks and open spaces;
- n) New buildings shall be positioned where feasible to define the shape and function of open spaces and streetscapes;
- o) All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;
- p) All tall buildings in the Secondary Plan shall have regard for the Milton Tall Building Design Guidelines;
- q) New *development* shall be sensitive to adjacent built *cultural heritage resources*;
- r) The *development* of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

C.13.4.6 INFRASTRUCTURE AND INSTITUTIONAL USES

A range of infrastructure, including *institutional uses*, will be permitted in all land use designations on Schedule "C.13.C", except where not permitted in the NHS in accordance with Sections C.13.4.1 and C.13.6.5 of this Secondary Plan.

C.13.4.6.1 General Parks and Open Space

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 Park and Recreation Strategy. The intent is to provide for a variety of parks and public open spaces distributed throughout the Neighbourhood Areas of the Secondary Plan to maximize walkability with a focus on delivering parks that provide

opportunities for residents to be physically active. The focus on developable parkland to support outdoor recreation facilities does not diminish the importance of achieving an overall system of public open space that can provide a range of outdoor recreation facilities and park amenities.

Within the Britannia Secondary Plan, the parks and open space system and the *active transportation* system (per Section C.13.4.2.2), are identified on Schedules “C.13.B” and “C.13.C” and further detailed in Section C.13.6.4 of this Secondary Plan.

The locations of these elements, where identified, are conceptual. The exact location and configuration may be modified without amendment to this Official Plan and established through the development of Tertiary Plans, as required in Section C.13.7.5 of this Secondary Plan, and development approval process. The Tertiary Plans will achieve a distribution that maximizes access to residents within a short walk of a park or public open space. Parks and Villages Squares are encouraged to be connected to the *active transportation* network.

C.13.4.6.2 Places of Worship

The intent is to ensure sufficient opportunities for places of worship are provided to service the residents of the Secondary Plan, recognizing the diverse needs of various faith groups, including consideration for accommodating a range of major and minor sites.

A ~~total of a minimum~~ six (6) major place of worship ~~reserve~~ locations, shall be identified ~~through~~ the Tertiary Plan ~~process for the entire Secondary Plan area~~, generally distributed with one location per Neighbourhood. The Town shall encourage the shared use of place of worship locations with other *institutional uses*. These sites should be developed in accordance with Section C.13.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and may be zoned to also permit alternative use(s). The sites shall be subject to a Holding Zone which shall only be permitted to be removed three (3) years after a subdivision is draft approved and subject to satisfying the following conditions of draft approval:

- a) It must be demonstrated at the time of zoning, that notice has been given to faith groups, from the stakeholder list available from the Town, to make the identified locations available;
- b) The owner provides details to demonstrate how the alternative *development* can be accommodated on the site, including but not limited to, the provision for any public roads required to accommodate the alternative use; and,
- c) If following the three (3) year reservation period, no arrangements have been made for acquisition of the identified locations for a place of worship, the underlying land use designation shall apply without further amendment to the Official Plan.

Minor places of worship may be accommodated within the Neighbourhood Commercial Mixed Use, Urban Village Centre, or the Evolving Neighbourhood designation in accordance with Section C.13.6.1, C.13.6.2 and C.13.6.3 of this Secondary Plan.

C.13.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia 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 or within hazardous lands or hazardous sites, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

At a minimum, one (1) fire station shall be identified through the Tertiary Plan process.

C.13.4.6.4 Schools

The intent of the Secondary Plan is to provide sufficient education opportunities in proportion to residents and to maximize walkability by equally distributing schools throughout the Neighbourhood Areas and in consideration of major roads. Schools shall be provided in accordance with Section C.13.6.4.7.

C.13.4.6.5 Co-Location

Schools, Libraries, Community Centres, Parks and places of worship shall be encouraged to co-locate where possible. Schools, Libraries and Community Centres should be developed in more urban, compact forms for land efficiency.

C.13.4.7 ARCHAEOLOGICAL 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* has determined the potential for impacts to archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Landowner engagement with First Nations is encouraged prior to commencement of tertiary planning and shall be undertaken prior to commencement of additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.

C.13.4.8 EXISTING AGRICULTURAL OPERATIONS

Within the Britannia Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. 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 Britannia Secondary Plan.

C.13.4.9 GREEN INNOVATION PLAN

C.13.4.9.1 The *Town* will encourage inclusion of energy efficient housing in the Britannia Secondary Plan and residential buildings that meet or exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

C.13.4.9.2 The *Town* shall encourage installation of Electric Vehicle charging stations.

C.13.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule "C.13.A", provide an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, an Urban Village Centre, Neighborhood Nodes, Omagh, NHS, and Roads and Active Transportation Network.

Discrete land use designations are shown on Schedule "C.13.C" and detailed in Section C.13.6 of this Secondary Plan.

C.13.5.1 TERTIARY PLANS

Tertiary Plans will be prepared, by the landowners for the Secondary Plan, which provide for a more detailed level of planning and are to be endorsed by Council. ~~Notwithstanding the foregoing, the Tertiary Plan for Omagh may be undertaken by the Town if directed by Council.~~

The Tertiary Plans are intended to implement the policies of this Secondary Plan providing more detail than the Secondary Plan to inform *development*. The Tertiary Plans will be prepared to the satisfaction of the *Town* in consultation with applicable *Public Agencies* and will demonstrate how *development* will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks (including the *active transportation* facilities within them), parks and open space, linkages, and staging, to the satisfaction of the *Town*. The Tertiary Plans will provide a framework for coordinating *development* that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia Secondary Plan Urban Design Guidelines are achieved.

The ~~submission-processing~~ of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan ~~and MESP~~. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of

this Official Plan, Section C.13.7.5.32 of this Secondary Plan sets out the requirements for Tertiary Plans [including the phasing and staging plan](#).

Tertiary Plans shall be prepared in accordance with the boundaries shown on Schedule "C.13.E". ~~Adjustments to a Tertiary Plan to include the Omagh Area in the future is permitted without amendment to this Plan, provided it can be demonstrated that all of the policies of Section C.13.5.2 are met.~~

Where the Tertiary Plans are not consistent with the intent of the Secondary Plan an amendment to this Official Plan will be required.

C.13.5.2 NEIGHBOURHOODS

Five Neighbourhood Areas as identified on Schedule "C.13.A" are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types and be designed as a complete, walkable neighbourhood.

Development within the Neighbourhood Areas will achieve the overall population, employment and gross density targets of the Secondary Plan. In addition to the overall targets established for the Secondary Plan, the following are the density targets for each Neighbourhood:

	Density Target (residents + jobs per hectare)
Central Neighbourhood	84
East Neighbourhood	75
North Neighbourhood	72
South Neighbourhood	67
West Neighbourhood	72
Total Secondary Plan Area*	75

** Total Secondary Plan Area density includes Omagh.*

The density target will be calculated across all lands excluding the Natural Heritage System, Hazard Lands, utility corridors and cemeteries.

The distribution of land uses and housing types will be further articulated through the preparation of Tertiary Plans in accordance with the land use policies and housing mix goals

identified in Section C.13.6 and C.13.4.4 of this Secondary Plan with a goal to achieve opportunities for places to live, work, recreate and shop within a short walk within each Neighbourhood. The Tertiary Plans will demonstrate how each Neighbourhood Area will, achieve the assigned targets and contribute to the overall population, employment and density targets for the Secondary Plan, as well as the distribution of land uses, community facilities, the local road network, *active transportation* network and open space system and are further defined in Section C.13.7.5.[32](#).

Within each Neighbourhood, at least one (1) major place of worship location shall be identified in accordance with the Evolving Neighbourhood policies of Section C.13.6.1 and implemented through the Tertiary Plan process.

Within each Neighbourhood, Local Commercial sites shall be provided. Local Commercial sites are encouraged adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.13.6.1.

It is expected that the Neighbourhood Areas will continue to evolve to accommodate additional growth through appropriate forms of *intensification* within the planned intent of the land use designations of this Official 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.13.5.3 URBAN VILLAGE CENTRE

The Urban Village Centre at the intersection of Britannia Road and James Snow Parkway is intended to be a major focal point for the Secondary Plan, and shall be planned with a mix of commercial, institutional, and residential uses in the form of tall and mid-rise residential buildings to provide transit-supportive densities, as well as limited grade-related residential uses (excluding single and semi-detached units), and shall evolve as a strategic *intensification* area. The Urban Village Centre shall support the extension of transit supportive *development*, including the potential for a transit station, along the major arterial corridors of James Snow Parkway and Britannia Road.

Commercial uses are to be located within the Urban Village Centre to serve the residents of multiple neighbourhoods and the travelling public in a transit accessible location.

C.13.5.4 NEIGHBOURHOOD NODES

Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local Neighbourhood Area residents. Neighbourhood Nodes are intended as the central focal points of activity for each Neighbourhood Area, and are to accommodate the retail commercial, institutional and recreation uses that serve the Neighbourhood. Generally, shall be located at the intersection of key arterial and collector roads central to each

Neighbourhood Area in order to optimize walkability for residents of the surrounding Neighbourhood Area that will rely on these uses daily. It is also intended that Neighbourhood Nodes will be a focus for concentrations of more intense forms of housing within walking distance of potential local transit stops. Neighbourhood Nodes shall be designed with consideration for its longer-term evolution.

C.13.5.5 OMAGH

~~Omagh has a special character, which reflects its significant cultural heritage and relationship to the NHS. New infill development and redevelopment will be expected to complement and enhance its special character.~~

The Omagh designation on Schedules "C.13.A" to "C.13.E" is an overlay designation. For the lands in Omagh within the Britannia Secondary Plan, the underlying land use designation in Omagh is Evolving Neighbourhood. ~~In addition to the policies of the underlying land use designation prescribed in this Secondary Plan, lands identified as Omagh are subject to Section B.3.15 of this Plan including the completion of Heritage Impact Assessments for cultural heritage resources with merit for preservation. The Tertiary Plan policies of C.13.5.1 and C.13.7.5.3 do not apply to Omagh. For the lands in Omagh within the Boyne Secondary Plan, the underlying land use designation is in accordance with the Boyne Secondary Plan.~~

~~Other than legally established existing uses, no new development shall be permitted in this area until the detailed land uses and urban design standards have been determined through a Tertiary Plan process, which will address transportation, servicing, cultural heritage, natural heritage and natural hazard issues, and ensure any development reflects the unique character of this area.~~

~~Omagh includes lands within the Britannia Secondary Plan and the Boyne Secondary Plan. Although the lands are located within two Secondary Plans, Omagh shall be planned cohesively and comprehensively through a unified Tertiary Plan. The Tertiary Plan shall fulfill the requirement for a detailed plan as described in policies C.10.3.2.11 and C.10.5.12 of the Boyne Secondary Plan.~~

C.13.5.6 NATURAL HERITAGE SYSTEM (NHS)

The NHS is delineated on Schedules "C.13.A" to "C.13.E" 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.

C.13.5.7 ROAD AND ACTIVE TRANSPORTATION NETWORK

The Road and *Active Transportation* Networks have been identified on Schedule "C.13.B" to ensure that the street and off-road system and facilities are integrated and 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.

A Linear Greenspace is identified along the lands designated Greenspace on Schedules "C.13.A" to "C.13.E" of this Official Plan which encompass a pipeline right-of-way. The pipeline right-of-way is intended to be used as a primary east-west *active transportation* corridor across the Secondary Plan. Given its function as a utility pipeline appropriate setbacks for structures must be maintained in accordance with Section C.13.4.3.3 of this Secondary Plan. For clarity, while permanent structures are not permitted, *active transportation* facilities can be accommodated within the easement adjacent to the pipeline. Parks, Village Squares and other public uses are encouraged to locate adjacent to the pipeline right-of-way to activate the corridor.

C.13.6 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 Britannia Secondary Plan in accordance with the land use designations on Schedule "C.13.C".

C.13.6.1 EVOLVING NEIGHBOURHOOD DESIGNATION

C.13.6.1.1 It is the intent of this Secondary Plan to provide for a broad range of housing forms and supportive uses throughout each Neighbourhood Area. Within the Evolving Neighbourhoods designation shown on Schedule "C.13.C" the following uses are permitted:

- a) Residential uses in accordance with the policies of Section C.13.4.4, C.13.5.1, C.13.5.2 and C.13.6.1.2;
- b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan. Local Commercial uses are encouraged to be located adjacent to a Village Square and shall generally not exceed the typical size of a local commercial use (930m²) and may be in the form of live-work units, small scale mixed use buildings or single use buildings;
- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan, long-term care and assisted living facilities provided they can take access from a collector or arterial road and are generally located adjacent to Neighbourhood Commercial Mixed Use or Urban Village Centre designations to allow for synergies in uses, shared parking arrangements, to minimize disruption in residential areas and on the local road network, and where there is access from *active transportation* and transit routes;
- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7. Minor places of worship should generally be provided adjacent to a Village Square or school and generally does not exceed the typical size of a local commercial use (-930m²); and,

- e) Local *institutional uses* ([including elementary and secondary schools](#)) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.1.2 Building heights should not exceed four storeys. Notwithstanding the foregoing, locations to accommodate additional building height up to eight storeys may be considered through ~~the Tertiary Plan subsequent planning~~ processes, without amendment to the Secondary Plan, subject to the following requirements:

- a) The lands are located along an arterial road (i.e. James Snow Parkway or Britannia Road);
- b) The lands are located within a 500 metre radius of an existing or planned transit stop; [and](#)
- ~~e) The development is compatible with and is appropriately designed and transitioned to the surrounding area; and;~~
- ~~d)c) Sufficient institutional uses and parks are provided in accordance with Section C.13.7.5.32 of this Plan.~~

C.13.6.2 URBAN VILLAGE CENTRE DESIGNATION

C.13.6.2.1 The Urban Village Centre designation on Schedule "C.13.C" is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.

In accordance with Section C.13.5.3, the Urban Village Centre designation is intended to provide a range and mix of uses within each location and permits the following uses in a stand-alone or mixed-use building format:

- a) Residential uses excluding single and semi-detached dwellings;
- b) Retail and commercial uses;
- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and are encouraged to be in a mixed-use format;
- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use [generally](#) does not exceed [the typical size of a local commercial use \(930m²\)](#);
- e) Community Centre; [and](#)
- f) Local *institutional uses* ([including elementary and secondary schools](#)) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.2.2 Building heights shall not exceed 25 storeys.

C.13.6.2.3 The combined area of Urban Village Centre designated areas shall provide a minimum of ~~4034,000~~ 4034,000 m² of ~~non-residential~~ [retail and commercial](#) gross floor area. Any gross floor area related to a major place of worship and/or a community centre does not contribute to the minimum ~~non-residential~~ gross floor area.

C.13.6.2.4 [The boundaries of the Urban Village Centre designated area as shown conceptually on Schedule "C.13.C" may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.](#)

C.13.6.3 NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION

C.13.6.3.1 The Neighbourhood Commercial Mixed Use designation on Schedule "C.13.C" is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.

In accordance with Section C.13.5.4, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:

- a) Residential uses excluding single and semi-detached dwellings;
- b) Retail and commercial uses;
- c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use [generally](#) does not exceed [the typical size of a local commercial use \(930m²\)](#); and,
- d) Local *institutional uses* ([including elementary and secondary schools](#)) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.3.2 The maximum height of buildings shall not exceed 15 storeys and shall be designed to ensure compatibility with adjacent *development*.

C.13.6.3.3 The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 103,000 m² of ~~non-residential~~[retail and commercial](#) gross floor area.

C.13.6.3.4 [The boundaries of the Neighbourhood Commercial Mixed Use designated areas as shown conceptually on Schedule "C.13.C" may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.](#)

C.13.6.4 INSTITUTIONAL USES

Notwithstanding the policies of Section B.2.5, *development of institutional uses* such as parks, open space, and schools, shall be provided where identified on Schedule "C.13.C" or as more precisely located through the Tertiary Plans, and shall be subject to the policies of this subsection.

The Drumquin District Park and Omagh Neighbourhood Park are existing parks and do not form part of the Planning Act requirement for parks in the Secondary Plan.

C.13.6.4.1 Community Park

Community Parks are intended to serve all residents in the *Town* and should be co-located with major indoor recreation facilities and should include a range of outdoor recreation facilities such as sports fields, hard surface sport courts, and spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, Community Parks will be at least 21 hectares in size, configured to provide a range of outdoor recreation facilities, and located with frontage on an arterial road.

Unless other arrangements are made to the satisfaction of the Town, one (1) Community Park shall be included in the Secondary Plan area. If the Community Park is located within the Britannia Secondary Plan area, it is encouraged to be adjacent to lands required for a community centre and other *institutional uses* such as a secondary school, library, or place of worship. If the Community Park is located outside of the Britannia Secondary Plan area, lands required for a community centre shall be co-located with a District Park.

C.13.6.4.2 District Park

District Parks are intended to serve multiple Neighbourhood Areas within the Secondary Plan and should include major outdoor recreation facilities such as sports fields, hard surface sport courts, and limited spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, District Parks will be approximately 7.5 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks are generally identified on Schedule "C.13.C". The locations and sizes may be refined through the Tertiary Plans without amendment to the Plan and where possible provided they are located in proximity to mixed-use areas such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations and should have access along an arterial or collector road.

A minimum of three (3)~~four (4)~~ District Parks shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that District Parks are co-located adjacent to lands required for *institutional uses* such as a Secondary School or Elementary School.

C.13.6.4.3 Neighbourhood Park

Neighbourhood Parks are intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, hard surface sport courts, as well as park amenities such as playgrounds, and spray pads etc. Generally, Neighbourhood Parks will be approximately 3.0 to 4.0 hectares in size. The location of Neighbourhood Parks are generally identified on Schedule "C.13.C". The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

A Neighbourhood Park shall be included in each Neighbourhood. It is encouraged that Neighbourhood Parks are co-located adjacent to lands required for an Elementary School and have frontage along a minimum of one public street.

C.13.6.4.4 Village Squares

Village Squares are intended to serve neighbourhoods within the Secondary Plan and are primarily expected to provide park amenities such as playgrounds and open, active recreation areas. Generally, Village Squares will be approximately 0.43 hectares in size. The location of Village Squares are generally identified on Schedule "C.13.C". The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

Each Neighbourhood shall accommodate at least three (3) Village Squares. Village Squares should be located in areas of the neighbourhoods that do not have good access to other recreation, parks or public open space opportunities. Village Squares should have frontage along a public street, generally along two sides of the square, and may be provided as Privately Owned Public Spaces (POPS), [which shall not be credited for parkland dedication, unless otherwise agreed to with the Town.](#)

C.13.6.4.5 Privately Owned Public Spaces (POPS)

Privately Owned Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes and Urban Village Centre to provide passive open space and complementing planned parks and natural areas. [POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town.](#)

C.13.6.4.6 Greenspace Designation

Greenspace lands are intended to provide open space connections to the NHS, where appropriate; these may include utility rights-of-way.

Greenspaces are generally intended for passive recreational uses (which shall not be credited for parkland dedication, unless otherwise agreed to with the Town) and to support the establishment of the *active transportation* system. Within the Britannia Secondary Plan, the [G](#)reenspace designation consists of the Linear Greenspace and is intended as a utility pipeline and major east-west *active transportation* corridor through the Secondary Plan.

C.13.6.4.7 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 and as shown by symbols on Schedule "C.13.C". School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

The Secondary Plan identifies the need for thirteen (13) Elementary Schools and ~~three~~^{four} (34) Secondary Schools.

Schools are permitted in all land use designations except the NHS or within hazardous lands or hazardous sites. 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. Schools should be designed for optimal efficiency through more compact urban forms with multiple level schools integrated with other facilities and uses, where appropriate.

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 *institutional uses* (e.g., public library).

It is recognized that the location of schools on Schedule "C.13.C" is conceptual and is intended to identify general potential locations for these facilities. The Tertiary Plan process shall further define the number and locations of schools without amendment to this Official Plan. If it is determined that the lands are not required for a school, where identified, the underlying land use designation shall apply without further amendment to this Official Plan.

C.13.6.5 NATURAL HERITAGE SYSTEM (NHS) DESIGNATION

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and *ecological functions*. Within the Britannia Secondary Plan, the NHS is depicted on Schedules "C.13.A" to "C.13.E" and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan. Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the South Milton Subwatershed Study (SWS) and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments to the NHS, may occur without amendment to this Plan where they are supported by either a SWS, *MESP*, *DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town* in consultation with the *Conservation Authority* where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a *Planning Act* process.

The lands within the NHS designation shall be acquired by the *Town* in accordance with the policies of Section C.13.7.2.1 of this Secondary Plan.

C.13.6.5.1 Permitted Uses

The NHS designation on Schedules "C.13.A" to "C.13.E" permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan.

C.13.6.5.2 Criteria for Buffers

The NHS as shown on Schedules "C.13.A" to "C.13.E" includes buffers that are an important component to the overall NHS and are required to protect *Key Features* and *ecological functions* by mitigating the impacts of proposed *development or site alteration*. Consistent with the SWS, buffer widths will be determined through a *MESP*, *DAEFSS*, an *EIA* and/or equivalent study, provided that these studies are accepted by the Town, and in accordance with C.13.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

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The final buffers will:

- Consider adjacent land uses, and sensitivity and significance of the *Key Features*, watercourses and their *ecological functions*. Consideration shall also be given to additional mitigation opportunities such as fencing *or additional buffer planting*.
- In conjunction with other potential mitigative measure, avoid *negative impacts* on *Key Features* and their *ecological functions*; and
- Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan *and* Official Plan and *conform with* relevant Provincial legislation, regulations and policies to the satisfaction of the Town, in consultation with the *Conservation Authority* where it relates to regulated areas.

C.13.6.5.3 Linkages

The NHS as shown on Schedules "C.13.A" to "C.13.E" includes Linkages that are intended to provide connectivity supporting the *ecological functions* related to the long term movement of plants and animals between *Key Features* and provide an important contribution to the long term sustainability of the NHS.

Linkages, discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the NHS in this Plan, the Official Plan and the Regional Official Plan. The extent and location of the linkage can be assessed through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the NHS. The linkage shall be designed to support a range of community and ecosystem processes enabling plants and animals to move between *Key Features* over multiple generations. Refinements to identified Linkages may occur through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the Town, and in accordance with C.13.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

C.13.6.5.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Consistent with Section C.13.6.5, refinements to the NHS may include realignment of headwater drainage features, watercourses and associated flooding and erosion hazards as well as changes to wetlands, consistent with the directions of the SWS. The alignment, configuration and characteristics of the realigned headwater drainage features, watercourses, and/or flooding and erosion hazards, as well as any changes to wetlands are to be refined through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the *Town and Conservation Authority*.— Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological linkage assessments, where applicable, and identify the location, length, width, design elements and functions of the refined watercourses/headwater drainage features.—Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other *natural features* where possible, and will provide an ecological linkage to *Key Features*, where applicable.— Realignment will demonstrate no *negative impacts* to adjacent *Key Features*.— Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the *Town, and in consultation with the Conservation Authority* where it relates to regulated areas. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules C.13.A to C.13.E.

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Based on future studies, refinements to these features and/or areas, may be made without an amendment to this Plan.

C.13.6.5.5 Enhancements to Key Features

Enhancements to the *Key Features* shall be studied through the *MESP*, *DAEFSS*, and/or *EIA* or equivalent study.— As per Section C.13.6.5, and considering overall community design objectives and SWS direction, the NHS may be refined to incorporate Enhancements to *Key Features* that are ecologically supporting areas adjacent to individual Key Natural Features or measures internal to individual *Key Features* that increase the ecological resilience and function of *Key Features*.

C.13.7 IMPLEMENTATION

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

C.13.7.1 PHASING AND FINANCE

C.13.7.1.1 *Development* in the Britannia Secondary Plan shall proceed in phases, shown on Schedule "C.13.D". The Phases should proceed in accordance with the extension of water and

wastewater servicing infrastructure, beginning with Phase 1. Development Stages within each Phase shall be detailed within the Tertiary Plans.

C.13.7.1.2 Within each phase, *development* shall be sequenced to ensure:

- a) There is availability and efficient use of public *infrastructure* and services, where each Neighbourhood is delineated to include a school, park, retail commercial uses and place(s) of worship as part of a *complete community*;
- b) *Development* proceeds in a manner that is supportive of transit services;
- c) Services and required *infrastructure* are provided as part of each Neighbourhood in a fiscally responsible manner consistent with the objectives of this Secondary Plan, in accordance with the *Region's* Integrated Master Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth Infrastructure and all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;
- d) The progression of *development* will follow a logical sequence to ensure the creation of complete Neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,
- e) There is an appropriate range and mix of housing types, including *affordable* and/or *assisted housing*, to achieve the targets of this Secondary Plan.

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C.13.7.1.3 Prior to the approval of any *development* applications, the following must be satisfied:

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- a) Prior to proceeding with *development* beyond the first stage in any Tertiary Plan Area, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the *Town's* financial and landowner cost sharing agreement) shall have draft plan or site plan approval;
- b) Regional municipal water and wastewater services are available to be extended to the lands in the subject Tertiary Plan stage and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;
- c) ~~Satisfactory arrangements~~ have been made ~~with to the satisfaction of~~ the *Town* to ensure the early delivery of projected *institutional uses* ~~(including elementary and secondary schools)~~, ~~parks~~, off-street trails and components of the *active transportation* system and transit facilities to support growth;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared ~~to the and approved by Town's satisfaction Council~~;
- e) The *Town* has in full force and effect, and not subject to appeal for changes 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 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 the *Town Council* in accordance with Section C.13.7.1 of this Official 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,
- h) Any financial and other requirements of the *Town* and *Region* to support sustainable growth, pursuant to applicable legislation are satisfied.

C.13.7.1.4 Notwithstanding Section C.13.7.1.3.a) and C.13.7.1.7.d):

- 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 landowner or group of landowners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town's* sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town* 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) The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in a subsequent Tertiary Plan stage, 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; and,
- d) The provision of parkland may be permitted without reference to the phasing policies subject to the availability of any required *infrastructure* to service the park areas.

C.13.7.1.5 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.13.7.1.6 All new urban *development* in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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.13.1.1 applications for *development* in the Secondary Plan area shall only be approved by Council, and *development* shall only proceed when:

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- 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* 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 and Trails 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 Britannia Secondary Plan has been completed to the satisfaction of the *Town* in consultation with the *Region*;
- g) *Development* staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plans have been endorsed by *Town* Council and are consistent with this Secondary Plan;
- i) The MESP and DAEFSS or other *applicable equivalent* environmental studies have been completed to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency*;
- j) The *Town* establishes a monitoring program, in consultation with the *Region*, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,
- 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

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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.

C.13.7.1.7 This Secondary Plan shall require that 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:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;
- b) Requires, to the maximum extent possible and practical, the conveyance of lands for *institutional uses* 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;
- c) 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;
- d) Shall proceed in Phases shown on Schedule "C.13.D". *Development* Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.13.7.1 of this Secondary Plan; and,
- e) 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.

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C.13.7.2 LAND CONVEYANCE, OTHER INFRASTRUCTURE AND UTILITIES

C.13.7.2.1 Land Conveyance for Park or Other Recreational Purposes

Land conveyance for park or other recreational purposes 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.

Unless otherwise agreed to with the *Town*, the following shall not be counted towards land conveyance for park or other recreational purposes:

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- Private outdoor amenity space including privately owned public spaces (POPS);
- Landscape buffers, ~~and~~ vistas and open space blocks;
- 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.13.7.2.2 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:

- Any ~~Community Park~~, District Park, Neighbourhood Park 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;
- School and place of worship sites shall be shown as block(s) on an approved draft plan of subdivision;
- Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.13.6.5, have been dedicated to the *Town*, or to the *Conservation Authority* if so, directed by the Town;
- 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,
- 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.13.7.3 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.13.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Britannia 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.13.7.5 REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS

C.13.7.5.1 ~~Pre-Application Submission Requirements~~ Prior to the submission of a Tertiary Plan, a Master Parks and Trails Agreement shall be executed between the landowners within the Secondary Plan and the Town to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan.

C.13.7.5.2 Pre-Application Submission Requirements

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

- a) The Town has substantially advanced a MESP in consultation with any other appropriate Public Agency including the Conservation Authority where it relates to regulated areas;
- b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,
- c) A Tertiary Plan has been endorsed by Council for the *development* area or has been deemed substantially advanced by the Town.

C.13.7.5.32 Tertiary Plan Submission Requirements

Prior to the making of any application for draft plan approval, Tertiary Plans shall be prepared by the landowners 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. Prior to draft approval, Draft Plans of Subdivision shall be prepared in accordance with this Secondary Plan and the applicable Tertiary Plan or be supported by explanation for changes to the Tertiary Plan satisfactory to the Town, in consultation with any other appropriate Public Agency. Tertiary Plans for the lands in this Secondary Plan shall address and demonstrate:

- a) The Staging of *development* including:
 - i. The breakdown of anticipated dwellings by type including *affordable housing* and/or *assisted housing* as set out in Section C.13.4.4, non-residential uses by area and type and the associated population and employment for each development stage; and,
 - ii. Water and wastewater servicing strategies for each *development* stage;
- ~~b)~~ The quantum and location of non-residential retail and commercial gross floor area being provided within the Urban Village Centre and Neighbourhood Commercial Mixed Use designated areas. A reduction to the minimum non-residential retail and commercial gross floor area required in Section C.13.6.2.34 and C.13.6.3.34 may be considered through the completion of a retail and commercial needs assessment;
- ~~b)c)~~ The consideration of urban design matters outlined in Section B.5.3.4 of this Official Plan;

e)d) A detailed street, block and land use plan;

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

e)e) The location, configuration and quantum, of schools and parks confirmed in accordance with service standards or a Master Parks [and Trails](#) Agreement;

e)f) The potential location and quantum of libraries, community centres and emergency services confirmed in accordance with service standards;

f)g) The proposed locations of major places of worship;

g)h) The preliminary location, size and general configuration of stormwater management facilities;

h)i) A detailed Road Network Assessment is to be completed to the satisfaction of the *Town* in consultation with the *Region* in order to assess the impacts on the Regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation infrastructure is required to support each stage of *development* in the Britannia Secondary Plan area. A detailed Terms of Reference must be approved by the *Town* and must have regard for the *Town* and *Region's* most current Guidelines, including the Transportation Impact Study Guidelines and Access Management Guideline. At minimum the detailed Road Network Assessment must:

- i. Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA processes;
- ii. Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of *development*;
- iii. Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation infrastructure requirements to accommodate full build-out of *development*;
- iv. Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a terms of reference completed to the satisfaction of the *Town* and in consultation with the *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;
- v. Develop an Access Management Strategy to the satisfaction of the *Town* in consultation with the *Region* as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination; and,

- vi. Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan;

- ~~h)l)~~ The strategy for public and shared parking;
- ~~h)k)~~ The *active transportation* system (including all on-road and off-road facilities and trails);
- ~~h)l)~~ The location of possible transit routes and transit facilities for dedication to the *Town*;
- ~~m)~~ The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with policy B.4.8 and B.4.9 of this Official Plan and in accordance with this Secondary Plan;
- ~~h)n)~~ The logical extension and progression of growth and development to the Future Community Area Designation – Britannia lands is accommodated in the planned roads, water and wastewater servicing and development patterns abutting the Future Community Area Designation – Britannia lands;
- ~~m)o)~~ How General consistency with the Britannia Secondary Plan Urban Design Guidelines have been addressed; and,
- ~~h)p)~~ Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

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C.13.7.6 COMPLETE APPLICATION REQUIREMENTS

In addition to the Complete Application requirements set out in Section B.5.3.4 of this Official Plan, the following studies shall be submitted as part of all privately initiated planning applications, except those under Section 45 of the *Planning Act*:

- a) *Development Area Environmental Functional Servicing Study (DAEFSS)*; and,
- b) Any other appropriate studies identified by the *Town* as part of a complete application.

C.13.7.6.1 Development Area Environmental Functional Servicing Study (DAEFSS)

DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. The Terms of Reference and final report for the *DAEFSS* are to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards.

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C.13.7.6.2 The *MESP* shall provide direction for the preparation of the *DAEFSS* and Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed level analysis for the Britannia Secondary Plan area. The final report is to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards.

C.13.7.7 FUTURE COMMUNITY AREA DESIGNATION – BRITANNIA

The Future Community Area Designation – Britannia as shown on Schedules “C.13.A” to “C.13.E” of this Secondary Plan are adjacent to but outside the Britannia Secondary Plan area. These lands will be brought forward for *development* through an amendment or amendments to this Official Plan as an urban extension of the Britannia Secondary Plan in accordance with Section B.5.4.4 of this Official Plan. The Tertiary Plans for the Britannia Secondary Plan shall address and demonstrate how the Tertiary Plans provide for appropriate planning and servicing requirements (i.e. roads, water and wastewater servicing and development patterns) to allow for the logical extension and progression of growth and development to the Future Community Area Designation – Britannia lands.

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C.13.7.8 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads as illustrated on Schedules “C.13.A” to “C.13.E” of 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.

C.13.8 INTERPRETATION

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

C.13.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules to the Secondary Plan are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan.

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

C.13.8.2 NUMERICAL STANDARDS

Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any

minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the *Town*.

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C.13.8.3 SYMBOLS

Symbols for parks and schools, where identified, are conceptual and intended to show the approximate location of these elements on Schedule "C.13.C". Where the general intent of the Plan is maintained, ~~minor adjustments~~*refinements* will not require amendment to this Secondary Plan, except where the proposed *park and elementary school* symbol crosses an arterial road or the NHS.

C.13.8.4 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 Britannia 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 feasible, the *DAEFSS* level of detail may be used to support the Tertiary Plans.

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 the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent *development*. It also assesses matters such as refinements to the NHS, identifies potential impacts to the NHS, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the NHS and provides 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*.

Master Environmental Servicing Plan (MESP) means an integrated environmental and engineering study supporting refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the NHS, natural hazard management and risk mitigation approaches, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the NHS, approaches to monitoring and identification of future study needs. A *MESP* will be scoped based on area specific matters and SWS recommendations. It is not intended to re-study all SWS matters but will include matters not addressed or finalized in the SWS, provide a greater level of detail than the SWS where required, and cover a smaller more focused area than the SWS.

List of Schedules

Schedule C.13.A Community Structure Plan

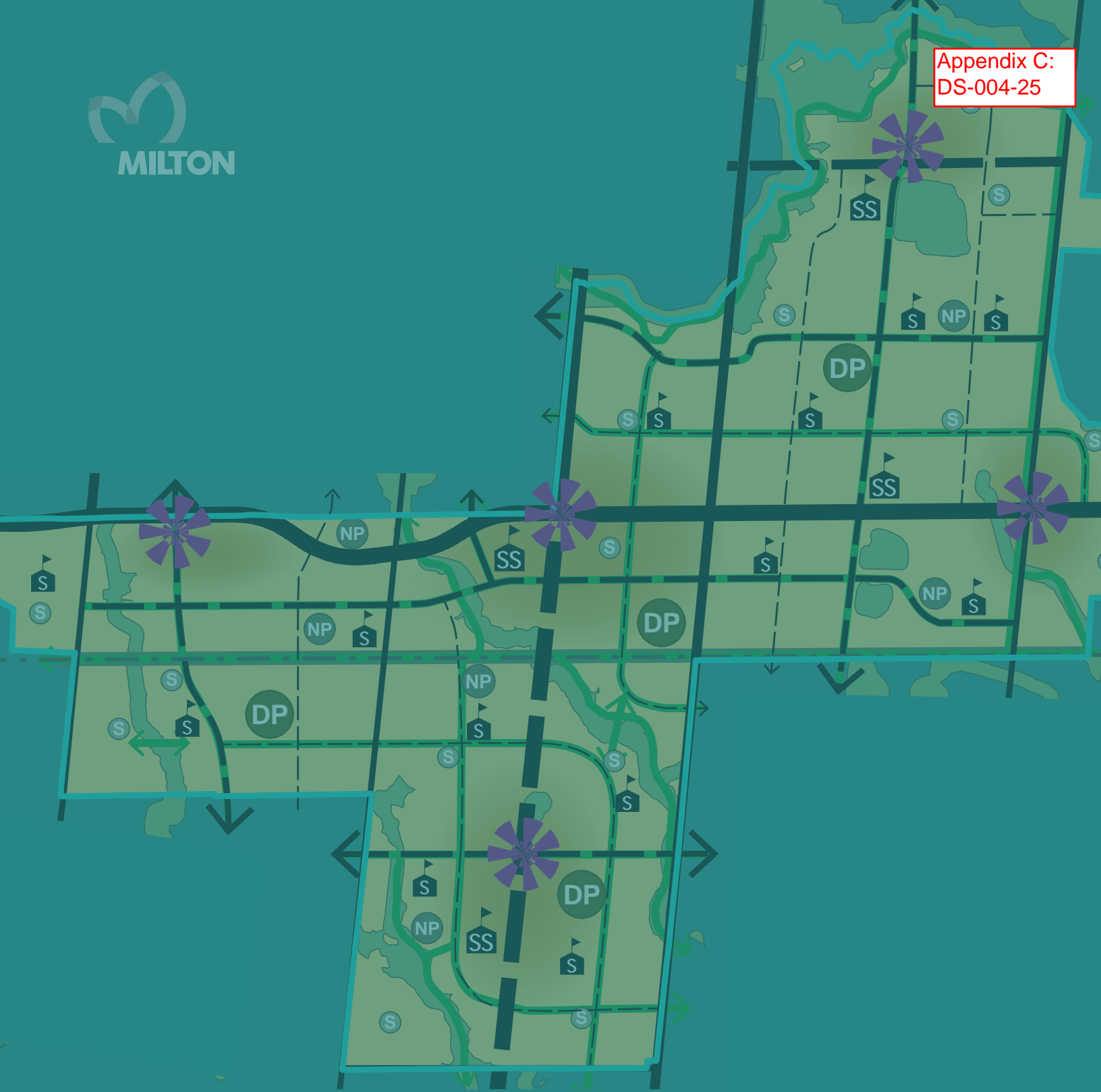
Schedule C.13.B Active Transportation and Natural Heritage System Plan

Schedule C.13.C Land Use Plan

Schedule C.13.D Phasing Plan

Schedule C.13.E Tertiary Plan Areas

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Britannia Secondary Plan

Urban Design Guidelines



Britannia Secondary Plan

Urban Design Guidelines

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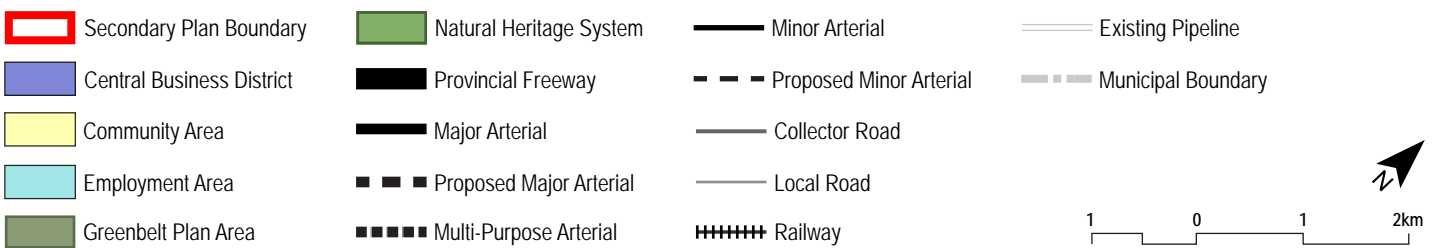
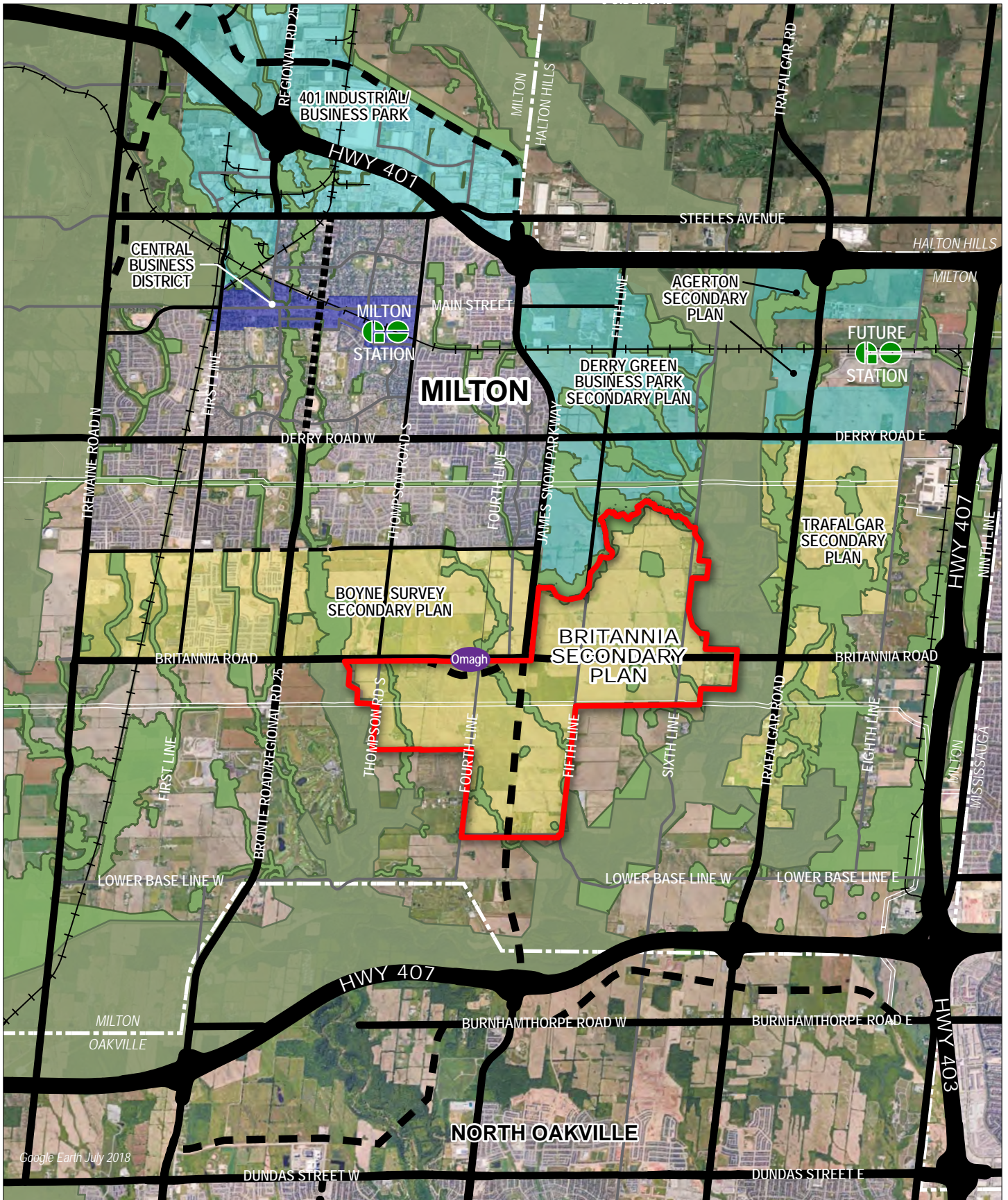
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FIG 1.1 CONTEXT MAP



1 Introduction

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

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

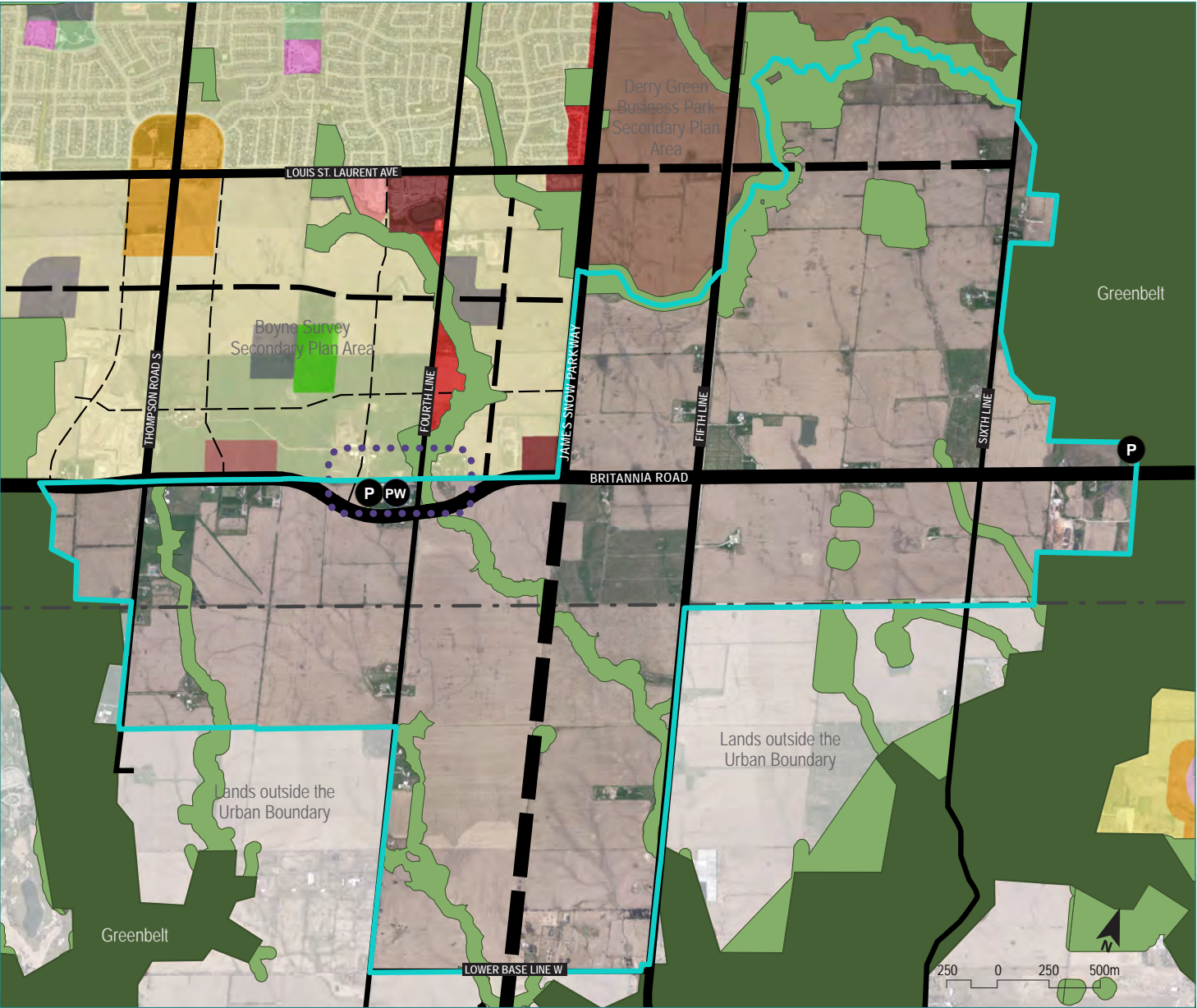
1.1 The Britannia Secondary Plan

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



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

Fig 1.2 Existing Conditions Analysis



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

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

Milton Official Plan Land Use Designations	Trafalgar Secondary Plan Land Use Designations
Residential Area	Low Density Residential
Residential Office Area	Medium Density Residential I
Secondary Mixed Use Node	Medium Density Residential II
Neighbourhood Centre	Medium Density Mixed Use
Major Node Area	Neighbourhood Centre Mixed Use I
Minor Sub-Node Area	Neighbourhood Centre Mixed Use II
Institutional	Natural Heritage System
Business Park Area	Greenspace
Community Park Area	
District Park	
Neighbourhood Park	
Natural Heritage System	
Agricultural Rural Area	

1.2 Site and Context Analysis

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

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

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

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

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

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

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

1.3 Purpose

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

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

1.4 Application of the Guidelines

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

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

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

The Urban Design Guidelines are intended to:

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

1.5 Document Structure

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

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

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

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

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

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

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

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



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

2 Community Vision and Structure

2.1 Community Vision

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

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

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

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

2.2 Community Character

The Britannia Secondary Plan defines the character for Britannia as:

A Complete Community

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

A Well-Serviced Community

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

A Connected Community

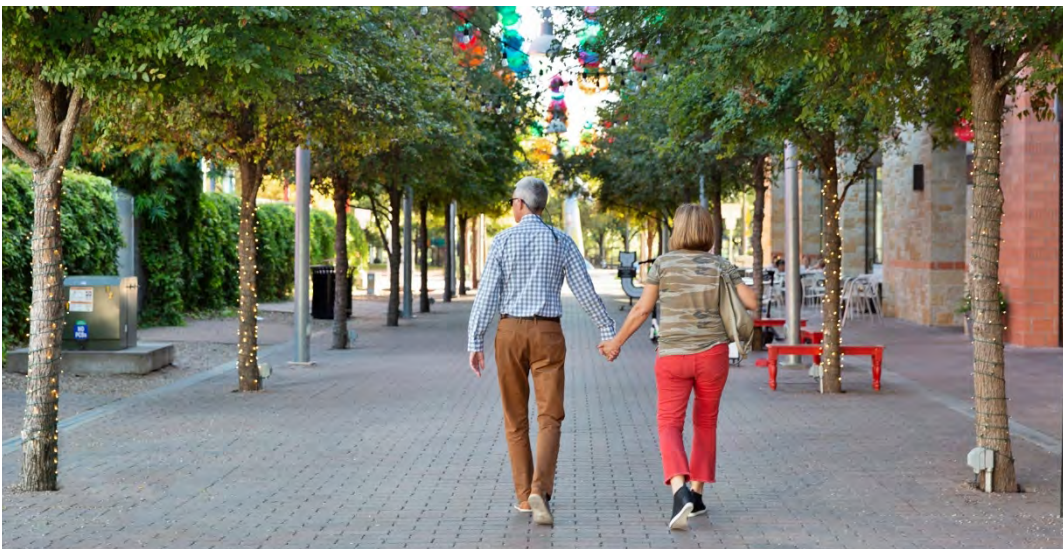
- Providing a logical and well-connected street network that balance the movement of people with impacts on the Natural Heritage System.
- Ensuring a complete and interconnected active transportation system through a balance of on-street and off-street options.
- Supporting sustainable local transit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

An Attractive Community

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

A Sustainable Community

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



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

2.3 Community Structure

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

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

2.3.1 Engaging Parks and Places

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

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

2.3.2 Neighbourly Urban Form and Organization

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

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

2.3.3 Inclusive Neighbourhoods and Buildings

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

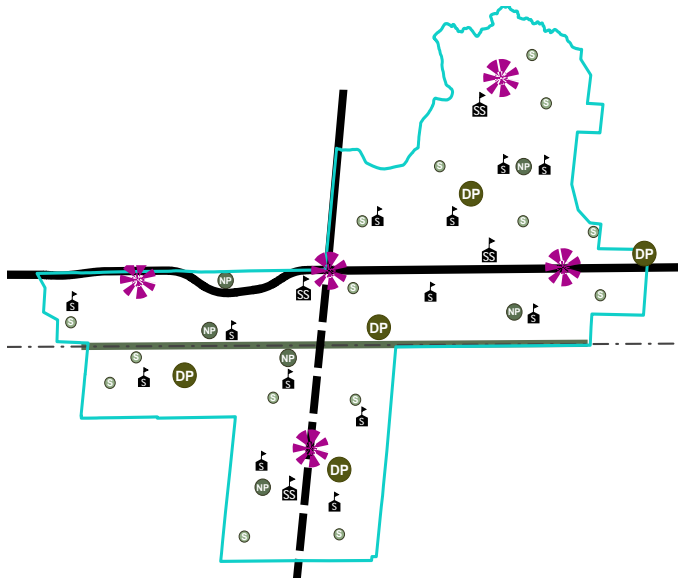
- ✧ Evolving Neighbourhoods
- ✧ Building Typologies
- ✧ Site Design
- ✧ Omagh Study Area

Fig 2.1 Britannia Structural Elements

1. ENGAGING PARKS AND PLACES



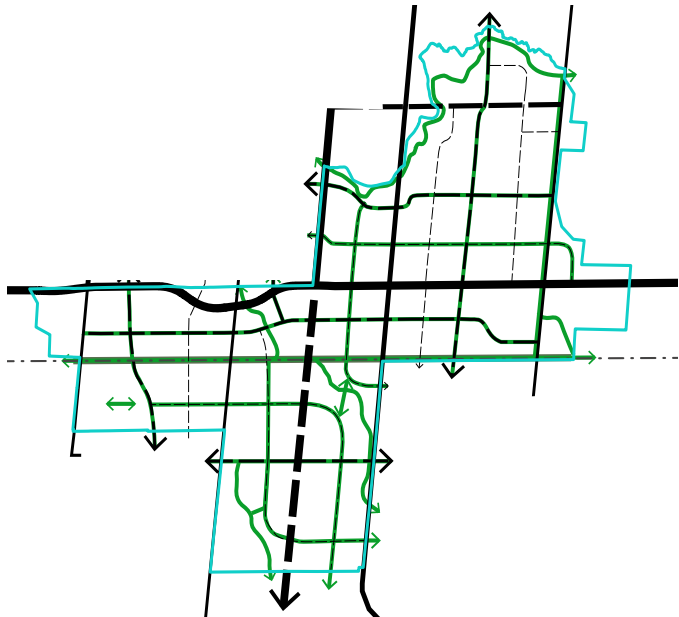
Engaging Parks and Places promote a rich fabric for which public life to take place and will contribute to create a Britannia's sense of place



2. NEIGHBOURLY URBAN FORM AND ORGANIZATION



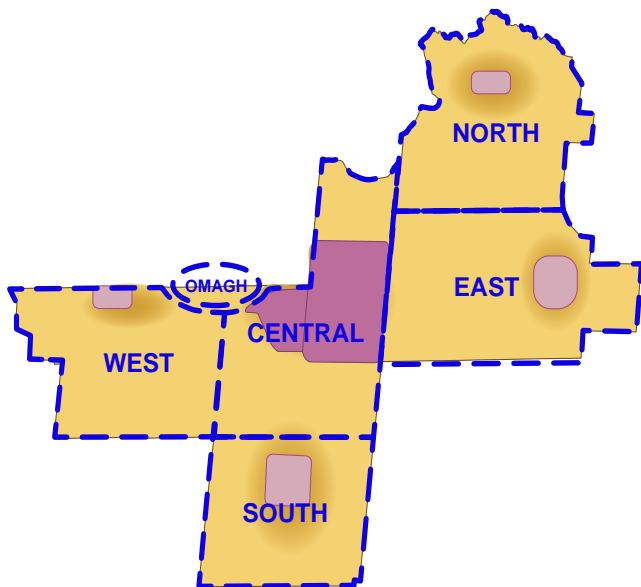
A Neighbourly Urban Form designs and organizes streets and blocks for pedestrians and encourages active transportation modes and supports passive interactions



3. INCLUSIVE NEIGHBOURHOODS AND BUILDINGS



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



2.4 Key Design Directions

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

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

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



3 Engaging Parks and Places

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

3.1 Natural Heritage System

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

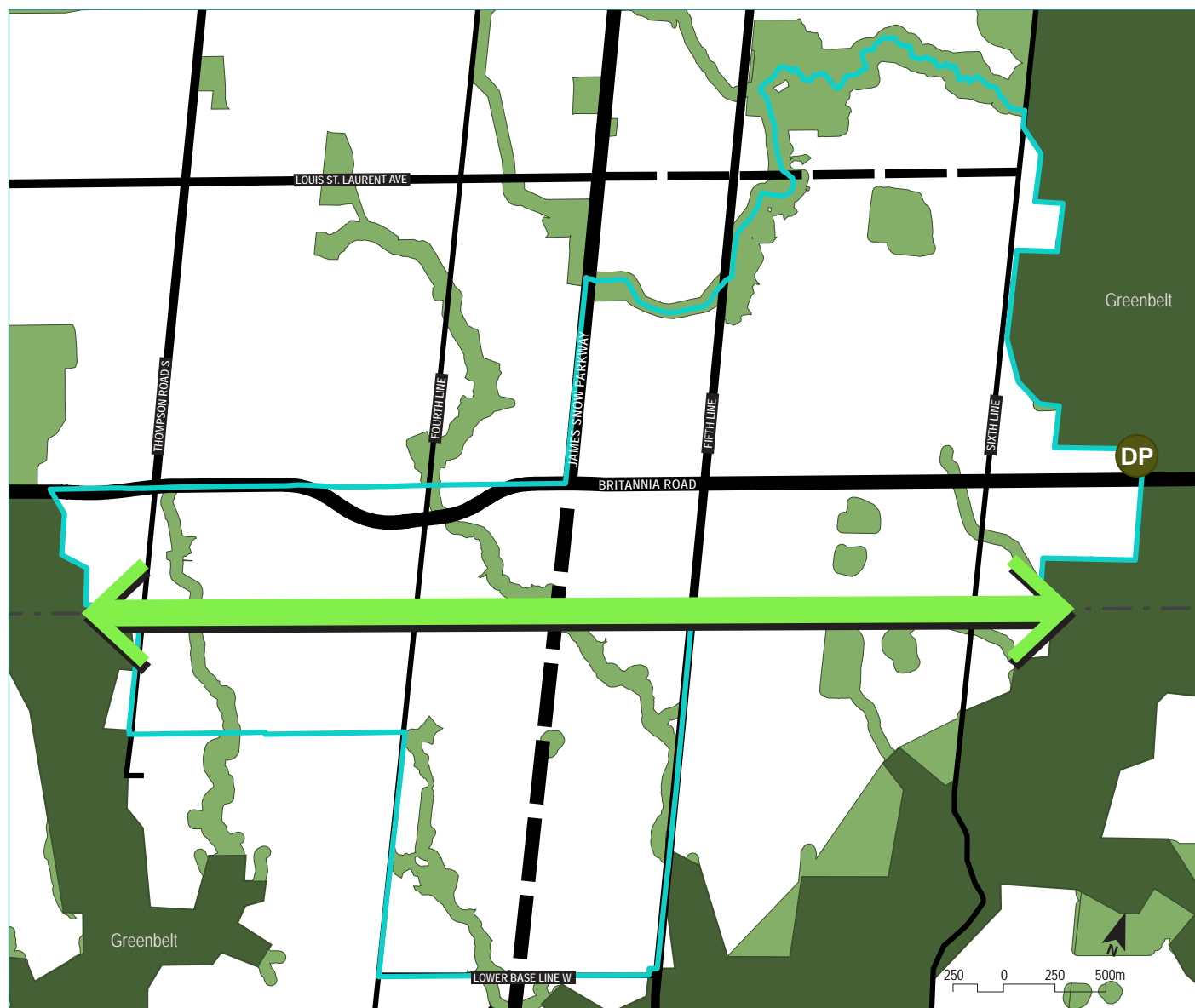
Guidelines:

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

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



FIG 3.1 NATURAL HERITAGE SYSTEM AND THE LINEAR GREENSPACE



- | | |
|--|---|
| Secondary Plan Boundary | Natural Heritage System |
| Existing Regional / Major Arterial Road | Linear Greenspace |
| Planned Regional / Major Arterial Road | |
| Existing Minor Arterial Road | |
| Planned Minor Arterial Road | |
| Existing Collector Road | |
| Existing Local Road | |
| Existing Pipeline | |

3.2 Linear Greenspace

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

Guidelines

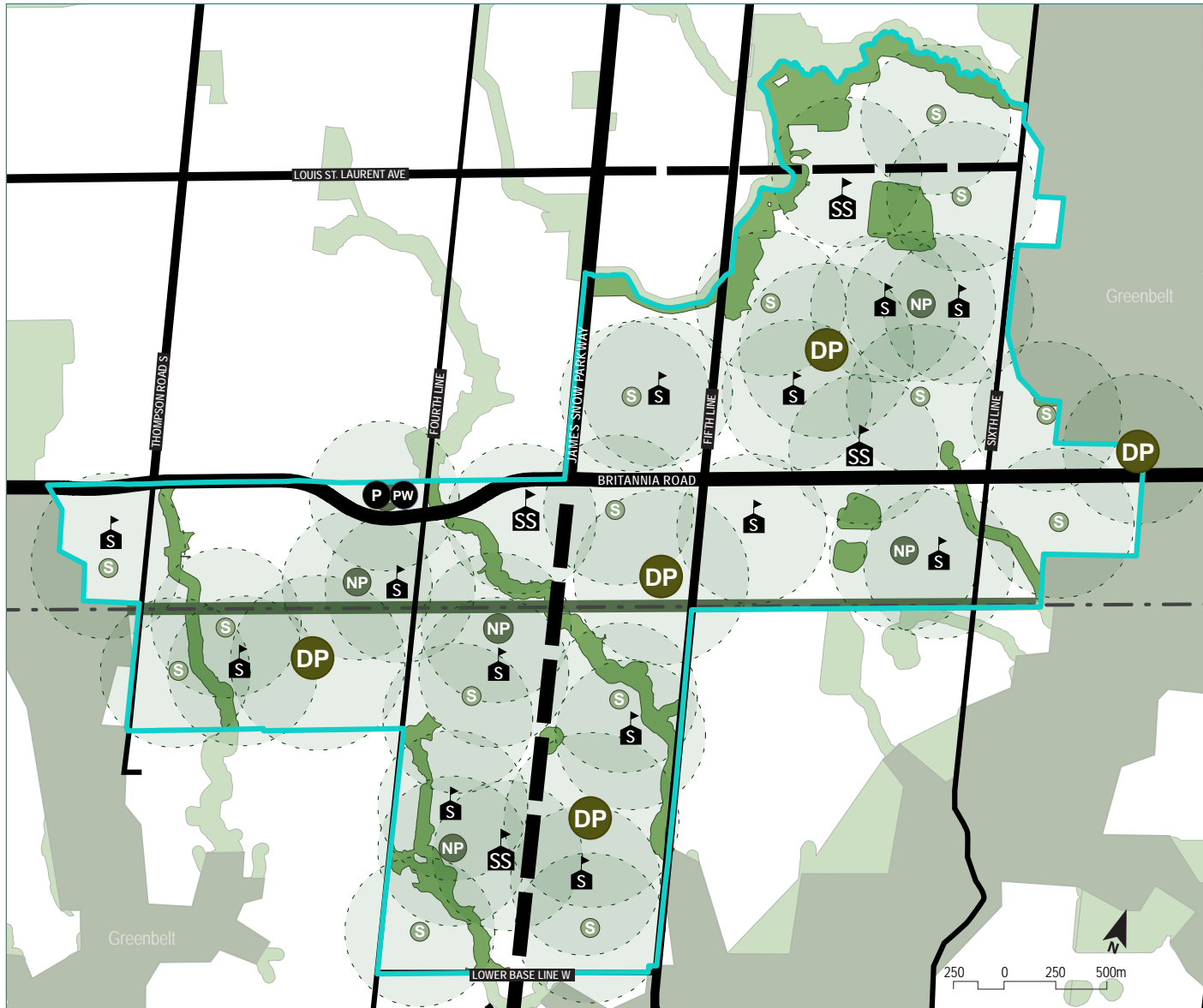
1. Urban design and placemaking efforts should focus on the creation a distinctive and notable linear greenspace that connects the Britannia from west to the east with a multi-use active transportation path.
2. Wherever possible, locate a collector road, public street, park or other public open space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



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

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

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



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

3.3 Parks and Open Space

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

3.3.1 Community Park

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

Guidelines

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



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

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

3.3.2 District and Neighbourhood Parks

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

Guidelines

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

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



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

3.3.3 Village Squares

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

Guidelines

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



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

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



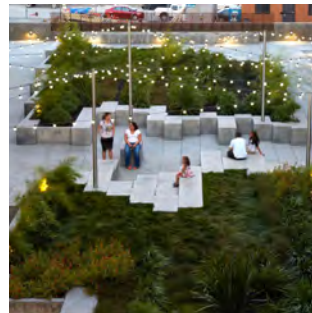
The squares of Savannah, Georgia are aspirational public spaces that have inspired the design and arrangement of the Village Squares for Britannia

3.4 Plazas and Privately Owned Publicly Accessible Spaces

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

Guidelines

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



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

3.5 Schools and Other Public Service Facilities

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

Guidelines for Schools and Public Service Facilities

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

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



3.6 Neighbourhood Nodes

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

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

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

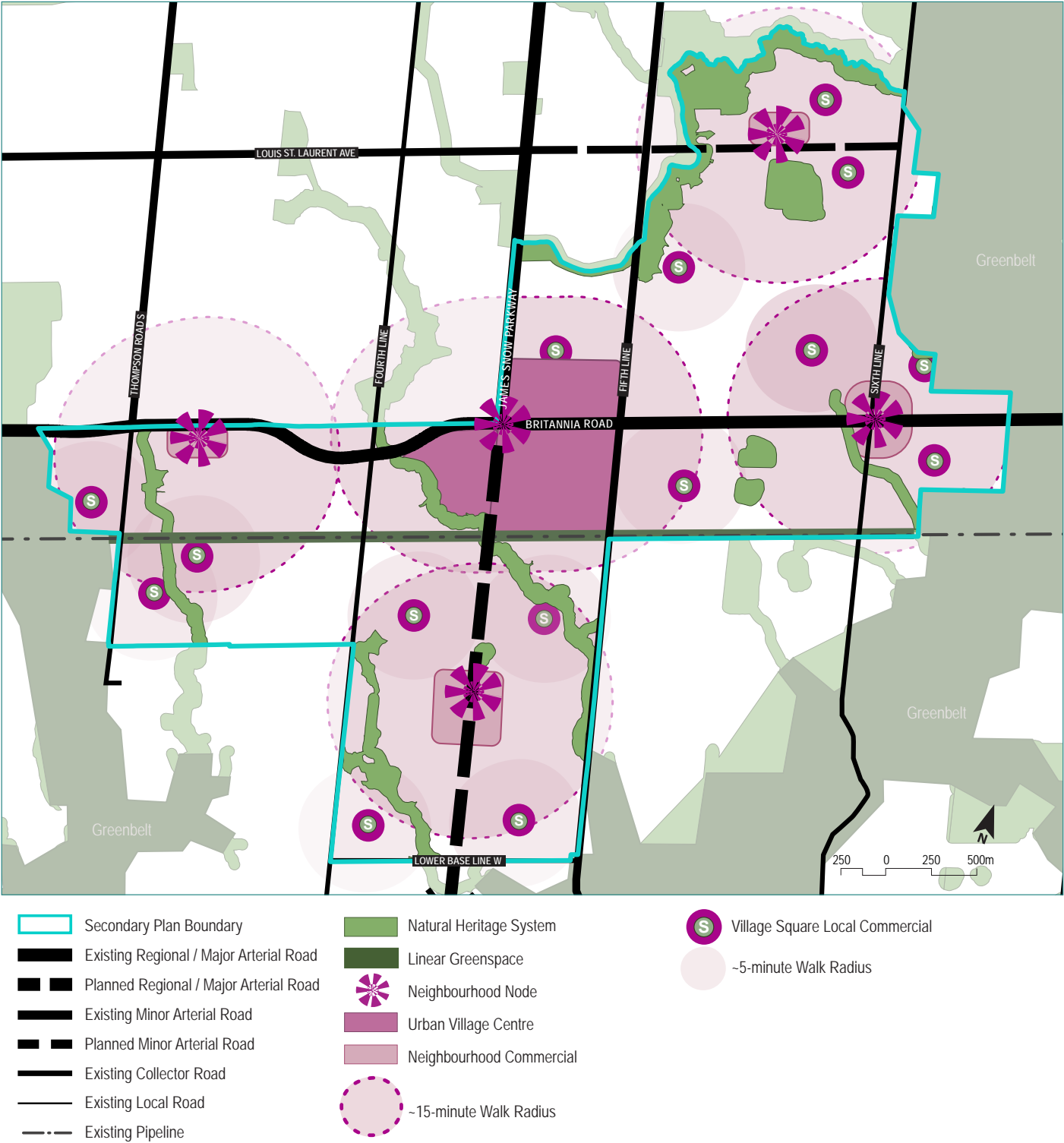
Guidelines for Neighbourhood Nodes

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

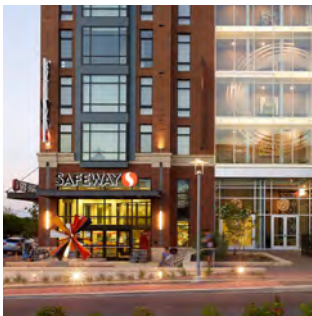


Neighbourhood Nodes should accommodate the retail and service / commercial needs of the local population in a manner which creates a focal point and engaging amenity for the adjacent neighbourhood.

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

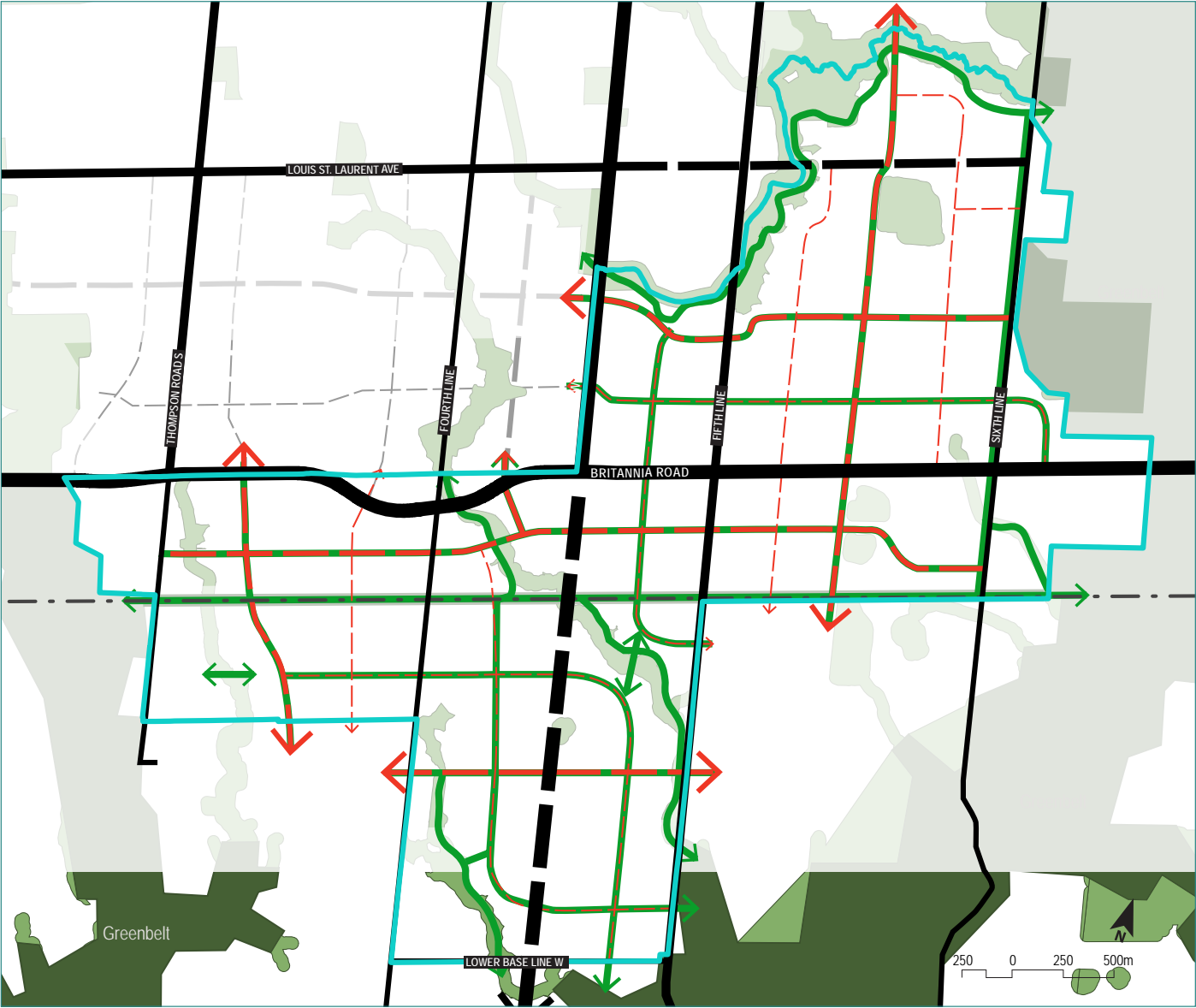













4. Buildings are permitted up to a maximum height of 25-storeys in the Urban Village Centre and up to 15-storeys in the other Neighbourhood Nodes in conjunction with the minimum non-residential floor area in accordance with the Secondary Plan.
5. The tallest buildings should be appropriately located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



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

FIG 4.1 STREET NETWORK AND ACTIVE TRANSPORTATION ROUTES



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

4 Neighbourly Community Form

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

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

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



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

4.1 Network of Complete Streets

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

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

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

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

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

4.1.1 Arterial Streets

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

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



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

Guidelines

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

4.1.2 Collector Streets

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

Guidelines

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



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

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



Example in Vancouver with a raised, separated cycle track

4.1.3 Local Streets

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

Guidelines

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

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



4.1.4 Single Loaded Streets

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

Park Streets

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

Window Streets

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



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

4.1.5 Laneways

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

Guidelines

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

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



4.2 Street and Block Pattern

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

Guidelines

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

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



4.3 Active Transportation Network

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

Guidelines

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

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



4.4 Pedestrian-Oriented Streetscapes

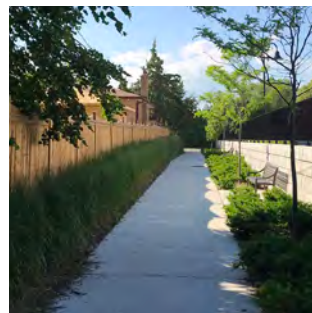
Streetscapes should be designed in consideration of pedestrian comfort. Pedestrian-oriented design ensures the street is highly usable by pedestrians, with signage and features focused on the pedestrian experience. Pedestrian-oriented streets are key to connecting people to activity centres and daily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

4.4.1 Gateways

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

Guidelines

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



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

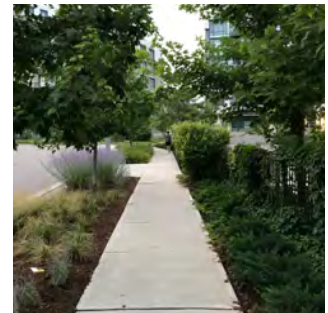
4.4.2 Street Trees

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

Guidelines

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

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



5 Inclusive Neighbourhoods and Buildings

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

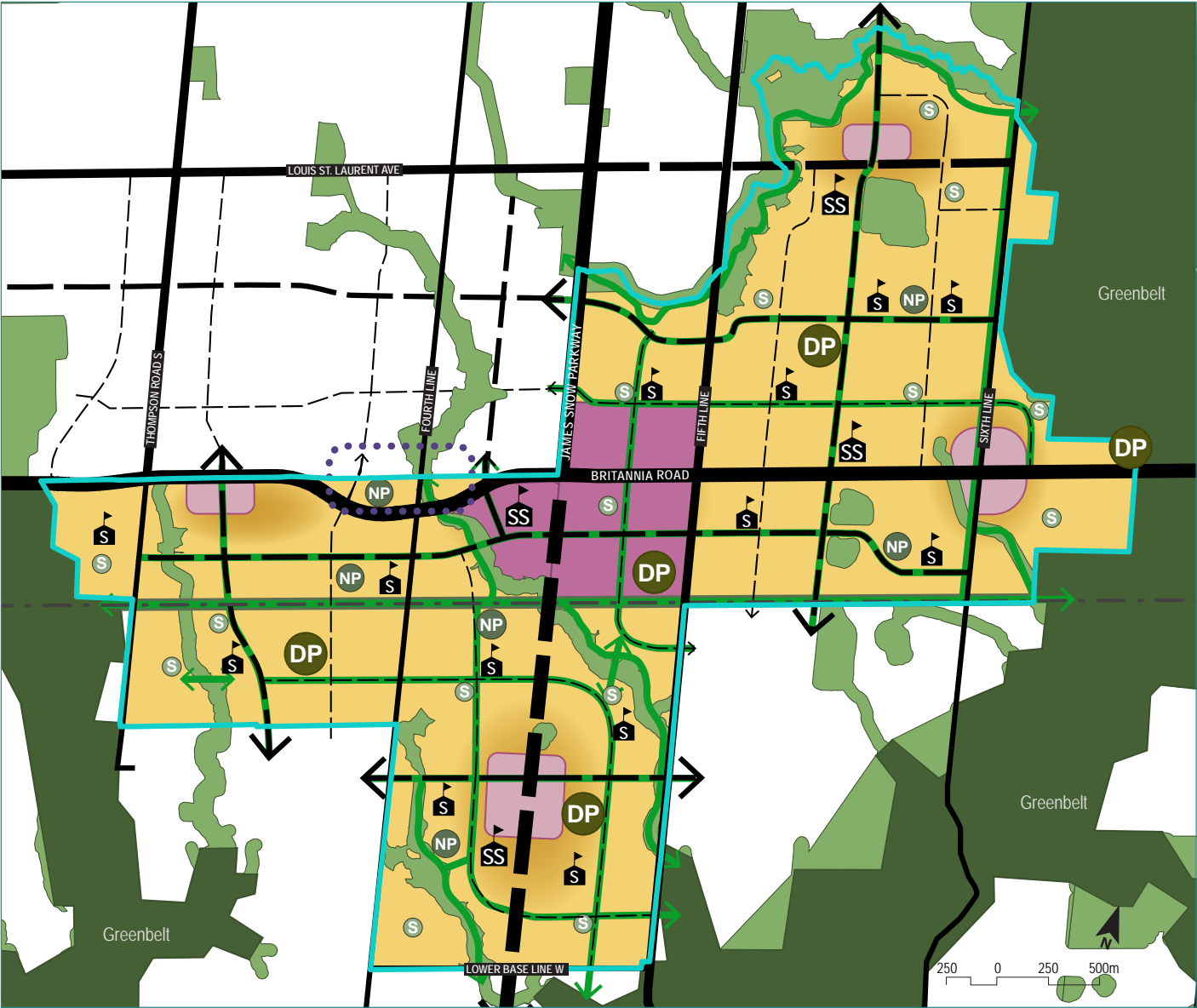
Each Neighbourhoods will feature a wide range of housing and building types to foster a population with diverse demographics and economic characteristics. Neighbourhoods will be defined by a diverse mix and range of housing types, sizes and densities including singles and semis, townhouses, stacked and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

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

All neighbourhoods should be designed to be:

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

FIG 5.1 ILLUSTRATIVE LAND USE PLAN



- | | | | | | |
|--|---|--|--------------------------|--|---------------------------------------|
| | Secondary Plan Boundary | | Linear Greenspace | | Elementary School |
| | Existing Regional / Major Arterial Road | | Urban Village Centre | | Proposed Major Collector Road |
| | Planned Regional / Major Arterial Road | | Neighbourhood Commercial | | Proposed Minor Collector Road |
| | Existing Minor Arterial Road | | Evolving Neighbourhood | | Proposed Active Transportation System |
| | Planned Minor Arterial Road | | District Park | | Omagh Study Area |
| | Existing Collector Road | | Neighbourhood Park | | |
| | Existing Local Road | | Village Square | | |
| | Existing Pipeline | | Secondary School | | |
| | Natural Heritage System | | | | |

5.1 Evolving Neighbourhoods

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

Range and Mix of Housing

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



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

Street and Building Relationship

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



Neighbourhoods should include a range and variety of housing opportunities

5.2 Grade-Related Residential Buildings

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

Low rise residential buildings include:

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

Guidelines

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

5.2.1 Primary Facades

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

5.2.2 Architectural Style and Details

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

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



5.2.3 Attached garages

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

5.2.4 Height and Massing

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



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

5.2.5 Detached Rear Garages

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

5.2.6 Additional Dwelling Units

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

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



5.2.7 Garden Courts

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

Guidelines

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



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

5.3 Mid-Rise and High-Rise Residential

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

Mid-Rise forms include:

- Apartments Buildings
- Mixed Use Buildings

Guidelines

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

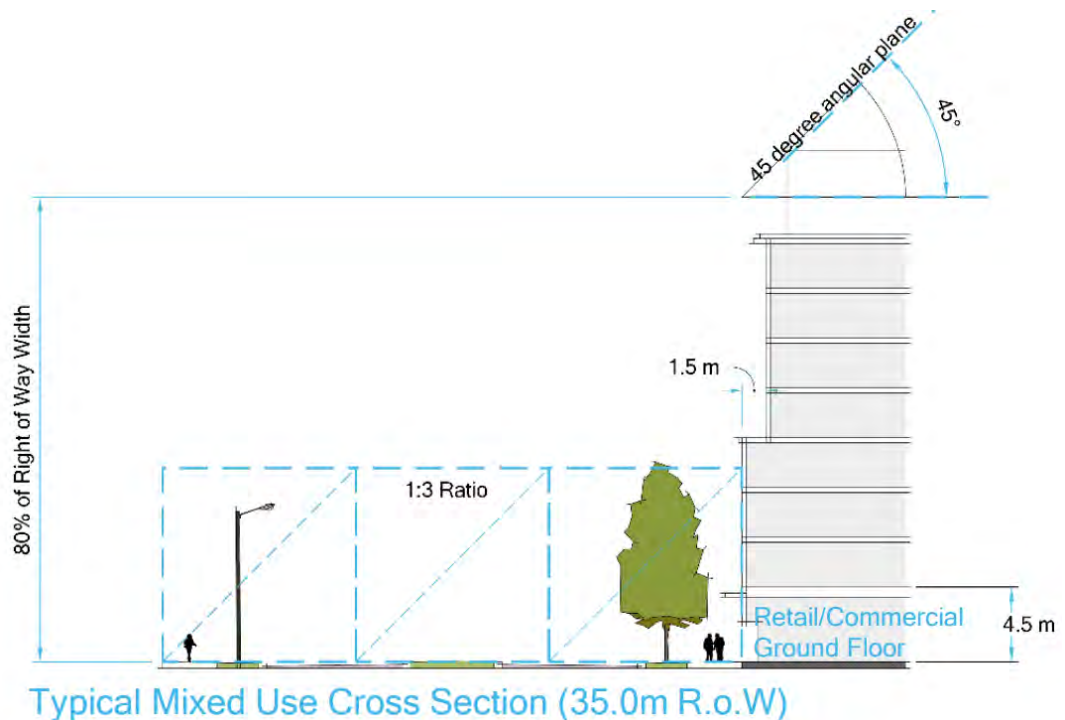


Figure from the Town of Milton
Mid-Rise Guidelines illustrating
podium heights and setbacks

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



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

5.4 Retail and Commercial Buildings

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

General

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



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

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



*Examples of Urban Format
Stand Alone Retail*

5.5 Community Buildings

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

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

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



5.6 Places of Worship

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

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

5.7 Omagh Study Area

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



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

5.8 Development Adjacent to Parks and Open Space

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

5.8.1 Natural Heritage System

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

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

5.8.2 Parks

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

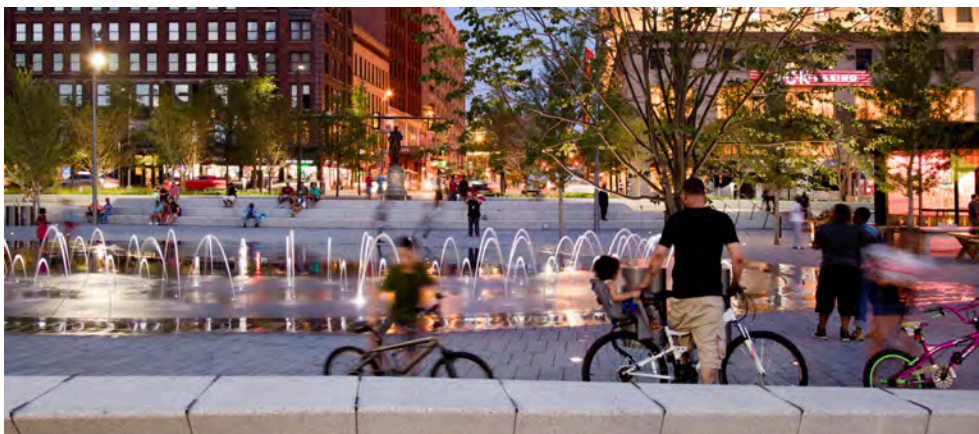
1. Rear yard back-lotting on District or Neighbourhood Parks is discouraged and prohibited on Village Square.
2. Delineate public space from private space through creative landscaping features and signage, avoiding the use of tall fencing or other view-obstructing design elements.
3. Mass buildings in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

5.9 Site Design Guidelines

The following guidelines provide guidelines for site design.

5.9.1 Pedestrian Circulation

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

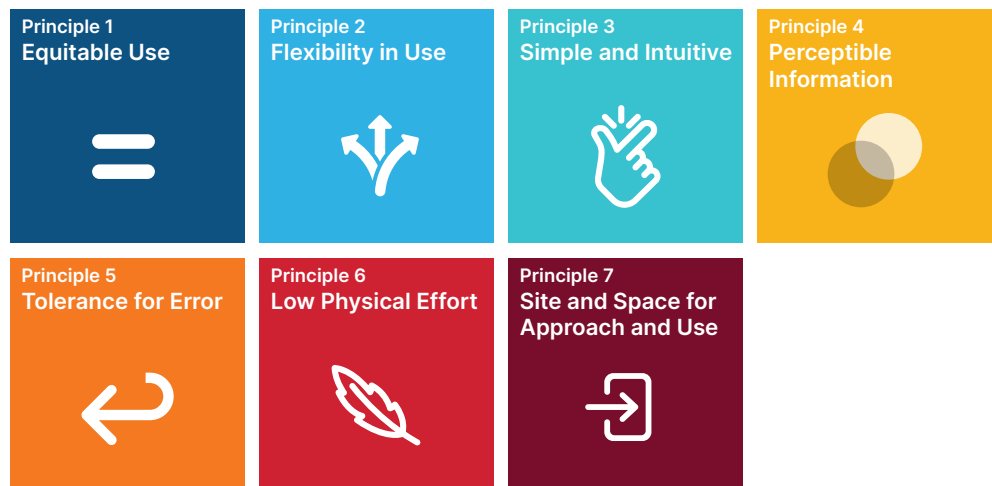


Public spaces are necessary for public life and ensure a place is successful, memorable, and enjoyable

5.9.2 Accessibility and Universal Design

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

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



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



5.9.3 Surface Parking

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

5.9.4 Structured Parking

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

5.9.5 Bicycle Parking

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



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

5.9.6 Condominium Roads

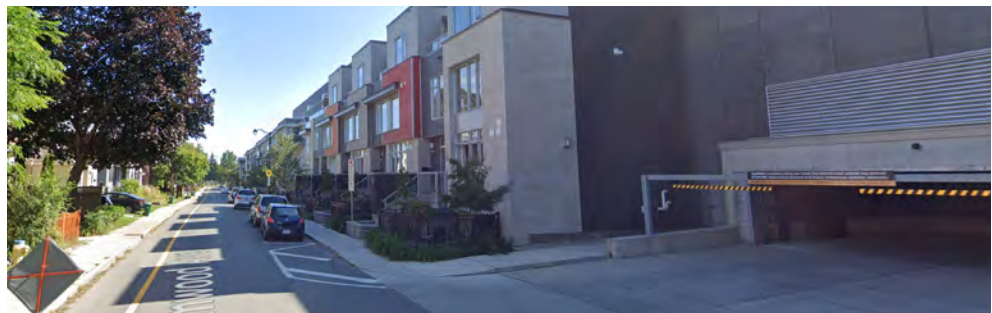
Where any form of housing is located within condominium, such as an apartment complex or medium density townhouse development, the follow guidelines on circulation and building location should be considered:

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

5.9.7 Servicing and Loading

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

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



5.9.8 Landscaping

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

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



Contemporary landscape treatment complements the building design

5.9.9 Waste Collection

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

5.9.10 Snow Storage

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

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

6 Sustainable Development and Green Infrastructure

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

6.1 Sustainable Development Form

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

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

6.2 Energy Efficiency

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

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

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

6.3 Water Management and Green Infrastructure

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

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

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

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



7 Implementation

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

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

7.1 General

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

7.2 Phasing

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

7.3 Tertiary Plans

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

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

7.4 Terminology and Interpretation

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

- ↘ 'Encouraged' / 'Discouraged' / 'May' : Guideline is desirable but not mandatory.
- ↘ 'Should' : Guideline is intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.
- ↘ 'Shall' / 'Will' : Guideline is highly encouraged and shall be addressed in order to conform to policies of the Britannia Secondary Plan.

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

**Town of Milton
Britannia Secondary Plan
Statutory Public Meeting #2
Stakeholder & Review Agency Comments re:
Draft Official Plan Amendment
(presented November 4, 2024)**

This document is intended as a summary only and should be reviewed in concert with all original comments provided by review agencies & stakeholders

Prepared: December 2024

#	Summary of Review Agency Comments	Response	Action By
Halton District School Board – November 13, 2024 Frederick Thibault			
1.	Draft OPA The HDSB provided the following general comments with respect to Parkland and Schools: <ul style="list-style-type: none"> - Larger school property sizes are needed for increased programming needs - Locate school sites on participating landowners’ lands wherever possible, and contain each school site within a single property as much as possible - Do not place schools near water features without significant buffering to protect student safety - Provided current school site programming and site location criteria 	The school board’s site location and size criteria were considered in the background studies and Draft Secondary Plan, schools have been generally located in accordance with the board’s criteria. The school locations may be further refined through the Tertiary Plan process, in consultation with Town and HDSB.	Town MGP
2.	Draft OPA The HDSB provided the following general comments with respect to Strategic Policies: <ul style="list-style-type: none"> - Explore providing free transit to elementary and secondary students - Provide a complete active transportation network connecting to school sites - Co-locate schools with community facilities - Ensure that the HDSB is consulted on the creation of tertiary plans and is informed of the unit breakdown of all proposed developments 	The Draft Secondary Plan has been prepared to connect schools with the active transportation network where possible. The policies of the Draft Secondary Plan encourage co-location with other community facilities. The Schools Boards will be consulted as part of the Tertiary Plan process.	Town MGP
3.	Draft OPA The HDSB provided the following general comments with respect to Land Use & Implementation: <ul style="list-style-type: none"> - Clarify parking expectations for minor places of worship being co-located with schools - Site parks next to school sites - Ensure that services can be provided to school sites in a timely manner - Ensure that schools located next to NHS features have adequate space for full buildout - Beyond the early delivery, school sites should be required to be serviced and accessible at an early stage to ensure timely delivery of needed schools. - Clarify if schools are included as institutional uses. - Regarding the need for an Official Plan amendment to move a school site symbol, recommend adding flexibility where a move across the NHS or arterial road maintains the intent of the plan 	Schools have been co-located with parks on the Draft Secondary Plan where possible, however, school and park locations may be further refined through the Tertiary Plan process. The policies of the Draft Secondary Plan require that appropriate arrangements are made for the early delivery of institutional uses to the satisfaction of the Town. It has also been clarified that elementary and secondary schools are included within the use of the term institutional use. The policies of the Draft Secondary Plan have been revised to allow for flexibility with the location of school and park symbol locations to address the board’s concerns.	Town MGP
Halton Catholic District School Board – November 12, 2024 Dhilan Gunasakera			
4.	Draft OPA The HCDSB provided the following general comments with respect to Parkland and Schools: <ul style="list-style-type: none"> - The location of schools may be subject to change at the time of Tertiary Plan development - The HCDSB would like to discuss the locations of the following schools at this time: the school site west of Thompson Road, the school site within the Urban Village Centre, the school site to the east of the “Potential Major Arterial Road”, and the school site south of Britannia Road and west of Sixth Line 	The school locations may be further refined through the Tertiary Plan process, in consultation with Town and HDSB.	Town MGP
Conseil Scolaire Viamonde – November 12, 2024 Vincent Lacoursiere			
5.	Draft OPA Conseil Scolaire Viamonde has no further comments at this time.	Acknowledged.	Town MGP
Halton Region – November 12, 2024 Tyler Peers			
6.	Draft OPA Halton Region provided the following general comments:	Maximum right-of-way widths for Regional Major Arterial Roads are identified in the Draft Secondary Plan. The Tertiary Plan submission requirements identify the	Town MGP

#	Summary of Review Agency Comments	Response	Action By
	<ul style="list-style-type: none"> - Clarify why right-of-way protections for Regional roads were not included - Clarify why Access By-law 32-17 is not listed as a Tertiary Plan submission requirement - Clarify why revisions to road designations were not included 	Region’s Transportation Impact and Access Management Guidelines generally, the by-law will need to be complied with whether listed in the submission requirements or not. The road network has been updated to reflect the New North Regional Road Corridor (formerly 5 ½ Line), where appropriate.	
Conservation Halton – November 8, 2024 Heather Dearlove			
7.	Draft OPA Conservation Halton provided the following general comments: <ul style="list-style-type: none"> - Include policy text clarifying CH’s role in stormwater management evaluation - Clarify policies on uses restricted in hazardous lands - Clarify that NHS boundaries are currently conceptual and will be finalized at a later date - Ensure that subwatershed studies are included in Tertiary Plan requirements 	The Conservation Authority’s modifications related to regulated areas and natural hazards have been incorporated, where appropriate. The policies of the Draft Secondary Plan permit further refinements to the NHS without amendment to the Plan where supported by a sufficient study and approved by the Town in consultation with the Conservation Authority where it relates to regulated areas. The Draft Secondary Plan requires the outcomes of a Subwatershed Study and/or Master Environmental Servicing Plan be incorporated into the Tertiary Plan.	Town MGP
Ministry of Transportation – November 12, 2024 Paul Nunes			
8.	Draft OPA The Ministry of Transportation has no further comments at this time.	Acknowledged.	Town MGP
Mississaugas of the Credit First Nations – December 06, 2024 Mark LaForme			
9.	Draft OPA No comments at this time.	Acknowledged.	Town MGP
MP4 Landowners Group – October 31, 2024 Dana Anderson, MHBC			
10.	Draft OPA The MP4 LOG provided the following general comments with respect to Parkland and Schools: <ul style="list-style-type: none"> - Adjust park and school locations - Reallocate parkland and schools to reflect LOG proposed distribution - The locations of parks are conceptual and minor adjustments should be allowed without an Official Plan Amendment 	Park and school locations have been revised in the Draft Secondary Plan to reflect the Landowner’s request. The policies of the Plan permit refinements to the locations of schools and parks without an amendment to the Plan.	Town
11.	Draft OPA The MP4 LOG provided the following general comments with respect to Roads: <ul style="list-style-type: none"> - Adjust location of collector roads 	The Road Network has been updated in the Draft Secondary Plan to reflect the Landowner’s request and consistency with the Town’s most recent Town-wide Transportation Master Plan.	Town
12.	Draft OPA The MP4 LOG provided the following general comments with respect to Land Use: <ul style="list-style-type: none"> - Clarify Tertiary Plan process and process for development applications - Adjust Urban Village Square and Neighbourhood Commercial Mixed Use Nodes policies to reflect new retail and commercial use targets and permit revisions subject to further study - Increase density permissions along James Snow Parkway and Britannia Road - Fewer strict requirements for family-sized units - Change the GFA restrictions of minor places of worship to match those of local commercial uses - The boundaries of land use designations should be conceptual and minor adjustments should be allowed without an Official Plan Amendment - Include staging plans in the Tertiary Plan process - Allow larger adjustments and variations without Official Plan Amendments 	The Tertiary Plan and Development Application processes and timing have been clarified in the Draft Secondary Plan. The retail/commercial requirements established by the Draft Secondary Plan align with the recommendations of the Retail Commercial Market Assessment, prepared by Ward Land Economics. The Draft Secondary Plan policies already include opportunities for increased height and density along arterial roads (i.e. Britannia Road and James Snow Parkway), no further revisions have been made. Language has been revised in the Draft Secondary Plan to relax the language related to family-sized units. Clarity has been provided on the size requirements of a minor place of worship. The policies of the Draft Secondary Plan provide for refinements to the land use pattern where the refinement maintains consistency with the Secondary Plan. A staging plan will be required as part of the Tertiary Plan process.	Town MGP
Venturon Development (Milton) Inc. – November 1, 2024 Jason Pantalone			
13.	Draft OPA	Acknowledged.	Town

#	Summary of Review Agency Comments	Response	Action By
	Venturon supports the comments provided by the MP4 Landowners Group.		MGP
12300 Brit Holdings Ltd. – November 1, 2024 Jason Pantalone			
14.	Draft OPA Brit Holdings supports the comments provided by the MP4 Landowners Group.	Acknowledged.	Town MGP
Venturon Development (Milton 90) Inc. – November 1, 2024 Jason Pantalone			
15.	Draft OPA Venturon supports the comments provided by the MP4 Landowners Group.	Acknowledged.	Town MGP
Venturon Development (Milton 46) Inc. – November 1, 2024 Jason Pantalone			
16.	Draft OPA Venturon supports the comments provided by the MP4 Landowners Group.	Acknowledged.	Town MGP
Britannia Sixth Line Holdings Ltd. (Medallion) – November 4, 2024 Anna Fagyas			
17.	Draft OPA Britannia Sixth Line supports the comments provided by the MP4 Landowners Group.	Acknowledged.	Town MGP
Michael Luzar – November 04, 2024			
18.	Draft OPA <ul style="list-style-type: none"> - Omagh shouldn't be called a Village - Do not support a Tertiary Plan process for Omagh - Option in Secondary Plan should stakeholders not come forward with a Tertiary Plan 	Omagh Village will just be referred to as Omagh in the Secondary Plan. The Tertiary Plan requirement for Omagh is being removed. The study requirements to allow development in Omagh to proceed will be established in the parent Official Plan.	Town MGP



November 20, 2024

Planning Policy and Urban Design
Town of Milton, Town Hall
150 Mary Street, Milton, ON L9T 6Z5

Dear Ms. W. Chen

**Subject: Draft Britannia Secondary Plan Policy Framework: LOPA-01/22
Halton District School Board Comments**

The Halton District School Board will continue actively participating in the review and consultation process for the Britannia Secondary Plan and the associated Local Official Plan Amendment (LOPA). The need for seven (7) elementary schools and one (1) secondary school remains a priority as we work to ensure the plan adequately addresses the educational needs of the growing community.

Below are the comments relating to the most recent document circulated by the Town for the Britannia Secondary Plan. It is recommended that once Town staff have reviewed the comments, Halton DSB staff would like to review its submission with Town staff to discuss its recommendations and comments.

General Comments

1. Given the increased programming needs on school sites to provide the necessary infrastructure for their operations, the Board is now seeking the full acreage as permitted under O. Reg. 20/98. This will require:

- a. +/- 8 acres for elementary schools of 701-800 pupil places;
- b. +/- 15 acres for secondary schools of 1201-1300 pupil places; and,
- c. +/- 18 acres for a secondary school site of 1501+ pupil places.

Note changes in school sizes may alter the acreage needed to meet accommodation needs. This is possible for the secondary school site contemplated as part of the plan, which the Board is providing a range of 15-18.0 acres.

2. School sites should all be located, where possible, on participating landowner parcels. For holdouts, the Board would request that the Landowners Group and the Town of Milton provide a strategy for how these sites could be relocated as needed to meet growth needs if lands are not unlocked when needed, or how they can be serviced if the Board is required to expropriate (subject to necessary approvals under the Education Act).

3. Where possible, school sites should be fully located within one property owner's landholdings. Servicing for school sites should also be available within the same development where possible, and designed in such a way that the school block(s) are not delayed due to the availability of services from an adjacent holdout or property owner. Where this is not possible, or holdouts exist, alternative servicing strategies should be provided by future applicants on how interim services could be provided to unlock the developability of the school block to meet growth needs.
4. School Site Programs for an elementary school includes - not exhaustive:
 - a. A three (3) storey building with a minimum of 788 pupil places, with an option for a six (6) classroom addition of 138 pupil places;
 - b. An 88-space child care centre, with an exterior play area;
 - c. Adequate parking for school and daycare staff and visitors. Often two parking areas are provided;
 - d. Consideration of on-site or adjacent pick-up and drop-off areas (preferably off-site);
 - e. Installation of 12 to 18 portables
 - f. At a minimum, one outdoor learning classroom;
 - g. A sports field/play area (non-paved) - may explore options for naturalized play areas and/or turf fields if site sizes are reduced and/or limited;
 - h. A fenced-in kindergarten play area; and,
 - i. 1-2 Fire routes (pending portable counts beyond 12)
 - j. Frontage: 150m
5. School Site Program for a secondary school includes - not exhaustive:
 - a. A three (3) to four (4) storey 1,201-1,501+ pupil place facility, with options for a six (6) classroom addition;
 - b. An 88 space child care centre;
 - c. Adequate parking for school and daycare staff and visitors;
 - d. Consideration of on-site or adjacent pick-up and drop-off areas (preferably off-site);
 - e. Installation of 18 to 24 portables;
 - f. At a minimum, one outdoor learning classroom;
 - g. A full size sports field (soccer, football, rugby, field hockey) with the following amenities, among others:
 - i. Turf field if site size is reduced or funding is allocated for the project;
 - ii. Outdoor field lighting;
 - iii. 6 lane running track, with potential for rubberization;
 - iv. 2 jumping pits/high jump areas;
 - v. Bleachers;
 - vi. Storage areas for sports and board equipment; and,
 - vii. Potential for temporary air supported structures (domes), if partnerships are available.
 - h. 2 Fire routes (pending portable counts beyond 12)

- i. Frontage: 210m.
6. Halton DSB will not support schools adjacent to significant water features, such as stormwater management systems without the necessary buffering and/or barriers to avoid potential hazards for students. If located adjacent to such features, the Board will need to review the above to determine student safety can be maintained.
7. To promote active transportation to schools, schools will require:
- a. Pick-up and drop-off areas within the school site and in close proximity to the school should be provided to disperse parent traffic. Not all parent traffic can be accommodated on-site without significant impact on other programming needs on-site (i.e. play areas), and increases to site sizes.
 - b. Elementary schools should either be located at the corner of a local and collector road, or at minimum have sufficient frontage to accommodate two roadway accesses for improved traffic flow. They should not be located along major arterials having speed limits of 60 km/h or more.
 - i. Staff suggests having further discussions with Town staff with regards to the most appropriate roadway types to locate school sites, to ensure that future traffic mitigation measures can be incorporated, especially infrastructure that seeks to reduce traffic speeds.
 - ii. Staff suggest having discussions with the Town to site schools primarily along local roads to reduce potential traffic conflicts, and further encourage active transportation.
 - c. Secondary schools should be sited at the corner of at least one (1) arterial road and arterial/collector roads, and must have sufficient frontage to accommodate two roadway accesses to ensure proper traffic flows.
 - d. Halton DSB supports reducing the speed limit in and near elementary schools and parks to 30km/hr.
 - e. Halton DSB would like to explore “School Streets” opportunities with the Town of Milton, in order to close streets along the frontage of elementary schools to create safe pedestrian-only access for future schools during drop-off and pick-up times, where possible.
 - f. To support active travel to and from school an integrated design that removes or reduces traffic volumes, reduces speed, and provides alternative and attractive means of safe travel to school including wider sidewalks, park and stride locations, and better junction design near schools.
 - g. Pedestrian crossings of Natural Heritage Systems should be designed for safe active travel to and from school for elementary students.

- h. Halton DSB supports trail linkages to schools.
 - i. Halton DSB supports having formal pedestrian crossing in front of schools, marking should be clear and painted prior to the time the road is open for traffic.
 - j. Halton DSB supports determining crossing guard locations and having crossing guards out on the first day of school. Alternatively, PxOs in strategic locations to substitute crossing guards is an equally acceptable alternative to encourage walking to school immediately upon school opening. Higher order crossings, such as PxOs, should be contemplated as part of the Subdivision Process, so as to be available once the community is open.
 - k. For the elementary panel, unless there are above-grade pedestrian crossings over Major Arterial roads with posted speed limits above 60 km/h, students that live across those roadways (e.g. Britannia/James Snow/etc...) will require transportation busing in perpetuity.
 - l. Halton DSB supports having a school opening plan and/or traffic demand management plan that is developed with the Town of Milton to ensure safe practices and infrastructure is available for active transportation prior to the opening of school.
 - m. *Sidewalks and support systems for active transportation along the main frontages of school sites should be in place prior to opening.* It is understood that if the community is under construction, however, sidewalks connecting the overall subdivision may not be available once the school is opened, especially in instances where the school is fast-tracked ahead of the community development.
8. Walkways and/or pathways will be used in determining the distance from home to school based on the following:
- a. Municipal and Regional Conservation Authority approved pathways/walkways for which no restriction for pedestrian use has been established by Halton Student Transportation Services (HSTS);
 - b. the walkway is visible from a Municipal/Regional roadway or sidewalk;
 - c. the walkway is visible from one end to the other; and
 - d. The walkway/pathway consists of an engineered surface (i.e. paved, gravel/limestone screening).
9. The Halton DSB requests that development be phased in a continuous method where possible to ensure sites are made available and serviced concurrently and that there is a greater sense of community connectivity to better foster walking to school as a norm.
10. To reduce parking requirements, and bussing, and build up a customer-based the Halton DSB supports free public transportation for students in elementary and secondary schools.

Britannia Secondary Plan

C.X.3.3 Provide Mobility Options and a logical Road Network

C.X.3.3 d) and e). The Halton DSB wants to underline the importance of supporting active transportation infrastructure for pedestrians of all ages, as contemplated by the policy framework. With the recent experience in opening schools in the Boyne Secondary Plan area (Phase III), the Board would like to take this opportunity to discuss new strategies to support our youngest active transportation users for home to school travel, aligning with the considerations and comments provided as point 7 of our General comments above.

C.X.4 Strategic Policies

C.X.4.2.1 The Halton DSB would support discussions exploring free municipal transit options for students throughout this area to support transit long-term, as well as support the uptake of municipal transit use by targeting students at an early age. This would equally help mitigate impacts from students who are not eligible for transportation at the Board, or who may require municipal transit for extracurricular activities before and after school.

C.X.4.2.2 The Halton DSB is supportive of the establishment of an area wide active transportation network to support multimodal transportation for home to school transportation. The Board would like to advise the Town that crossings of collector roads and in some instances local roads are important considerations to ensure safe crossings with higher order infrastructure (e.g. PxOs) for students walking/rolling to school.

C.X.4.5.2 The Halton DSB supports the co-location of schools with Libraries, Community Centres, and Parks. It is suggested to pre-plan potential co-locations of facilities to allow for enough time for such projects to cycle through the Capital Priorities Program Funding.

C.X.4.6.5 The Halton DSB will be looking for more compact forms of development to better maximize the use of its school sites, however, this may not result in reductions in acreage. More services are being imposed on school sites by the Ministry of Education (such as daycares/child care centres), therefore sufficient land will be required to secure future uses.

C.X.4.6 The Halton DSB would like to better understand the potential limitations of designated sites that may be located adjacent to NHS systems throughout the plan, and whether they may impact the overall developability of the future school sites. Consideration should be given to this in the development of the Tertiary Plans.

C.X.4.9 The Halton DSB acknowledges the Town encouraging vehicle charging stations, however, there are challenges for the Board to supply stations to the additional costs, and there is a limited ability to fund utilities for the use. If sited on school properties, it will need to be by a third party, subject to Education Act Requirements in effect at that time.

New C.X.5.1 As a public agency, the Halton District School Board must be included in the consultation process for the development of a Tertiary Plan. Since Tertiary Plans are prepared by landowners under the framework of the Secondary Plan and offer a more detailed level of planning, the Halton DSB must be involved to ensure educational facilities are adequately planned for both their provision and for their ultimate servicing and access. The Halton DSB participation is crucial in aligning the plan with the broader public service needs of the community, especially as these plans are endorsed by the Council.

The Halton DSB would like to see additional considerations and policy language surrounding non-participating landowners. Additional considerations and strategies should be proposed when key Board (elementary and secondary schools) and Town infrastructure (District and Neighbourhood Parks) are sited in areas with unknown development horizons.

C.X.5.2 Halton DSB understands there are planned to be five neighbourhoods in the Britannia Secondary Plan. To help with neighbourhood planning Halton DSB will request to have the type (Low-Density, Medium-Density, and High-Density units) and the number of units per neighbourhood to confirm anticipated student yields and resulting student accommodation needs. Clarification on whether each neighbourhood area is to be planned with its own self-contained services and infrastructure (namely: stormwater, storm, and sanitary).

C.X.5.7 Halton DSB suggests that consideration could be given to school bus transportation as being a component of public transportation that could benefit from accessing the “Pipeline” for transit and active transportation, especially if it could add to potential bus stop locations if appropriately connected to local roads.

C.X.6 Land Use Policies

C.X.6.1.1 The Halton DSB needs further clarification on the intent of locating “minor places of worship” adjacent to schools. The Board advises that it cannot guarantee shared parking arrangements with these specific uses, as schools are already heavily reliant on parking for school staff and visitors. Seeing that pending the time of year and day, places of worship may have comparable peak use times as the Board.

C.X.6.4.1 The Halton DSB supports co-locating a future Community Park adjacent to a secondary school, as well as other elementary schools if appropriate. Future clarification is needed on the potential location of the park, and whether it would substitute an existing District or Neighbourhood park identified in the C.X.A plan.

C.X.6.4.2 The Halton DSB supports a location of the secondary school or elementary school with a District Park to facilitate neighbourhood focal points, as well as shared amenities. Implementing zoning by-laws should also have regards to co-location to further facilitate the ability to have certain components of site amenities bleed across property lines (such as parking).

C.X.6.4.3 The Halton DSB supports the co-location of elementary schools' Neighbourhood Parks. If a District Park is not available for co-location to a secondary school, the Board is also supportive of having secondary schools sited adjacent to Neighbourhood Parks.

Note that previous comments have indicated that co-location can result in land savings; however, since two of the last three elementary schools can accommodate in excess of 900 students, with parking requirements and potentially having to accommodate students that are driven to school, Halton DSB will require 8 acres per elementary school.

In addition to the above, the Ministry of Education and Province have been pushing for additional childcare/daycare facilities to be incorporated into all school projects, increasing the land requirements for school sites. If land reductions are to be explored, they will need to be at the Draft Plan of Subdivision stage.

C.X.6.4.7 indicates that the secondary plan will require thirteen (13) elementary schools and four (4) secondary schools. Of this designation, Halton DSB will require seven (7) elementary schools and one (1) secondary school.

New *Halton DSB will provide comments at the Tertiary stage.*

Halton DSB supports schools being permitted in all land use designations except NHS. This will ensure that if additional schools are required or existing schools require relocation, it will not trigger an OPA. Further to the description in paragraph 5 of section C.X.6.4.7 should explicitly state that relocations of schools will not trigger an OPA as well to reflect Section C.X.8.3. Should also give deference to Town staff to not require a LOPA if the relocation of a school across an arterial/NHS, may not trigger a LOPA.

With regards to schools adjacent to NHS lands, proponents of future draft plans of subdivisions will need to demonstrate that irregular property lines will not affect the developability of school sites, and where irregular lot shapes are present, reduction in site sizes may not be feasible. It will also need to be demonstrated that there are no non-developable buffer areas that permeate into school sites.

The Board acknowledges the need for future school site development to be compact and as efficient as possible, with the intent of potentially reducing land needs. A number of methods for achieving this are listed in paragraph 4, which the board is generally supportive of pursuing with the Town. The Boards will still be requesting site sizes that align with O. Reg. 20/98, to ensure school, daycare/child care, temporary accommodations, exterior play fields, and other site programming can be accommodated on site (see points 4 and 5 of the General Comments). The Board has already undertaken the following in being more compact in its school design:

1. Construction of 3 storey buildings at a minimum for elementary, and exploring 3+ storeys for secondary pending overall capacity needs;
2. Pushing for parking infrastructure to be located off-site where possible for peak traffic flows, namely parents/guardians, in an effort to reduce on-site conflicts and encourage active transportation;
3. Construction of 5-room, 88-space, child care/day cares on all future school sites to meet provincial and regional demands (i.e. additional institutional uses);

4. Co-locating with municipal partners where possible to share amenities, predominantly with neighbourhood and district parks.

If additional initiatives are required, they will be explored in greater detail at the Draft Plan of Subdivision stage, once more details on implementing zoning by-laws are available to confirm certain efficiencies will be possible (e.g. shared parking opportunities with Town).

For elementary schools, Halton DSB would like to further discuss options with the Town of Milton regarding the siting of schools along collector roads. The Board is seeking two (2) frontages ideally, along collectors and local roads where possible. The frontage on local roads could focus more on creating a safe pedestrian environment, and allow for lower speeds, while the collector road can focus on automobile and bus traffic (as an example).

The emerging issue the Halton DSB has been witnessing in Boyne most recently in having single frontages along collector roads is the potential to reduce the number of options to install speed mitigation measures, given that the purpose of the collector is to flow traffic to main arterials. This creates a conflict, where the Board is now seeking to slow traffic surrounding the site, which conflicts with the purpose of collectors to allow for better flows. The Board would also like to explore closed streets in the future during drop off and pick up times, which may help create a more pedestrian friendly environment to further encourage walking to school, which wouldn't be possible on collector roads or throughways.

The Halton DSB continues to support the co-location of schools with other public facilities, including parks and any higher order sports facilities on elementary and secondary school sites. Where possible, the Board would also like to explore shared parking options for greater land efficiencies, when sited adjacent to one another.

C.X.7 Implementation

As a general comment, the Halton DSB is requesting that general provisions be proposed to account for the possibility of public infrastructure/institutional uses, such as schools, being located within non-participating landowner holdings, or landowners that do not have sufficient allocation to proceed with their development. In both instances, this has historically presented challenges for school boards in advancing certain school projects to meet demands, as sites may be locked or difficult to access for development, resulting in delays in delivering school sites.

C.X.7.1.2 a) Halton DSB recommends that for subsequent stages to proceed, a minimum ratio of completeness to the gross developable of participating lands shall have a draft plan and site plan approval, similar to section C.X.7.1.3.

With regards to the availability of schools within a Neighbourhood, it should go further to indicate where a school is "identified and is available to be accessed and developed". There may be instances where a school site is identified, but there is no ability to develop the lands as they are in a later stage of development, or within a non-participating landowners' holding, or a combination of the two.

C.X.7.1.2 d) Halton DSB supports the progression of development to occur in a logical sequence and that it be staged to ensure the creation of complete neighbourhoods. Consideration should also be given to place the onus on proponents to demonstrate how school sites (and/or other public infrastructure) can be unlocked to serve their development, if not immediately available, and to assist in the coordination with other participating landowners to deliver school sites that will serve their development.

C.X.7.1.3 c) Halton DSB supports satisfactory arrangements prior to any approvals of development applications to ensure the early delivery of institutional uses (please confirm schools are included). The Board makes itself available to discuss how this can be transferred as development approval conditions moving forward.

C.X.7.1.4 a) Halton DSB supports that Public infrastructure may proceed at any time subject to the availability of services. To add, the Halton DSB requests that implementing zoning by-laws for schools incorporates the ability to start the construction of schools through conditional permits, in the absence of full services being available to the lot line, for water, sanitary, and stormwater needs.

Halton DSB stresses that early services and access to school sites are fundamental in order to provide educational services in a timely manner to communities.

C.X.7.1.5 Halton DSB supports that prior to final approval of each subdivision, all requirements of the Town, Region, and school boards are met to ensure timely delivery of services. The Board is requesting that additional verbiage be added that “sufficient arrangements have been made to deliver the school site designated to serve the immediate neighbourhood, within and/or outside of the development seeking approval, with landowners that contain the future school”. This ties to the initial comment, where the developer group should have the onus to unlock lands required for public uses for development as soon as possible.

C.X.7.2.1 b) Halton DSB recommends that the distribution of costs should also account for potential school sites that fall out of participating land-owner holdings that may require external services. This is to avoid the Board's having to enter into cost sharing agreements with the MP4 Group if sites that fall within non-participating landowners proceed. These costs should be recaptured when a new member acquiring those lands enters into the group.

C.X.7.5.2 d) Halton DSB will provide additional comments through the Tertiary Plan process on the location and configuration of schools, in greater detail. A first round of comments are provided in the OPA Schedules section of the Board's comment letter.

C.X.7.5.2 h) and j) As a general comment, the Halton DSB recommends that Traffic Studies developed as part of the Tertiary Plan also focus on the multi-modal school travel patterns of schools, acknowledging the number of walkers and busses that serve the school, and that it ties to the active transportation system requirements of the plan.

Additional information on how neighbourhoods could also be developed with all higher order AT infrastructure in place following substantial completion of the subdivision (the period between all houses being constructed and sidewalks installed, to assumption of roadways suggested), so as to ensure good travel behaviours are started immediately. This would include, but not limited to:

1. The provisions of safe pedestrian crossings for school aged students, such as PXOs (lit, painted, signed); stop signs; and/or painted crosswalks, without the need for warrant studies prior to installation (note, the warrant would be based on the number of students anticipated in a development, not the actual walkers counted prior to higher order crossings being installation).
2. The provision of on-street parking areas within a school neighborhood to allow for “walk a block” options for younger families, which don’t impede the roadways. This allows for dispersing traffic around the site, as opposed to attempting to hold it all on site.
3. Consideration of using on-street laybys (cut-ins not required), to allow for bussing and other parent drop offs to occur, and avoid over paving school sites.

C.X.8 Interpretation

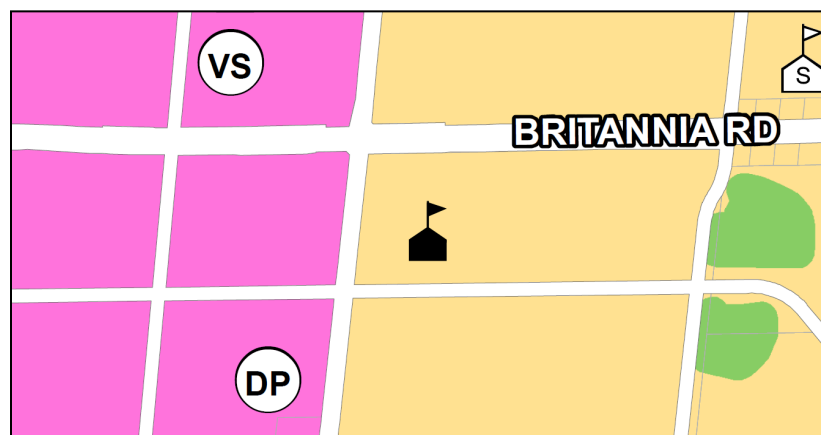
Given the presence of holdouts/non-participating landowners that contain school sites, the Board recommends that staff be given the deference to determine if an amendment is required if a school symbol is moved past an NHS or Arterial Road. There may be instances where the move maintains the intent of the plan, but requires a significant shift to exit a landholding. It could also entail a secondary school moving from one side of an arterial to another. A full OPA process could be avoided to unlock a school site and fastrack its development.

OPA Schedules

Acknowledging that the schedules in the Britannia Secondary Plan are conceptual in nature, and may be subject to change as part of the Tertiary Planning process, the Board would like to offer the following preliminary comments on school site locations and nearby site elements that should be considered as part of the Tertiary Planning process in developing detailed lotting plans:

1. One (1) elementary school site is not located adjacent to a Town park (intersection of 5th line and Britannia). It is anticipated that this may be an HDSB school site. Note that this school site will seek the full 8.0 acres of land to meet its accommodation needs.

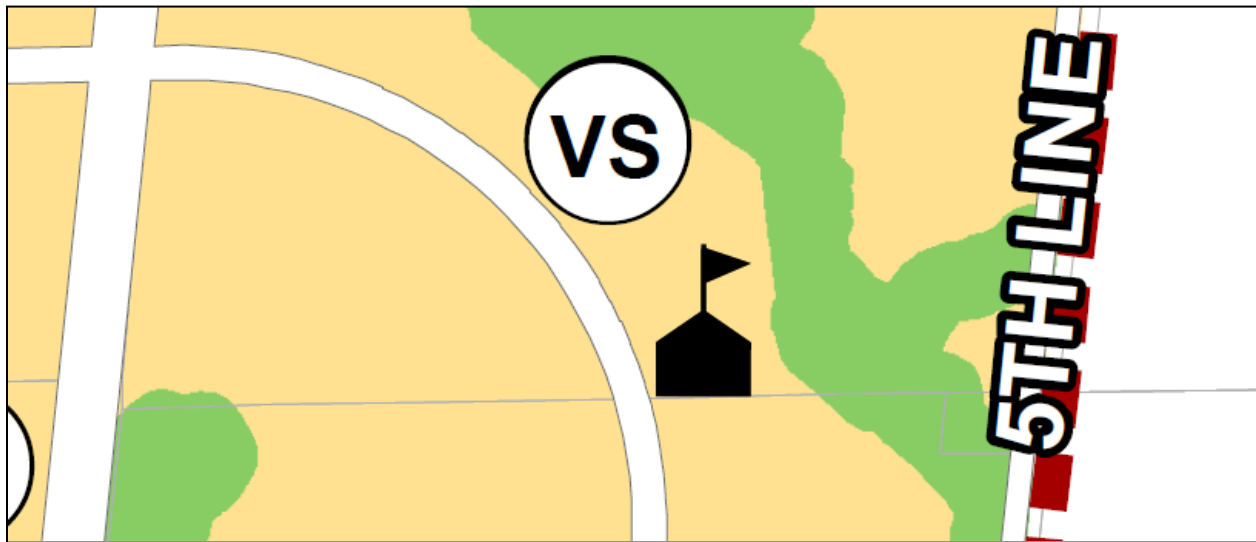
Figure 1: Britannia Road and 5th Road School Site



2. One (1) elementary school site is sandwiched between a community collector road and a natural heritage feature, which may present challenges in creating a regularly shaped lot. Moreover, the site is adjacent to a Village Square, which won't present the same colocating opportunities when sited next to a neighbourhood or district park.

It is therefore recommended that the site and the Village Square be moved further south so as to not be impacted by the future NHS feature. The School site should also be at least 8.0 acres in size given potential site constraints and lack of adjacency to a large park.

Figure 3: 5th Line, south of Britannia, mid-block site



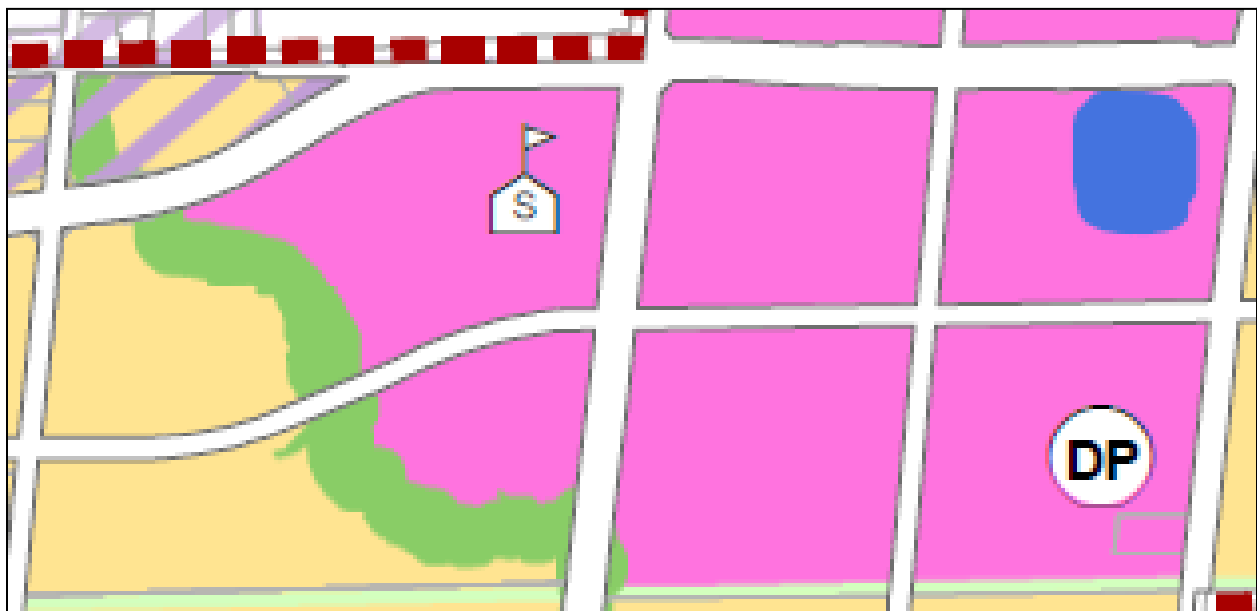
3. As a general note, Stormwater Management Ponds should not be sited adjacent to school sites where possible. If required, they will need to be sufficiently buffered to ensure safety for students who may potentially try to access the site. This should be a consideration as part of the Tertiary Planning Process.
4. As discussed in previous sections, it is acknowledged that most elementary school sites will be fronting collector roads. Where possible, elementary school sites should also front local roads, which can be targeted for non-vehicular student access, as a means to separate car traffic from pedestrian/AT traffic and encourage less automobile dependency.
5. The Halton DSB acknowledges that the secondary school site has been relocated from its 5th Line location to the southwest corner of James Snow Parkway and Britannia Road to accommodate a faster development horizon. At this time, this is the preferred location for the future HDSB Britannia Secondary School.

The Board has the following additional comments for consideration by the Town:

- a. The Board is not supportive of moving the secondary school any further west than this intersection, in order to ensure the site is central to the neighbourhood it will ultimately be serving. Any further west will encroach on other service areas, namely Craig Kielburger Secondary School, north of Britannia Road.

- b. The site benefits from two (2) arterial roads, and potentially a collector road to the south, pending the final shaper of the site.
- c. The Board requests that the site be conceived as either a 15 acre site, or 18 acre site, pending the final school site size that will be determined at a later date, more than likely when the Board reviews it's next EDC Background Study in 2027.
- d. The school site will be planned with the features identified in point 5 of the General Comments Section.
- e. Pending timing, Board may be reliant on temporary services for the site, and may require direct connections to regional road services as well as vehicular access.
- f. More comments will be available once a more detailed lotting plan is made available to the Board.
- g. Please note that the Board would be supportive of moving the secondary school site further east, closer to 5th Line (see blue circle in Figure 4), in the event that it could be demonstrated that the site could be developed as part of the earlier phases of development, and confirm the ownership of the lands are part of the overall group. land ownership status changes, and/or where there is the possibility to service the site adequately within the block, or by another neighbourhood area owned by a participating landowner. This would also allow for co-location to the proposed District Park. Prior to the Board making this change, it would need to be demonstrated how and when the lands could be acquired and serviced to the Board's satisfaction.

Figure 4: Future HDSB Secondary School Site



NEW - Community Facilities / Human Impact Analysis

2. Existing Profiles

Table 1: Summary of capacity and enrollments.

School capacity is measured based on On-The-Ground (OTG) capacity, which refers to the number of students a school can accommodate within its permanent, brick-and-mortar structure.

Portables, while sometimes used to temporarily manage overflow, are not considered part of the long-term solution for capacity. Since portables are meant for short-term or interim use, they are excluded from official capacity calculations (i.e. On-the-ground (OTG) Capacity).

As a result, both elementary and secondary schools have a deficit of space.

- Elementary: -433 pupil places
- Secondary: -1,276 pupil places

It is recommended that the vacancy be a function of the OTG capacity versus enrolment. Using temporary facilities is misleading, as portables are removed when no longer needed, and their presence would indicate a deficit in built pupil capacity. This is also the Ministry of Education standard.

3. Facility Needs Based on Existing Standards &

4. Recommended Community Facilities

Based on the information provided, the Halton District School Board (HDSB) agrees with the conclusion that seven (7) elementary schools and one (1) secondary school are required to meet the projected demand for educational facilities.

Note, that if there should be any changes in key factors, such as student yield rates, the number of residential units, or other influencing factors, the HDSB may need to revise its projections. In such cases, the Board may request additional school sites to accommodate any increased demand and ensure adequate long-term planning for the community's educational needs.

Regarding the secondary school site, the Board acknowledges that the total anticipated population is approximately 1,847 students. Based on the O. Reg. 20/98, the Board would be eligible for an 18.0 acre school site for a school facility of 1,501 or more. This would allow for all students to be accommodated in the school facility, with 15 portables on site. The Board would therefore recommend that as part of the Tertiary Plan process, that an 18 acre site be identified, with an alternative lotting plan that could accommodate a 15 acre school site. Site size and overall accommodation needs will be confirmed in a future Education Development Charges Background Study. If located adjacent to a district park, considerations could be made to further reduce the 18 acre site.

The Board is open to exploring opportunities to jointly plan and develop school and municipal parks and/or community spaces in future projects. Joint facility opportunities can be realized if they are known by the Board early in the process. The Board's next EDC Background Study review will commence in the

Summer of 2027, where there may be an opportunity to identify projects at that time to seek land efficiencies and capital improvements to lands.

Urban Design Guidelines

Section 3.3: Parks and Open Space

1. Board continues to support the co-location of neighbourhood and district parks with school facilities. Where possible, considerations should be given to sharing amenities to avoid duplication of services on both sites, to maximize usable play areas (such as parking). The Board is also open to incorporating higher order outdoor facilities on its sites that may be required by the Town, if having an adjacent park to schools is not feasible or a possibility.
2. The Board does recommend that mention should be made to ensure that in addition to the co-location of parklands, that future submissions made by proponents demonstrate how adjacent school sites and parks, as well as the larger community, are connected through pathway and trail networks.
3. Please note that the Halton Student Transportation Services consortium often rely on parkway blocks, which have large frontages, for bus stops.

Section 3.5: Schools and Other Public Service Facilities

1. The Board agrees that co-location to parks is supported. The reduction of acreage for school sites may need to be reviewed on a case by case basis. As stated previously, school sites are receiving additional services that are reducing the amount of land available for its programming, such as child/day cares. There may not be an opportunity to reduce site sizes if further efficiencies are not identified.
2. Note that adjacency to NHS is supported, where it can be demonstrated that the NHS in question is not affecting the developability of the school site due to irregular lot lines; grading; setback requirements; or other elements resulting in a less efficient site.
3. Regarding best practices in urban design and architecture, the Board does agree that it will seek to provide the best possible facilities with the allocated funding that it receives from the Ministry of Education. Funding allocations are finite, and are mainly focused on delivering instruction. Flexibility will be required as the Board is limited on how it may be able to meet urban design expectations in the future.
4. More information is required on what is envisioned by urban format schools. The Board is exploring 3 storey designs to make better use of its lands, given more demanding site programs.
5. Indoor bicycle storage areas will not be feasible, as the space isn't funded by the Ministry.
6. Board is supportive of emphasized student crossings, to ensure priority is given to pedestrians when using AT infrastructure.
7. The Board makes note of courtyards and rooftop amenity spaces. Please note that these spaces are not feasible for the Board at this time, given funding constraints by the Ministry. These should not be expected in school projects, as they can be prohibitively expensive.

Section 3.6 Neighbourhood Nodes

1. The Board is supportive of retaining its secondary school site within the Neighborhood Node, as it presents a central and connected location to serve the wider community, being the Britannia Secondary Plan and potentially the southwest portion of the Boyne Secondary Plan.
2. The Board acknowledges the maximum height permitted in the Urban Village Centre. Future development near the secondary school site should have regard to shadow impacts, and identify mitigation measures to ensure the building and field isn't impacted by shadows during its main business hours. The Board is exploring a 3-4 storey building design for the future secondary school.
3. The Board notes that Figure 3.1 identifies an additional collector road west of the proposed secondary school site at the southwest corner of Britannia Road and James Snow Parkway. The Board needs to ensure that the alignment will not impact the school site size and programming needs of the site. The Board is supportive of having multiple frontages, however, to ensure more opportunities for accessing the site are available for all modes of transport.

Section 4.1 Network and Complete Streets

1. Arterial Roads is where the Board seeks to site its secondary schools. The following comments apply to this road hierarchy:
 - a. Note that the Board will be seeking driveway accesses along Arterials, and acknowledges they will need to be coordinated with the Region where applicable.
 - b. Board acknowledges that "elevated architectural design" is sought along arterials, which the Board will endeavour to achieve within Ministry funding allocations.
2. Collector Roads is where the Board typically seeks to site a frontage for its elementary schools. Note the Board is exploring alternate frontages to seek ways to further maximize active transportation use. The following comments apply to this road hierarchy:
 - a. The Board is supportive of the roadway components for Major Collector roads to include on-street parking and AT infrastructure. This assists for parent drop off options during drop off and pickup times.
 - b. The Board encourages that Minor Collector roads also have the options to contain on-street parking near schools.
 - c. Board acknowledges that "elevated architectural design" is sought along arterials, which the Board will endeavour to achieve within Ministry funding allocations.
3. Local Roads is where the Board may have a second frontage for its elementary schools.
 - a. The Board is supportive of on-street parking for these roadways to support parent pick up and drop offs.
 - b. Sidewalks are encouraged on both sides of the street ideally, or where both sides are not possible, that sufficient and safe crossing opportunities are available for students.
4. Street blocks and Active Transportation:

- a. The Board seeks opportunities to have permeability into our school sites through road frontages; walkway blocks; and/or pathways. The greater the permeability, the more likely students will utilize active modes of transportation.
 - b. The Board is supportive of utilizing materials for pathways and trail networks that are suitable for winter use as well.
- 5. Section 5.5: Community Buildings
 - a. Require clarification on the urban format.
 - b. The Board is supportive of minimizing its building footprint to maximize site use, where feasible and where it doesn't impact the functionality of programming internal to the building. Note, portables are space intensive, and are a reality, and will need to proceed as they are.
 - c. The Board wants to reiterate that it is limited in its funding envelopes, and will seek to establish best practices in sustainable design. Accessibility is a requirement.
- 6. Section 5.6: Places of Worship
 - a. Shared parking opportunities with minor places of worship and school sites will prove difficult. The Board parking requirements are adequate to meet its daily use, making sharing during operating hours may prove difficult or not feasible.
- 7. Section 5.9.3: Surface Parking
 - a. Given the necessity for surface parking on school sites, the Board may be limited in its ability to fully contain the parking from public view, especially if the site is located at the corner of the site.
- 8. Section 6: Sustainable Development and Green Infrastructure
 - a. Energy efficiency is a key principle at the Board in the design of its facilities to the best of its ability under the current funding allocations for new schools. Facilities are still reliant on natural gas for its heating and cooling systems. The Board continues to explore alternatives subject to available funding and resources.
 - b. Green infrastructure is not financially viable for the Board at this time to meet the recommendations to implement LEED standards; permeable parking areas and pathway areas; green roof technologies; gray water systems; LIDs; and other components. This is both for new construction costs, and future renewal and operational costs.

Population Employment and Housing Report

1. Section 2.4 LBA Update: Halton DSB provided feedback on the school requirements for the Britannia LBA 2021. Table 4 shows an additional 1,000 units that were not included in HDSB's initial projection calculations. Notably, most of this increase is in high-density development. If future increases in the number of units or their yields occur, additional schools may be necessary.
2. Section 7.4 Britannia Secondary Plan New Unit Affordable Housing Supply: Currently, the HDSB does not have a method to assess the impact of secondary accessory units on student yields. However, the Halton DSB supports secondary units and, should (in conjunction with an increased number of units in the secondary plan) they lead to a significant increase in student yields, Halton DSB may consider the need for additional schools or larger school sites.

3. 8.1 Phasing Plan: The Halton DSB supports a phased approach to facilitate the early delivery of public service facilities, including schools. This concept emphasizes the need for a strategic framework to access school-designated lands not currently owned by the landowner group.

Additional Comments

Following further conversations with the Halton Catholic DSB, a future submission will be made that will identify the preferred site locations for both English Boards.

Should you have any questions regarding our comments, please contact the undersigned.

Sincerely,



Frederick Thibeault
General Manager of Planning

cc. Michelle D'Aguiar, HDSB
Ian Guadet, HDSB
Michael Wildfong, HDSB
Branko Vidovic, HCDSB
Dhilan Gunasekara, HCDSB

November 12, 2024

Wendy Chen
Planning and Development Services
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Wendy:

**RE: Application for Official Plan Amendment
Britannia Secondary Plan
Your File No.: LOPA 01-22**

Thank you for providing the Halton Catholic District School Board (HCDSB) with an opportunity to review and provide comments on the Britannia Secondary Plan and background studies circulated on October 11, 2024. Per the Town's circulation, it is noted that there are no changes from the September 11, 2024, circulation to the supporting studies. As such, comments are provided for the revised Britannia Secondary Plan only. Note that these comments are in addition to the comments provided by HCDSB on October 7, 2024.

Britannia Secondary Plan

Based on policy C.X.6.4.7, it is understood that the location of schools in Schedule C.X.C is conceptual, and the number and location of schools can be refined through the Tertiary Plan process without amendment to the Official Plan.

HCDSB will have further discussions with the Halton District School Board to identify preferred school site locations. Note that further revisions to the location of school sites may be required at the Tertiary Plan stage based on location of schools within non-participating landowners, phasing and timing of development, site constraints due to NHS or other challenges to provide a full school site that can accommodate a child care centre, outdoor play spaces and portable classrooms.

At this time, HCDSB would like to have discussions with the Town regarding the locations of the following school sites:

1. Western-most elementary school site, west of Thompson Road South
2. Elementary school site within the Urban Village Centre
3. Elementary school site to the east of the Collector Road identified as a "Potential Major Arterial Road"
4. Elementary school site south of Britannia Road, west of Sixth Line

We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,

Dhilan Gunasekara

Dhilan Gunasekara
Manager, Planning Services

cc: A. Lofts, Chief Financial Officer and Treasurer of the Board
B. Vidovic, Senior Manager of Planning Services, Planning Services
K. Panzer, Planning Officer, Planning Services
M. D'Aguiar, Halton District School Board

Attached: 2024-10-07 HCDSB Comments re: Britannia Secondary Plan

October 7, 2024

Wendy Chen
Planning and Development Services
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Wendy:

**RE: Application for Official Plan Amendment
Britannia Secondary Plan
Your File No.: LOPA 01-22**

Thank you for providing the Halton Catholic District School Board (HCDSB) with an opportunity to review and provide comments on the Britannia Secondary Plan and background studies circulated on September 11, 2024. Based on the revised documents, the following comments are provided.

Community Facilities/Human Impact Analysis and Community Infrastructure Plan Report

2.1.1 Schools

Figure 2 identifies Sainte-Anne as a Catholic School. This school is owned by Conseil scolaire MonAvenir (the regional French Catholic school board), not HCDSB.

3.2.2 Estimated Pupil Yields – HCDSB & 4.1 Recommended Community Facilities – Schools

It was noted that the unit count by type has changed from the draft Community Facilities/Human Impact Analysis and Community Infrastructure Plan dated June 2022. The revised unit counts are noted as follows:

- Low Density: 6,830
- Medium Density: 8,560
- High Density: 2,090
 - It was noted through the review of the Population, Employment and Housing Report, dated August 2024, that the 680 secondary suites are identified as part of “high density”.

Based on the revised unit counts of 17,480, 3,604 elementary pupil places and 1,821 secondary pupil places would be generated within the Britannia Secondary Plan area. In addition, 1,701 secondary pupil places would also be required in the Britannia Secondary Plan area to accommodate students from the Agerton and Trafalgar Secondary Plans. Based on the above yields, the Board school site requirements are as follows:

- A total of five (5) elementary school sites. This is an increase of one elementary school site from the previous comments provided on September 21, 2022.
 - The need for five (5) elementary school sites for HCDSB is identified in the revised Community Facilities/Human Impact Analysis and Community Infrastructure Plan.

- A total of two (2) secondary school sites to serve the entirety of the Agerton, Trafalgar and Britannia Secondary Plans, with both school sites provided in the Britannia Secondary Plan per previous HCDSB comments.
 - The need for two (2) secondary school sites for HCDSB is identified in the revised Community Facilities/Human Impact Analysis and Community Infrastructure Plan.
 - Note that the Board shall retain an interest for a secondary school site in Agerton and Trafalgar Secondary Plans until further notice.

Therefore, the number of elementary and secondary school sites identified in the revised report meets HCDSB needs based on a unit count of 17,480. Should the unit count change in the future, school requirements may change.

On February 15, 2022, HCDSB [Policy IV-06 School Sites and Facilities Criteria](#) was revised.

The Board will continually monitor student yields to ensure projections are accurate as market conditions and housing preferences change, which may result in more students yielded from higher-density developments than previously expected.

Britannia Secondary Plan

C.X.4.6 Infrastructure and Institutional Uses

It is understood that Institutional Uses will be permitted in all land use designations, except in the NHS. HCDSB supports this policy.

C.X.4.6.5 Co-location

HCDSB is supportive of policy that encourages the co-location of community facilities as it provides easy access for students and the community to facilities in the neighbourhood and provides opportunities for shared use and land use efficiencies, such as shared parking. Note that HCDSB determines the need for school site and building forms that meet Ministry funding requirements, Board standards, temporary accommodation needs for peak enrolment (space for portable classrooms), planning for future expansions through additions, timing, programming requirements, and other considerations of the Board. HCDSB will determine the best school build forms on a case-by-case basis.

C.X.5 Community Structure

C.X.5.1 Tertiary Plan Area

It is noted that Tertiary Plans will be prepared by the landowners, with the exception of Omagh Village which may be undertaken by the Town. The policy states that the Tertiary Plan will be developed in consultation with applicable Public Agencies, which should include school boards. HCDSB would like to ensure that school boards are included as a partner for consultation during this process.

C.X.6 Land Use Policies

C.X.6.4.7 Schools

It was noted that the Secondary Plan requires thirteen (13) Elementary Schools and four (4) Secondary Schools, which meets the needs for HCDSB, based on the school requirements provided in this letter, and

identified in the draft Community Facilities/Human Impact Analysis and Community Infrastructure Plan dated August 2024. These student yields are based on the 2023 Education Background Study.

HCDSB supports the policy of permitting school uses in all land use designations, except in the NHS. HCDSB will endeavour to efficiently utilize land based on the Ministry of Education's benchmark funding and the Board's accommodation requirements in the Britannia Secondary Plan, with the understanding that land for temporary accommodation, such as portable classrooms, will be required to accommodate students on site during periods of peak enrolment and in the interim until additional schools can be delivered.

HCDSB generally supports policies that support multi-story buildings, joint use opportunities, and opportunities for shared parking, and off-street parking for visitors. It also supports policies that encourage co-location of schools with public parks and/or other community uses for the benefit of students and the wider community, as well as for land efficiencies.

C.X.C Britannia Secondary Plan Land Use Plan

HCDSB supports the land use concept and the general distribution and location of school sites for the Britannia Secondary Plan as shown. Additional comments regarding the location of school sites will be provided during the Tertiary Plan process.

We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,

Dhilan Gunasekara

Dhilan Gunasekara
Manager, Planning Services

cc: A. Lofts, Chief Financial Officer and Treasurer of the Board
B. Vidovic, Senior Manager of Planning Services, Planning Services
K. Panzer, Planning Officer, Planning Services
M. D'Aguiar, Halton District School Board

Wendy Chen

From: Lacoursiere, Vincent <lacoursierev@CSViamonde.ca>
Sent: Tuesday, November 12, 2024 11:03 AM
To: Wendy Chen
Subject: RE: [COURRIEL EXTERNE] - RE: MILTON: REQUEST FOR COMMENTS: TOWN FILE: LOPA-01/22 BRITANNIA SECONDARY PLAN - COMMENTS DUE NOVEMBER 12, 2024

Hi Wendy,

The Conseil scolaire Viamonde has no comments for this circulation of the draft for the Britannia Secondary Plan. We would like to reiterate our need for schools in that development. Thank you.

Regards,

Vincent Lacoursière

Superviseur de la planification

Supervisor of planning

Cell. : 647-631-2498

lacoursierev@csviamonde.ca



De : Wendy.Chen@milton.ca <Wendy.Chen@milton.ca>

Envoyé : 7 novembre 2024 16:46

À : 'catalina.burby@halton.ca' <catalina.burby@halton.ca>; robin.campbell@milton.ca; 'Halton Region - Current Planning' <robert.clackett@halton.ca>; Tom.Court@milton.ca; 'HDSB' <daguiaarm@hdsb.ca>; Tony.DAlessandro@milton.ca; Heather Dearlove <hdearlove@hrca.on.ca>; 'HydroOne' <LandUsePlanning@HydroOne.com>; deedee.fitzpatrick@milton.ca; Colleen.Gibson@milton.ca; todd.jamieson@milton.ca; diana.jiona@milton.ca; 'JULIA.LOMUTI@ONTARIO.CA' <JULIA.LOMUTI@ONTARIO.CA>; christian.lupis@milton.ca; Jon.Meyer@milton.ca; Ted.Michael@milton.ca; Miller, Laurie (MMAH) <Laurie.Miller@ontario.ca>; Enbridge <ONTLands@enbridge.com>; Halton Policy 3 <Tyler.Peers@halton.ca>; 'wsutherland@sun-canadian.com' <wsutherland@sun-canadian.com>; Anita.Sparre@milton.ca; Renata.Tracey@milton.ca; David.Twigg@milton.ca; melanie.wallhouse@milton.ca; Watt, Heather (MMAH) <Heather.Watt@ontario.ca>; 'MICHAL.WOJCIAK@CANADAPOST.CA' <MICHAL.WOJCIAK@CANADAPOST.CA>; Sian.Younan@milton.ca; Gail.Anderson@milton.ca; Hugo.Rincon@milton.ca; Megan.Lovell@milton.ca; Sofia.Polania@milton.ca; Regional Planning Intake clerk <shevone.hewitt@halton.ca>; 'gunasekarad@hcdsb.org' <gunasekarad@hcdsb.org>; 'rnsengimana@cscmonavenir.ca' <rnsengimana@cscmonavenir.ca>; 'mark.laforme@mncfn.ca' <mark.laforme@mncfn.ca>; 'abby.laforme@mncfn.ca' <abby.laforme@mncfn.ca>; 'Terry



November 12, 2024

Wendy Chen
Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Strategic Initiatives and Government Relations
Office of the Chief Administrative Officer
1151 Bronte Road
Oakville ON L6M 3L1

Dear Wendy:

Re: Draft C.X Britannia Secondary Plan – October 2024

Regional staff have reviewed the draft Britannia Secondary Plan circulated by the Town on October 17, 2024. Staff appreciate that many of our comments from the August 2024 circulation have been incorporated.

Staff also provided comments regarding the project's Urban Design Guidelines (September 2024) and the Planning Policy Directives Report (August 2024). The Town informed the Region that no changes were made to the supporting studies at this time. Regional staff are requesting confirmation if these supporting studies will be updated with regard to Regional comments. Further, the Region recognizes that additional supporting studies are currently being updated and will be made available for review at a later date. These consist of the Transportation Report, Air Quality Impact Assessment and the Area Servicing Plan. Staff look forward to receiving and providing comment on these studies as they relate to Regional interests.

The comments provided here are in accordance with the Regional interests outlined in the Memorandum of Understanding (MOU) for an Integrated Halton Area Planning System.

Transportation:

- **Region Proposed Modification (August 2024) to Section C.X.4.2.4:** the Town did not include the Region's proposed modifications to this section which included the sentence addition "*A 47m right-of-way within the Secondary Plan area must be protected for, for all three Regional Road corridors in accordance with the Region's most current Transportation Master Plan.*"
 - This component is critical from a Transportation Development perspective as future development applications within the Secondary Plan area will be required to dedicate land for future roadway improvements along the Regional corridors of Britannia Road, James Snow Parkway and New

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866

North Regional Road (formerly 5 ½ Line). Therefore, the 47-metre right-of-way protection requirement must be noted in the Secondary Plan text as proposed by Halton Region.

- **Region Proposed Modification (August 2024) to Section C.X.7.5.2 h):** the Town's incorporation of the Region's proposed modifications to this section are overall acceptable, except for the lack of inclusion of the proposed sentence addition "*...in conformity with the Secondary Plan and the Regional Access Management Guideline and By-Law 32-17.*" Without this inclusion, Halton Region's Access By-Law 32-17 would not be referenced at all in the Tertiary Plan submission requirements section. This component is critical from a Transportation Development perspective as access layout for future development applications must consider both Access By-Law 32-17 and the Access Management Guideline along the Regional corridors of Britannia Road, James Snow Parkway and New North Regional Road. Therefore, the Access By-Law 32-17 requirement must be noted in the Secondary Plan text. This could be referenced alongside the Access Management Guideline at the end of subsection h) so the final sentence reads: "*... must have regard for the Town and Region's most current Guidelines, including the Transportation Impact Study Guidelines, Access Management Guideline and Access By-Law 32-17.*"
- **Region Proposed Modification (August 2024) to Section C.X.4.2.7 and all Schedules:** the Town did not include the Region's proposed modifications to revise "Potential Major Arterial Road" to "New North Regional Road Corridor" (formerly 5 ½ Line).

The above comments are reiterated in the attached Appendix A for policy context within the Secondary Plan. Regional staff are committed to supporting the Town in advancing the Secondary Plan and are available to meet with the Town to discuss the comments if requested.

Sincerely,



Tyler Peers
Policy Specialist, Strategic Initiatives and Government Relations

att. Appendix A – Draft C.X Britannia Secondary Plan (October 2024), Regional Comments

cc: David Twigg, Director, Planning Policy & Urban Design – Town of Milton
Kristen Delong, Manager, Strategic Initiatives – Halton Region
Scott MacLeod, Senior Planner, Infrastructure Planning & Policy – Halton Region



Appendix A – Draft C.X Britannia Secondary Plan (October 2024) – Regional Comments

Red / Yellow Highlight	Proposed Regional Modification
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Table 1: Ongoing Regional Interests – Transportation

Section:	Comment	Proposed Modification
C.X.4.2.4 Regional Road Network	Future development applications within the Secondary Plan area will be required to dedicate land for future roadway improvements along the Regional corridors of Britannia Road, James Snow Parkway and New North Regional Road. Therefore, the 47-metre right-of-way protection requirement must be noted in the Secondary Plan text as proposed by Halton Region.	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 <i>Region's</i> most current master plan, policies, by-laws and guidelines. The <u>existing and planned</u> Regional Road network within the Secondary Plan includes Britannia Road (Regional Road 6), <u>and James Snow Parkway (Regional Road 4)</u> , <u>and the New North Regional Road Corridor (formerly 5 1/2 Line). Britannia Road and James Snow Parkway are part of the Region's Transit Priority Corridor Network. A 47m right-of-way within the Secondary Plan area must be protected for, for all three Regional Road corridors in accordance with the Region's most current Transportation Master Plan.</u> Prioritization of the extension of James Snow Parkway south of Britannia Road is supported by the <u>Town</u> .
C.X.4.2.7 Potential Major Arterial Road	Update the section title accordingly to reflect the New North Regional Road Corridor	Potential Major Arterial Road <u>New North Regional Road Corridor (formerly 5 1/2 Line)</u>
C.X.7.5.2 h) Tertiary Plan Submission Requirements	This component is critical as access layout for future development applications must consider both Access By-Law 32-17 and the Access Management Guideline along the Regional corridors of Britannia Road, James Snow Parkway and New North Regional Road.	<p>Prior to the making of any application for draft plan approval, Tertiary Plans shall be prepared by the landowners 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. Prior to draft approval, Draft Plans of Subdivision shall be prepared in accordance with this Secondary Plan and the applicable Tertiary Plan or be supported by explanation for changes to the Tertiary Plan satisfactory to the Town, in consultation with any other appropriate Public Agency. Tertiary Plans for the lands in this Secondary Plan shall address and demonstrate:</p> <p>h) A detailed Road Network Assessment is to be completed to the satisfaction of the <i>Town</i> in consultation with the <i>Region</i> in order to assess the impacts on the Regional transportation and local road</p>

Section:	Comment	Proposed Modification
		<p>network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation infrastructure is required to support each stage of <i>development</i> in the Britannia Secondary Plan area. A detailed Terms of Reference must be approved by the <i>Town</i> and must have regard for the <i>Town</i> and <i>Region's</i> most current Guidelines, including the Transportation Impact Study Guidelines and Access Management Guideline and <u>Access By-Law 32-17</u>. At minimum the detailed Road Network Assessment must:</p> <ul style="list-style-type: none"> i. Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA processes; ii. Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of <i>development</i>; iii. Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation infrastructure requirements to accommodate full build-out of <i>development</i>; iv. Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a terms of reference completed to the satisfaction of the <i>Town</i> and in consultation with the <i>Region</i>) would be required to reconfirm that these recommendations can accommodate the final subdivision plans; v. Develop an Access Management Strategy to the satisfaction of the <i>Town</i> in consultation with the <i>Region</i> as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination; and, vi. Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector

Section:	Comment	Proposed Modification
		and arterial road intersections as part of the Staging and Monitoring Plan;
All Schedules	Add a footnote regarding the New North Regional Road Corridor (formerly 5 ½ Line), and refer the reader back to Section C.X.4.2.7	
Schedule C.X.B Active Transportation & Natural Heritage System Plan	Update the legend to reflect the New North Regional Road Corridor	Potential Major Arterial Road <u>New North Regional Road Corridor (formerly 5 ½ Line)</u>
Schedule C.X.E Britannia Secondary Plan Tertiary Plan Areas	Add a note indicating that the existing and planned Regional roads within the Secondary Plan (Britannia Road, James Snow Parkway and New North Regional Road (formerly 5 ½ Line)) have a right-of-way of 47 m	



Planning & Regulations
905.336.1158
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

November 8, 2024

Wendy Chen, Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

BY E-MAIL ONLY (Wendy.Chen@milton.ca)

To Wendy Chen:

**Re: Britannia Secondary Plan – DRAFT
Town File Number: LOPA 01/22
CH File Number: AMPR-991**

CH has reviewed the Draft Britannia Secondary Plan (circulated on October 17, 2024) as per our regulatory responsibilities under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24 and our provincially delegated responsibilities under Ontario Regulation 686/21 (e.g., acting on behalf of the province to ensure that decisions under the *Planning Act* are consistent with the natural hazards policies of the Provincial Planning Statement [PPS, Sections 5.1.1-5.2.8] and/or provincial plans).

CH provided comments on a previous version of the Draft Britannia Secondary Plan dated October 11, 2024 (circulated on September 11, 2024). As these comments were not addressed in the latest version of the Draft Secondary Plan, they remain relevant and are appended to this letter. As noted in our previous letter, CH staff's comments suggest minor edits to clarify that CH regulated areas are not yet confirmed within the Secondary Plan area, and that the Natural Heritage System and land use designations are therefore conceptual and to be further refined following completion of future studies (e.g., MESP, DAEFSS, EIA, etc.). In addition, edits to the stormwater management policies are recommended to clarify requirements regarding regulatory storm controls.

CH staff appreciate the opportunity review and provide input on the Draft Britannia Secondary Plan and would be happy meet and discuss our comments should Town staff have any questions. Please continue to circulate CH on any additional iterations or supporting studies associated with the Britannia Secondary Plan.

Sincerely,

Heather Dearlove, B.Sc.
Environmental Planner

905.336.1158 ext. 2231

hdearlove@hrca.on.ca

Encl: Appendix A: CH Previous Comments – Dated October 11, 2024



Planning & Regulations
905.336.1158
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

October 11, 2024

Wendy Chen, Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

BY E-MAIL ONLY (Wendy.Chen@milton.ca)

To Wendy Chen:

**Re: Britannia Secondary Plan – DRAFT
Town File Number: LOPA 01-22
CH File Number: AMPR-287**

CH has reviewed the Draft Britannia Secondary Plan as per our regulatory responsibilities under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24 and our provincially delegated responsibilities under Ontario Regulation 686/21 (e.g., acting on behalf of the province to ensure that decisions under the *Planning Act* are consistent with the natural hazards policies of the Provincial Policy Statement [PPS, Sections 3.1.1-3.1.7] and/or provincial plans).

CH staff appreciates the opportunity to provide feedback on the draft policies and has provided comments in **Appendix A** of this letter for your consideration. Staff has recommended minor edits to the policy text and schedules to clarify that CH regulated areas are not yet confirmed, and that the Natural Heritage System and land use designations are therefore conceptual and to be further refined following completion of future studies (e.g., MESP, DAEFSS, EIA, etc.). In addition, edits to the stormwater management policies are recommended to clarify requirements regarding regulatory storm controls.

We would appreciate the opportunity to discuss our comments should Town staff have any questions. Please continue to circulate CH on any additional iterations and supporting studies of the Draft Secondary Plan.

Sincerely,

Heather Dearlove, B.Sc.
Environmental Planner
905.336.1158 ext. 2231
hdearlove@hrca.on.ca
Encl: Appendix A: CH Comments

Appendix A: CH Comments

Conservation Halton (CH) recommends the following policy edits based on the rationale described within the table below.

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH edits	Rationale
C.X.4.3.2 Stormwater Management	Subject to Section B.4.9.3 of this Official Plan, stormwater management facilities and LID techniques shall only be permitted in the NHS where deemed essential and if demonstrated that there will be no <i>negative impacts</i> on Key Features and components of the NHS or their <i>ecological functions</i> , through a <i>MESP</i> , <i>Development Area Environmental Functional Servicing Study (DAEFSS)</i> , <i>Environmental Impact Assessment (EIA)</i> or equivalent study prepared to the satisfaction of the Town, in consultation with any other appropriate <i>Public Agency</i> , including the <i>Conservation Authority</i> where it relates to regulated areas and risks related to natural hazards. Stormwater management facilities are permitted in all other land use designations, subject to meeting relevant Provincial legislation, regulations and policies.	<ul style="list-style-type: none"> • Include “and risks related to natural hazards” to cover CH’s role in review of stormwater management (SWM), including incorporation into regulatory mapping and evaluation of potential offsite impacts. • Include “subject to meeting relevant Provincial legislation, regulations and policies” to identify that SWM facilities may be subject to CH requirements under the CA Act, O. Reg. 41/24 and related policies if regulated areas are ultimately identified beyond the NHS boundaries through future study (e.g., MESP).
C.X.4.3.2 Stormwater Management	<p>Innovative design and underground stormwater management facilities are encouraged, particularly in the Urban Village Centre and Neighbourhood Commercial Mixed Use designations and may be implemented on public or private lands through additional planning processes to the satisfaction of the Town in consultation with the Conservation Authority where it relates to regulated areas and risks related to natural hazards.</p> <p>Where facilities are required for regulatory storm control, the facility must either be in public ownership or there must be sufficient mechanisms in place to ensure the proper operation and maintenance of a privately-owned facility, to the satisfaction of the Town of Milton in</p>	<ul style="list-style-type: none"> • Add text to reflect CH requirements regarding regulatory storm controls, and CH’s role in review of SWM. • Note: For Regulatory Storm control facilities that have been identified by municipalities and CH for downstream flow reductions in land use planning and regulatory flood hazard mapping, CH recommends either public ownership of the facility or demonstration by the municipality that sufficient mechanisms are in place to ensure the proper operation and maintenance of a privately-owned facility. If underground storage is proposed to

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH edits	Rationale
	consultation with the Conservation Authority where it relates to regulated areas and risks related to natural hazards.	provide Regulatory Storm control, it will need to be supported by the municipality and CH.
C.X.4.6.3 Emergency Response Facilities	A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia 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 or within hazardous lands or hazardous sites, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood. At a minimum, one (1) fire station shall be identified through the Tertiary Plan process.	<ul style="list-style-type: none"> • To be consistent with the natural hazard policies of the PPS, the secondary plan should include policies that institutional uses, essential emergency services, and uses associated with the disposal, manufacture, treatment or storage of hazardous substances shall not be permitted to locate in hazardous lands and hazardous sites • In this regard, include a policy that development shall not be permitted to locate in hazardous lands and hazardous sites where this use is an essential emergency service.
C.X.5.1 TERTIARY PLANS	The submission of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the <i>Town</i> deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the <i>Town</i> to make informed decisions on planning applications consistent with the Secondary Plan and MESP. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.X.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans.	<ul style="list-style-type: none"> • Include “and MESP” as the MESP will provide information regarding natural hazards and wetlands that will need to be incorporated into the Tertiary Plan to allow for informed decisions on planning applications (i.e., to ensure consistency with provincial natural hazards policies, and to ensure works meet CA Act and CH’s regulatory requirements).
C.X.6.4.7 Schools	Schools are permitted in all land use designations except the NHS or within hazardous lands or hazardous sites.	<ul style="list-style-type: none"> • Include a policy for consistency with the PPS that development shall not be permitted to be located in hazardous lands and hazardous sites where this use is an institutional use.

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH edits	Rationale
C.X.6.5.2 Criteria for Buffers	<p>...The final buffers will:...</p> <ul style="list-style-type: none"> Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan and Official Plan and conform with relevant Provincial legislation, regulations and policies to the satisfaction of the Town, in consultation with the <i>Conservation Authority</i> where it relates to regulated areas. 	<ul style="list-style-type: none"> Text modified to clarify that buffers must also conform with Provincial legislation, regulations and policies that may relate to matters outside of the NHS. This addition would cover CA Act and regulatory (O. Reg. 41/24) requirements as it relates to “regulatory allowances” and/or “other areas” as part of the determination of “buffers”. Note: Under O.Reg. 41/24, CH regulates the following features/areas within the Britannia Secondary Plan Area: <ul style="list-style-type: none"> Watercourses Erosion hazards Flood hazards Wetlands Hazardous lands Regulatory allowances - 15 metres from the limit of the greatest hazard (floodplain, stable top of bank, or meander belt) “Other areas” - 30 metres from the limit of all wetlands (regardless of size or status)
C.X.6.5.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features	<p>Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features</p> <p>Schedules C.X.A-C.X.E conceptually illustrate realignment of select headwater drainage features, watercourses and associated flooding and erosion hazards, as well as changes to wetlands. Consistent with Section C.X.6.5, refinements to the NHS may include realignment of headwater drainage features, watercourses and associated flooding and erosion hazards as well as changes to wetlands, consistent with the directions of the SWS. The alignment, configuration</p>	<ul style="list-style-type: none"> Include introductory text and reference to the schedule, similar to the Trafalgar Secondary Plan.

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH edits	Rationale
	<p>and characteristics of the realigned headwater drainage features, watercourses, and/or flooding and erosion hazards, as well as any changes to wetlands incorporated into Schedules C.X.A-C.X.E are conceptual and to be confirmed and refined through MESP, DAEFSS and/or EIA studies or equivalent study, to the satisfaction of the <i>Town and Conservation Authority</i>. Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological linkage assessments, where applicable, and identify the location, length, width, design elements and functions of the changed features and areas refined watercourses/headwater drainage features.</p> <p>Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other <i>natural features</i> where possible, and will provide an ecological linkage to <i>Key Features</i>, where applicable. Realignment will demonstrate no <i>negative impacts</i> to adjacent <i>Key Features</i>. Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the Town, and in consultation with the <i>Conservation Authority</i> where it relates to regulated areas. The limits of areas regulated by the <i>Conservation Authority</i> will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules C.X.A.-C.X.E. Based on future studies, refinements to these features and/or areas, may be made without an amendment to this Plan.</p>	<ul style="list-style-type: none"> Clarify the NHS and land use plans are conceptual until features and hazards are further studied. Add “changed features and areas” to broadly cover changes that may be proposed, including realignments and alterations to watercourses, HDFs, hazards, and wetland relocations/replications. “Changes to...” better aligns with language in the CA Act and associated O. Reg. 41/24. Clarify that the conceptual NHS does not necessarily encompass existing or proposed regulation limits. There are a number of wetlands and additional regulated areas that are not currently shown on the Secondary Plan Schedules.
C.X.7.6.2 Development Area Environmental	DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. The Terms of Reference and final	<ul style="list-style-type: none"> Include “and risks related to natural hazards” to cover CH’s role in review of SWM as noted above.

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH edits	Rationale
Functional Servicing Study (DAEFSS)	report for the DAEFSS are to be accepted by the Town, in consultation with any other appropriate Public Agency, including the Conservation Authority where it relates to regulated areas and risks related to natural hazards.	
New Policy	The MESP shall provide direction for the preparation of the DAEFSS and Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed level analysis for the Britannia Secondary Plan area. The final report is to be accepted by the Town, in consultation with any other appropriate Public Agency, including the Conservation Authority where it relates to regulated areas and risks related to natural hazards.	<ul style="list-style-type: none"> • Include Trafalgar Secondary Plan policy C.11.7.5.3 under Tertiary Plan Submission Requirements.
Schedules C.X.A-C.X.E	<ul style="list-style-type: none"> • Delineate areas of conceptual realigned watercourses and changes to wetlands. Reference Policy C.X.6.5.4 in the legend description for these areas (see Trafalgar Secondary Plan as an example). • Update the legend for the NHS to reference applicable policies: "(Subject to Refinement. See Policy C.X.6.5.4, etc.)". • Add note on Schedules: "Realignments and/or changes to the NHS and the extent of natural hazards and wetlands incorporated into Schedules are conceptual and to be confirmed through MESP, DAEFSS and/or EIA studies or equivalent study, to the satisfaction of the Town and Conservation Authority where it relates to regulated areas (See Policy C.X.6.5.4)." 	Additional Edits to Schedules: <ul style="list-style-type: none"> • Revise schedules to clarify that limits of features and hazards and associated management strategies are not yet confirmed, so NHS limits and developable areas are subject to change based on the results of future studies.

Wendy Chen

From: Nunes, Paul (MTO) <Paul.Nunes@ontario.ca>
Sent: Tuesday, November 12, 2024 11:50 AM
To: Wendy Chen
Cc: Debbie Johnson
Subject: RE: MILTON: REQUEST FOR COMMENTS: TOWN FILE: LOPA-01/22 BRITANNIA SECONDARY PLAN - COMMENTS DUE NOVEMBER 12, 2024

Hi Wendy,

Re: Town of Milton Britannia Secondary Plan – Request for Comments
Town File: **LOPA-01/22**

After review of the submission materials for the above-described Britannia Secondary Plan, and in accordance with the PTHIA, we have no comments or concerns.

Please do not hesitate to contact me if you have any questions.

Thanks,

Paul Nunes

Senior Project Manager (Peel/Halton) | Corridor Management, Central Region West | Operations Division
Ministry of Transportation | Ontario Public Service
416-270-3108 | paul.nunes@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Wendy.Chen@milton.ca <Wendy.Chen@milton.ca>
Sent: Friday, November 8, 2024 11:06 AM
To: Nunes, Paul (MTO) <Paul.Nunes@ontario.ca>
Cc: Debbie.Johnson@milton.ca
Subject: RE: MILTON: REQUEST FOR COMMENTS: TOWN FILE: LOPA-01/22 BRITANNIA SECONDARY PLAN - COMMENTS DUE NOVEMBER 12, 2024

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Paul,

I have added you to the share folder. You should have access now. If you have any trouble accessing, please let me know.

Thanks,
Wendy



December 6, 2024

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attention: Ms. Wendy Chen, Planner, Policy

Dear Ms. Chen:

RE: Britannia Secondary Plan – Town of Milton

I am writing to you today as the Senior Director of Intergovernmental Affairs for Mississaugas of the Credit First Nation (MCFN), formerly the Director of the Department of Consultation and Accommodation. I would like to thank you for the information on the Britannia Secondary Plan for the Town of Milton contained in your email to our policy analyst on November 4, 2024. At this time, I would like to introduce Megan DeVries, our Manager of Consultations, and would ask that you send material of this nature to her going forward. Her email address is Megan.DeVries@mncfn.ca.

With regard to the Britannia Secondary Plan, we have no comment at this time. We do ask however that you continue to keep us updated as information develops.

In the interim, should you have any questions, please feel free to contact Megan DeVries or Cindy Agius at cindy.agius@mncfn.ca.

Regards,

Mark LaForme
Senior Director of Intergovernmental Affairs

cc Megan DeVries, MCFN-DOCA, Manager of Consultations
Cindy Agius, MCFN, Policy Analyst



Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0



Phone: (905) 768-1133
Fax: (905) 768-1225



November 1, 2024

Sent Via Email: <townclerk@milton.ca>

Town of Milton
150 Mary Street
Milton, ON, L9T 6Z5

Attention: Mayor Krantz and Members of Council:

**RE: DRAFT BRITANNIA SECONDARY PLAN (OCTOBER 2024)
STATUTORY PUBLIC MEETING (NOVEMBER 4, 2024)
MILTON PHASE 4 (WEST) LANDOWNERS GROUP INC. COMMENTS**

Dear Mayor Krantz and Members of Council,

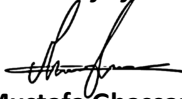
We are writing to you as the Group Manager for the Milton Phase 4 (West) Landowners Group Inc. (the "Group"), regarding the October 2024 draft Britannia Secondary Plan (the "Britannia SP"), set for Council consideration at the Statutory Public Meeting on November 4, 2024. This letter is being provided on behalf of the Group and the registered owners of lands in the Britannia SP (**Schedule B**) as identified in the enclosed Ownership Summary Table (**Schedule A**).

The Britannia SP is an important community plan for the Town and the Group and one within which the Group has made a significant investment, both through the Town's process and the commitments made through the Regional Halton Allocation Program. Attached as **Appendix A** is a memo and chart prepared by MHBC, the Group's Planning consultant, outlining proposed revisions to the policies and schedules of the Britannia SP on behalf of the Group, for your review and consideration. These revisions have been discussed with Town Staff and the Town's consulting team, and we understand that staff are generally supportive of most of these proposed changes.

We would like to acknowledge the Town Staff's efforts in the preparation of the Britannia SP, and we thank the Town of Milton for the opportunity to provide these comments. Should you have any questions, please do not hesitate to contact the undersigned.

Yours Very Truly,

On behalf of members of Milton Phase 4 (West) Landowners Group Inc. & the related registered Owners



**Mustafa Ghassan, BES, M.Eng-CEM
Delta Urban Inc.**

cc. *Jill Hogan, Commissioner, Town of Milton*

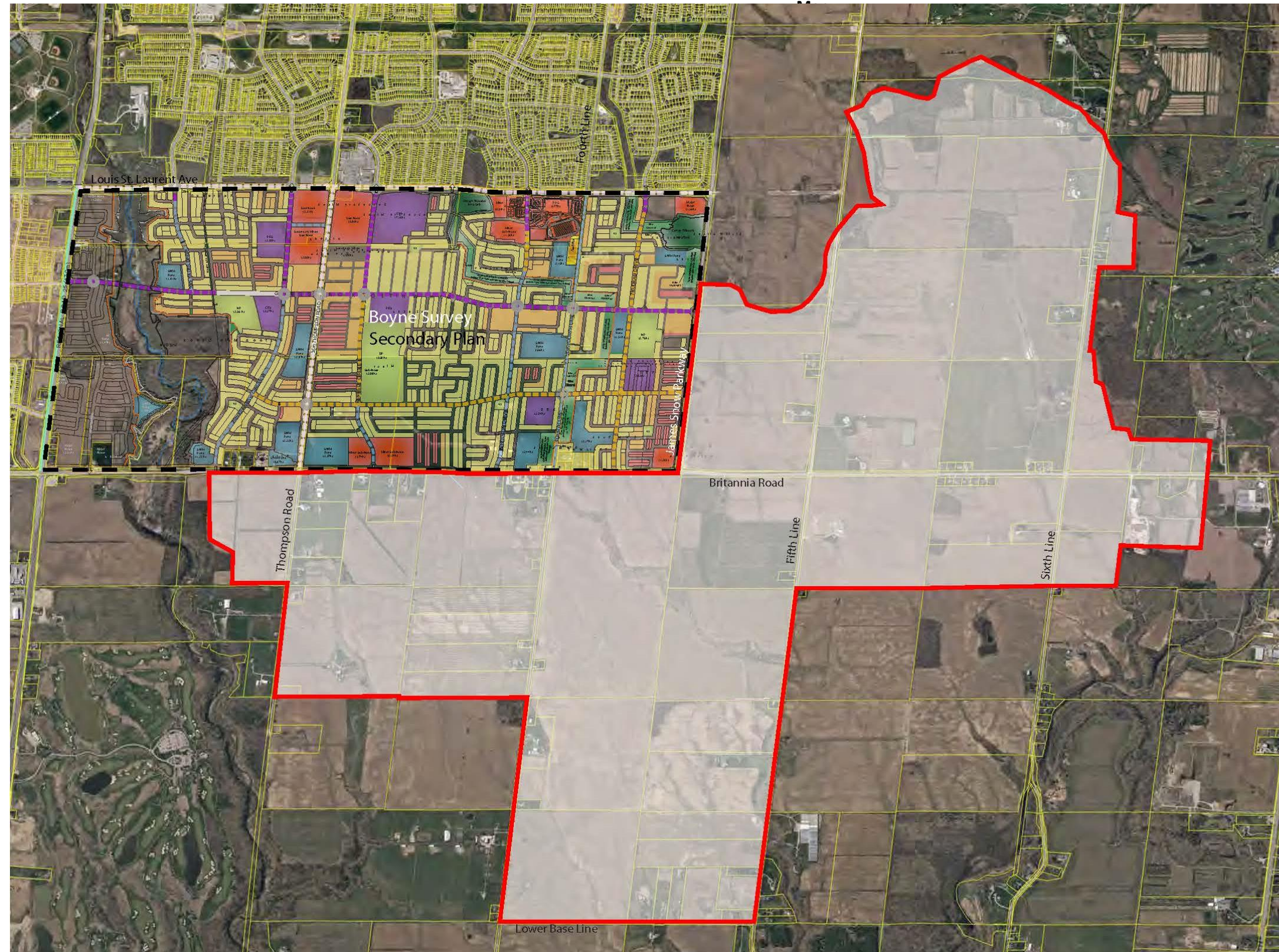
Enclosed.

- *Schedule A – MP4 (West) LOG Legal Entities*
- *Schedule B – Britannia SP Boundary Map*
- *Appendix A – MHBC memo dated October 31, 2024*

SCHEDULE – A –
Ownership Summary Table

MP4 (West) Landowners Group - Legal Entities	
Entities	Common Name
Argo Developments (5th Line) Ltd.	Argo Development Corp.
Mil Con Four Britannia Developments Limited Mil Con Four Thompson Developments Limited	Fieldgate Developments Fieldgate Developments
Milton Britannia Development Corp. Milton Fifth Line Development Corp. Fifth Line (5368) Milton Development Corp.	State Building Corp State Building Corp State Building Corp
Laurier Brown Milton East Developments Inc. Cedar Brown South Milton	Cedar City Developments Cedar City Developments
Orianna Glen Homes Corp By-Pass Lands Britannia Farms Inc. Fifth Line Farming Limited (Parcel 1 & Parcel 2) Mattamy (Milton East) Limited	Mattamy Homes Mattamy Homes Mattamy Homes Mattamy Homes
Venturon Development (Milton) Inc. Venturon Development (Milton 46) Inc. Venturon Development (Milton 90) Inc. 12300 Brit Holdings Ltd.	National Homes National Homes National Homes National Homes
Neamsby Investments Inc. Cedarland Construction Inc.	The Remington Group The Remington Group
Albanella Development Ltd. Orianna Glen Homes Corp. Sempronia Estates Inc. Trebiano Trail Developments Ltd. (includes 5526 Fourth) Neutrino Developments Inc. Casape Developments (BT) Inc.	Trinison Management Corp. Trinison Management Corp. Trinison Management Corp. Trinison Management Corp. Trinison Management Corp. Trinison Management Corp.
Milton Ex-EE	Tom Tsampiris
Brittania Sixth Line Holdings Limited	Medallion Corporation
Branthaven (Spina) Branthaven (Reid Lands)	Branthaven Development Branthaven Development
NDB Milton Developments Inc. NDB Fourth Line Developments Inc.	Stanford Homes Stanford Homes
Martino (Milton) Limited Lands	D'Orazio Group of Companies
Tahlequa Holdings Inc. Codroy Developments Inc.	Townwood Homes Townwood Homes

SCHEDULE – B –
Britannia Secondary Plan Boundary



MP4 West Landowners
Map

Legend

- Secondary Plan Boundary
- Boyne Survey Boundary

Note:
Orianna Glen Homes Corp Britannia By-Pass Lands is owned by Tris on but
under contract to Mattamy Homes.
Parcel data based on Savanta Ownership Map, last updated April 2019 &
information provided by DeltaUrban January 6, 2023

DATE: November 22, 2023

SCALE: Not to Scale

Data Source: First Base Solutions Aerial Flown 2017





Appendix - A – MHBC memo dated October 31, 2024



MEMO

To:	MP4 (West) Landowner Group
From:	Dana Anderson
Date:	October 31, 2024
File:	18186A
Subject:	Britannia Secondary Plan, Milton Comments on October 2024 Draft

Please find attached a chart that summarizes a number of additional revisions to the policies and schedules of the October Secondary Plan to address our remaining comments, which are set out in the attached chart. The proposed revisions have been discussed with Town Staff and their consulting team, and staff are generally in support of the majority of these proposed changes.

While many of the proposed revisions are minor edits to policy wording to provide for clarification, the key revisions still to be made include:

Parkland and Schools

- Further revisions to adjust and align park and school locations; and,
- Re-allocation of parkland distribution between 3 District Parks and 5 Neighbourhood Parks and updates to policies and the Land Use Schedule to reflect 13 Elementary Schools and 3 Secondary Schools.

Roads

- Further minor revisions to align the proposed Collector Road locations.

Land Use

- Further revisions to the policies in the Urban Village Square and Neighbourhood Commercial Mixed Use Nodes to address updates to the minimum targets for retail and commercial uses, permitting revisions subject to further studies and added policy wording to ensure adjustments to the node boundaries that can be made to accommodate the required uses through the Tertiary Plan process without amendment to the Plan; and,
- Further policy revisions to clarify processes associated with the Tertiary Plan and the processing of development applications and the required steps and studies.

While not a policy matter, there have also been discussions with the Town related to the completion of the Area Servicing Plan. At this time, the final ASP has not been made available to the LOG and its consultants for their for review. We understand it is still being updated to accommodate the Region's modelling for the new population. We anticipate that once the ASP is completed that it will reflect and support the MP4 (West) LOG preferred Staging Plan for servicing and that this will be addressed in the final report by Town staff.

Milton Phase 4 (West) Landowners Group
Summary of Proposed Revisions to the
Britannia Secondary Plan

MP4 Landowner Group Proposed Policy Revisions – October 2024 Draft Britannia Secondary Plan

Policy Section	Current Draft Policy – October 2024 Town Draft	Additional Comments/Proposed Policy Revisions by LOG
C.X.2.2	<p>COMMUNITY DESIGN ELEMENTS</p> <p>The Britannia Secondary Plan Urban Design Guidelines provide guidance for the preparation of Tertiary Plans, draft plans of subdivision, zoning and the review of development applications. Implementation of this Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the Urban Design Guidelines to achieve the following Community Design Elements:</p> <ul style="list-style-type: none"> a) Five distinct Neighbourhoods each with a node as the centre of commercial activity and higher-density residential and mixed use development. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood; b) An Urban Village Centre, central to the Secondary Plan area, serves as the primary focus of activity and institutional uses, including a mix of commercial and residential uses, a District Park and a Secondary School; c) A range of retail commercial opportunities, including options which maximize walkability for residents; d) A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place; e) A range and mix of housing options, primarily grade-related, will be provided in each Neighbourhood to promote inclusiveness and create dynamic streetscapes; f) A central active transportation corridor will generally run along the pipeline easement to create a central “Linear Greenspace” and provide residents with an attractive, off-road active transportation option across the Secondary Plan from east to west. g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and, h) A complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt. 	<p>a) Five distinct Neighbourhoods each with a node as the centre of commercial activity <u>with transit supportive, and</u> higher-density residential and mixed use development <u>and opportunities for increased heights and densities along Britannia Road and James Snow Parkway.</u> Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood;</p> <p>b) An Urban Village Centre, central to the Secondary Plan area, serves as the primary focus of activity and institutional uses, including a mix of commercial and residential uses, <u>and</u> a District Park and a Secondary School</p>
C.X.4.2	ACTIVE TRANSPORTATION AND ROAD NETWORK	
C.X.4.2.2	<p>Active Transportation System</p> <p>Schedule “C.X.B” identifies a conceptual multi-use trails and active transportation system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. The active transportation system shall be designed to connect people to nature, places and people.</p> <p>Through the Tertiary Plan process, the active transportation system will be refined and coordinated with the existing and planned active transportation systems at both the Town and Regional levels, having regard for the Region and Town’s Transportation Planning. The siting and design of the active transportation system will be to the satisfaction of the Town in consultation with any other appropriate Public Agency, and implemented through draft plans of subdivision. Where possible, active transportation system is encouraged to connect to parks.</p> <p>Where the conceptual active transportation system is proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the</p>	<p>Where the conceptual active transportation system is proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the Subwatershed Study (SWS) and Master Environmental Servicing Plan (MESP), <u>DAEFSS or equivalent study,</u> and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.</p>

MP4 Landowner Group Proposed Policy Revisions – October 2024 Draft Britannia Secondary Plan

Policy Section	Current Draft Policy – October 2024 Town Draft	Additional Comments/Proposed Policy Revisions by LOG
	<p>Subwatershed Study (SWS) and Master Environmental Servicing Plan (MESP) and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.</p> <p>All active transportation system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.</p> <p>Active Transportation facilities associated with a Regional Road are to be aligned with the most current Regional Active Transportation Master Plan.</p> <p>Implementation of the active transportation system through the Tertiary Plan or Planning Act processes that results in adjustments and realignments of the conceptual active transportation system locations will not require an amendment to this Official Plan.</p>	
C.X.4.2.6	<p>Potential Minor Arterial Extension</p> <p>Within the Secondary Plan in the North Neighbourhood Area, a new east-west minor arterial road is identified on Schedule "C.X.B", north of Britannia Road. The continuation of this road, east of Sixth Line, will be protected for the potential future connection with the existing Trafalgar Secondary Plan through the Greenbelt Plan Area as a minor arterial road.</p> <p>The feasibility, need, and function of the potential east-west minor arterial road, east of Sixth Line, as identified on Schedule "C.X.B" shall be further assessed through a Town-wide Transportation Master Plan the recommendations of which will be implemented through the Tertiary Plan Road Needs Assessment. Where the east-west minor arterial road traverses the NHS, it must demonstrate conformity with this Official Plan, C.X.6.5.1 of this Secondary Plan, and the Greenbelt Plan.</p> <p>As part of Phase 3 and 4 of the Municipal Class EA, the function of the proposed minor arterial road will be confirmed. If the EA determines the proposed minor arterial road is only required as a collector road, this may be implemented through the Tertiary Plan process, without amendment to this Secondary Plan.</p>	<p>The feasibility, need, and function of the potential east-west minor arterial road, east of Sixth Line, as identified on Schedule "C.X.B" shall be further assessed through a Town-wide Transportation Master Plan the recommendations of which will be implemented through the Tertiary Plan Road Network Needs Assessment</p>
C.X.4.3	SERVICING	
C.X.4.3.2	<p>Stormwater Management</p> <p>In conformity with Section B.2.6.3.39 of this Official Plan the <i>Town</i> 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 <i>SWS</i>.</p> <p>The location of the stormwater management facilities (including green infrastructure and Low Impact Development (LID techniques) are to be delineated in the Tertiary Plans in accordance with the <i>MESP</i>. Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new <i>development</i> and implemented to the extent feasible, as determined by the <i>Town</i> in consultation with the <i>Conservation Authority</i>. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including existing and ultimate Regional roadways, where grading allows this drainage to enter the stormwater management facilities.</p> <p>Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations where feasible. For <i>developments</i> adjacent to a Regional Road, the design of storm sewer systems and stormwater management ponds shall accommodate storm flows from the Regional Road, where feasible. Such design shall be in accordance with the <i>Region's</i> Urban Services Guidelines and at no cost to the <i>Region</i>.</p>	<p>Subject to Section B.4.9.3 of this Official Plan, stormwater management facilities and LID techniques may be <u>shall only be</u> permitted <u>within</u> the NHS where deemed essential <u>necessary</u> and if for environmental, infrastructure or land use planning, and if demonstrated that there will be no <i>negative impacts</i> on Key Features and components of the NHS or their <i>ecological functions</i> through a <i>MESP</i>, <i>Development Area Environmental Functional Servicing Study (DAEFSS)</i>, <i>Environmental Impact Assessment (EIA)</i> or equivalent study prepared to the satisfaction of the Town, in consultation with any other appropriate <i>Public Agency</i>, including the <i>Conservation Authority</i> where it relates to regulated areas. Stormwater management facilities are permitted in all other land use designations.</p> <p>Any such facilities should generally <u>must</u> be identified through the Tertiary Plan process and incorporated into the Fiscal Impact Assessment.</p>

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Policy Section	Current Draft Policy – October 2024 Town Draft	Additional Comments/Proposed Policy Revisions by LOG
	<p>Subject to Section B.4.9.3 of this Official Plan, stormwater management facilities and LID techniques shall only be permitted in the NHS where deemed essential and if demonstrated that there will be no <i>negative impacts</i> on Key Features and components of the NHS or their <i>ecological functions</i> through a <i>MESP, Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment (EIA)</i> or equivalent study prepared to the satisfaction of the Town, in consultation with any other appropriate <i>Public Agency</i>, including the <i>Conservation Authority</i> where it relates to regulated areas. Stormwater management facilities are permitted in all other land use designations.</p> <p>Innovative design and underground stormwater management facilities are encouraged, particularly in the Urban Village Centre and Neighbourhood Commercial Mixed Use designations and may be implemented on public or private lands through additional planning processes to the satisfaction of the Town. <u>Any such facilities must be identified through the Tertiary Plan process and incorporated into the Fiscal Impact Assessment.</u></p> <p>The co-location of stormwater management facilities within parks may be considered on a case by case basis.</p>	
C.X.4.4	Housing	
C.X.4.4.1	The Britannia Secondary Plan shall provide for a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section B.2.7. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are family-sized with at least 2-bedrooms, as demonstrated through the Tertiary Plans.	Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, <u>including where the large majority of residential dwellings are family-sized units with at least 2 bedrooms, as demonstrated through the Tertiary Plans.</u>
C.X.4.4.3	To contribute to the delivery of affordable and rental housing additional residential units are generally encouraged in single detached, semi-detached and townhouse units. However, a minimum <u>equivalent</u> of 10% of single and semi-detached units <u>in each draft plan of subdivision application</u> shall provide the ability to accommodate an additional residential unit (e.g. rough-ins or lot sizing to accommodate garden suites <u>or basement apartments</u>) during the initial <i>development</i> of the community and in compliance with the <i>Town's</i> standards and requirements for additional residential units.	To contribute to the delivery of affordable and rental housing additional residential units are generally encouraged in single detached, semi-detached and townhouse units. However, a minimum <u>equivalent</u> of 10% of single and semi-detached units <u>in each draft plan of subdivision application</u> shall provide the ability to accommodate an additional residential unit (e.g. rough-ins or lot sizing to accommodate garden suites <u>or basement apartments</u>) during the initial <i>development</i> of the community and in accordance compliance with the <i>Town's</i> standards and requirements for additional residential units.
C.X.4.4.4	The Britannia Secondary Plan establishes a combined target for <i>affordable housing, assisted housing</i> and attainable housing for a total combined target of 28% of all housing units. For the purposes of this Secondary Plan, attachable housing is housing that meets the higher affordability targets established by the Provincial Planning Statement.	The Britannia Secondary Plan establishes a combined target for affordable housing, assisted housing and attainable housing for a total combined target of 28% of all housing units. For the purposes of this Secondary Plan, attachable housing is housing that meets the higher affordability targets established by the Provincial Planning Statement.
C.X.4.5	URBAN DESIGN	
C.X.4.5.2	<p>Further to the policies of Section C.X.4.5.1, development shall be consistent with the following guidelines:</p> <ul style="list-style-type: none"> a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure all residents can access a park or public open space within a short walk from their home; b) Schools are encouraged to co-locate with parks to create neighbourhood focal points and land use efficiencies; c) Special design consideration shall be given to the area designated Greenspace on Schedule "C.X.B" and "C.X.C" for the purpose of a proposed multi-use path to create a "Linear Greenspace." This "Linear Greenspace" will serve as a primary active transportation corridor through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines; 	<p>Further to the policies of Section C.X.4.5.1, development shall <u>have regard to be consistent with</u> the following guidelines:</p> <ul style="list-style-type: none"> e) Within each Neighbourhood Area, <u>and along each street</u>, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;

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Policy Section	Current Draft Policy – October 2024 Town Draft	Additional Comments/Proposed Policy Revisions by LOG
	<p>d) Neighbourhood Nodes shall support retail commercial and other uses either in single use or mixed-use developments. Neighbourhood Nodes shall be pedestrian-oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;</p> <p>e) Within each Neighbourhood Area, and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;</p> <p>f) The street network shall be in the form of a highly connected, 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;</p> <p>g) The road network should consider the needs of all road users, including pedestrians, cyclists, transit users, and motorists and be planned to balance such needs where appropriate;</p> <p>h) The local road pattern should be designed to prioritize and include active transportation modes;</p> <p>i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate;</p> <p>j) Arterial roadways, including Britannia Roads and James Snow Parkway, shall be designed with boulevards that will be vegetated, where appropriate and subject to future transit needs <u>(as Transit Priority Corridors)</u>, and the clearway shall consist of active <u>transportation facilities a multi-use trail for pedestrians and cyclists.</u> Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;</p> <p>k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through varied block lengths and off-road options such as trails, multi-use paths and mid-block connectors;</p> <p>l) All trail system and active transportation crossings at a Regional Road must be located at signalized intersections;</p> <p>m) Wherever feasible, single-loaded streets are encouraged to be used to maximize physical and visual access to parks and open spaces;</p> <p>n) New buildings shall be positioned where feasible to define the shape and function of open spaces and streetscapes;</p> <p>o) All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;</p> <p>p) All tall buildings in the Secondary Plan shall have regard for the Milton Tall Building Design Guidelines;</p> <p>q) New development shall be sensitive to adjacent built cultural heritage resources;</p> <p>r) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.</p>	
C.X.4.6.2	<p>Places of Worship</p> <p>The intent is to ensure sufficient opportunities for places of worship are provided to service the residents of the Secondary Plan, recognizing the diverse needs of various faith groups, including consideration for accommodating a range of major and minor sites.</p> <p>At a minimum, six (6) major place of worship reserve locations; of at least one (1) hectare, shall be identified in the Tertiary Plan, generally distributed with one location per Neighbourhood. The Town shall encourage the shared use of place of worship locations with other institutional uses. These sites should be developed in accordance with Section C.X.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and may be zoned to also permit alternative use(s) by way of a Holding</p>	<p>A total of At a minimum, six (6) major place of worship reserve locations; of at least one (1) hectare, shall be identified <u>through the Tertiary Plan process for the in the Tertiary</u> entire <u>Secondary</u> Plan, generally distributed with one location per Neighbourhood</p>

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Policy Section	Current Draft Policy – October 2024 Town Draft	Additional Comments/Proposed Policy Revisions by LOG
	<p>Zone which shall only be permitted to be removed three (3) years after a subdivision is <u>draft approved</u> registered and subject to satisfying the following criteria:</p> <ul style="list-style-type: none"> a) It must be demonstrated that <u>at the time of zoning, that notice has been given to faith groups, from the stakeholder list available from the Town,</u> best efforts have been made, in cooperation with the Town, to make the identified locations available to faith groups; b) The owner provides details to demonstrate how the alternative development can be accommodated on the site, including but not limited to, the provision for any public roads required to accommodate the alternative use; and, c) If following the three (3) year reservation period, no arrangements have been made for acquisition of the identified locations for a place of worship, the underlying land use designation shall apply without further amendment to the Official Plan. <p>Minor places of worship may be accommodated within the Neighbourhood Commercial Mixed Use, Urban Village Centre, or the Evolving Neighbourhood designation in accordance with Section C.X.6.1, C.X.6.2 and C.X.6.3 of this Secondary Plan.</p>	
C.X.4.6.4	<p>Schools</p> <p>The intent of the Secondary Plan is to provide sufficient education opportunities in proportion to residents and to maximize walkability by equally distributing schools throughout the Neighbourhood Areas and in consideration of major roads. Schools shall be provided in accordance with Section C.X.6.4.7.</p>	<p>Revision to Schedules – removal of Secondary School as shown in the South Neighbourhood and relocation of Secondary School from Urban village Centre to the West Neighbourhood</p> <p>Revisions to policies - Secondary Plan to provide for 13 elementary schools and 3 Secondary Schools</p>
C.X.5.1	<p>TERTIARY PLANS</p> <p>Tertiary Plans will be prepared by the landowners for the Secondary Plan, which provide for a more detailed level of planning and are to be endorsed by Council. Notwithstanding the foregoing, the Tertiary Plan for Omagh Village may be undertaken by the Town if directed by Council.</p> <p>The Tertiary Plans are intended to implement the policies of this Secondary Plan providing more detail than the Secondary Plan to inform development. The Tertiary Plans will be prepared to the satisfaction of the Town in consultation with applicable Public Agencies and will demonstrate how development will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks (including the active transportation facilities within them), parks and open space, linkages, and staging, to the satisfaction of the Town. The Tertiary Plans will provide a framework for coordinating development that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia Secondary Plan Urban Design Guidelines are achieved.</p> <p>The submission of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the Town deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the Town to make informed decisions on planning applications consistent with the Secondary Plan. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.X.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans.</p> <p>Tertiary Plans shall be prepared in accordance with the boundaries shown on Schedule “C.X.E”. Adjustments to a Tertiary Plan to include the Omagh Village Area in the future is permitted without amendment to this Plan, provided it can be demonstrated that all of the policies of Section C.X.5.2 are</p>	<p>The <u>processing</u> of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the Town deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the Town to make informed decisions on planning applications consistent with the Secondary Plan. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.X.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans <u>including the Phasing and Staging Plan</u>.</p>

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Policy Section	Current Draft Policy – October 2024 Town Draft	Additional Comments/Proposed Policy Revisions by LOG																
	<p>met.</p> <p>Where the Tertiary Plans are not consistent with the intent of the Secondary Plan an amendment to this Official Plan will be required.</p>																	
C.X.5.2	<p>NEIGHBOURHOODS</p> <p>Five Neighbourhood Areas as identified on Schedule “C.X.A” are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types and be designed as a complete, walkable neighbourhood.</p> <p>Development within the Neighbourhood Areas will achieve the overall population, employment and gross density targets of the Secondary Plan. In addition to the overall targets established for the Secondary Plan, the following are the density targets for each Neighbourhood:</p> <table><tr><td></td><td>Density (residents + jobs per hectare)</td></tr><tr><td>East Neighbourhood</td><td>75</td></tr><tr><td>Central Neighbourhood</td><td>84</td></tr><tr><td>South Neighbourhood</td><td>67</td></tr><tr><td>West Neighbourhood</td><td>72</td></tr><tr><td>North Neighbourhood</td><td>72</td></tr><tr><td>Omagh Village</td><td>67</td></tr><tr><td>Total</td><td>75</td></tr></table> <p><i>* Total Secondary Plan Area density includes Omagh</i></p> <p>The density target will be calculated across all lands excluding the Natural Heritage System, Hazard Lands, utility corridors and cemeteries.</p> <p>The distribution of land uses and housing types will be further articulated through the preparation of Tertiary Plans in accordance with the land use policies and housing mix goals identified in Section C.X.6 and C.X.4.4 of this Secondary Plan with a goal to achieve opportunities for places to live, work, recreate and shop within a short walk within each Neighbourhood. The Tertiary Plans will demonstrate how each Neighbourhood Area will, achieve the assigned targets and contribute to the overall population, employment and density targets for the Secondary Plan, as well as the distribution of land uses, community facilities, the local road network, active transportation network and open space system and are further defined in Section C.X.7.5.2.</p>		Density (residents + jobs per hectare)	East Neighbourhood	75	Central Neighbourhood	84	South Neighbourhood	67	West Neighbourhood	72	North Neighbourhood	72	Omagh Village	67	Total	75	<p>Within each Neighbourhood, at least one (1) major place of worship location shall<u>should</u> be <u>generally</u> identified in accordance with the Evolving Neighbourhood policies of Section C.X.6.1 and implemented through the Tertiary Plan process.</p>
	Density (residents + jobs per hectare)																	
East Neighbourhood	75																	
Central Neighbourhood	84																	
South Neighbourhood	67																	
West Neighbourhood	72																	
North Neighbourhood	72																	
Omagh Village	67																	
Total	75																	

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	<p>Within each Neighbourhood, at least one (1) major place of worship location shall be identified in accordance with the Evolving Neighbourhood policies of Section C.X.6.1 and implemented through the Tertiary Plan process.</p> <p>Within each Neighbourhood, Local Commercial sites shall be provided. Local Commercial sites are encouraged adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p> <p>It is expected that the Neighbourhood Areas will continue to evolve to accommodate additional growth through appropriate forms of intensification within the planned intent of the land use designations of this Official 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.</p>	
C.X.6.1	EVOLVING NEIGHBOURHOOD DESIGNATION	
C.X.6.1.1	<p>It is the intent of this Secondary Plan to provide for a broad range of housing forms and supportive uses throughout each Neighbourhood Area. Within the Evolving Neighbourhoods designation shown on Schedule "C.X.C" the following uses are permitted</p> <ul style="list-style-type: none"> a) Residential uses in accordance with the policies of Section C.X.4.4, C.X.5.1, C.X.5.2 and C.X.6.1.2; b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan. Local Commercial uses are encouraged to be located adjacent to a Village Square and shall generally not exceed the typical size of a local commercial use (approximately 930m2) and may be in the form of live-work units, small scale mixed use buildings or single use buildings; c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan, long-term care and assisted living facilities provided they can take access from a collector or arterial road and are generally located adjacent to Neighbourhood Commercial Mixed Use or Urban Village Centre designations to allow for synergies in uses, shared parking arrangements, to minimize disruption in residential areas and on the local road network, and where there is access from active transportation and transit routes.; d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7. Minor places of worship should generally be provided adjacent to a Village Square or school and does not exceed the typical size of a local commercial use (approximately 930m2); and, e) Local institutional uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.X.6.4. 	<p>b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan. Local Commercial uses are encouraged to be located adjacent to a Village Square and shall <u>generally</u> not exceed the typical size of a local commercial use (<u>approximately</u> 930m2) and may be in the form of live-work units, small scale mixed use buildings or single use buildings;</p> <p>d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7. Minor places of worship should generally be provided adjacent to a Village Square or school and does not exceed <u>the typical size of a local commercial use (approximately 930m2)</u>;</p>
C.X.6.2	URBAN VILLAGE CENTRE DESIGNATION	
C.X.6.2.1	<p>The Urban Village Centre designation on Schedule "C.X.C" is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.</p> <p>In accordance with Section C.X.5.3, the Urban Village Centre designation is intended to provide a range and mix of uses within each location and permits the following uses in a stand-alone or mixed-use building format:</p> <ul style="list-style-type: none"> a) Residential uses excluding single and semi-detached dwellings; b) Retail and commercial uses; c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan 	<p>d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed <u>the typical size of a local commercial use (approximately 930m2)</u>; and,</p> <p><u>The boundaries and area of the Urban Village Centre area as shown conceptually on Schedule C.X.C shall be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.</u></p>

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	<p>and are encouraged to be in a mixed-use format;</p> <p>d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m²);</p> <p>e) Community Centre;</p> <p>f) Local institutional uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.X.6.4.</p>	
C.X.6.2.3	The combined area of Urban Village Centre designated areas shall provide a minimum of 40,000 m ² of non-residential gross floor area. Any gross floor area related to a major place of worship and/or a community centre does not contribute to the minimum non-residential gross floor area.	The combined area of Urban Village Centre designated areas shall provide a minimum of 3440,000 3440,000 m ² of retail and commercial non-residential gross floor area. <u>A reduction to the minimum retail and commercial gross floor area within the Urban Village Centre designated area may be considered through the completion of a retail and commercial market assessment during the Tertiary Plan process. Any gross floor area related to a major place of worship and/or a community centre does not contribute to the minimum non-residential gross floor area.</u>
C.X.6.3	NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION	
C.X.6.3.1	<p>The Neighbourhood Commercial Mixed Use designation on Schedule “C.X.C” is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.</p> <p>In accordance with Section C.X.5.4, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:</p> <p>a) Residential uses excluding single and semi-detached dwellings;</p> <p>b) Retail and commercial uses;</p> <p>c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m²); and,</p> <p>d) Local institutional uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.X.6.4.</p>	<p>c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use <u>does not exceed the typical size of a local commercial use (approximately 930m²)</u>; and,</p> <p><u>The boundaries and areas of the Neighbourhood Commercial Mixed Use areas as shown conceptually on Schedule C.X.C shall be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.</u></p>
C.X.6.3.3	The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 13,000 m ² of non-residential gross floor area.	The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 103,000 103,000 m ² of retail and commercial non-residential gross floor area. <u>A reduction to the minimum retail and commercial gross floor area within the Neighbourhood Commercial Mixed Use designated areas, may be considered through the completion of a retail and commercial market assessment during the Tertiary Plan process.</u>
C.X.6.4.2	<p>District Park</p> <p>District Parks are intended to serve multiple Neighbourhood Areas within the Secondary Plan and should include major outdoor recreation facilities such as sports fields, hard surface sport courts, and limited spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, District Parks will be approximately 7.5 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks are generally identified on Schedule “C.X.C”. The locations may be refined through the Tertiary Plans provided they are located in proximity to mixed use areas such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations, and should have access along an arterial or collector road.</p> <p>A minimum of four (4) District Parks shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that District Parks are co-located adjacent to lands required for institutional uses such as a Secondary School or Elementary School.</p>	<p>Generally, District Parks will be approximately 7.5 7.5 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks are generally identified on Schedule “C.X.C”. The locations <u>and sizes</u> may be refined through the Tertiary Plans <u>without amendment to the Plan and where possible provided they are</u> located in proximity to mixed use areas <u>such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations</u>, and should have access along an arterial or collector road.</p> <p>A minimum of threefour (4) (3) District Parks shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that District Parks are co-located adjacent to lands required for institutional uses such as a Secondary School or Elementary School.</p>
C.X.6.4.4	<p>Village Squares</p> <p>Village Squares are intended to serve neighbourhoods within the Secondary Plan and are primarily</p>	Village Squares should have frontage along a public street, generally along two sides of the square, and may be provided as Privately Owned Public Spaces (POPS). <u>(which shall not be</u>

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	<p>expected to provide park amenities such as playgrounds and open, active recreation areas. Generally, Village Squares will be approximately 0.3 hectares in size. The location of Village Squares are generally identified on Schedule “C.X.C”. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.</p> <p>Each Neighbourhood shall accommodate at least three (3) Village Squares.</p> <p>Village Squares should be located in areas of the neighbourhoods that do not have good access to other recreation, parks or public open space opportunities. Village Squares should have frontage along a public street, generally along two sides of the square, and may be provided as Privately Owned Public Spaces (POPS).</p>	<p><u>credited for parkland dedication unless otherwise agreed to with the Town)</u></p>
C.X.6.4.7	<p>Schools</p> <p>Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Official Plan and as shown by symbols on Schedule “C.X.C”. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.</p> <p>The Secondary Plan identifies the need for thirteen (13) Elementary Schools and four (4) Secondary Schools.</p> <p>Schools are 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. Schools should be designed for optimal efficiency through more compact urban forms with multiple level schools integrated with other facilities and uses, where appropriate.</p> <p>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 institutional uses (e.g., 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. The Tertiary Plan process shall further define the number and locations of schools without amendment to this Official Plan. If it is determined that the lands are not required for a school, where identified, the underlying land use designation shall apply without further amendment to this Official Plan.</p>	<p>The Secondary Plan identifies the need for thirteen (13) Elementary Schools and <u>three (3)</u> four (4) Secondary Schools.</p>
C.X.6.5.2	<p>Criteria for Buffers</p> <p>The NHS as shown on Schedules “C.X.A” to “C.X.E” includes buffers that are an important component to the overall NHS and are required to protect Key Features and ecological functions by mitigating the impacts of proposed development or site alteration. Consistent with the SWS, buffer widths will be determined through a MESP, DAEFSS, an EIA and/or equivalent study, provided that these studies are accepted by the Town, and in accordance with C.X.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.</p> <p>The final buffers will:</p> <ul style="list-style-type: none"> Consider adjacent land uses, and sensitivity and significance of the Key Features, watercourses and their ecological functions. Consideration shall also be given to additional mitigation opportunities 	<p>The final buffers will:</p> <ul style="list-style-type: none"> Consider adjacent land uses, and sensitivity and significance of the Key Features, watercourses and their ecological functions. Consideration shall also be given to additional mitigation opportunities such as fencing <u>or additional buffer planting</u>.

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	<p>such as fencing.</p> <ul style="list-style-type: none"> • In conjunction with other potential mitigative measure, avoid negative impacts on Key Features and their ecological functions; and • Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan, Official Plan and relevant Provincial legislation, regulations and policies to the satisfaction of the Town, in consultation with the Conservation Authority where it relates to regulated areas. 	
C.X.7.1	PHASING AND FINANCE	
C.X.7.1.1.	Development in the Britannia Secondary Plan shall proceed in phases, shown on Schedule “C.X.D”. The Phases should proceed in accordance with the extension of water and wastewater servicing infrastructure, beginning with Phase 1. <u>Development Stages within each Phase shall be detailed within the Tertiary Plans.</u>	
C.X.7.1.3	<p>Prior to the approval of any development applications, the following must be satisfied:</p> <ul style="list-style-type: none"> a) Prior to proceeding with development beyond the first stage in any Tertiary Plan Area, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the Town’s financial and landowner cost sharing agreement) shall have draft plan or site plan approval; b) Regional municipal water and wastewater services are available to be extended to the lands in the subject Tertiary Plan stage and adequate local water and wastewater servicing capacity has been confirmed by the Region; c) Satisfactory arrangements have been made with the Town to ensure the early delivery of projected institutional uses, off-street trails and components of the active transportation system and transit facilities to support growth; d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared and approved by Town Council; e) The Town has in full force and effect, and not subject to appeal for changes 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 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; 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, h) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation are satisfied. 	<ul style="list-style-type: none"> a) Prior to proceeding with development beyond the first stage in any Tertiary Plan Area, a minimum of the 75% gross developable Evolving Neighbourhood area of participating lands (those lands party to the Town’s financial and landowner cost sharing agreement <u>and lands with regional servicing allocation</u>) shall have draft plan or site plan approval; d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared <u>to the and approved by</u> Town’s <u>satisfaction</u> Council; f) The recommendations of the 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 <u>the Town Council</u> in accordance with Section C.X.7.1 of this Official Plan;
C.X.7.1.6	<p>All new urban <i>development</i> in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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 <i>development</i> in the Secondary Plan area shall only be approved by Council, and <i>development</i> shall only proceed when:</p> <ul style="list-style-type: none"> a) Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the <i>Town</i> 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 	<p>i) The <i>MESP</i> and <i>DAEFSS</i> or other <u>applicable-equivalent</u> environmental studies <u>applicable to the development area</u> have been completed to the satisfaction of the Town, in consultation with any other appropriate <i>Public Agency</i> ;</p> <p><u>l) <i>Development staging has been established by the landowners as part of the Tertiary Plan process</i>;</u></p>

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	<p>order for the <i>development</i> of the Secondary Plan to proceed as planned. In order to reflect circumstances that may apply to an individual Phase or Stage of <i>development</i> within the Secondary Plan, the <i>Town</i> 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 <i>Town</i> 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;</p> <p>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 <i>development</i> for the provision of matters such as community and infrastructure facilities;</p> <p>c) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the <i>Region</i> addressing the provision of water and wastewater servicing and roads;</p> <p>d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the <i>Town</i> to facilitate <i>Town</i> acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;</p> <p>e) Water treatment and distribution and wastewater collection and treatment are available in accordance with <i>Town</i> and Regional policies;</p> <p>f) An Area Servicing Plan for the Britannia Secondary Plan has been completed <u>to the satisfaction of the Town in consultation with the Region</u>;</p> <p>g) <i>Development</i> staging has been established as part of the Tertiary Plan process;</p> <p>h) The applicable Tertiary Plans have been endorsed by <i>Town</i> Council and are consistent with this Secondary Plan;</p> <p>i) The <i>MESP</i> and <i>DAEFSS</i> or other applicable environmental studies have been completed to the satisfaction of the Town, in consultation with any other appropriate <i>Public Agency</i> ;</p> <p>j) The <i>Town</i> establishes a monitoring program, in consultation with the <i>Region</i>, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,</p> <p>k) To facilitate the <i>development</i> of an effective local road network the <i>Town</i> and/or <i>Region</i> may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the <i>Town</i> to address matters including, but not limited to, the provision of collector roads to access the arterial road network.</p>	
C.X.7.1.7	<p>This Secondary Plan shall require that 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:</p> <p>a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan;</p> <p>b) Requires, to the maximum extent possible and practical, the conveyance of lands for institutional uses 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;</p> <p>c) 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</p>	<p>d) <u>Shall proceed in Phases shown on Schedule "C.X.D". Development Stages within each phase shall be delineated by a Staging Plan developed by the landowners through the Tertiary Plan process.</u></p>

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	<p>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;</p> <p>d) Shall proceed in Phases shown on Schedule “C.X.D”. Development Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.X.7.1 of this Secondary Plan; and,</p> <p>e) 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.</p>	
C.X.7.2.2	<p>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:</p> <p>a) Any Community Park, District Park, Neighbourhood Park 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;</p> <p>b) School and place of worship sites shall be shown as block(s) on an approved draft plan of subdivision;</p> <p>c) Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.X.6.5, have been dedicated to the Town, or to the Conservation Authority if so, directed by the Town;</p> <p>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,</p> <p>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.</p>	<p>Any Community Park, District Park, Neighbourhood Park 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;</p>
C.X.7.5	REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS	
C.X.7.5.1	<p>Pre-Application Submission Requirements</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>a) The Town has substantially advanced a MESP in consultation with any other appropriate Public Agency including the Conservation Authority where it relates to regulated areas;</p> <p>b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,</p> <p>c) A Tertiary Plan has been endorsed by Council for the development area or has been deemed substantially advanced by the Town.</p>	<p>Pre-Application Submission Requirements</p> <p>In order to ensure the implementation of this policy, no development applications shall be submitted-processed in the Secondary Plan area until:</p>
C.X.8.1	<p>BOUNDARIES</p> <p>Locations, boundaries or limits described in text or indicated on Schedules to the Secondary Plan are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan.</p> <p>Minor adjustments in the land use pattern and the location of proposed specific land use designations or facilities may be considered through the Tertiary Plans without amendment to this Secondary Plan provided the intent of the Secondary Plan is maintained.</p>	<p>Minor adjustments<u>Adjustments</u> in the land use pattern and the location of proposed specific land use designations or facilities may be considered through the Tertiary Plans without amendment to this Secondary Plan provided the intent of the Secondary Plan is maintained.</p>

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C.X.8.2	NUMERICAL STANDARDS Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the Town.	Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the Town.
C.X.8.3	SYMBOLS Symbols for parks and schools, where identified, 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.	Symbols for parks and schools, where identified, 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.8.4	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 Britannia Secondary Plan. <i>Complete Streets</i> means streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. <i>Development Area Environmental Functional Servicing Study (DAEFSS)</i> 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. <i>Environmental Impact Assessment (EIA)</i> means an environmental study that assesses the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent development. It also assesses matters such as refinements to the NHS, identifies potential impacts to the NHS, identification of design and mitigation measures to demonstrate no negative impacts to that portion of the NHS and provides 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.	<i>Development Area Environmental Functional Servicing Study (DAEFSS)</i> 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. <u>Where feasible, the DAEFSS level of detail may be used to support the Tertiary Plans.</u>

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	<i>Master Environmental Servicing Plan (MESP)</i> means an integrated environmental and engineering study supporting the Tertiary Plan and providing coordination of Draft Plans of Subdivision on matters such as refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the NHS, natural hazard management and risk mitigation approaches, identification of design and mitigative measures to demonstrate no negative impacts to that portion of the NHS, approaches to monitoring and identification of future study needs. A MESP will be scoped based on area specific matters and SWS recommendations. It is not intended to re-study all SWS matters but will include matters not addressed or finalized in the SWS, provide a greater level of detail than the SWS where required, and cover a smaller more focused area than the SWS.	
All Schedules	The Town added lands north of Britannia to the Omagh area.	Revisions to shift EW Collector in West Neighbourhood from north crossing to south crossing. Revisions to shift NS Collector in North Neighbourhood from west of 5 ½ Line to east of 51/2 Line Addition of NS Collector Road segment between Britannia By-Pass in Omagh to EW Collector
C.X.C	Changed symbol colour for District Park and Neighbourhood Parks	West Neighbourhood: Move DP location to west of Thomson Road, Move Secondary School from Central to West Neighbourhood South Neighbourhood: Remove DP and SS, add NP Minor adjustments to NPs, Village Squares and Schools

Venturon Development (Milton) Inc.

291 Edgeley Blvd., Suite 1
Concord, Ontario
L4A 3Z4

November 1, 2024

Sent Via Email: townclerk@milton.ca

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

RE: Town of Milton Council Meeting (November 4, 2024)
Item 7.3 (Britannia Secondary Plan Statutory Public Meeting)
Venturon Development (Milton) Inc.

Dear Mayor Krantz and Members of Council,

Venturon Development (Milton) Inc. is the registered owner of an approximately 10.12 hectares (25.01 acres) parcel located within the Britannia Secondary Plan area, in the Town of Milton (the 'subject lands'). We are pleased to provide this Comment Letter in relation to Item 7.3 – 'Britannia Secondary Plan OPA (LOPA-01/22)' on the November 4th Council Meeting agenda.

The subject lands are located south of Britannia Road and west of Fourth Line, and are legally described as: *Part Lot 4 Concession 4 Trafalgar New Survey, Parts 1&2, 20R18795*.

Venturon Development (Milton) Inc. is a participating landowner in the Milton Phase 4 (West) Landowners Group Inc. We have reviewed the letter submitted to the Town of Milton Clerks Department on behalf of the Milton Phase 4 (West) Landowners Group Inc., by Delta Urban Inc. on November 1, 2024, and we are supportive of the comments and proposed revisions contained within the letter and attachments.

Thank you for the opportunity to provide comments on the Britannia Secondary Plan and we look forward to further engagement with Town staff and Council. We reserve the right to provide future comment and wish to be kept apprised on Britannia Secondary Plan updates.

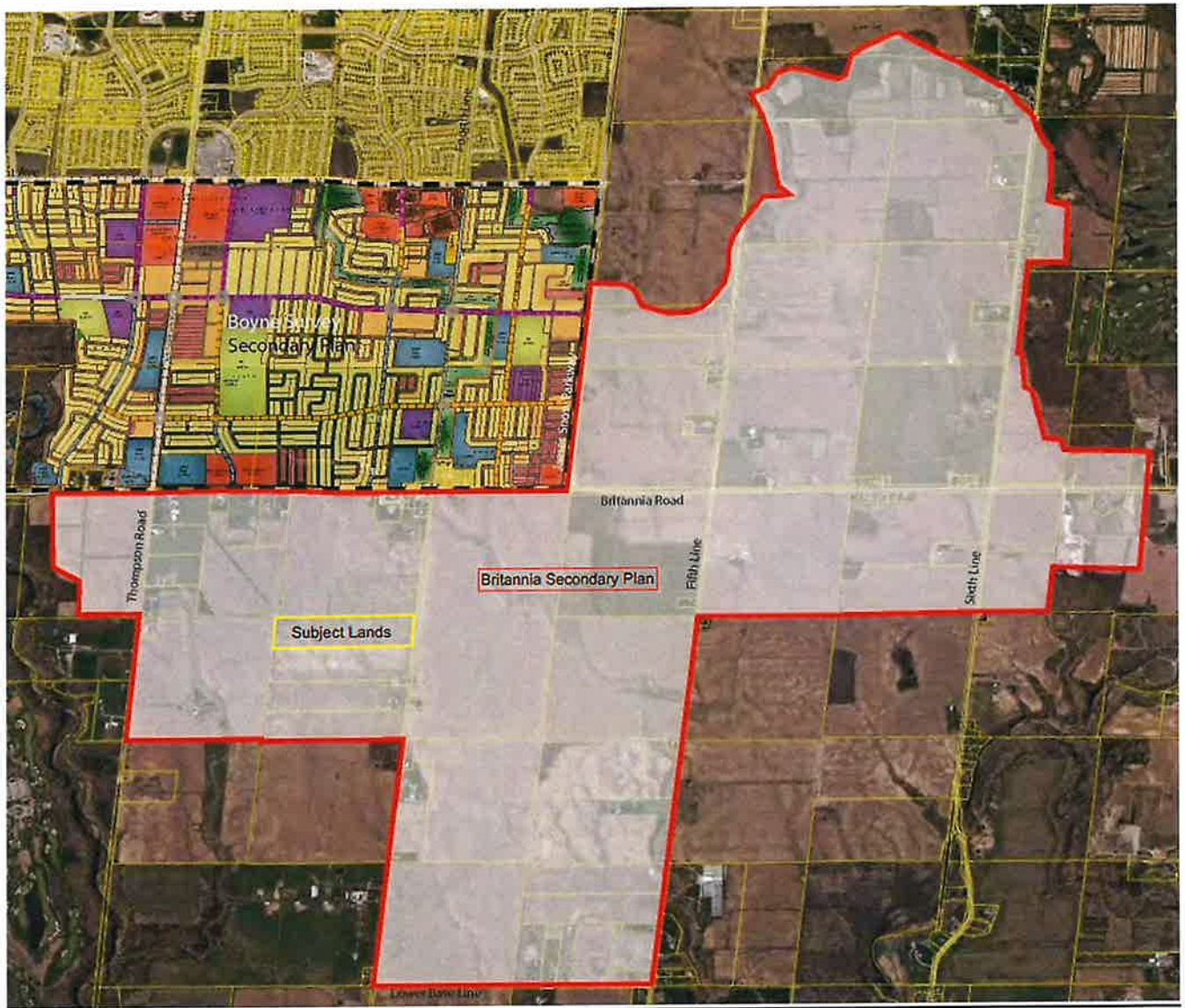
Sincerely,



Jason Pantalone, ASO
Venturon Development (Milton) Inc.

cc: Jill Hogan, Commissioner, Town of Milton

Schedule A: - Subject Lands



12300 Brit Holdings Ltd.

291 Edgeley Blvd., Suite 1
Concord, Ontario
L4A 3Z4

November 1, 2024

Sent Via Email: townclerk@milton.ca

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

RE: Town of Milton Council Meeting (November 4, 2024)
Item 7.3 (Britannia Secondary Plan Statutory Public Meeting)
12300 Brit Holdings Ltd.

Dear Mayor Krantz and Members of Council,

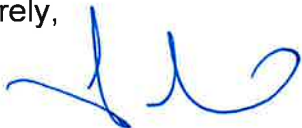
12300 Brit Holdings Ltd. is the registered owner of an approximately 15.72 hectare (38.84 acre) parcel located within the Britannia Secondary Plan area, in the Town of Milton (the 'subject lands'). We are pleased to provide this Comment Letter in relation to Item 7.3 – 'Britannia Secondary Plan OPA (LOPA-01/22)' on the November 4th Council Meeting agenda.

The subject lands are located south of Britannia Road and east of Sixth Line, and are legally described as: *Part Lot 5 Concession 7 Trafalgar New Survey, Part 1, 20R21279*.

12300 Brit Holdings Ltd. is a participating landowner in the Milton Phase 4 (West) Landowners Group Inc. We have reviewed the letter submitted to the Town of Milton Clerks Department on behalf of the Milton Phase 4 (West) Landowners Group Inc., by Delta Urban Inc. on November 1, 2024, and we are supportive of the comments and proposed revisions contained within the letter and attachments.

Thank you for the opportunity to provide comments on the Britannia Secondary Plan and we look forward to further engagement with Town staff and Council. We reserve the right to provide future comment and wish to be kept apprised on Britannia Secondary Plan updates.

Sincerely,



Jason Pantalone, ASO
12300 Brit Holdings Ltd.

cc: Jill Hogan, Commissioner, Town of Milton

Schedule A: - Subject Lands



Venturon Development (Milton 90) Inc.

291 Edgeley Blvd., Suite 1
Concord, Ontario
L4A 3Z4

November 1, 2024

Sent Via Email: townclerk@milton.ca

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

RE: Town of Milton Council Meeting (November 4, 2024)
Item 7.3 (Britannia Secondary Plan Statutory Public Meeting)
Venturon Development (Milton 90) Inc.

Dear Mayor Krantz and Members of Council,

Venturon Development (Milton 90) Inc. is the registered owner of an approximately 36.35 hectares (89.82 acres) parcel located within the Britannia Secondary Plan area, in the Town of Milton (the 'subject lands'). We are pleased to provide this Comment Letter in relation to Item 7.3 – 'Britannia Secondary Plan OPA (LOPA-01/22)' on the November 4th Council Meeting agenda.

The subject lands are located south of Britannia Road and east of Fourth Line, and are legally described as: *Part Lot 3 Concession 5 Trafalgar New Survey, Part 1, 20R18891*.

Venturon Development (Milton 90) Inc. is a participating landowner in the Milton Phase 4 (West) Landowners Group Inc. We have reviewed the letter submitted to the Town of Milton Clerks Department on behalf of the Milton Phase 4 (West) Landowners Group Inc., by Delta Urban Inc. on November 1, 2024, and we are supportive of the comments and proposed revisions contained within the letter and attachments.

Thank you for the opportunity to provide comments on the Britannia Secondary Plan and we look forward to further engagement with Town staff and Council. We reserve the right to provide future comment and wish to be kept apprised on Britannia Secondary Plan updates.

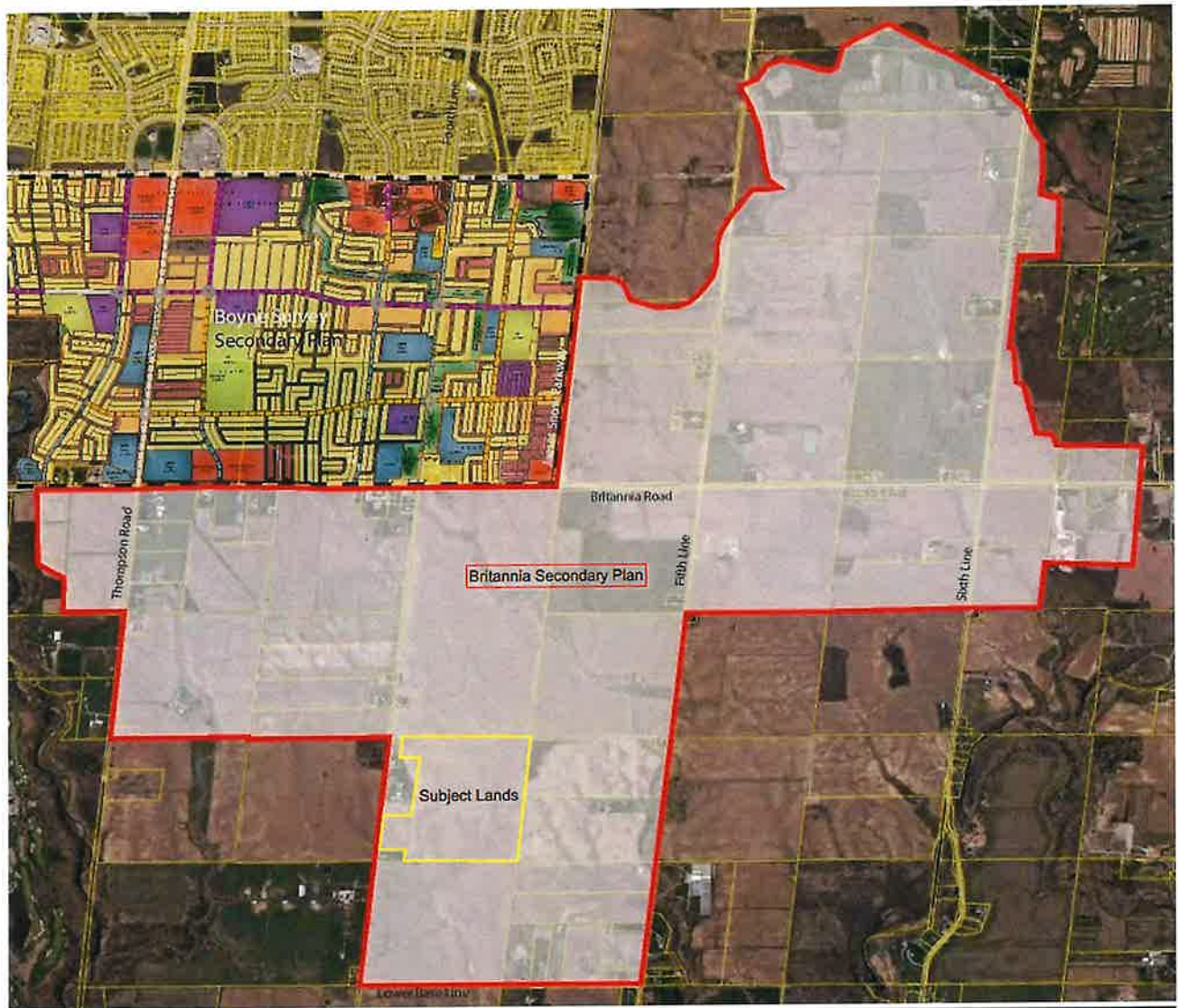
Sincerely,



Jason Pantalone, ASO
Venturon Development (Milton 90) Inc.

cc: Jill Hogan, Commissioner, Town of Milton

Schedule A: - Subject Lands



Venturon Development (Milton 46) Inc.

291 Edgeley Blvd., Suite 1
Concord, Ontario
L4A 3Z4

November 1, 2024

Sent Via Email: townclerk@milton.ca

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

RE: Town of Milton Council Meeting (November 4, 2024)
Item 7.3 (Britannia Secondary Plan Statutory Public Meeting)
Venturon Development (Milton 46) Inc.

Dear Mayor Krantz and Members of Council,

Venturon Development (Milton 46) Inc. is the registered owner of an approximately 18.69 hectares (46.18 acres) parcel located within the Britannia Secondary Plan area, in the Town of Milton (the 'subject lands'). We are pleased to provide this Comment Letter in relation to Item 7.3 – 'Britannia Secondary Plan OPA (LOPA-01/22)' on the November 4th Council Meeting agenda.

The subject lands are located south of Britannia Road and west of Fifth Line, and are legally described as: *Part Lot 3 Concession 5 Trafalgar New Survey, Part 1, 20R19039*.

Venturon Development (Milton 46) Inc. is a participating landowner in the Milton Phase 4 (West) Landowners Group Inc. We have reviewed the letter submitted to the Town of Milton Clerks Department on behalf of the Milton Phase 4 (West) Landowners Group Inc., by Delta Urban Inc. on November 1, 2024, and we are supportive of the comments and proposed revisions contained within the letter and attachments.

Thank you for the opportunity to provide comments on the Britannia Secondary Plan and we look forward to further engagement with Town staff and Council. We reserve the right to provide future comment and wish to be kept apprised on Britannia Secondary Plan updates.

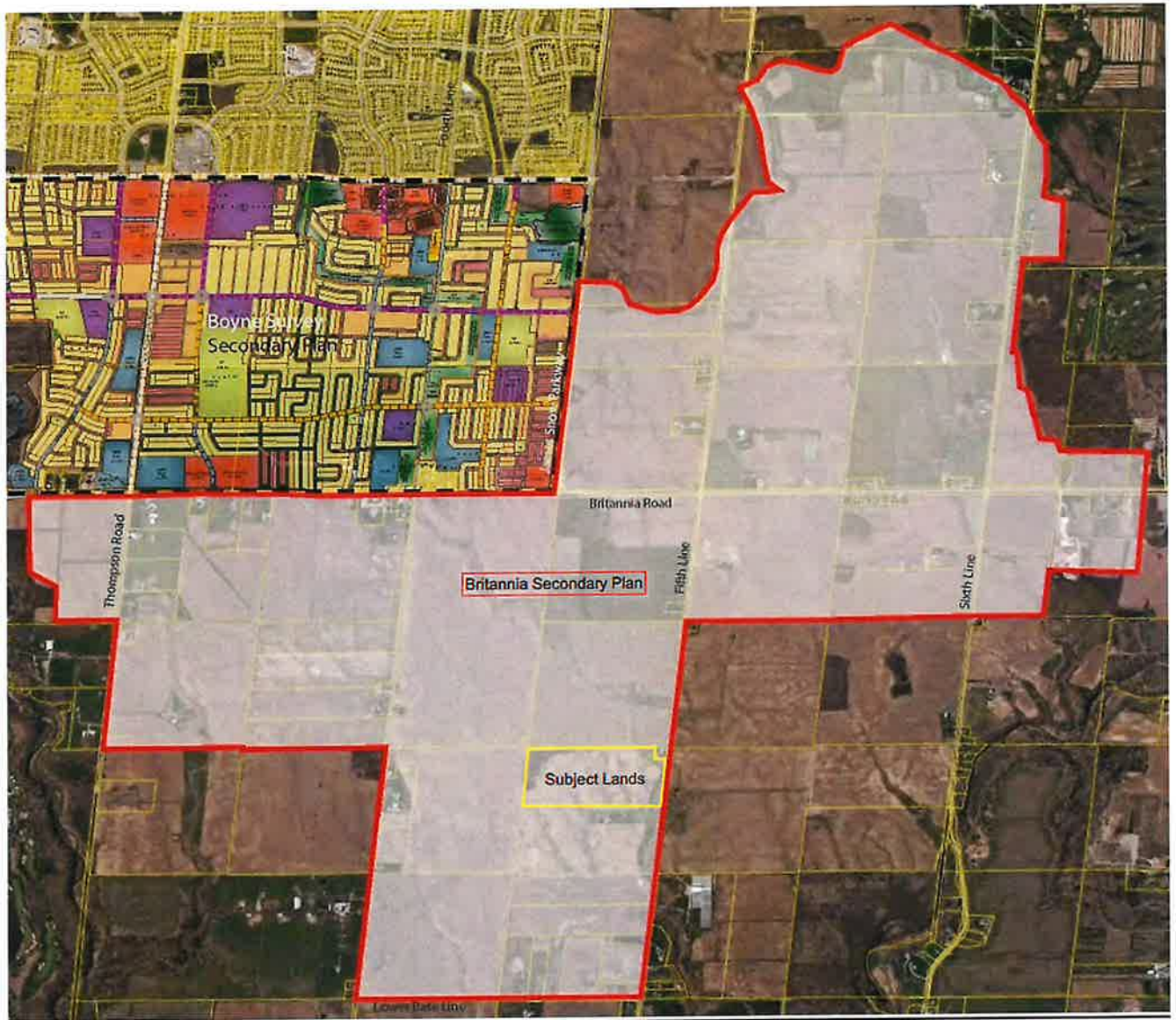
Sincerely,



Jason Pantalone, ASO
Venturon Development (Milton 46) Inc.

cc: Jill Hogan, Commissioner, Town of Milton

Schedule A: - Subject Lands





970 Lawrence Ave. W., Suite 304, Toronto, Ontario M6A 3B6 Tel: 416-256-3900 Fax: 416-256-2827

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

via email

RE: Council Meeting (November 4, 2024)
Agenda Item 7.3 (Britannia Secondary Plan Statutory OPA Public Meeting)
Britannia Sixth Line Holdings Limited

Dear Mayor Krantz and Members of Council,

Britannia Sixth Line Holdings Limited (Medallion) is a registered owner of lands within the Britannia Secondary Plan area, in the Town of Milton. In this capacity, we are pleased to provide this Comment Letter regarding Item 7.3 – 'Britannia Secondary Plan OPA (LOPA-01/22)' on the November 4th Council Meeting agenda.

Britannia Sixth Line Holdings owns an approximately 39.61 hectare (96.77 acre) parcel located north of Britannia Road and west of Sixth Line, with approximately 321 metres (1,053 feet) of frontage along Britannia Road and 600 metres (1,969 feet) of frontage along Sixth Line (the 'subject lands'). The subject lands are legally described as: *Part Lot 6 Concession 6 Trafalgar New Survey, Part 1, 20R15787*.

Within the draft Britannia Secondary Plan (October 2024), the subject lands are located in the East Neighbourhood and are designated Evolving Neighbourhood, Neighbourhood Commercial Mixed Use, and Natural Heritage System.

Britannia Sixth Line Holdings Limited is a participating landowner in the Milton Phase 4 (MP4) West Landowners Group. As a part of that Group, we are appreciative of the progress made on the Britannia Secondary Plan to date and look forward to further opportunities to improve on the Plan and create complete communities within the Town.

We have reviewed the letter submitted on behalf of the MP4 West Landowners Group, as prepared by Delta Urban Inc. and dated November 1st, 2024, and are supportive of the comments and proposed revisions within.

Thank you for the opportunity to provide comments on the Britannia Secondary Plan (October 2024). We reserve the right to provide future comment and look forward to future engagement with Council and Town staff.

Sincerely,

Britannia Sixth Line Holdings,

A handwritten signature in black ink, appearing to read "Anna Fagyas", written over a light blue horizontal line.

Anna Fagyas

cc: GSAI



Town of Milton
Britannia Secondary Plan
Statutory Public Meeting & Technical Advisory Committee Meeting #4
Stakeholder & Review Agency Comments re:
Draft Official Plan Amendment and Supporting Background Technical Studies
(presented July 18, 2022)

This document is intended as a summary only and should be reviewed in concert with all original comments provided by review agencies & stakeholders

Prepared: August 2024

#	Summary of Review Agency Comments	Response	Action By
Town of Milton Finance – July 2022 Glen Cowan & Melanie Wallhouse			
1.	Community Facilities/Human Services Impact Analysis and Community Infrastructure Plan Town staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with the Town’s parks and recreation terminology - Sec 3.4 Library Space alignment with DC Study - Approach should the Community Park be located outside of the secondary plan area, would it require a redistribution of proposed parks, and when/how would this occur at Secondary Plan or Tertiary Plan process - Update the report to reflect the 2022 OPA related to parks standards - Clarifications regarding Planning Act parkland calculations 	The Report has been updated to reflect the Town’s latest parks and recreation terminology and 2022 OPA (LOPA 78). The library space inventory has been revised to align with the Town’s DC Study. The Report has been updated to acknowledge that the Town should make alternative arrangements to deliver a Community Park outside the Britannia Secondary Plan area, the parkland provided within the Secondary Plan has been redistributed accordingly. The estimate of parkland that could be acquired through the Planning Act has been updated to reflect the latest requirements in the Planning Act.	MGP
2.	Parks Recreation and Library Needs Analysis Town staff provided the following general comments: <ul style="list-style-type: none"> - Update the report to reflect the 2022 OPA related to parks standards - Minor text edits to align with the Town’s parks and recreation terminology - Clarifications with respect to rounding of parks standards, calculations and alignment with 2021 DC Study 	The Report has been updated to reflect the Town’s latest parks and recreation terminology and 2022 OPA (LOPA 78). Parks standards have been rounded to 1.75 ha per 1,000 residents to align with DC Study.	Monteith Brown
3.	Transportation Master Plan Town staff provided the following general comments: <ul style="list-style-type: none"> - Confirmation around categorization of 5th Line and 5 ½ Line - Clarification with respect to transit needs and cost estimates 	5 ½ Line is expected to be a Regional arterial road between Highway 401 and Louis St. Laurent Avenue, with an interchange on Highway 401. Between Louis St. Laurent Avenue and Britannia Road, 5 ½ Line is expected to be a four-lane collector road. With the construction of 5 ½ Line, 5th Line is expected to remain a Town road. Given that studies regarding the 5 ½ Line corridor are ongoing policies have been added to the Secondary Plan to provide flexibility should it be required as a regional road. The updated Transportation Master Plan is forthcoming, additional responses to comments, including transit, will be provided at that time.	WSP – TMP
4.	Draft OPA Town staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with Town’s standard terminology - Clarification of employment target - Clarification on the quantum and distribution of parks and meeting facility needs - Comments on distribution of parks and park types 	Text in the Secondary Plan has been revised to align with the Town’s standard terminology. The Secondary Plan has been updated to reflect a revised population (57,500 people) and employment target (9,300 jobs) to align with the Town’s latest Growth Management work and forecasting, the employment target does not include No Fixed Place of Work jobs. The supporting studies and Secondary Plan have been updated to acknowledge that the Town should make alternative arrangements to deliver a Community Park outside the Britannia Secondary Plan area, the parkland provided within the Secondary Plan has been revised to reflect what is estimated to be acquired through the Planning Act and redistributed accordingly.	MGP
Town of Milton Community Services – September 2022 Roberta Sager			

#	Summary of Review Agency Comments	Response	Action By
5.	Community Facilities/Human Services Impact Analysis and Community Infrastructure Plan Town staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with the Town’s parks and recreation terminology - Clarification regarding whether updates are required to reflect the approval of LOPA 78 (DS-057-22) which was prepared following the drafting of the background studies - Clarification regarding school sites servicing the Britannia Secondary Plan area - Alignment with revisions to Montieth Brown Parks Recreation and Library Needs Analysis 	The Report has been updated to reflect the Town’s latest parks and recreation terminology and 2022 OPA (LOPA 78). The existing school context has been updated to reflect the latest information provided by the school boards. The Parks, Recreation and Library Needs Analysis and the CSFS have been appropriately coordinated.	MGP Monteith Brown
6.	Parks Recreation and Library Needs Analysis Town staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with the Town’s parks and recreation terminology - Clarification regarding whether updates are required to reflect the approval of LOPA 78 (DS-057-22) which was prepared following the drafting of the background studies 	The Report has been updated to reflect the Town’s latest parks and recreation terminology and 2022 OPA (LOPA 78).	Monteith Brown
7.	Planning Policy Directives Report Town staff provided the following general comments: <ul style="list-style-type: none"> - Clarification with respect to population distribution and park distribution - Clarification with respect to how to identify existing parks on secondary plan schedules 	<p>Both the new planned parks and the existing Omagh Neighbourhood Park and Drumquin Park are shown the same on the Secondary Plan Schedules. The supporting studies identify the existing inventory of parks in the plan area and make a recommendation for park type, quantum, distribution and facilities for new parks above and beyond the existing parks.</p> <p>The supporting studies and Secondary Plan have been updated to acknowledge that the Town should make alternative arrangements to deliver a Community Park outside the Britannia Secondary Plan area, the parkland provided within the Secondary Plan has been revised to reflect what is estimated to be acquired through the Planning Act and redistributed accordingly. The Secondary Plan has been updated to reflect a revised population (57,500 people) and employment target (9,300 jobs) and have distributed the population and employment to align with the Town’s latest Growth Management work and forecasting.</p>	MGP
8.	Urban Design Guidelines Town staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with the Town’s parks and recreation terminology - Clarification regarding Green Avenue right-of-way, conveyance, etc. - Clarification regarding walk times/catchment areas to parkland and recreation facilities - Request reference to Town’s engineering and park standards manual be included 	<p>Minor text edits to align with Town’s terminology made as requested.</p> <p>Green Avenue terminology updated to “Linear Greenspace”</p> <p>Walk times/catchment areas to parkland and recreation facilities text clarified</p> <p>Reference made in Section 3.3 to Town’s engineering and park standards manual has been included</p>	MGP
9.	Transportation Master Plan Town staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with the Town’s parks and recreation terminology - Clarification regarding the on-road cycle facilities - Clarification regarding how end of trip facilities are funded - Consider identifying Green Avenue as an alternative transportation route other than trails 	The updated Transportation Master Plan is forthcoming, responses to comments will be provided at that time.	WSP – TMP
10.	Draft OPA Town staff provided the following general comments:	Text edits have been implemented to reflect the Town’s latest parks and recreation terminology.	MGP

#	Summary of Review Agency Comments	Response	Action By
	<ul style="list-style-type: none"> Minor text edits Consider Green Avenue as part of the road network Consider an increased walkability minute target Clarification regarding how village squares will be implemented 	<p>The Green Avenue terminology has been updated to Linear Greenspace. It aligns with the Sun Canada Pipeline easement and is intended to be used as an active transportation corridor, it has been identified as part of the Active Transportation Network in the Secondary Plan and Schedules. Consistent with other pipeline easements in the Town it is designated Greenspace on the Secondary Plan Schedules. Walkability minute targets have been removed, where appropriate the Secondary Plan replaces them with general encouragement for “walkability” and/or “a short walk”.</p> <p>The Secondary Plan includes policies that require all parks to be provided in accordance with the Secondary Plan and may be more precisely located through the Tertiary Plan process.</p>	
11.	Draft OPA Schedules Town staff provided the following general comments: <ul style="list-style-type: none"> Ensure there is at least one neighbourhood park in each neighbourhood Ensure depiction of street network aligns with TMP Clarify name of the active transportation route Consider relabeling “Greenspace” as “Green Avenue” Consider identifying existing parks on Land Use Plan Gaps in distribution of facilities throughout the plan Consider geographic constraints for a number of schools and parks 	<p>The supporting studies and Secondary Plan have been updated to acknowledge that the Town should make alternative arrangements to deliver a Community Park outside the Britannia Secondary Plan area, the parkland provided within the Secondary Plan has been revised to reflect what is estimated to be acquired through the Planning Act and redistributed accordingly. This includes the identification of one Neighbourhood Park per Neighbourhood, identification of existing parks on the Schedules, and where possible co-locating schools with parks and equitably distributing District Parks and Village Squares while balancing other development constraints.</p> <p>The road network shown on the Secondary Plan Schedules will align with the network being assessed by the Updated Transportation Master Plan. The nomenclature for the Active Transportation Network has been clarified.</p>	MGP WSP - TMP
Town of Milton GIS – July 2022 Brooke Hewitt			
12.	Draft OPA Schedules Town staff requested that map packages of the Secondary Plan Schedules be provided.	Map packages have been provided to date, prior to adoption a final map package will be provided to the Town.	MGP
Town of Milton Transportation Planning – July 2022 Kavleen Sachdeva			
13.	Transportation Master Plan Town staff provided the following general comments: <ul style="list-style-type: none"> Consider integrating safety as a principle, addressing mixed-use development impact to transportation Clarification regarding traffic generation and traffic control Consider segregated cycling facilities on arterial roads Consider additional Transportation Demand Management measures Consider including roundabouts as traffic control measures Minor edits to figures to ensure legibility 	The updated Transportation Master Plan is forthcoming, responses to comments will be provided at that time.	WSP – TMP
Halton Region – October 25, 2022			

#	Summary of Review Agency Comments	Response	Action By
Pinremola Olufemi			
14.	All Reports and Analyses <ul style="list-style-type: none"> - Ensure consistency with land use plan, road network and population, employment and housing numbers throughout all reports. - Regional staff requested updated Cultural Heritage Assessment Report, Green Innovation Impact Assessment and a Fiscal Impact Assessment in accordance with ROP 77(5) 	Given the changes under Bill 185, the Cutting the Red Tape to Build More Homes Act, 2024, which received Royal Assent on June 6, 2024, the Region no longer has land use planning responsibilities as of July 1, 2024. The transition clauses of the <i>Planning Act</i> provide that the Halton Region OP is an Official Plan of the Town. The Town is responsible for the interpretation and implementation of the Halton Region OP as it applies to the Town. All comments provided by the Region have been reviewed and implemented where applicable as determined by the Town.	MGP Archeoworks Town of Milton
15.	Planning Policy Directives Report Regional staff provided the following general comments: <ul style="list-style-type: none"> - Clarification regarding the tertiary plan process - Clarification regarding active transportation crossings at Regional road intersections and Region’s access by-law - Consideration for future Tertiary Plan Transportation Study - Comments regarding Regional NHS and refinements through Planning Act process - Minor text edits 		MGP
16.	Population, Employment, and Housing Report Regional staff provided the following general comments: <ul style="list-style-type: none"> - Clarification regarding ‘Worked from Home’ and ‘No Fixed Place of Work’ - Consideration for including context demonstrating development phasing for each neighbourhood - Clarification regarding the achievement of the overall Regional and Town target for housing affordability 		MGP
17.	Agricultural Impact Assessment Regional staff are satisfied with the AIA, no further comments were provided.		DBH
18.	Transportation Master Plan Regional staff provided the following general comments: <ul style="list-style-type: none"> - Update report to align with the Terms of Reference - Minor text edits to align with the Region’s updated information for various references throughout the report - Include additional information from the existing conditions TMP 	The updated Transportation Master Plan is forthcoming, responses to comments will be provided at that time.	WSP – TMP
19.	Archaeological Assessment Regional staff provided the following general comments: <ul style="list-style-type: none"> - Provide update following approval from the MHSTCI - Provide documentation from MHSTCI regarding archaeological licensing and technical review 	Noted.	Archeoworks
20.	Air Quality Impact Assessment Regional staff provided the following general comments: <ul style="list-style-type: none"> - Update report to ensure consistency with the TMP - Update report for compliance with guideline documents - Clarification regarding setback distance from arterial roads 	The updated Air Quality Impact Assessment is forthcoming, responses to comments will be provided at that time.	WSP – AQIA
21.	Parks, Recreation and Library Needs Analysis Regional staff have no further comments at this time.	Given the changes under Bill 185, the Cutting the Red Tape to Build More Homes Act, 2024, which received Royal Assent on June 6, 2024, the Region no longer has	Monteith Brown
22.	Real Estate Market and Assessment Value Update		NBLC

#	Summary of Review Agency Comments	Response	Action By
	Regional staff provided the following general comments: <ul style="list-style-type: none"> - Ensure consistency of population and unit numbers between technical reports - Consider the Region’s definition of affordable housing in accordance with the Regional Official Plan 	land use planning responsibilities as of July 1, 2024. The transition clauses of the <i>Planning Act</i> provide that the Halton Region OP is an Official Plan of the Town. The Town is responsible for the interpretation and implementation of the Halton Region OP as it applies to the Town. All comments provided by the Region have been reviewed and implemented where applicable as determined by the Town.	
23.	Draft Retail Commercial Market Assessment Regional staff provided the following general comments: <ul style="list-style-type: none"> - Ensure that the context reflects the latest Agerton and Trafalgar Secondary Plans - Acknowledge the Region’s Access By-law and Access Management Guideline - Consider verifying the list of the retail and commercial development applications 		Ward Economics WSP – TMP
24.	Community Facilities/Human Impact Analysis and Community Infrastructure Plan Regional staff provided the following general comments: <ul style="list-style-type: none"> - The Secondary Plan must include policy guidance for community facilities, infrastructure and affordable housing 		MGP
25.	Urban Design Guidelines Regional staff provided the following general comments: <ul style="list-style-type: none"> - Consider feasibility of Green Avenue based on NHS policies - Ensure consistency with the TMP - Update report to acknowledge Regional guidelines and by-laws - Consider acknowledging setbacks from the ultimate Regional Road property line must conform to the minimum setback requirements identified in the Town’s Zoning By-law 		MGP
26.	Area Servicing Plan Regional staff provided the following general comments: <ul style="list-style-type: none"> - Ensure consistency of population and unit numbers between technical reports - Identify all water and wastewater connection points - Update report to align with the 2022 DC Report 	The updated Area Servicing Plan is forthcoming, responses to comments will be provided at that time.	WSP – ASP (see detailed comments)
27.	Draft OPA Regional staff provided the following general comments: <ul style="list-style-type: none"> - Minor text edits to align with the Town’s OPA 31 - Update Secondary Plan to ensure conformity with Regional Official Plan policies - Consider proposed modifications from the Trafalgar Secondary Plan as it relates to SWM facilities, NHS and related policies - Consider the order and grouping of policies for clarity and legibility - Refer to detailed matrix provided 	Given the changes under Bill 185, the Cutting the Red Tape to Build More Homes Act, 2024, which received Royal Assent on June 6, 2024, the Region no longer has land use planning responsibilities as of July 1, 2024. The transition clauses of the <i>Planning Act</i> provide that the Halton Region OP is an Official Plan of the Town. The Town is responsible for the interpretation and implementation of the Halton Region OP as it applies to the Town. All comments provided by the Region have been reviewed and implemented where applicable as determined by the Town.	MGP
28.	Draft OPA Schedules Regional staff provided the following comments: <ul style="list-style-type: none"> - All Schedules must be modified to include the full delineated Key Features and components as identified in Map T3-2 SWS NHS and Implementation Recommendations for Britannia SPA in the South Milton Expansion Subwatershed Study (draft final September 2021). Please see additional comments on Schedules in the attached covering letter and its Attachment #3 		MGP Town of Milton
29.	Subwatershed Study (SWS) Regional staff noted that the SWS is ongoing.		Town of Milton

#	Summary of Review Agency Comments	Response	Action By
30.	Master Environmental Servicing Plan (MESP) Regional staff requested the opportunity to review the Britannia MESP prior to the adoption of the Secondary Plan.		Town of Milton
MP4 Landowners Group – July 14, 2023 Dana Anderson, MHBC			
31.	Draft OPA The MP4 LOG provided the following general comments with respect to General Policies/Secondary Plan Vision/Goals and Objectives: <ul style="list-style-type: none"> - Include the urban boundary expansions areas now approved to the south - Recommend that the Green Avenue be removed and replaced with linear greenspace along the existing pipeline right-of-way. - Clarify the definition of affordable housing for the purpose of the Secondary Plan. 	The Urban Boundary Expansion areas have not been included as part of this Secondary Plan updated. The Green Avenue terminology has been updated to Linear Greenspace. However, it continues to align with the Sun Canada Pipeline easement and is intended to be used as an active transportation corridor, it has been identified as part of the Active Transportation Network in the Secondary Plan and Schedules. Consistent with other pipeline easements in the Town it is also designated Greenspace on the Secondary Plan Schedules. The Secondary Plan has been revised to clarify Affordable Housing and Assisted Housing as defined terms, the definitions in the Town’s Official Plan apply, except as otherwise provided for in the Secondary Plan (i.e. higher-density townhouses, apartments and additional residential units). See the Population, Employment and Housing Study for more information regarding affordable housing.	MGP Town
32.	Draft OPA The MP4 LOG provided the following general comments with respect to strategic policies: <ul style="list-style-type: none"> - Minor policy revisions are recommended to the NHS policies to align with standard policy language in the Town’s Official Plan and recent other Secondary Plan approvals. - Recommend that areas of the Secondary Plan can be adjusted and revised without the need for amendment to the Secondary Plan (i.e. trail locations, road locations, NHS mapping). - Consider revising Stormwater Management policies to provide for flexibility to provide for SWM facilities and infrastructure in the NHS buffers, Greenbelt and outside of Secondary Plan area. 	The NHS policies have been updated to reflect the Town’s Official Plan and other recent Secondary Plan approvals. The Secondary Plan includes policies that allow for minor adjustments to the land use pattern, symbol locations and collector road alignments without amendment to the Plan. However, any proposed additions of arterials roads, or collector roads that intersect with a Regional Road will require an amendment. The Secondary Plan has been revised to include flexibility for stormwater management facilities.	MGP
33.	Draft OPA The MP4 LOG provided the following general comments with respect to housing policies: <ul style="list-style-type: none"> - It is recommended that the 18% target for affordable housing be reflective of affordable housing being provided through higher-density forms including all townhouse forms - Consider amending the policies to include the ability to provide for additional dwelling units, as now provided for in Bill 23, as opportunities for both new ownership and rental units. - Consider revising the definition of Affordable Housing 	The Secondary Plan has been revised to clarify which higher-density forms of townhouses contribute to the affordable housing target, and include stacked townhouses, stacked back-to-back townhouses. The Secondary Plan has been revised to generally encourage additional residential units in single, semi and townhouse units and requires a minimum 10% of single and semi-detached units provide the ability to accommodate and additional residential unit. The Secondary Plan has been revised to clarify Affordable Housing and Assisted Housing as defined terms, the definitions in the Town’s Official Plan apply, except as otherwise provided for in the Secondary Plan (i.e. higher-density townhouses,	MGP

#	Summary of Review Agency Comments	Response	Action By
		apartments and additional residential units). See the Population, Employment and Housing Study for more information regarding affordable housing.	
34.	Draft OPA The MP4 LOG provided the following general comments with respect to urban design policies: <ul style="list-style-type: none"> - Recommend removal of the Green Avenue and replacement with the linear greenspace - Consider adding policies to reflect the need to provide for a road network that balances needs of all users in context. - Consider additional urban design comments provided for the Urban Design Guidelines 	The Green Avenue terminology has been updated to Linear Greenspace. However, it continues to align with the Sun Canada Pipeline easement and is intended to be used as an active transportation corridor, it has been identified as part of the Active Transportation Network in the Secondary Plan and Schedules. Consistent with other pipeline easements in the Town it is also designated Greenspace on the Secondary Plan Schedules. The Secondary Plan has been revised to consider the needs of all road users. The supplementary Urban Design Guidelines comments have been reviewed and considered.	MGP
35.	Draft OPA The MP4 LOG provided the following general comments with respect to parks policies: <ul style="list-style-type: none"> - Consider providing 3 District Parks, 8 Neighbourhood, a Linear Greenspace and 10 Village Squares. - Consider providing additional park area is provided through the proposed linear greenspace with more opportunities for future parks provided through POPs. - Recommendations for the size and distribution of parks in accordance with the Town’s programming needs. 	Park types, sizes and distribution have been revised to reflect an estimated quantum of parkland that could be achieved through the Planning Act. This generally consists of 4 District Parks, 5 Neighbourhood Parks and 15 Village Squares, and does not include existing Omagh and Drumquin Parks. The Reports have also been updated to acknowledge that the Town should make alternative arrangements to deliver a Community Park outside the Britannia Secondary Plan area. The lands associated with the Sun Canadian pipeline easement are not considered as parkland by the Town due to restrictions on development and landscaping associated with the pipeline. Parks, Recreation and Library Needs Analysis indicates that not all programming needs (e.g., sports fields, sport courts) will be able to be met within the Britannia Secondary Plan parks and recommends the Town pursue a large community park in proximity of the Britannia Secondary Plan area to address outdoor recreation facility needs.	MGP Monteith Brown
36.	Draft OPA The MP4 LOG provided the following general comments with respect to place of worship policies: <ul style="list-style-type: none"> - Consider flexibility in the location of places of worship throughout the Secondary Plan, including opportunities in the Community and Mixed Use areas. 	Flexibility is provided, minor places of worship are permitted in all land use designations and major places of worship are permitted within the Evolving Neighbourhood and Urban Village Centre designations subject to criteria.	MGP
37.	Draft OPA The MP4 LOG provided the following general comments with respect to tertiary plan and neighbourhoods: <ul style="list-style-type: none"> - Consider revising the tertiary plan and neighbourhood boundaries - As a result, recommended revised locations of neighbourhood nodes 	The Tertiary Plan and Neighbourhood boundaries have been revised, and some of the neighbourhood nodes have been relocated/adjusted.	MGP
38.	Draft OPA The MP4 LOG provided the following general comments with respect to natural heritage system policies:	The Secondary Plan includes policies that permit refinements to the NHS where supported by an appropriate level of study.	MGP

#	Summary of Review Agency Comments	Response	Action By
	<ul style="list-style-type: none"> - Policies should also maintain the ability to refine the boundaries including the flexibility for channelization and alignments of streams without the requirement for an amendment to the Secondary Plan. 		
39.	Draft OPA The MP4 LOG provided the following general comments with respect to road and active transportation network: <ul style="list-style-type: none"> - Recommend revised road and active transportation network as shown on the recommended changes on the mapping attached to comments provided 	The road network has been revised to ensure a connected road network is provided realignments to the proposed roads have been made to reflect ownership parcels, where possible.	MGP WSP – TMP
40.	Draft OPA The MP4 LOG provided the following general comments with respect to Evolving Neighbourhood policies: <ul style="list-style-type: none"> - Recommend permitting a broader range of housing forms as well as live-work units, and opportunities for low-rise apartments and increase the maximum height to 6 storeys - Provide opportunities for further intensification based on criteria to facilitate opportunities, where appropriate, for additional height and density without the need for amendment to the Secondary Plan. - Recommend controls on the location and scale of such uses through the Tertiary Plan process 	The Secondary Plan has been revised to allow for greater flexibility in housing types permitted throughout the plan area. The maximum building height in the Evolving Neighbourhood designation is 4 storeys, however, the Secondary Plan has been revised to provide opportunities for additional height up to 8 storeys, subject to criteria.	MGP
41.	Draft OPA The MP4 LOG provided the following general comments with respect to Community Commercial Mixed Use policies: <ul style="list-style-type: none"> - Consider providing the amount of retail and service commercial uses within the Community Commercial Mixed Use Node as a target. Further, add a target for the amount of retail and service commercial floor area for each Tertiary Plan area in the Secondary Plan policies. - Recommend permitting institutional and community uses, as well as major places of workshop should also be included in the Community Mixed Use Area, as well as broader range of residential uses. - Provide an increased highest limit of 20 storeys to provide for the opportunity to intensify the Community Node with higher density built form. 	<p>The amount of retail/commercial identified in the Neighbourhood Commercial Mixed Use and Urban Village Centre designations has been maintained in the Secondary Plan as a minimum to ensure sufficient retail commercial and employment opportunities are provided to serve the community. This is in response to feedback received through consultation about insufficient retail/commercial opportunities, the Town’s latest growth management and forecasting work and Provincial changes to Employment Area definitions.</p> <p>The Urban Village Centre use permissions have been revised to permit a broader range of residential uses, major places of worship and local institutional uses. The maximum height has been increased to 25 storeys, to align with the Town’s latest direction to establish the Urban Village Centre as a major anchor in the south of Milton.</p>	MGP
42.	Draft OPA The MP4 LOG provided the following general comments with respect to Neighbourhood Commercial Mixed Use policies: <ul style="list-style-type: none"> - Recommend permitting additional residential uses including varied forms of townhomes, as well as innovate housing forms, institutional and community uses as well as major places of worship. - Recommend a maximum height of 12 storeys be provided to allow for mid-rise residential and mixed use built form development. - Establish the retail and service commercial floor area for each node through a target for each Tertiary Plan Area 	<p>The Secondary Plan has been revised to allow for greater flexibility in housing types permitted throughout the plan area. The Neighbourhood Commercial Mixed Use permits all residential uses except single and semi-detached units and a maximum building height of 15 storeys, to support delivery of local serving transit routes/stops. Given the increase in height from 8 to 15 storeys, no policies to support additional height have been included in the designation.</p> <p>The amount of retail/commercial identified in the Neighbourhood Commercial Mixed Use and Urban Village Centre designations has been maintained in the Secondary Plan as a minimum to ensure sufficient retail commercial and employment opportunities are provided to serve the community. This is in response to feedback</p>	MGP

#	Summary of Review Agency Comments	Response	Action By
	<ul style="list-style-type: none"> Recommend additional policies to allow opportunities for increased height and density to facilitate intensification within the node through the Tertiary Plan process. 	received through consultation about insufficient retail/commercial opportunities, the Town’s latest growth management and forecasting work and Provincial changes to Employment Area definitions.	
43.	Draft OPA The MP4 LOG provided the following general comments with respect to schools: <ul style="list-style-type: none"> Continue co-location of schools with parks and that the policies be revised as recommended to reinforce the need to provide optimal efficiency in relation to the location and design of schools. 	The Secondary Plan continues to encourage the co-location of schools with parks and other community uses. The Secondary Plan has been refined to encourage schools be designed for optimal efficiency through more compact urban forms, with multi-level schools integrated with other facilities/uses where appropriate.	MGP
44.	Draft OPA The MP4 LOG provided the following general comments with respect to phasing: <ul style="list-style-type: none"> Consider revised phasing plan prepared by the LOG 	The Secondary Plan Phasing Plan has been updated to reflect two Phases, that generally align with the delivery of water and wastewater infrastructure, transportation/transit infrastructure and the delivery of complete neighbourhoods.	MGP
45.	Draft OPA The MP4 LOG provided the following general comments with respect to implementation: <ul style="list-style-type: none"> Recommend more flexibility with the Tertiary Plan process by incorporating Neighbourhood Design Plans within the Tertiary Plan process as well as updates to references to the role of the Region and Conservation Halton in the approval process. 	The Secondary Plan has been revised to streamline the planning process, the Neighbourhood Design Plan has been removed and the appropriate requirements incorporated into the Tertiary Plan process. The Secondary Plan has also been updated to reflect recent changes to the roles and responsibilities of the Region and Conservation Authority.	MGP
46.	Draft OPA Schedules The MP4 LOG provided the following general comments: <ul style="list-style-type: none"> Rename Neighbourhoods Revise Neighbourhood boundaries Revise transportation network to align with LOG proposed road network, notably remove 5 ½ Line connection Revise locations of Village Squares Remove Community Park and replace with District Park Revise locations of Neighbourhood Parks Add north neighbourhood to Phase 1 boundary Add new schedule to delineate Tertiary Plan boundaries 	<p>The Neighbourhoods boundaries have been revised and the Neighbourhoods have been renamed from numeric (1, 2, 3, 4 & 5)to geographic nomenclature (North, east, south, west and central).</p> <p>Fifth and a half line has not been removed from the Secondary Plan, it is subject to broader study by the Town and Region, Secondary Plan policies have been added to address this.</p> <p>Park types, sizes and distribution have been revised to reflect an estimated quantum of parkland that could be achieved through the Planning Act. The Community Park Symbol has been removed as it is anticipated to be provided outside of the Secondary Plan area. The lands associated with the Sun Canadian pipeline easement are not considered as parkland by the Town due to restrictions on development and landscaping associated with the pipeline.</p> <p>A Tertiary Plan schedule has been added to the Secondary Plan.</p>	MGP
47.	Community Facilities/Human Services Impact Analysis and Community Infrastructure Plan The MP4 LOG provided the following general comments with respect to parks: <ul style="list-style-type: none"> Consider 3 District Parks, 8 Neighbourhood Parks, 10 Village Squares and 1 Linear Greenspace with updated park sizes Consider the following number of facilities in district and neighbourhood parks: 12 lit soccer fields, 4 unlit soccer fields, 1 multi-use court, 3 lit baseball fields, 4 unlit baseball fields. 	Park types, sizes and distribution have been revised to reflect an estimated quantum of parkland that could be achieved through the Planning Act. This generally consists of 4 District Parks, 5 Neighbourhood Parks and 15 Village Squares, and does not include existing Omagh and Drumquin Parks. The Reports have also been updated to acknowledge that the Town should make alternative arrangements to deliver a Community Park outside the Britannia Secondary Plan area. The lands associated with the Sun Canadian pipeline easement are not considered as parkland by the Town due to restrictions on development and landscaping associated with the pipeline.	MGP Monteith Brown

#	Summary of Review Agency Comments	Response	Action By
		Parks, Recreation and Library Needs Analysis identifies sports field needs in Table 5. There is a need for 18 lit soccer fields, 4 unlit soccer fields, 7 lit ball diamonds, 4 unlit ball diamonds, 1 multi-use field, and 1 cricket commons. These sports fields will not all be accommodated within the district and neighbourhood parks in the Britannia Secondary Plan.	
48.	Community Facilities/Human Services Impact Analysis and Community Infrastructure Plan The MP4 LOG provided the following general comments with respect to Places of Worship: <ul style="list-style-type: none"> - Consider permitting places of worship as a use within the policy framework within a wide range of areas, rather than identifying places of worship as a delineated community structure element - Assessed land use policies for places of worship in various municipalities across the GTA. Consider a flexible approach in the policy framework for permissions for places of worship. 	The Secondary Plan provides for a flexible approach to places of worship as it requires 6 major place of worship sites (approximately 1:10,000 residents) be identified through the Tertiary Plan process, which are permitted in the Evolving Neighbourhoods and Urban Village Centre designations and otherwise permits minor places of worship within all urban land use designations to accommodate the needs of residents. The Secondary Plan establishes criteria to minimize disruption to residential areas and to optimize opportunities for shared facilities (i.e. parking). Furthermore, the Secondary Plan includes policies for the implementing Zoning By-law to include alternative use and site standard permissions by way of a Holding Zone for the major place of worship sites, along with a sunset clause to establish a timeframe of three years after which the lands can be released for development.	MGP
49.	Urban Design Guidelines The MP4 LOG provided the following general comments: <ul style="list-style-type: none"> - Clarification regarding grade-related intensification - Consider pairing the Green Avenue with a Collector Road - Consider backlotting on parks and village squares - Consider modifying guidelines to be less prescriptive 	Clarification regarding grade-related intensification provided. Green Avenue updated to “Linear Greenspace” language. Backlotting on parks is discouraged (Section 3.3.2) not prohibited. Backlotting on Village Square prohibited given their small size (Section 3.3.3). Section 5.8 recommends balancing back lotting with public access/view to Natural Heritage System. Guidelines by their very nature are not Prescriptive. The purpose of UDGs is to encourage better design. Note policy, alternatives may be acceptable based on sound design and/or functional merit.	MGP
MP4 Landowners Group – February 16, 2023 Dave Leighton, Urbantech			
50.	Area Servicing Plan The MP4 LOG’s engineering consultant (Urbantech) provided the following general comments: <ul style="list-style-type: none"> - Focus on the delivery of the Lower Base Line Wastewater Pump Station and Forcemains in the recommendations of the report - Focus on the ultimate water and wastewater servicing requirements - Text updates to provide clarification and additional information 	The updated Area Servicing Plan is forthcoming, responses to comments will be provided at that time.	WSP – ASP
Halton District School Board			
51.	Parks, Recreation and Library Needs Analysis HDSB staff provided the following general comments: <ul style="list-style-type: none"> - Supportive of co-locating schools with parks and other recreational facilities and agrees that early consultation should occur to ensure funding deadlines are met 	The Secondary Plan continues to encourage the co-location of schools with parks and other community uses. The Secondary Plan includes policies that require the School Boards be consulted with for school requirements and locations through the Tertiary Plan process.	Monteith Brown

#	Summary of Review Agency Comments	Response	Action By
52.	Transportation Master Plan HDSB staff provided the following general comments: <ul style="list-style-type: none"> - Concerns regarding traffic safety around schools, preference for students to use active transportation to attend school - Review intersection designs for safe traffic management near schools 	Active transportation routes are intended to link to all proposed schools. The updated Transportation Master Plan is forthcoming, which will address road safety. Detailed intersection designs will be prepared at a later stage in the development process.	WSP – TMP
53.	Community Facility/Human Impact Analysis and Community Infrastructure Plan HDSB staff provided the following general comments: <ul style="list-style-type: none"> - Clarification regarding schools currently servicing the Britannia Secondary Plan area - Requires 8 acres for elementary schools of 701-800 pupils, and 15 acres for secondary schools of 1201-1300 pupils with possibility for increased secondary school site 	The Report has been updated to reflect the existing inventory, home school information, pupil generation rates and site size requirements in accordance with correspondence provided by HDSB, the latest Long Term Accommodation Plan dated 2022 and the latest Education Development Charges Background Study dated 2023.	MGP
54.	Urban Design Guidelines HDSB staff provided the following general comments: <ul style="list-style-type: none"> - Emphasis on safe travel to school by requesting wider sidewalks on both sides of the road and safe pedestrian crossings of Natural Heritage Systems - Concerns with interior courtyards and rooftop amenity spaces as school design elements - Concerns with providing compact school sites while delivering adequate school amenities 	<p>Note about safe routes added to Section 3.5</p> <p>Integration of gathering spaces into site design is just a recommendation for both schools and other public facilities. Access to these can be controlled.</p> <p>Urban formats are encouraged – not required.</p>	MGP
55.	Planning Policy Directives Report HDSB staff provided the following general comments: <ul style="list-style-type: none"> - Suggestion to provide free transit to students under the age of 18 - Consider availability of services for school sites when phasing 	The policies of the Secondary Plan encourage the early delivery of community uses such as schools.	MGP
56.	Draft OPA HDSB staff provided the following general comments: <ul style="list-style-type: none"> - Require a full 8 acres for elementary school sites and 15 acres for secondary school sites regardless of co-location of facilities, with a possibility of increased acreage depending on the school size. - Request for unit types and number of units proposed for each neighbourhood - Request for phasing to consider schools to ensure services are delivered concurrently - Early services and access to school sites are fundamental in order to provide educational services in a timely manner to communities 	<p>The Secondary Plan includes policies that require the School Boards be consulted with for school requirements and locations through the Tertiary Plan process. The number of school sites identified by the Board through this Secondary Plan process have been identified on the Land Use Schedule. The CSFS includes a summary of the school site requirements/sizes as provided by the School Boards.</p> <p>A detailed summary of units by type and neighbourhood is provided in the Population, Employment and Housing Study.</p> <p>The Secondary Plan includes policies that encourage the early deliver of community uses such as schools.</p>	MGP
Halton Catholic District School Board			
57.	Community Facility/Human Impact Analysis and Community Infrastructure Plan HCDSB staff provided the following general comments: <ul style="list-style-type: none"> - Requests a minimum school site size of 7 acres, regardless of location adjacent to a park - Requires four (4) elementary schools and one additional secondary school site for a total of two (2) be provided within the Secondary Plan, whereas the CSFS only identifies one (1) secondary school site. 	The Report has been updated to reflect the existing inventory, home school information, pupil generation rates, site size and school requirements in accordance with correspondence provided by HCDSB, the latest Long Term Capital Plan dated 2023 and the latest Education Development Charges Background Study dated 2023.	MGP
58.	Planning Policy Directives Report HCDSB staff provided the following general comments: <ul style="list-style-type: none"> - Ensure that report references 4 elementary schools and 2 secondary schools 	The Secondary Plan includes policies that require the School Boards be consulted with for school requirements and locations through the Tertiary Plan process. The number of school sites identified by the Board through this Secondary Plan process	MGP

#	Summary of Review Agency Comments	Response	Action By
		have been identified on the Land Use Schedule. The CSFS includes a summary of the school site requirements/sizes as provided by the School Boards.	
59.	Urban Design Guidelines HCDSB staff provided the following general comments: <ul style="list-style-type: none"> - Design of school sites are dependent on the Ministry of Education funding - Prefer to have school sites located adjacent to NHS, provided that it does not impact the developability of the site 	Noted and understood. Reference added to locating schools adjacent to Natural Heritage System.	MGP
60.	Draft OPA HCDSB staff provided the following general comments: <ul style="list-style-type: none"> - School acquisition will need to occur at the earliest stage of neighbourhood development to ensure that students have sufficient accommodation in their local community - Include school boards in the tertiary plan policy as a partner for consultation - Supportive of the land use concept and genera distribution and location of school sites 	The Secondary Plan includes policies that require the School Boards be consulted with for school requirements and locations through the Tertiary Plan process. The number of school sites identified by the Board through this Secondary Plan process have been identified on the Land Use Schedule. The CSFS includes a summary of the school site requirements/sizes as provided by the School Boards. The Secondary Plan includes policies that encourage the early deliver of community uses such as schools.	MGP
Conseil Scholaire Viamonde			
61.	Community Facility/Human Impact Analysis and Community Infrastructure Plan CSV staff provided the following general comments: <ul style="list-style-type: none"> - Include the existing CSV school that services the Britannia Secondary Plan Area 	The Report has been updated to reflect the existing context in accordance with correspondence provided by CSV.	MGP
62.	Draft OPA CSV staff provided the following general comments: <ul style="list-style-type: none"> - Consider identifying which school sites belongs to each board on the Land Use Plan 	The Secondary Plan includes policies that require the School Boards be consulted with for school requirements and locations through the Tertiary Plan process.	MGP
Conservation Halton			
63.	Draft OPA CH staff provided the following general comments: <ul style="list-style-type: none"> - Ensure that both the NHS and Natural Hazards are considered and protected from development (including roads and SWM facilities) - Consult with CH for location of the trail system in the NHS - Ensure that final design and alignment of all roads is subject to the recommendations of the SWS and MESP 	The NHS and Natural Hazards have been considered and are included in the Secondary Plan schedules; the appropriate policies have been established in the Secondary Plan. The Secondary Plan includes policies that require consultation with the Conservation Authority where it relates to regulated areas. The Secondary Plan includes policies that require the Tertiary Plans to implement the outcomes and recommendations of the SWS and MESP.	MGP
64.	Planning Policy Directives Report CH staff provided the following general comments: <ul style="list-style-type: none"> - Ensure that location of SWM facilities and LID measures are in accordance with all policy documents 	The Secondary Plan includes policies for stormwater management that refer to the policies of the parent OP and the direction of the SWS.	MGP
Ministry of Transportation			
65.	Draft OPA MTO staff provided the following general comments: <ul style="list-style-type: none"> - Consider preparing a Transportation Master Plan as part of this process - Consider whether the existing highways, interchanges, and intersections can accommodate the growth anticipated by the secondary plan area 	The updated Transportation Master Plan is forthcoming, responses to comments will be provided at that time.	MGP WSP - TMP

#	Summary of Review Agency Comments	Response	Action By
	- Contact MTO when any proposed improvements to the provincial highways are proposed		
Milton Hydro			
66.	Milton Hydro staff provided the following general comments: <ul style="list-style-type: none"> - Contact Milton Hydro directly for new or upgraded electrical servicing - Development near Milton Hydro poles or on easements must receive approval from this authority 	Noted.	MGP
Bell Canada			
67.	Bell has reviewed the secondary plan and have no comments at this time.	No further action required.	
Public Comments			
68.	Willis Family Fruit Farm: <ul style="list-style-type: none"> - Provide more flexibility in the number of schools required in the Secondary Plan Area - Consider the elimination of mid-block Collector Roads to foster a more walkable community - Consider the existing ownership parcels when determining road network alignment - Unclear the origin of the affordable/assisted housing targets 	Acknowledged, the Draft Secondary Plan has been revised to require consultation with the School Boards through the Tertiary Plan process to confirm school requirements and locations. The road network has been revised to ensure a connected road network is provided realignments to the proposed roads have been made to reflect ownership parcels, where possible. Mid-block collectors are required and need to balance connectivity and walkability, all collectors will include dedicated facilities for pedestrians and cyclists. See the Population, Employment and Housing Study for more information regarding affordable/assisted housing.	MGP WSP – TMP
69.	Anne Marie Marchetti: <ul style="list-style-type: none"> - Ensure that the community facilities are equitably distributed 	The locations of community facilities have been revised as part of this update. They have been equitably distributed between neighbourhoods to optimize walkability to the greatest number of future residents while balancing the locational criteria requirements provided by other Town departments and other agencies.	MGP
70.	Ameen Walli-Attai: <ul style="list-style-type: none"> - Consider a complete cycling network with dedicated cycle facilities either at grade or through grade separation - Emphasis on providing increased density to promote walkability - Limit auto-dependency - Consider transit dedicated lanes 	All arterial and collector roads will have dedicated pedestrian and cycling facilities. These will be supplemented by off-road trails, where possible. Grade separation would be considered at a future stage in the development process. Increased density has been provided along main travel routes to encourage more sustainable travel and help to limit auto dependency. Dedicated transit lanes would be most appropriate on arterial roads, in the case of the Britannia Secondary Plan, owned and operated by Halton Region.	WSP – TMP
71.	Karen Ford, Mattamy Homes: <ul style="list-style-type: none"> - Consider revisions to the Phasing Plan by extending from the existing built-up area, align with the timing of the arterial road delivery, and other infrastructure availability - Reconsider need for Neighbourhood Design Plans and consolidate requirement through Tertiary Plan process - Consider less prescriptive Urban Design Guidelines, specifically with respect to height and setback limits - Further comments to be provided by the MP4 Landowners Group 	The Secondary Plan Phasing Plan has been updated to reflect two Phases, that generally align with the delivery of water and wastewater infrastructure, transportation/transit infrastructure and the delivery of complete neighbourhoods. The Secondary Plan has been revised to streamline the planning process, the Neighbourhood Design Plan has been removed and the appropriate requirements incorporated into the Tertiary Plan process.	MGP

#	Summary of Review Agency Comments	Response	Action By
		Guidelines by their very nature are not prescriptive. The purpose of UDGs is to encourage better design. Note policy, alternatives may be acceptable based on sound design and/or functional merit.	
72.	Delta Urban (on behalf of MP4 LOG): <ul style="list-style-type: none"> - Clarity on the Tertiary Plan/Neighbourhood Design Plans/Node Plans process - Consider delineating mixed use area boundaries at the Tertiary Plan stage - Consider permitting higher density uses outside of nodes - Reconsider quantity and size of parks and schools 	<p>The Secondary Plan has been revised to streamline the planning process, the Neighbourhood Design Plan has been removed and the appropriate requirements incorporated into the Tertiary Plan process. A Tertiary Plan must be deemed to be substantially advanced by the Town prior to the submission of development applications.</p> <p>The mixed use area boundaries have been delineated at the Secondary Plan stage to ensure sufficient opportunities for non-residential gross floor area and high-density residential uses are provided.</p> <p>The Secondary Plan has been revised to provide opportunities for additional height up to 8 storeys, within the Evolving Neighbourhoods designation (outside of nodes) subject to criteria.</p> <p>Park types, sizes and distribution have been revised to reflect an estimated quantum of parkland that could be achieved through the Planning Act. This generally consists of 4 District Parks, 5 Neighbourhood Parks and 15 Village Squares, and does not include existing Omagh and Drumquin Parks. The Community Park Symbol has been removed from the Secondary Plan as it is anticipated to be provided outside of the Secondary Plan area.</p> <p>The quantity and size of schools has been determined utilizing the latest pupil generation rates from the Education Development Charges Background Study as well as consultation and direction provided by the relevant school boards. Further, school requirements and locations are to be confirmed through the Tertiary Plan process.</p>	MGP
73.	2023743 Ontario Ltd: <ul style="list-style-type: none"> - Clarity on park size requirements - Consider service distance for elementary school locations - Unclear what the planned width is for collector roads - Consider Town to work with owners to determine tertiary plan area 	<p>Park types, sizes and distribution have been revised to reflect an estimated quantum of parkland that could be achieved through the Planning Act. This generally consists of 4 District Parks, 5 Neighbourhood Parks and 15 Village Squares, and does not include existing Omagh and Drumquin Parks. The Community Park Symbol has been removed from the Secondary Plan as it is anticipated to be provided outside of the Secondary Plan area. Further details on recommended park sizes and locational criteria are provided in the CSFS or Parks, Recreation and Library Analysis.</p> <p>The quantity and size of schools has been determined utilizing the latest pupil generation rates from the Education Development Charges Background Study as well as consultation and direction provided by the relevant school boards.</p>	MGP

#	Summary of Review Agency Comments	Response	Action By
		The Tertiary Plan areas were prepared based on public consultation, the delivery of infrastructure and planning for complete communities.	
74.	12300 Brit Holdings Ltd: <ul style="list-style-type: none"> - Clarify how 10% target for secondary units was established - Consider including live-work and apartment units in Evolving Neighbourhood designation with increased height permissions - Consider determining stages of development at the tertiary plan stage - Clarify the Neighbourhood Design Plan process 	<p>See Population, Employment and Housing Study and Real Estate Market Analysis Addendum for information on additional residential units.</p> <p>The Evolving Neighbourhood designation has been revised to permit all residential uses and live-work units. The Secondary Plan has been revised to provide opportunities for additional height up to 8 storeys, subject to criteria in the Evolving Neighbourhoods designation.</p> <p>The Secondary Plan requires Development Staging be determined as part of the Tertiary Plan process. The Secondary Plan has been revised to streamline the planning process, the Neighbourhood Design Plan has been removed and the appropriate requirements incorporated into the Tertiary Plan process.</p>	MGP
75.	Venturon Development: <ul style="list-style-type: none"> - Reconsider amount and locations of schools, parks and places of worship - Clarify how phasing plan was determined - Consider places of worship as co-location facilities - Consider increased height permissions in the Neighbourhood Commercial Mixed Use designation and provisions to increase the size of the designation without an amendment to the Official Plan - Consider more flexible phasing policies - Request for flexibility in realignment of collector roads during tertiary plan process 	<p>Park types, sizes and distribution have been revised to reflect an estimated quantum of parkland that could be achieved through the Planning Act. This generally consists of 4 District Parks, 5 Neighbourhood Parks and 15 Village Squares, and does not include existing Omagh and Drumquin Parks. The Community Park Symbol has been removed from the Secondary Plan as it is anticipated to be provided outside of the Secondary Plan area.</p> <p>The quantity and size of schools has been determined utilizing the latest pupil generation rates from the Education Development Charges Background Study as well as consultation and direction provided by the relevant school boards. Further, school requirements and locations are to be confirmed through the Tertiary Plan process.</p> <p>The Secondary Plan provides for a flexible approach to places of worship as it requires 6 major place of worship sites (approximately 1:10,000 residents) be identified through the Tertiary Plan process, which are permitted in the Evolving Neighbourhoods and Urban Village Centre designations and otherwise permits minor places of worship within all urban land use designations to accommodate the needs of residents. The Secondary Plan establishes criteria to minimize disruption to residential areas and to optimize opportunities for shared facilities (i.e. parking) and co-location with other community uses. Furthermore, the Secondary Plan includes policies for the implementing Zoning By-law to include alternative use and site standard permissions by way of a Holding Zone for the major place of worship sites, along with a sunset clause to establish a timeframe of three years after which the lands can be released for development.</p>	MGP

#	Summary of Review Agency Comments	Response	Action By
		<p>The Secondary Plan Phasing Plan has been updated to reflect two Phases, that generally align with the delivery of water and wastewater infrastructure, transportation/transit infrastructure and the delivery of complete neighbourhoods.</p> <p>Height permissions have been increased to 15 storeys in Neighbourhood Commercial Mixed Use, 25 storeys in Urban Village Centre designations and opportunities for up to 8 storeys have been provided in the Evolving Neighbourhoods designation, subject to criteria.</p> <p>The Secondary Plan provides flexibility for the realignment of collector roads through the Tertiary Plan process.</p>	
76.	Arnold Foster LLP (9300 Britannia Road): <ul style="list-style-type: none"> - Reconsider road alignment with respect to clients’ lands - Consider the addition of clients’ lands in Phase 1 along with all lands with frontage on Britannia Road 	<p>The road network has been revised to ensure a connected road network is provided realignments to the proposed roads have been made to reflect ownership parcels, where possible.</p> <p>The Secondary Plan Phasing Plan has been updated to reflect two Phases, that generally align with the delivery of water and wastewater infrastructure, transportation/transit infrastructure and the delivery of complete neighbourhoods.</p>	MGP
77.	Bruce and Vivian (1027 Lower Base Line West): <ul style="list-style-type: none"> - Clarify what the density is for the evolving neighbourhood density - Consider designating property medium to high density to accommodate a condo building 	<p>The Secondary Plan establishes an overall density target of 75 people and jobs per hectare, and further provides density targets for each Neighbourhood. The Evolving Neighbourhoods designation does not establish a density target.</p> <p>Height permissions have been increased to 15 storeys in Neighbourhood Commercial Mixed Use, 25 storeys in Urban Village Centre designations and opportunities for up to 8 storeys have been provided in the Evolving Neighbourhoods designation, subject to criteria.</p>	MGP
78.	Javaid Hanif (5640 5 Line) <ul style="list-style-type: none"> - Concern with location of road, current alignment overlaps property 	<p>The road network has been revised to ensure a connected road network is provided realignments to the proposed roads have been made to reflect ownership parcels, where possible.</p>	MGP WSP - TMP



Planning Services
Legislative & Planning Services
Halton Region
1151 Bronte Rd Oakville, ON
L6M 3L1

To: Megan Lovell, Senior Planner – Town of Milton
From: Pinremola Olufemi, Intermediate Planner – Halton Region
CC: Alissa Mahood, Senior Planner – Halton Region
Dan Tovey, Manager – Policy Planning, Halton Region
Subject: Halton Region Comments
Draft Britannia Secondary Plan, dated June 2022
Town of Milton File No. LOPA 01-22
Date: October 25, 2022

VIA EMAIL

Dear Megan Lovell:

Thank you for the opportunity to review the Draft Britannia Secondary Plan, dated June 2022.

Based on a review of the above noted materials, Regional staff offer a summary of comments below for the Town's consideration. Also appended are the following:

- A Regional review chart in **Attachment #1** with detailed comments on the proposed draft policies and schedules to be read in conjunction with this comment letter. Please note that additional modifications may be determined following the responses from the Town on Regional comments in the review chart and this comment letter.
- Comments on the technical studies in **Attachment #2**; and
- A summary table in **Attachment #3** that identifies the Key Features and Components that have been refined in the draft Britannia Secondary Plan schedules. **A separate GIS package has also been provided.**

Regional staff request a comment-response matrix to demonstrate how comments have been addressed. We request an opportunity to review the responses and any modifications to the draft policies and schedules prior to adoption of the Secondary Plan.

I trust this information is of assistance. Please do not hesitate to contact myself or Alissa Mahood if you have any questions or concerns.

Sincerely,

Pinremola Olufemi, MSc.
Intermediate Planner
905-825-6000, ext. 7686

cc: Alissa Mahood, Senior Planner
Dan Tovey, Manager – Policy Planning

Halton Region Comments – Draft Britannia Secondary Plan

Note: These comments are to be read in conjunction with Attachment #1 which contains a Regional review chart outlining proposed modifications to the draft Britannia Secondary Plan for consideration.

Regional Official Plan (ROP) Conformity

1. ROP Policy 77(5) outlines the requirements to be demonstrated for Area Specific Plans/Secondary Plans. There are number of outstanding matters to be addressed including:
 - a) A policy framework is required for the protection of the Regional Natural Heritage System (RNHS), including buffers, enhancements, and linkages, as well as clarification of permitted uses within the NHS;
 - b) Completion of a technical studies to the Region's satisfaction, including a Subwatershed Study (SWS); and
 - c) The Region would appreciate the opportunity to review matters of Regional interest (i.e., detailed phasing/staging of development, further environmental study, transportation) that are proposed to be addressed through the Tertiary Plan;
2. Policy C.X.5.2 provides a breakdown of the population and employment numbers for the 5 neighbourhoods in the Secondary Plan area. The Policy Directives Report (i.e., Table 3) and Population, Housing, and Employment Report (i.e., Table 3) both refer to an estimated population of 46, 100 and an estimated jobs of 8,300. However, the numbers in sections of the Secondary Plan do not match these numbers or the numbers in Table 22 of the Policy Directives Report. Numbers should be consistent between the technical studies and the Secondary Plan. Additional clarification from the Town is requested, including an opportunity to review the updated version of the Land Base Analysis (LBA).
3. Policy C.X.1.1 c) of the Draft Britannia Secondary Plan states that the minimum target for residents and jobs will be achieved by the 2031 planning horizon. Additionally, Section C.X.7.1 includes policies on phasing. However, the Region's ongoing Municipal Comprehensive Review (MCR)/Regional Official Plan Review (ROPR) has progressed such that through Regional Official Plan Amendment (ROPA) No. 49 the Region has proposed a framework for planning for growth from 2041 to 2051. While the Secondary Plan must achieve the minimum target for population and jobs to the 2031 planning horizon, Policy C.X.1.1c) should be broad to take into account that the numbers as presented may be achieved over the long term and in alignment with the logical and orderly progression and phasing of development, servicing, and required infrastructure. Therefore, policy C.X.1.1c) has been modified to remove reference to the 2031 planning horizon for clarification purposes.
4. Please note that technical studies that inform the Secondary Plan should be completed to the Region's satisfaction prior to adoption of the Secondary Plan.

Transportation Planning and Water/Wastewater Infrastructure Planning

5. Please refer to **Attachment #2** for detailed transportation planning related comments on technical studies.
6. The policies in the Britannia Secondary Plan state that a minimum density of 60 residents and jobs per hectare are expected within the Secondary Plan area. This information forms the basis for the water and wastewater system design (as outlined in the Area Servicing Plan). Given that the population density cited is a minimum target, a modification is proposed to add a new policy (C.X.8) to ensure that staging of development and phasing is monitored on a regular basis to ensure that any change in planned density (beyond what has been contemplated in servicing studies) will trigger an update to the technical studies, including the Area Servicing Plan, to reflect the impact on water and wastewater infrastructure (to the Town and Region's satisfaction). This protects not only Regional infrastructure, but local systems as well.
7. The proposed population and jobs projections in the Area Servicing Plan (46, 450 residents, and 10, 370 jobs) is not consistent with the numbers stated policy C.X.1.1 c) of the draft Secondary Plan. Additionally, the population and job numbers for the five neighbourhoods listed in Section C.X.5.2 do not reflect the projections in the Area Servicing Plan. The numbers must be consistent where referenced in the Secondary Plan and technical studies. Regional staff request clarification from the Town for the discrepancies.

Environmental Planning

8. There are several policies that are similar to the proposed modifications to the Trafalgar Secondary Plan. Modifications have been proposed to ensure alignment with these similar policies, including stormwater management facilities, permitted uses in the NHS, trails, and linkages, enhancements, and buffers.
9. The Milton Urban Expansion Area Subwatershed Study (draft final - dated August 31, 2021) has not yet been accepted by the Region. Further, it is the Region's understanding from the Technical Advisory Committee meeting of February 25, 2022, that the Master Environmental Servicing Plan (MESP) would be completed in advance of the adoption of the Britannia Secondary Plan. An MESP was not included in the circulation of the draft Britannia Secondary Plan.

The MESP should be completed in advance of the adoption of the Britannia Secondary Plan to ensure that refinements of the Natural Heritage System occur at an early stage of the development or site alteration process and in the broadest context to allow flexibility to enhance the ecological functions of all components of the system and to improve the long-term sustainability of the system as a whole. This approach is supported by policy 118 2d) of the Regional Official Plan and policy 4.9.3.1d) of the Town's Official Plan (OPA 31). The Milton Urban Expansion Area Subwatershed Study has deferred the review and analysis of Key Features and Components of the Natural Heritage System to the MESP. If the MESP is not completed in advance of the Secondary Plan, it could result in the potential changes to the land use configuration as the analysis of the constraints has not been completed.

10. The Natural Heritage System mapping as shown on the draft Britannia Secondary Plan Schedules C.X.A – C.X.D shows refinements to the Natural Heritage System that have not been supported by the Milton Urban Expansion Area Subwatershed Study and have been

deferred to the MESP for further analyses and to confirm their status and ecological and/or hydrological functions and connections (i.e., linkages to other Key Features that are to be retained).

Attachment #3 contains a table that identifies the Key Features and Components that have been refined in the draft Britannia Secondary Plan schedules. The table identifies if the refinement of the Key Features and Components was supported by the Milton Urban Expansion Area Subwatershed Study (draft final - dated August 31, 2021) or have the Key Features and Components been deferred for additional analysis as part of the MESP and therefore, shall remain mapped as part of the Natural Heritage System until the MESP has been completed and accepted by the Region. Please also refer to comments 11 and 12.

11. As part of the Region's comment package, a GIS Shapefile will be sent that contains the refinements to the Natural Heritage System mapping based on Figure 1 of the Kenborough Minutes of Settlement. Please update the Natural Heritage System mapping on Schedules C.X.A-C.X.D of the draft Britannia Secondary accordingly.
12. The South Milton Expansion Subwatershed Study (draft final - dated August 31, 2021) is proposing that through later studies (i.e. MESP) that the replication and relocation of certain features will be determined. If additional lands are required to replicate the other features based on the goals and objectives of the Subwatershed Study, this may have implications on the other land use designations and density targets in the Secondary Plan areas. The draft Britannia Secondary Plan should include policies that address will ensure that through subsequent studies that there is no net loss to the Natural Heritage System given the competing land use priorities. This is consistent with the goal of the Natural Heritage System to increase the certainty that the biological diversity and ecological functions within Halton is preserved and enhanced for future generations (policy 114 of the Regional Official Plan).
13. Schedules C.X.A-C.X.D of the draft Britannia Secondary show the removal of a linear section that is north of Britannia Road, west of Sixth Line, which is currently mapped as part of the Regional Natural Heritage System on Map 1 of the Regional Official Plan. In the Milton Urban Expansion Area Subwatershed Study (draft final - dated August 31, 2021) indicates that Features BB25 is identified for removal and BF20 has been identified for further analysis through the MESP. The Features are also identified as Area C on Figure 1 in the Kenborough Minutes of Settlement. The Minutes of Settlement agreed that there could be a degree of flexibility as to how the ephemeral drainage feature (Area C) would be treated including its complete removal, subject to the completion of additional studies and that the woodland/wetland feature (BF04 in the Subwatershed Study) remains connected by an ecological linkage to the larger Regional Natural Heritage System.

The Milton Urban Expansion Area Subwatershed Study also states that an ecological linkage (BL01) must be identified to ensure that the woodland/wetland feature (BF04) remains connected to the larger RNHS. However, the Subwatershed Study defers the analysis and determination of the ecological linkage to the MESP. The recommendation in the Subwatershed Study is for an ecological connection to the south, east or west of the feature (BF04), which is to be determined through the MESP and is consistent with the Kenborough Minutes of Settlement.

It is premature at this time to propose removal of BB25 and BF20 ahead of the MESP until the extent and location of the ecological linkage to the larger Natural Heritage System can be assessed and determined through the MESP in the context of both the scale of the abutting land use and the ecological functions as they contribute to the Natural Heritage System.

Therefore, the removal of BB25 and BF20 from the Natural Heritage System cannot be supported until the MESP work has been completed to determine an ecological linkage to the larger Natural Heritage System and as per the Kenbrough Minutes of Settlement.

14. Table 2.4.13 Britannia SPA Linkage Recommendations of the Milton Urban Expansion Area Subwatershed Study for BL16 identifies that the need for a linkage to the significant wetlands and significant wildlife habitat (BF09) should be confirmed at MESP stage. The assessment for the need for a linkage corridor must be completed in advance of the adoption of the Britannia Secondary Plan to provide the flexibility to determine the extent and location of the linkage in the context of both the scale of the proposed development and the ecological functions it will contribute to the long term sustainability of Natural Heritage System. More importantly, if the analysis of this linkage is not completed and considered as part of the review of the Secondary Plan, it could result in the potential changes to the land use configuration.
15. Conservation Halton staff provide environmental advisory and technical review services to the Region in relation to the protection of certain natural heritage features and areas and natural hazard management. As such, it is recommended that any comments from Conservation Halton staff on the draft Britannia Secondary Plan are addressed to their satisfaction prior to the approval of the Plan.

Technical Studies

16. Please refer to comments in **Attachment #2** for detailed comments on the technical studies.

Schedules

17. The collector road network as shown in Schedule C.X.C. is overall consistent with the collector road network as shown in Figure 0.2 of the Transportation Master Plan report prepared by WSP (dated June 2022), except for the collector roads adjacent to the greenspace south of Britannia Road and east of Fifth Line. The north-south collector roads are shown in Figure 0.2 to extend through the greenspace into the adjacent area outside of the Secondary Plan limits whereas these extensions through the greenspace are not shown in Schedule C.X.C. Transportation Planning is currently reviewing the Transportation Master Plan report and as part of the review, will determine if the traffic assignment in the report relies upon these extensions into the adjacent area outside of the Secondary Plan limits.
18. The full movement access spacing requirement identified in the Halton Region Access Management Guidelines for Britannia Road and James Snow Parkway is 300m. It appears that the following collector road connections to the Regional road network are not spaced 300m:
 - a) The north-south collector road connection to Britannia Road, east and west of James Snow Parkway
 - b) The north-south collector road connection to Britannia Road, east of Fifth Line
 - c) The north-south collector road connections to Britannia Road, east and west of Sixth Line
 - d) The east-west collector rod connection to James Snow Parkway, south of Britannia Road

19. The locations as illustrated in the schedules that are proposed as full-moves connections should be updated to conform to the 300 metre spacing requirement, as all full-moves connections to the Regional road network must satisfy the minimum spacing requirement of 300 metres. Further, the locations as illustrated in the schedules that are proposed with restrictions (e.g. right-in/right-out intersections) should be delineated separately from full-moves connections. The labels for the commercial mixed use lands in the Land Use Plan maps in Schedule C.X.C differ from those in the Britannia Area Servicing Plan. Labelling should be coordinated in both documents.
20. In accordance with Regional Official Plan Section 116.1 and the Town's OPA 31 Section B.4.9.3.12, refinements to the NHS may be permitted through an approval process under the *Planning Act* where supported by an environmental study. However, based on a review of the Schedules, it appears that the mapping illustrates a refined NHS. The Schedules should be updated to reflect the ROPA 38 NHS as per the Regional Official Plan (ROP), including a 30m buffer applied. The Secondary Plan policies should provide sufficient guidance in this regard.

Housekeeping

21. The Agerton, Trafalgar, and Britannia Secondary Plans are within the South East Milton Urban Expansion Area. Many policies in all three Secondary Plans are similar. Therefore, modifications have been proposed to ensure that similar policies in the Britannia Secondary Plan are consistent with those of the other Secondary Plans.
22. Several modifications have been proposed to italicize defined terms to align with the Town's Official Plan Amendment No. 31 (OPA 31). Additionally, a new defined term has been added to align with the Growth Plan (2020).
23. It is recommended that the order and grouping of policies be reviewed to consider whether this should be adjusted for clarity and readability of the Secondary Plan.
24. General housekeeping modifications are proposed for acronyms, terminology, spelling, grammar and punctuation.

Please note:

- This document provides a detailed review of the proposed changes to the Draft Britannia Secondary Plan resulting from the Town's Secondary Plan process.
- This document does not reflect a final decision on the proposed modifications. Comments provided are draft and do not preclude the Region from proposing additional modifications following the responses from the Town on Regional comments.

Legend

Item	Description
Additions = Red / Deletions = Yellow Highlight	Proposed Regional Modification
	Region – No comments.
	Region – Further review and/or consideration by the Town is requested.

General Comments

Please refer to attached covering letter for a summary of comments.

	C.X. Britannia Secondary Plan		Provincial Plan/ROP/LOP		Regional Review	
Item	Section No.	Draft Britannia Secondary Plan	Section	Policy	June 2022 Draft: Proposed Modification	Regional Comment(s)/Reason(s) for Mod.
	C.X.1	GENERAL				
	C.X.1.1	PURPOSE				
		The Britannia Secondary Plan establishes a detailed planning framework for the Britannia Secondary Plan area to facilitate the development of a complete community. The Secondary Plan:	Growth Plan s.1.2.1, 2.1, 2.2, 2.2.7 ROP s.72.& 72.1 OPA 31 B.2.1.1.1 and B.2.1.2	See the applicable policy document.	The Britannia Secondary Plan establishes a detailed planning framework for the Britannia Secondary Plan area to facilitate the <i>development</i> of a <i>complete community</i> . The Secondary Plan:	<ul style="list-style-type: none">Housekeeping to italicize '<i>development</i>' and '<i>complete community</i>' in accordance with defined term of Town's Official Plan.
		a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;	See above	See above.		
		b) 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;	See above	See above.		
		c) Provides growth management policies to implement the 2031 planning horizon for a minimum target of 46,400 residents and 10,700 jobs;	ROP Table 1 ROP Table 2 ROP 55.2 ROP 77	POPULATION AND EMPLOYMENT DISTRIBUTION INTENSIFICATION AND DENSITY TARGETS The Regional Structure also sets out the Regional phasing to be achieved every five years from 2012 to 2031 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a. It is the policy of the Region to: [...See the ROP]	c) Provides growth management policies to achieve implement the 2031 planning horizon for a minimum target of 46,400 residents and 10,700 jobs over the long term.	<ul style="list-style-type: none">Modification to make policy more broad.The proposed population and jobs projections in the Area Servicing Plan (46, 450 residents, and 10, 370 jobs) is not consistent with the numbers stated in this policy. Additionally, the population and job numbers for the five neighbourhoods listed in Section C.X.5.2 do not reflect the projections in the Area Servicing Plan. Clarification from the Town is requested.
		d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of five neighbourhoods; and,	See item in row 1.	See item in row 1.		
		e) Establishes Tertiary and Neighbourhood Design Plan requirements prior to final approval of development applications.	OPA 31 B.5.4.3.6	Tertiary plans are conceptual <i>development</i> plans which indicate general concepts with respect to specific sites or areas within specified parts of the Town, including parts of Secondary Plan areas. Such plans shall generally indicate development concepts with respect to a major site or group of properties such as the	e) Establishes a Tertiary and Neighbourhood Design Plan that identifies the requirements for the preparation of a more detailed conceptual development plan required prior to the submission of prior to final approval of development applications.	<ul style="list-style-type: none">To be consistent with the terminology for Tertiary Plans as per OPA 31.Additional clarification is requested regarding the term 'Neighbourhood Design Plan'. Is this intended to be capitalized because it will be a defined term?

	C.X. Britannia Secondary Plan		Provincial Plan/ROP/LOP		Regional Review		
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				spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access.		What will this plan entail and what Planning Act process is this established in?	
	C.X.1.2	LOCATION					
		The Britannia 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:	ROP 77.5 b) boundaries of the area or community,		The Britannia Secondary Plan is located in the <i>Town's</i> Urban Expansion Area as shown on Schedule "B" of this Official Plan and is generally bounded by:	<ul style="list-style-type: none">Housekeeping modification. Italicize '<i>Town</i>' in accordance with Town's Official Plan.
	a)	North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road				a) North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt Plan Area and Britannia Road;	<ul style="list-style-type: none">Housekeeping modification.
	b)	East – The Provincial Greenbelt and Fifth Line				b) East – The Provincial Greenbelt Plan Area and Fifth Line, and Sixth Line;	<ul style="list-style-type: none">Housekeeping modification.
	c)	South – The Phase 4 Settlement Area Boundary				c) South – The Phase 4 Settlement Area Boundary; and	<ul style="list-style-type: none">From this it is unclear what the 'Phase 4 Settlement Area Boundary' refers to – it is not shown on any Schedule. Please clarify.
	d)	West – The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard				d) West – The Provincial Greenbelt Plan Area , Thompson Road South, Fourth Line, and Neyagawa Boulevard	<ul style="list-style-type: none">Housekeeping modification.
	C.X.2	SECONDARY PLAN VISION					
		The Britannia Secondary Plan area is envisioned to be a complete, sustainable, connected, attractive and well-serviced community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services.	77.5 a)	a general statement of the intended character of the area or community,		The Britannia Secondary Plan area is envisioned to be a complete, environmentally sustainable, connected, attractive and well-serviced community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services.	<ul style="list-style-type: none">Addition to be consistent with C.X.2.1 c).Should the last sentence also address the goals and objectives of the Secondary Plan? i.e., to address and detail more elements beyond walkability, housing, amenities?
	C.X.2.1	COMMUNITY CHARACTER					
		The community characteristics that provide direction for development in the Britannia Secondary Plan, are:				The community characteristics that provide direction for <i>development</i> in the Britannia Secondary Plan, are:	<ul style="list-style-type: none">Housekeeping modification. Italicize '<i>development</i>' in accordance with defined term of Town's Official Plan.
		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.				a) A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, through numerous transportation options, a broad range of job opportunities, a full range of retail stores and commercial services, housing, transportation options, and supporting community uses near to transit.	<ul style="list-style-type: none">Modification to align with wording in the Draft Agerton and Trafalgar Secondary Plan text.
		b) A Well-Serviced Community A 15-minute community that provides activity centres to maximize active transportation access to shopping, recreation, institutional, and leisure choices.				b) A Well-Serviced Community A 15-minute community that provides activity centres of activity that to maximize active transportation access to jobs, shopping, recreation, institutional, and leisure choices, with sufficient servicing infrastructure to accommodate long-term growth potential.	<ul style="list-style-type: none">Modification for clarity.
		c) An Environmentally Sustainable Community A community that provides a Natural Heritage System (NHS) 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.				d) A Connected Community A community that provides a multi-modal transportation network of Complete Streets and an active transportation and goods movement open space network accessible to all users, with connections to future potential higher-order transit corridors along Britannia Road and James Snow Parkway that is well integrated s d with the <i>Town and Region's</i> transportation system.	<ul style="list-style-type: none">Housekeeping to italicize the following terms consistent with Town's Official Plan and to recognize future transportation considerations.
		a) An Attractive Community A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places					
	C.X.2.2	COMMUNITY DESIGN ELEMENTS					
		The Britannia Secondary Plan Urban Design Guidelines provide guidance for the preparation of zoning and development applications. Implementation of this Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the guidelines to achieve the following Community Design Elements:				The Britannia Secondary Plan Urban Design Guidelines provide guidance for the preparation of the implementing zoning by-law and development applications. Implementation of the <i>This</i> Secondary Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the guidelines to and achieve the following Community Design Elements:	<ul style="list-style-type: none">For clarification.

	C.X. Britannia Secondary Plan		Provincial Plan/ROP/LOP		Regional Review	
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		a) Five distinct neighbourhoods with neighbourhood nodes as centres of non- residential activity in each neighbourhood to provide opportunities to recreate, learn, shop, work, and worship within a 15-minute walk;			a) Five distinct neighbourhoods with neighbourhood nodes as centres of non-residential activity in each neighbourhood to provide <u>for social, cultural, recreational, educational and religious opportunities to recreate, learn, shop, work, and worship</u> within a 15-minute walk <u>to most residents</u> ;	<ul style="list-style-type: none">Modified for clarification.
		b) A range of retail commercial opportunities, including options which maximize walkability for residents;				
		c) A range of parks and village squares providing sub-neighbourhood focal points, opportunities for placemaking, and access to recreation within a five-minute walk to most residents;				
		d) A range and mix of housing options, primarily grade-related, will be provided in each neighbourhood to promote inclusiveness and create dynamic streetscapes;			d) A range and mix of housing <u>types options, primarily grade-related</u> , will be provided in each neighbourhood to promote inclusiveness and create dynamic streetscapes;	<ul style="list-style-type: none">Modification to provide for broad range of housing types and to remove specific reference to grade-related housing.
		e) A central active transportation spine will generally run along the pipeline easement and combined with a collector road along the north edge of the pipeline easement will create a central "Green Avenue" and provide residents with an attractive, off- road active transportation option across the Secondary Plan from east to west.				
		f) A community node, central to the Secondary Plan area, serves as the primary focus of activity and community uses, including Community Mixed Use Commercial, a Community Park and a Secondary School;			f) A community node, central to the Secondary Plan area, serves as the primary focus of activity and community uses, including Community <u>Commercial</u> Mixed Use <u>Commercial</u> , a Community Park and a Secondary School;	<ul style="list-style-type: none">Modification to rearrange order to be consistent with Schedule C.X.C.
		g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,			g) A modified grid <u>system pattern</u> of <u>arterial and collector roads streets</u> that provides <u>high levels of connectivity within the Secondary Plan and other areas of the Town</u> while minimizing impacts to the natural environment; and,	<ul style="list-style-type: none">Modifications for clarity.
		h) A complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community and to connections in adjacent neighbourhoods or the Greenbelt.			h) A <u>connected and accessible complete active transportation system network</u> that <u>provides supports</u> both on- and off-road <u>active transportation facilities, including pedestrian and cycling paths. active transportation facilities and routes that provide opportunities to walk or cycle across the community and to connections in adjacent neighbourhoods or the Greenbelt.</u>	<ul style="list-style-type: none">Modifications for clarity.
	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 Britannia Secondary Plan:				
	C.X.3.1	BUILD COMPACT AND COMPLETE COMMUNITIES				
		a) Identify appropriate locations for retail commercial and community services within reasonable walking distance from most of the population;			a) Identify appropriate locations <u>for transit-supportive mixed use development that provide a focus of for</u> retail commercial and community <u>services uses</u> within reasonable walking distance from most of the population;	<ul style="list-style-type: none">To clarify that development should be transit-supportive.
		b) Identify strategic locations for a regional-serving retail/commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and placemaking;				
		c) Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Britannia Secondary Plan;				
		d) Identify a housing mix that provides for a range of housing options including affordable and assisted housing within each neighbourhood;			d) Identify a housing mix that provides for a range of housing <u>types and tenure options</u> , including <i>affordable</i> and <i>assisted housing</i> within each neighbourhood;	<ul style="list-style-type: none">To specify housing provision requirements. To italicize defined terms.
		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;			e) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with <i>active transportation</i> as one of the main organizing features of the community;	<ul style="list-style-type: none">Housekeeping to italicize term (active transportation).
		f) Identify the Public Service Facilities needs and opportunities for places of worship; and,			f) Identify the <i>Public Service Facilities</i> needs <u>for the community, including and opportunities for places of worship; and,</u>	<ul style="list-style-type: none">To italicize term (Public Service Facilities) and clarify wording.
					<u>g) Provide opportunities for places of worship; and</u>	<ul style="list-style-type: none">To relocate policy from (f) to a stand alone sub policy.
		g) Encourage best practices for sustainable development such as low impact development, energy efficient housing, active transportation and increased mobility options.			<u>g) h) Encourage best practices for sustainable development through practices</u> such as low impact <i>development</i> , energy efficient <u>housing</u>	<ul style="list-style-type: none">To clarify wording and italicize terms.

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					development, and promoting other travel modes such as active transportation and increased mobility options.	
	C.X.3.2	PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM				
		a) Protect or enhance Key Features of the NHS by ensuring that there will be no negative impacts on the natural features and areas or their ecological functions through the development process;	ROP 114 and 114.1		a) Protect or enhance <i>Key Features</i> of the NHS by ensuring that there will be no <i>negative impacts</i> on the <i>natural features</i> and areas or their <i>ecological functions</i> through the development process ;	<ul style="list-style-type: none"> Housekeeping. To italicize terms and remove text.
		b) Create, in consultation with the Region and Conservation Authority, 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;			b) Create, in consultation with the <i>Region</i> and <i>Conservation Authority</i> , 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;	<ul style="list-style-type: none"> Housekeeping. To italicize terms.
		c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open space adjacent to, or near, the NHS where possible; and,				
		d) Establish an urban form that reduces reliance on auto trips and encourages walking and active transportation.			d) Establish an urban form that reduces reliance on auto trips and encourages walking and active transportation.	<ul style="list-style-type: none"> To remove text that seems out of place based on the section being focused on NHS.
	C.X.3.3	PROVIDE MOBILITY OPTIONS AND A LOGICAL ROAD NETWORK				
		a) Realize a network of Complete Streets that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;			a) Realize a network of <i>Complete Streets</i> that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;	<ul style="list-style-type: none"> Housekeeping to italicize defined term.
		b) Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the Town;			b) Identify a system <u>modified grid pattern</u> of collector roads that provide connectivity within the Secondary Plan and other areas of the Town;	
		c) Plan for a local transit network that can support connections to the broader and higher-order regional transit;			c) Plan <u>Provide the opportunity</u> for a local transit network that can support connections to the broader and future potential higher-order regional transit <u>service on Britannia Road and James Snow Parkway</u> ;	
		d) Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;				
		e) Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of active transportation; and,				
		f) Identify Britannia Road and James Snow Parkway as key regional corridors that link people to existing and planned regional destinations and abutting municipalities.			f) Identify Britannia Road and James Snow Parkway as key regional corridors <u>as potential higher-order transit corridors to serve as a key connector to that</u> link people to existing and planned regional destinations and abutting municipalities.	<ul style="list-style-type: none"> To recognize future potential transportation considerations.
[NEW]					<u>g) Recognize James Snow Parkway, 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.</u>	<ul style="list-style-type: none"> To recognize road classification.
[NEW]					<u>h) Recognize Britannia Road, a Regional major arterial roadway, as the main east-west corridor of the Secondary Plan, intended to accommodate all modes of transportation and accommodate travel throughout the Region.</u>	<ul style="list-style-type: none"> To recognize road classification.
[NEW]					<u>i) Provide a land use structure and distribution of density that is transit-supportive within walking distance of transit stops; and,</u>	<ul style="list-style-type: none"> To encourage transit friendly development.
	C.X.3.4	ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH SENSE OF PLACE			ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH FOSTER A SENSE OF PLACE	<ul style="list-style-type: none"> To add alternative wording.
		a) Create community identity and sense of place through the establishment of a high- quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.);			a) Create community identity and sense of place through the establishment of a high- quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.);	<ul style="list-style-type: none"> To remove text.
		b) 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;				<ul style="list-style-type: none"> Should “urban design guidelines” be capitalized?
		c) Recognize the unique nature and opportunity to celebrate the Omagh Settlement and integrate it with the broader community;			c) Recognize the unique nature <u>character</u> and opportunity to celebrate <u>integrate</u> the Omagh Settlement and integrate it with the broader community;	<ul style="list-style-type: none"> To clarify wording.
		d) Design and locate a range and mix of parks and public open space				

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		to promote walkability and establish a strong community identity and neighbourhood sense of place;				
		e) Require well coordinated and thought-out streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and,			Require well coordinated and thought-out streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and;	<ul style="list-style-type: none">Grammatical change to add item g) at end of list.
		f) Consider sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.	PPS s.1.6.2 GP s. 2.2.1.3(g) GP s.3.2.7.1 e) GP s.3.2.7.2 b) GP s.4.2.10	Planning authorities should promote <i>green infrastructure</i> to complement infrastructure. [...] integrate <i>green infrastructure</i> and appropriate low impact development. [...]incorporate appropriate low impact development and <i>green infrastructure</i> ; [...]incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and <i>green infrastructure</i> ; Climate Change [...]	f) Consider sustainable and energy efficient infrastructure that incorporates <i>green infrastructure</i> and green building technologies. ; and	<ul style="list-style-type: none">Grammatical change to add item g) at end of list.
[NEW]					g) Ensure communities are designed to be accessible by all, regardless of age or physical ability.	<ul style="list-style-type: none">To be consistent with wording in the Trafalgar Secondary Plan and draft Agerton and Secondary Plan.
	C.X.3.5	ENSURE FISCAL RESPONSIBILITY				
		a) Develop the Secondary Plan in a manner that is fiscally responsible for the Town and Region. To ensure this occurs, development shall be preceded by an assessment of the costs associated with projected growth in the SecondaryPlan.			a) Develop the This Secondary Plan shall be developed in a manner that is fiscally responsible for the <i>Town and Region</i> . To ensure this occurs, <i>development</i> shall be preceded by an assessment of the costs associated with projected growth in the SecondaryPlan.	<ul style="list-style-type: none">To clarify that fiscal responsibility for the Secondary Plan is a Town process. A Fiscal Impact Study is a requirement as per ROP 77(5)o). Please confirm if one will be submitted.
	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 Britannia 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.D” and further detailed in Section C.X.6.5 of this Secondary Plan.	OPA 31 B.2.2.3.6 OPA 31 B.2.2.3.7	The focus of the Natural Heritage System for the Town of Milton is to protect and enhance natural features and areas and their ecological functions, including those set out in Section 4.8.1.3 of this Plan. The boundaries of the Natural Heritage System on Schedules "A" and "B" shall be used as a basis for the preparation of the Zoning By-law provisions which will implement the policies of this Plan. Refinements to the boundaries of the Natural Heritage System shall occur in accordance with Section 4.8.3.14 of this Plan. Where such changes occur, the appropriate abutting land use designation shall apply and the Zoning By-law shall be amended accordingly. The Official Plan and the implementing Zoning By-law shall be amended to incorporate more detailed mapping when it becomes available.	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 <i>and ecological functions</i> . The NHS is identified on Schedules “C.X.A” to “C.X.D” and further detailed in Section C.X.6.5 of this Secondary Plan.	<ul style="list-style-type: none">Housekeeping to italicize terms (ecological functions).
	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 transit-supportive design.	OPA 31 B.2.6.3.19	The Town shall provide adequate local transit facilities and support the early introduction of public transit service in new development areas, where economically feasible, with the objective of providing local transit service with transit stops where they are likely to be located within a walking distance of approximately 400m and at reasonable cost to all sectors of the public, including persons with physical disabilities.	In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of this Official Plan and with regard for the <i>Town’s</i> Transportation Planning, the <i>Town</i> will ensure that the <i>development</i> of the Secondary Plan maximizes the potential for the provision of transit service, through the achievement of appropriate densities and transit-supportive design <u>criteria and standards in the Urban Design Guidelines.</u>	<ul style="list-style-type: none">Housekeeping – italicize terms, and to specify that guiding document.

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			OPA 31 B.2.6.3.21	The Town shall support the expansion of existing GO Rail service to and from Milton and will provide a feeder bus service to the GO Transit station to facilitate integration between the systems within the Town's financial capabilities and to facilitate convenient public access to the major air transportation facilities surrounding Milton.		
	C.X.4.2.2	Trails System				
		<p>Schedule "C.X.B", Active Transportation and Natural Heritage System Plan identifies a 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 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.</p> <p>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.</p> <p>All trail system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.</p> <p>Active Transportation Facilities associated with a Regional Road are to be aligned with the most current Regional Active Transportation Master Plan.</p>	<p>OPA 31 - B.2.6.3.26</p> <p>OPA 31 - B.2.6.3.29</p> <p>ROP 118(6)</p>	<p>Throughout the Urban Area, the Town shall have regard for the provision and design of a trails system which enhances the human scale of the streets, through:</p> <p>a) the establishment and implementation of design guidelines for public rights-of-way, landscaping and other exterior spaces which have an equal focus on:</p> <p>i) the needs of vehicular traffic;</p> <p>ii) the needs of pedestrian and bicycle traffic; and,</p> <p>iii) the needs of public transit.</p> <p>In accordance with the Transportation and Trails Master Plan, the Town shall provide and maintain, within the Urban Area, a trail and active transportation system. This system shall connect the open space corridor and other public and private lands (i.e. Ontario Hydro or TransCanada Pipeline rights-of-way) and public transit services that link various activity and open space nodes throughout the community, in conjunction with other public agencies and in accordance with the Town's financial capabilities and any other conditions that are necessary to maintain the safety and integrity of the rights-of-way. The preferred location of this trail and active transportation system for the Established Urban Area and within the 401 Industrial/Business Park Secondary Plan Area is shown on Schedule J and C.2.A of this Plan.</p> <p>Encourage the development of trails within the Regional Natural Heritage System provided that:</p> <p>a) the trails are located on publicly owned lands or are part of the Bruce Trail;</p> <p>b) the trails and associated activities do not impact negatively on ecologically sensitive areas or resource uses such as agricultural operations;</p> <p>c) proper regard is given to the issues of trespassing on private properties and liability in the event of property damages or personal injuries; and</p> <p>d) adjacent landowners potentially affected by the trails are consulted.</p>	<p>Schedule "C.X.B", Active Transportation and Natural Heritage System Plan identifies a 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 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 <i>Region</i> and <i>Town's</i> Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the <i>Town</i> in consultation with the <i>Region</i>, where appropriate. Where possible, trails are encouraged to be located in proximity to parks.</p> <p>Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the <u>non-intensive recreation uses, such as nature viewing and pedestrian</u> 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 <u>and the Greenbelt Plan</u>.</p> <p>All trail system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.</p> <p>Active Transportation Facilities associated with a Regional Road are to be aligned with the most current Regional Active Transportation Master Plan.</p>	<ul style="list-style-type: none"> Housekeeping – italicize terms. To clarify that this is related to passive recreation trails.
	C.X.4.2.3	Road Network				
		<p>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.</p> <p>The arterial and collector road network is identified on Schedule "C.X.B", Active Transportation and Natural Heritage System Plan. 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 system and water and wastewater system to support the planned development of the area. Any proposed changes to the intersections with Regional Roads identified on Schedule "C.X.B" will require an amendment to this Official Plan.</p>	OPA 31 - B.2.6.3.1	<p>The Town's transportation system shall:</p> <p>a) provide a safe, economic and efficient rail and highway network for both people and goods movement;</p> <p>b) increase accessibility to major areas of employment, shopping and recreation, with an emphasis on accessibility by public transit;</p> <p>c) promote and support traffic movement by walking, cycling and public transit;</p> <p>d) include the provision of a public transit system which targets a high level of public transit usage in the Urban Area of approximately 20 percent of all trips by 2016;</p> <p>e) be planned and developed with a specific emphasis on social, economic and environmental concerns;</p> <p>f) integrate all travel modes: walking, cycling, public transit, trains and the private vehicle;</p> <p>g) include the early introduction of public transit service to new development and redevelopment areas and in Intensification Areas wherever economically feasible;</p> <p>h) provide transit service in the Milton Urban Area, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with physical disabilities;</p> <p>i) develop transportation corridors as shared-use facilities with other linear utilities; and,</p> <p>j) support an efficient and safe GO Transit system.</p>	<p>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.</p> <p>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 <i>development</i> of the area. Any proposed <u>changed deletions to the intersections with Regional Roads arterial or collector roads</u> identified on "C.X.B" will require an amendment to this Official Plan. <u>Any proposed additions of arterial roads, or collector roads that intersect a Regional road will require an amendment to this Official Plan.</u></p>	<ul style="list-style-type: none"> Modification to match recent draft proposed modifications in Trafalgar Secondary Plan.

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			OPA 31 B.2.6.3.11	New development and/or redevelopment shall not be permitted unless such lands are accessible by means of an improved public road, which is of a standard of construction acceptable to the Town and which accommodates the traffic generated by the development and/or redevelopment.		
	C.X.4.2.4	Regional Road Network				
		<p>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. The Regional Road network is comprised of Major Arterial Roads which include the Britannia Road (Regional Road 6) and James Snow Parkway (Regional Road 4) 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.</p> <p>The Town will work with the Region to ensure that Regional roads, including Britannia Road and James Snow Parkway function efficiently as major routes through the Secondary Plan area. The Town and Region will develop a staging and monitoring plan through the Tertiary Plan process (as detailed in Section C.X.5.1 and C.X.7.5.2), to identify and monitor the need for network improvements.</p>			<p>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 <u>and Defining Major Transit Station Requirements Report</u>. The Regional Road network is comprised of Major Arterial Roads which include the Britannia Road (Regional Road 6) and James Snow Parkway (Regional Road 4) 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.</p> <p><u>The Town will work with the Region to ensure that Regional roads, including Britannia Road and James Snow Parkway function efficiently as major routes through the Secondary Plan area. The Town and Region will develop a staging and monitoring plan through the Tertiary Plan process (as detailed in Section C.X.5.1 and C.X.7.5.2), to identify and monitor the need for network improvements.</u></p>	<ul style="list-style-type: none">To clarify Regional requirements and re-locate last paragraph to a new proposed policy C.X.4.2.7.
	C.X.4.2.5	Proposed Minor Arterial			Potential Proposed Minor Arterial Extension	<ul style="list-style-type: none">For consistency with Schedule C.X.B
		<p>Within the Secondary Plan, a new east-west Minor Arterial road is identified on Schedule "C.X.B", Active Transportation and Natural Heritage System Plan north of Britannia Road. The continuation of this road east of Sixth Line will be protected for the potential future connection with the existing Trafalgar Secondary Plan.</p> <p>The need and function of the potential east-west Minor Arterial road extension will be further assessed through a Town-wide Transportation Master Plan.</p>			<p>Within the Secondary Plan, a new east-west Minor Arterial road is identified on Schedule "C.X.B", Active Transportation and Natural Heritage System Plan north of Britannia Road. The continuation of this road east of Sixth Line will be protected for the potential future connection with the existing Trafalgar Secondary Plan.</p> <p>The need and function of the potential east-west Minor Arterial road extension <u>as identified on Schedule "C.X.B"</u> will be further assessed through a Town-wide Transportation Master Plan.</p>	<ul style="list-style-type: none">To include cross reference to schedule.
[NEW]	<u>C.X.4.2.6</u>				Future "5 ½ Line" Regional Arterial Corridor	
					<p><u>Schedule C.X.B currently identifies a north/south local collector road within the area between Fifth Line and Sixth Line, extending from Britannia Road into the adjacent Derry Green Corporate Business Park Secondary Plan area. The Region's Transportation Master Plan (2031) – The Road to Change, identifies the need for a future 47 metre right-of-way for a six-lane north/south Regional arterial corridor between Fifth and Sixth Line, extending from Britannia Road to Highway 401, including a potential interchange.</u></p> <p><u>In consideration of the Transportation Master Plan and in an effort to ensure the Secondary Plan layout remains viable, the north/south collector road will be reviewed from the perspective that it may ultimately be identified as the corridor.</u></p> <p><u>The exact location and configuration of the corridor will be confirmed through a future Municipal Class EA Study. Development and phasing of the Britannia Secondary Plan area shall consider the potential location of the corridor.</u></p> <p><u>Based on the final recommendation of a future Municipal Class EA Study, and in consultation with the Region, the road network for the Britannia Secondary Plan area will be updated without an amendment to the Secondary Plan.</u></p>	<ul style="list-style-type: none">To acknowledge the potential future 5 ½ Line corridor within the Britannia Secondary Plan Area as identified in the Region's Transportation Master Plan.
[NEW]	<u>C.X.4.2.7</u>				Regional Road Considerations	
					<p><u>The Town will work with the Region to ensure that Regional roads, including Trafalgar Road, Britannia Road, 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 Sections C.X.5.1 and C.X.7.5.2 of this Secondary Plan).</u></p>	<ul style="list-style-type: none">Modification to align with Trafalgar Secondary Plan modification.

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					<p><u>A Road Network Assessment (as detailed in Section C.X.7.5.2) of this Secondary Plan) must be completed to the Town and Region's satisfaction in accordance with an approved Terms of Reference through the Tertiary Plan process (as detailed in Sections C.X.5.1 and C.X.7.5.2 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation infrastructure to be implemented as required to support all stages of development in the Britannia Secondary Plan area.</u></p>	
	C.X.4.3	SERVICING				
	C.X.4.3.1	Water and Wastewater Infrastructure				
		<p>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.</p> <p>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 Britannia 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.</p>	<p>OPA 31 - B.2.6.3.30</p> <p>OPA 31 - B.2.6.3.31</p>	<p>Planning for the Town's wastewater and water systems shall be based on the assumption that development in the Established Urban Area shall only be permitted to the limit of the capacity of the existing wastewater and water systems. Additional development beyond the capacity of these systems in the Established Urban Area, and new development in the HUSP Urban Area as designated on Schedule "B", shall only be permitted when additional wastewater and water capacities have been developed. Facilities required for water and wastewater systems shall be permitted in any land use designation</p> <p>All development and redevelopment in the Urban Area shall be connected to the municipal wastewater and water systems, provided that adequate capacity at the water and wastewater treatment plants is available.</p>	<p>The public <i>infrastructure</i> system shall be developed in conformity with Sections B.2.6.3.30 and B.2.6.3.31 of this Official Plan.</p> <p>The <i>Region</i> is responsible for the development of water treatment and water distribution as well as wastewater collection and wastewater treatment <i>infrastructure</i>. All water treatment, water distribution, wastewater collection and wastewater treatment <i>infrastructure</i> servicing the Britannia 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 <i>Region</i>.</p>	<ul style="list-style-type: none"> Housekeeping. To italicize defined terms.
	C.X.4.3.2	Stormwater Management				
		<p>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.</p> <p>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. Where possible, 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.</p> <p>Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations (i.e., Britannia Road and James Snow Parkway). Stormwater management facilities are permitted in all land use designations on Schedule "C.X.C" except the Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use, and NHS unless such facilities are considered essential infrastructure.</p> <p>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.</p>	<p>OPA 31 B.2.6.3.36</p> <p>ROP s. 25 and 26</p> <p>ROP s. 145(9)</p> <p>ROP s.114</p> <p>ROP s.114.1</p>	<p>The Town shall, prior to the approval of a <i>development</i> application, require the approval of a stormwater management plan which implements a management concept endorsed by a subwatershed plan, if applicable, or which is in accordance with Best Management Practice where a subwatershed plan is not applicable.</p> <p>[See the ROP]</p> <p>Require the Local Municipalities to carry out, prior to or as part of an Area-Specific Plan process where applicable, Sub-watershed Studies for those sub-watershed areas identified under Section 145(8) to:</p> <p>a) provide an inventory of existing geology, hydrology, hydrogeology, limnology, fish habitats and other environmental data, b) establish water quality targets in accordance with the Watershed Plan, c) determine base flows to maintain water quality and existing ecological conditions, d) recommend appropriate storm water management techniques in accordance with provincial guidelines, e) refine the boundaries of the Regional Natural Heritage System and identify other constraints under which development may not be permitted, in accordance with policies of this Plan, f) provide detailed guidelines for development design and construction, and g) establish procedures for monitoring water quality and quantity before, during, and after development.</p> <p>The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.</p> <p>114.1 The objectives of the Natural Heritage System are: [...]</p> <p>Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local</p>	<p>In conformity with Section B.2.6.3.36 of this Official Plan the <i>Town</i> 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.</p> <p>"The location of the stormwater management facilities (including green <i>infrastructure</i> and Low Impact Development (LID) techniques) are to be more specifically delineated in the Tertiary Plan in accordance with the <i>MESP</i>. Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new <i>development</i> and implemented to the extent feasible, as determined by the <i>Town</i> in consultation with the <i>Conservation Authority</i>. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including <u>existing and ultimate</u> Regional roadways.</p> <p>Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations (i.e., Britannia Road and James Snow Parkway). <u>For developments adjacent to a Regional Road, the design of storm sewer systems and storm water management ponds to accommodate storm flows from the Regional Road shall be in accordance with the Region's Urban Services Guidelines and at no cost to the Region. At no time shall the Region contribute to the cost of land required to construct a storm water management pond or the oversizing of the storm sewer service to accommodate regional or municipal flows.</u></p> <p>Stormwater management <u>facilities</u> systems (including LID techniques and green <i>infrastructure</i>) shall only be are permitted in all land use designations on Schedule "C.X.C", except the Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use, and NHS unless such facilities are considered essential infrastructure.</p> <p><u>Subject to policy 4.9.2.1 of this Official Plan, sStormwater management systems facilities (including LID techniques and green infrastructure) shall only be permitted in the NHS if demonstrated that there where deemed essential after all alternatives are explored and if demonstrated that there</u> will be no negative impacts on key features or their ecological functions through a <i>MESP, Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment (EIA) or equivalent study prepared to the satisfaction of the Town and Region, in consultation with the</i></p>	<ul style="list-style-type: none"> Modification reflects the limited circumstances under which components of SWM facilities may be permitted in the NHS.

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			ROP s.86(10)	detached house or rowhouse; and (b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse. 2019, c. 9, Sched. 12, s. 2 (1). Require Local Official Plans and Zoning By-laws to permit second residential units within an existing dwelling in residential neighbourhoods as of right, provided that health, safety and other reasonable standards or criteria (e.g. the provision of parking or adequacy of services) are met.		secondary suites. Please see ROPA 49 policies 86 (10), 86(10.1), definition in 212.2.1. These updates are pending the Province's decision on ROPA 49.
			ROP s.86(10.1)	Ensure that the standards or criteria identified in a Local Official Plan or Zoning By-law shall not preclude or prohibit the establishment of second residential units, as provided for in Provincial legislation, policy or plans.		
	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 Britannia Secondary Plan. Further to, and in accordance with the policies of Section B.2.8 of this Official Plan, all development within the Britannia Secondary Plan shall be designed in a manner which: a) Reflects the goal and objectives of this Secondary Plan in Section C.X.3; and, b) Has regard for the Britannia Secondary Plan Urban Design Guidelines.	ROP 77(5) f) [i] OPA 31 B.2.8 Urban Design	location, types and density of residential and employment lands that contribute to creating healthy communities through: [i] urban design,	Section B.2.8 of this Official Plan establishes a detailed urban design strategy for the Town which is applicable to the Britannia Secondary Plan. Further to, and in accordance with the policies of Section B.2.8 of this Official Plan, all development within the Britannia Secondary Plan shall be designed in a manner which: a) Implements Reflects the goal and objectives of this Secondary Plan in Section C.X.3; and, b) Is consistent with Has regard for the Britannia Secondary Plan Urban Design Guidelines.	<ul style="list-style-type: none">Housekeeping edits.
	C.X.4.5.2	Further to the policies of Section C.X.4.5.1, <i>development</i> shall be consistent with the following guidelines:				
		a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure most residents (90%) can access a park or village square within a 5-minute walk from their home;			a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure most residents (90%) can access a park or village square within a 5-minute walk from their home;	<ul style="list-style-type: none">Housekeeping edit.
		b) Schools are encouraged to co-located with parks to create neighbourhood focal points and land use efficiencies;			b) Where feasible, S chools are encouraged to be co-located with parks and/or other community uses (e.g., public library) to create neighbourhood focal points and land use efficiencies;	<ul style="list-style-type: none">Housekeeping edits.
		c) Special design consideration shall be given to the relationship between the collector road proposed adjacent to the north side of the lands designated Greenspace and the multi-use path proposed within to create a grand "Green Avenue." This "Green Avenue" will service as primary active transportation spine through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;			c) Special design consideration shall be given to the relationship between the collector road proposed adjacent to the north side of the lands designated Greenspace and the multi-use path proposed within to create a grand "Green Avenue." This "Green Avenue" will service function as a primary <i>active transportation spine connection</i> through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;	<ul style="list-style-type: none">Housekeeping edits.
		d) Five Neighbourhood Nodes shall support retail commercial uses either in single use or mixed-use developments. Neighbourhood Nodes shall be pedestrian oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;			d) Five Neighbourhood Nodes shall support retail commercial uses either in single use or mixed-use developments . Neighbourhood Nodes as shown on Schedule "C.X.A" shall be pedestrian oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;	<ul style="list-style-type: none">Housekeeping edit.
		e) Within each neighbourhood, sub-neighbourhood and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;			e) Within each neighbourhood, sub-neighbourhood and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;	<ul style="list-style-type: none">Housekeeping edit.
		f) The street network shall be in the form of a highly connected, 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;			f) The street network shall be in the form of a highly connected , 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. Intersection spacing shall conform to the Region's Access Management Guideline;	<ul style="list-style-type: none">Housekeeping edit and acknowledgment of the Region's Access Management Guideline.
		g) All roads within the Secondary Plan shall be designed as Complete Streets;			g) All roads within the Secondary Plan shall be designed as Complete Streets balancing the needs of all road users;	<ul style="list-style-type: none">Housekeeping edit to italicize defined term.

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		h) The local road pattern should be designed to prioritize active transportation;			h) The local road pattern should be designed to prioritize <i>active transportation</i> ;	<ul style="list-style-type: none">Housekeeping edit to italicize defined term.
		i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the Town and / or Region;			i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the <i>Town</i> and / or <i>Region</i> ;	<ul style="list-style-type: none">Housekeeping edit to italicize defined terms.
		j) Arterial roadways, including Britannia Roads and James Snow Parkway, 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 will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;			j) Arterial roadways, including Britannia Roads and James Snow Parkway, 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 <u>to the satisfaction of the Region</u> . Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;	<ul style="list-style-type: none">To clarify that the ultimate design / cross-section of Regional roads within the Secondary Plan area must be to the satisfaction of the Region.
		k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through short block lengths and off-road options such as trails, multi-use paths and mid-block connectors;			k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through <u>short small block lengths which can further be divided by and off-road options such as trails, multi-use paths and mid-block connectors where necessary</u> ;	<ul style="list-style-type: none">To clarify that the ultimate design / cross-section of Regional roads within the Secondary Plan area must be to the satisfaction of the Region.
		l) All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;				
		m) Wherever possible, single-loaded streets shall be used to maximize physical and visual access to parks and open spaces;				
		n) New buildings shall be positioned to define the shape and function of open spaces and streetscapes;				
		o) All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid- Rise Design Guidelines;				
		p) New development shall be sensitive to adjacent built cultural heritageresources;			p) New <i>development</i> shall be sensitive to adjacent built cultural heritage resources. <u>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</u> ;	<ul style="list-style-type: none">To provide clarity on requirements for ensuring sensitivity.
		q) 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,	ROP 77(5) f.1) ROP 77(5) l) ROP 143(12)	consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines, an Air Quality Impact Assessment based on guidelines under Section 143(2.1), Require the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on guidelines under Section 143(2.1) is required for such development proposals within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.		
		r) 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 reasonablealternatives.	ROP 143(8)	In conjunction with the Local Municipalities, reduce noise impact of Arterial Roads on adjacent existing residential uses in accordance with Council-adopted noise abatement guidelines.	r) The <i>development</i> of reverse frontage lots <u>to minimize the use of noise attenuation walls</u> on Arterial Roads is strongly discouraged- <u>to minimize the use of noise attenuation walls</u> 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 reasonablealternatives.	<ul style="list-style-type: none">Housekeeping edit to italicize defined term.
	C.X.4.6	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 <i>infrastructure</i> , including <i>Public Service Facilities</i> , will be permitted in all land use designations on Schedule "C.X.C", except where not permitted in the NHS <u>in accordance with Section C.X.4.3.2 and C.X.6.5.1 of this Secondary Plan</u> .	<ul style="list-style-type: none">Housekeeping edit to include policy cross-references and to italicize defined terms.
	C.X.4.6.1	General Parks and Open Space				
		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			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	<ul style="list-style-type: none">Proposed revisions for clarity.

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		<p>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 Neighbourhoods of the Secondary Plan to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on active forms of parkland does not diminish the importance of the broader system of passive/undevelopable parks and openspaces.</p> <p>Within the Britannia Secondary Plan, the parks and open space system consists of Greenspace, Community Park, District Park, Neighbourhood Park, Village Squares and the Trail Network (per Section C.X.4.2), as identified on Schedules "C.X.A" to "C.X.C" and further detailed in Section C.X.6.4 of this Secondary Plan.</p> <p>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. The Tertiary Plan and Neighbourhood Design Plans will achieve a distribution that maximizes access to residents within a five-minute walk to a park or village square</p>			<p>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 Neighbourhoods of the Secondary Plan to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on active forms of parkland does not diminish the importance of the broader system of passive/undevelopable parks and openspaces.</p> <p>Within the Britannia Secondary Plan, the parks and open space system consists of Greenspace, Community Park, District Park, Neighbourhood Park, Village Squares and the Trail Network (per Section C.X.4.2), as identified on Schedules "C.X.A" to "C.X.C" and further detailed in Section C.X.6.4 of this Secondary Plan.</p> <p>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. The Tertiary Plan and Neighbourhood Design Plans will achieve a distribution that maximizes access to residents within a five-minute walk to a park or village square.</p>	
	C.X.4.6.2	Place of Worship				
		<p>The intent is to ensure sufficient places of worship are provided to service the residents of the Secondary Plan, recognizing the diverse needs of various faith groups, including consideration for accommodating a range of major and minor sites.</p> <p>At a minimum, five (5) major place of worship sites shall be identified in the Tertiary Plan as stand-alone worship sites, generally distributed one per Neighbourhood. These sites should be developed in accordance with Section C.X.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan.</p> <p>Minor places of worship maybe accommodated within the Neighbourhood Commercial Mixed Use, Community Commercial Mixed Use, or the Evolving Neighbourhood designation in accordance with Section C.X.6.1, C.X.6.2 and C.X.6.3 of this Secondary Plan.</p>			<p>The intent is to provide ensure sufficient places of worship. including a range of major and minor facilities, are provided to service the residents of the Secondary Plan, recognizing the diverse needs of residents needs various faith groups, including consideration for accommodating a range of major and minor sites.</p> <p>At a minimum, five (5) major places of worship sites shall be identified in the Tertiary Plan as stand-alone facilities worship sites, generally distributed one per Neighbourhood. These facilities sites should be developed in accordance with Section C.X.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan.</p> <p>Minor Places of worship may be accommodated within the Neighbourhood Commercial Mixed Use, Community Commercial Mixed Use, or the Evolving Neighbourhood designation in accordance with Section C.X.6.1, C.X.6.2 and C.X.6.3 of this Secondary Plan.</p>	<ul style="list-style-type: none">Proposed revisions for clarity.Please clarify what is meant by major vs minor places of worship. Is this determined by a size threshold?
	C.X.4.6.3	Emergency Response Facilities				
		<p>A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia 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.</p> <p>At a minimum, one (1) fire station shall be identified by the Tertiary Plan.</p>			<p>A range of emergency response services (e.g., ambulance, fire, police), will be required to serve the Britannia 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 all any land use designations. except where not permitted in the NHS in accordance with Sections C.X.4.3.2 and C.X.6.5.1 of this Secondary Plan other than the NHS designation and shall be designed and developed in a manner which is <i>compatible</i> with the surrounding neighbourhood.</p> <p>At a minimum, one (1) fire station shall be identified by the Tertiary Plan.</p>	<ul style="list-style-type: none">Proposed revisions for clarity around permitted uses, and to remove 'notwithstanding' which would imply that Town's OP policies do not apply.
	C.X.4.6.4	Schools				
		<p>The intent is to provide sufficient education opportunities in proportion to residents and to maximize walk to opportunities by equally distributing schools throughout the Neighbourhoods and in consideration of major roads. Schools shall be provided in accordance with Section C.X.6.4.7.</p>			<p>The intent is to provide sufficient education opportunities in proportion to residents and to maximize walkability to opportunities by equally distributing schools throughout the Neighbourhoods and in consideration of major adjacent arterial roads. Schools shall be provided in accordance with Section C.X.6.4.7.</p>	<ul style="list-style-type: none">Proposed revisions for clarity purposes.
	C.X.4.6.5	Co-Location				
		<p>Schools, Libraries, Community Centres and Parks shall co-locate where possible.</p>			<p>Schools, Libraries, Community Centres and Parks shall be co-locatedd where possible.</p>	<ul style="list-style-type: none">Housekeeping.
	C.X.4.7	ARCHEOLOGICAL RESOURCES				
		<p>In accordance with the policies of Sections B.2.10.3.29 and B.2.10.3.30 of this Official Plan, the Town has determined the potential for impacts to</p>	OPA 31 B.2.10.3.29		<p>In accordance with the policies of Sections B.2.10.3.29 and B.2.10.3.30 of this Official Plan, the <i>Town</i> has determined the potential for impacts to</p>	<ul style="list-style-type: none">"Indigenous peoples" is a collective name – including First Nations, Inuit and Métis.

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		archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Engagement with First Nations must be undertaken prior to commencement of tertiary planning or additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.	OPA 31 2.10.3.30		archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Engagement with <u>Indigenous Peoples, Communities and</u> First Nations must be undertaken prior to <u>development occurring in or near areas of archaeological potential</u> commencement of tertiary planning or additional archaeological assessment, particularly for <u>those</u> lands that <u>may</u> require subsequent stages of archaeological assessment.	<ul style="list-style-type: none">Suggested revisions for clarity purposes.
	C.X.4.8	EXISTING AGRICULTURAL OPERATIONS				
		Within the Britannia 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 Britannia Secondary Plan.	OPA 31 B.4.4.3.2		Within the Britannia Secondary Plan, <i>agricultural uses</i> are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. Where feasible, <i>development</i> should be staged through the Tertiary Plan to maintain <i>prime agricultural lands</i> and associated operations as interim uses. An Agricultural Impact Assessment (<u>AIA</u>), on potential impact of urban <i>development</i> on existing <i>agricultural operations</i> , <u>within the Britannia Secondary Plan area</u> , including the requirement for compliance with Minimum Distance Separation formulae does not apply within the Britannia Secondary Plan. <u>In accordance with Section B.4.4.3.2 of this Official Plan, where agricultural operations are outside of the Britannia Secondary Plan area, an AIA may be required to determine the potential impact of urban development on existing agricultural operations.</u>	<ul style="list-style-type: none">Suggested revisions for clarification of AIA requirements.
	C.X.4.9	GREEN INNOVATION PLAN				
	C.X.4.9.1	In accordance with the Town of Milton Green Innovation Plan, the Town will encourage inclusion of zero carbon housing in the Britannia Secondary Plan and residential buildings that exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.			In accordance with the Town of Milton Green Innovation Plan, the <i>Town</i> will encourage <u>inclusion of net-zero carbon residential buildings housing</u> in the Britannia Secondary Plan, <u>including promoting programs to and residential buildings that</u> exceed building code standards for energy efficiency <u>standards through voluntary adoption or by promoting programs such as Energy Star.</u>	<ul style="list-style-type: none">Proposed revisions for clarity and readability. Please confirm if a Green Innovation Plan will be submitted for review.
	C.X.4.9.2	The installation of on-street and off-street Electric Vehicle charging stations is strongly encouraged.				
	C.X.5	COMMUNITY STRUCTURE				
		The Community Structure shown on Schedule “C.X.A”, Neighbourhood Plan is an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, Neighborhood Nodes, Omagh Study Area, NHS, and Road and Active Transportation Network. 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.			The Community Structure shown on Schedule “C.X.A”, Neighbourhood Plan is an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, Neighborhood Nodes, Omagh Study Area, NHS, and Road and Active Transportation Network. <u>Discrete</u> Land use designations are shown on Schedule “C.X.C”, Land Use Plan and detailed in Section C.X.6 of this Secondary Plan.	<ul style="list-style-type: none">Housekeeping edit for simplification.
	C.X.5.1	TERTIARY PLAN AREA				
		A Tertiary Plan will be prepared for the entire Secondary Plan, which provides for a more detailed level of planning and is to be endorsed by Council prior to the submission of development applications in the Secondary Plan. In accordance with Section B.5.4.3.6 and B.5.4.3.7 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 provide more detail than the Secondary Plan to inform development. The Tertiary Plan 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, and staging, to the satisfaction of the Town in consultation with the Region. 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 and Britannia Secondary Plan Urban Design Guidelines 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.	OPA 31 B.5.4.3.6	Tertiary plans are conceptual development plans which indicate general concepts with respect to specific sites or areas within specified parts of the Town, including parts of Secondary Plan areas. Such plans shall generally indicate development concepts with respect to a major site or group of properties such as the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access	A Tertiary Plan will be prepared for the entire Secondary Plan, which provides for a more detailed level of planning and is to be endorsed by Council prior to the submission of <i>development</i> applications in the Secondary Plan. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.X.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans. <u>The Tertiary Plan will be developed in consultation with the Region and Conservation Authority.</u> The Tertiary Plan is intended to implement the Secondary Plan, and provide more detail than the Secondary Plan to inform <i>development</i> . The Tertiary Plan will <u>be prepared to the satisfaction of the Town and the Region in consultation with the Conservation Authority, and will</u> demonstrate how development will proceed in a coordinated manner, addressing <i>infrastructure</i> servicing, natural hazard protection, natural heritage protection, impacts on the Regional and local road networks, parks and open space, <i>linkages</i> , and staging, <u>to the satisfaction of the Town in consultation with the Region.</u> It provides a framework for coordinating neighbourhood subdivision <i>development</i> that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia Secondary Plan Urban Design Guidelines 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.	<ul style="list-style-type: none">There are matters of Regional interest (i.e., NHS, transportation, servicing) that are proposed to be addressed through the Tertiary Plan. As such, it would be appropriate that the Tertiary Plan be prepared to the Region’s satisfaction rather than just in consultation with the Region.

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	C.X.5.2	NEIGHBOURHOODS																																																								
		<p>Five distinct Neighbourhoods are identified on Schedule “C.X.A” Community Structure Plan are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types.</p> <p>Development within the Neighbourhoods will achieve the overall population, employment and minimum gross density target of the Secondary Plan. In addition to the overall Secondary Plan objectives, the following are population and employment targets for each Neighbourhood:</p> <table><tr><th></th><th>Population</th><th>Employment</th><th>Density (residents + jobs per hectare)</th></tr><tr><td>Neighbourhood 1</td><td>9,200</td><td>2,100</td><td>60</td></tr><tr><td>Neighbourhood 2</td><td>6,500</td><td>2,400</td><td>60</td></tr><tr><td>Neighbourhood 3</td><td>10,100</td><td>2,200</td><td>60</td></tr><tr><td>Neighbourhood 4</td><td>10,000</td><td>1,900</td><td>70</td></tr><tr><td>Neighbourhood 5</td><td>10,600</td><td>2,100</td><td>70</td></tr></table> <p>The distribution of land uses and housing types will be further articulated through the preparation of the Tertiary Plan and a Neighbourhood Design Plan in accordance with the land use policies and housing mix goals identified in Section C.X.6 of this Secondary Plan. The Neighbourhood Design Plan will demonstrate how each Neighbourhood will, at minimum, achieve the assigned targets, as well as the distribution of land uses, community facilities, the local road network, active transportation network and open space system and are further defined in Section C.X.7.6.1.</p> <p>Within each Neighbourhood, at least one (1) stand-alone major place of worship shall be provided in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p> <p>Within each Neighbourhood, one (1) Local Commercial site shall be provided adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p> <p>Beyond the horizon of this Official Plan, it is expected that the neighbourhoods 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 Official 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.</p>		Population	Employment	Density (residents + jobs per hectare)	Neighbourhood 1	9,200	2,100	60	Neighbourhood 2	6,500	2,400	60	Neighbourhood 3	10,100	2,200	60	Neighbourhood 4	10,000	1,900	70	Neighbourhood 5	10,600	2,100	70			<p>Five distinct Neighbourhoods are identified on Schedule “C.X.A” Community Structure Plan are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood should be planned to deliver a full range and mix of uses, including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types, including opportunities for affordable and assisted housing.</p> <p>Development within the Neighbourhoods will achieve the overall population, employment and minimum gross density target of the Secondary Plan. In addition to the overall Secondary Plan objectives, the following are population and employment targets for each Neighbourhood:</p> <p>Table X</p> <table><tr><th></th><th>Population</th><th>Employment</th><th>Density (residents + jobs per hectare)</th></tr><tr><td>Neighbourhood 1</td><td>9,200</td><td>2,100</td><td>60</td></tr><tr><td>Neighbourhood 2</td><td>6,500</td><td>2,400</td><td>60</td></tr><tr><td>Neighbourhood 3</td><td>10,100</td><td>2,200</td><td>60</td></tr><tr><td>Neighbourhood 4</td><td>10,000</td><td>1,900</td><td>70</td></tr><tr><td>Neighbourhood 5</td><td>10,600</td><td>2,100</td><td>70</td></tr><tr><td>Total</td><td>46,400</td><td>10,700</td><td>--</td></tr></table> <p>The distribution of land uses and housing types will be further articulated through the preparation of the Tertiary Plan process, and a Neighbourhood Design Plan will be prepared to the satisfaction of the Town in accordance with the land use policies and housing mix goals identified in Section C.X.6 of this Secondary Plan. The Neighbourhood Design Plan will demonstrate how each Neighbourhood will, at minimum, achieve the assigned density targets, as well as the distribution of land uses, housing types, community facilities, the Regional and local road network, active transportation network and open space system and are further defined in Section C.X.7.6.1.</p> <p>Within each Neighbourhood, at least one (1) stand-alone major place of worship shall be provided in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p> <p>Within each Neighbourhood, one (1) Local Commercial site use shall be provided adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p> <p>Beyond the horizon of this Official Plan, it is expected that the neighbourhoods 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 Official 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.</p>		Population	Employment	Density (residents + jobs per hectare)	Neighbourhood 1	9,200	2,100	60	Neighbourhood 2	6,500	2,400	60	Neighbourhood 3	10,100	2,200	60	Neighbourhood 4	10,000	1,900	70	Neighbourhood 5	10,600	2,100	70	Total	46,400	10,700	--	<ul style="list-style-type: none">Proposed revisions for clarity and readability.Please see note earlier above regarding Section C.X.1.1.C and the total number of residents and jobs. Numbers should be consistent between the technical studies (i.e., Area Servicing Plan) and the Secondary Plan.The Policy Directives Report (i.e., Table 3) and Population, Housing, and Employment Report (i.e., Table 3) both refer to an estimated population of 46,100 and an estimated jobs of 8,300. However, the totals in the table of this policy do not match these numbers or the numbers in Table 22 of the Policy Directives Report. Numbers should be consistent between the technical studies and the Secondary Plan. Additional clarification from the Town is requested.
	Population	Employment	Density (residents + jobs per hectare)																																																							
Neighbourhood 1	9,200	2,100	60																																																							
Neighbourhood 2	6,500	2,400	60																																																							
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Total	46,400	10,700	--																																																							
	C.X.5.3	NEIGHBOURHOOD NODES																																																								
		<p>Five (5) Neighbourhood Nodes are intended as the central focal points of activity for each of the Neighbourhoods, and are to accommodate the retail commercial, institutional and recreation uses that serve the Neighbourhood. Generally, these elements are located at the intersection of key arterial and collector roads central to each Neighbourhood 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 housing within walking distance of potential local transit stops. They are to be</p>				<p>Five (5) Neighbourhood Nodes are intended as the central focal points of activity for each of the Neighbourhoods, and are to accommodate the retail Local Commercial, institutional and recreation uses that serve the Neighbourhood. Generally, these elements uses are located at the intersection of key arterial and collector roads central to each Neighbourhood in order to optimize walkability for residents of the surrounding Neighbourhoods that will rely on these uses daily. It is also intended these centres are also intended to be a focus for intensification</p>	<ul style="list-style-type: none">Proposed revisions for clarity and readability.																																																			

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		<p>designed with consideration for a longer-term evolution.</p> <p>The underlying land use designations in Neighbourhood Nodes are Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use.</p> <p>The central Neighbourhood Node at the intersection of Britannia Road and James Snow Parkway is envisioned as a major centre of activity and focal point, serving the immediate Neighbourhood, the broader Secondary Plan community and beyond. It is a strategic location intended to provide the greatest opportunity for intensity of uses, heights and densities in the Secondary Plan.</p> <p>The other Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local neighbourhoods.</p>			<p>concentrations of more intense forms of housing-within walking distance of potential local transit stops. Neighbourhood Nodes They are to be designed to evolve over the with consideration for a longer-term evolution.</p> <p>The underlying land use designations in Neighbourhood Nodes are Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use.</p> <p>The central Neighbourhood Node at the intersection of Britannia Road and James Snow Parkway is envisioned as a major centre of activity and a focal point, serving the immediate Neighbourhood, the broader Secondary Plan community and beyond. It is a strategic location intended to provide the greatest opportunity for intensification intensity of uses, heights and densities in the Secondary Plan.</p> <p>The other Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local neighbourhoods.</p>	
	C.X.5.4	OMAGH STUDY AREA				
		<p>Omagh has a special character which reflects its significant cultural heritage and its relationship to the NHS. The Omagh Study Area designation on Schedules "C.X.A" and "C.X.C" is an overlay designation. No development shall be permitted in this general area, until a detailed study relating to a potential Character Area is carried out by the Town.</p>	OPA 31 B.5.4.3.12		<p>Omagh has a special character which reflects its significant cultural heritage and its relationship to the NHS. The Omagh Study Area designation on Schedules "C.X.A" and "C.X.C" is an overlay designation. No <i>development</i> shall be permitted in this general area, until a detailed Character Area Study relating to a potential Character Area is completed in accordance with Section B.5.4.3.12 of this Official Plan carried out by to the satisfaction of the Town.</p>	<ul style="list-style-type: none"> Housekeeping to italicize '<i>Town</i>' and '<i>development</i>' and to include a cross reference to the Town's Official Plan. Will there be policies in the Secondary Plan that speak wot cultural heritage?
	C.X.5.5	NATURAL HERITAGE SYSTEM (NHS)				
		<p>The NHS is delineated on Schedules "C.X.A" to "C.X.D" 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.</p> <p>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.</p>	<p>ROP 77(5) j)</p> <p>ROP 145(9)</p> <p>OPA 31 B.4.9.1.3</p> <p>ROP 116.1</p> <p>OPA 31 B.4.9.3.12</p>		<p>The NHS is delineated on Schedules "C.X.A" to "C.X.D" 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.</p> <p>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 an approval process under the Planning Act process, without amendment to this Plan where they are supported by either a SWS, MESP, a DAEFSS, an EIA or equivalent study accepted by the Town and Region in consultation with the Conservation Authority.</p>	<ul style="list-style-type: none"> To clarify that any proposed changes to the NHS must occur through an approved Planning Act process as per s.116 of the Regional Official Plan.
	C.X.5.6	ROAD AND ACTIVE TRANSPORTATION NETWORK				
		<p>The Road and Active Transportation 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.</p> <p>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.</p>			<p>The Road and Active Transportation 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 <i>active transportation</i> including pedestrian, bicycle and other similar movements as well as access to public transit.</p> <p>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.</p>	<ul style="list-style-type: none"> Housekeeping edit to italicize defined term '<i>active transportation</i>'.
	C.X.6	LAND USE POLICIES				
		<p>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 Britannia Secondary Plan in accordance with the land use designations on Schedule "C.X.C", Land Use Plan.</p>	<p>OPA 31 B.3 Urban Land Use Policies</p> <p>OPA 31 B.4 Rural System and Natural Heritage System Land Use Policies,</p>			

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			and Specific Policy Areas			
	C.X.6.1	EVOLVING NEIGHBOURHOOD DESIGNATION				
	C.X.6.1.1	It is the intent of this Secondary Plan to provide for a broad range of housing forms throughout each Neighbourhood. Within the Evolving Neighbourhoods Designation shown on Schedule “C.X.C” the following uses are permitted			It is the intent of this Secondary Plan to provide for a broad range of housing forms types throughout each Neighbourhood. Within the Evolving Neighbourhoods Designation shown on Schedule “C.X.C” the following uses are permitted:	<ul style="list-style-type: none">To update terminology.
		a) Residential uses including primarily single detached dwellings, semi-detached dwelling, secondary units, townhouses, back-to-back townhouses, and may include stacked back-to-back townhouses, and multiplexes in accordance with the policies of Section C.X.4.4.3, C.X.5.1, C.X.5.2 and C.X.6.1.2;			a) Residential uses including primarily single detached dwellings, semi-detached dwellings, additional residential units secondary units , townhouses, back-to-back townhouses, and may include stacked back-to-back townhouses, and multiplexes in accordance with the policies of Section C.X.4.4.3, C.X.5.1, C.X.5.2 and C.X.6.1.2;	<ul style="list-style-type: none">To update terminology for consistency.
		b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan, provided the use is located adjacent to a Village Square and does not exceed the typical size of a local commercial use (approximately 930m ²);				
		c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and provided they are stand-alone sites, are generally located adjacent to a Neighbourhood Commercial Mixed Use or Community Commercial Mixed Use designation to allow for shared parking arrangements and to minimize disruption in residential areas and on the local road network, can take access from a major collector or arterial road, and where there is access from active transportation and transit routes.; and,			c) Major P laces of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan, and provided they are stand-alone facilities sites , are generally located adjacent to a Neighbourhood Commercial Mixed Use or Community Commercial Mixed Use designation to allow for shared parking arrangements and to minimize disruption in residential areas and on the Regional and local road network. Places of worship may be accessed can take access from a major collector or arterial road, as well as and where there is access from active transportation and transit routes.; and,	<ul style="list-style-type: none">Proposed revision for clarity and readability.What is meant by ‘major’ places of worship? Is this determined by a certain factor? i.e., size threshold?
		d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use is adjacent to a Village Square and does not exceed the typical size of a local commercial use (approximately 930m ²).			d) Minor P laces of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use is adjacent to a Village Square and does not exceed the typical size of a local commercial use (approximately 930m ²).	
	C.X.6.1.2	Building heights should not exceed 4 storeys.				
	C.X.6.1.3	All development within the Evolving Neighbourhoods designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.			All development within the Evolving Neighbourhoods designation shall be consistent with have regard for the Britannia Secondary Plan Urban Design Guidelines.	<ul style="list-style-type: none">Housekeeping update.
	C.X.6.2	COMMUNITY COMMERCIAL MIXED USE DESIGNATION				
	C.X.6.2.1	The Community Commercial Mixed Use Designation on Schedule “C.X.C” is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service. In accordance with Section C.X.5.3, the Community Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:			The Community Commercial Mixed Use Designation on Schedule “C.X.C” is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service. In accordance with Section C.X.5.3, the Community Commercial Mixed Use designation is intended to provide a range and mix of uses in a stand-alone or mixed-use building format within each location and permits the following in a stand-alone or mixed-use building format :	<ul style="list-style-type: none">To clarify order of text - mix of uses can be in stand-alone or mixed-use building.
		a) Residential uses including stacked back-to-back townhouses, multiplexes, apartments, and live-work units;				
		b) Retail and Commercial uses; and,				
		c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m ²).			c) Minor P laces of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m ²).	<ul style="list-style-type: none">Housekeeping edit.
	C.X.6.2.2	The maximum height of buildings shall not exceed 15 storeys.				
	C.X.6.2.3	The combined area of Community Commercial Mixed Use areas shall provide a minimum of 18,500 m ² of non-residential gross floor area.				<ul style="list-style-type: none">If available, the Region would appreciate the opportunity to review the updated LBA numbers as referred to in the technical

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						studies (i.e., Policy Directives Report; Population, Employment and Housing Report).
	C.X.6.2.4	If an amendment to this Official Plan is required to increase the area of the Community Mixed Use Area or provide less than the minimum non-residential gross floor area, Council may require the preparation of a market impact study.	OPA 31 B. 3.4.1.4	If an Amendment to this Plan is required to permit the <i>development</i> of additional commercial gross floor area, Council shall require the preparation of a market impact study. The purpose of the market impact study shall be to determine whether a proposal can proceed on the basis of market demand without having a negative impact on the planned function of the commercial designations contained in this Plan. The study is not intended to assess the impacts of any proposal on the market share of an individual business or interfere with normal market competition.	If an amendment to this Official Plan is required to increase the area of the Community Mixed Use Area exceed or provide less than the minimum non-residential gross floor area, Council may shall require the preparation of a market impact study in accordance with Section B.3.4.1.4 of this Official Plan .	<ul style="list-style-type: none"> Proposed modifications to ensure wording is consistent with Town's Official Plan.
	C.X.6.2.5	All development within the Community Commercial Mixed Use designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.				
	C.X.6.3	NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION				
	C.X.6.3.1	The Neighbourhood Commercial Mixed Use designation on Schedule "C.X.C" is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service. In accordance with Section C.X.5.3, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:			<p>The Neighbourhood Commercial Mixed Use designation on Schedule "C.X.C" is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.</p> <p>In accordance with Section C.X.5.3, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses in a stand-alone or mixed-use building format within each location and permits the following in a stand-alone or mixed-use building format:</p>	<ul style="list-style-type: none"> To clarify order of text - mix of uses can be in stand-alone or mixed-use building.
		a) Residential uses including stacked back-to-back townhouses, multiplexes, apartments, and live-work units;				
		b) Retail and Commercial uses; and,				
		c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m ²).			c) Minor P laces of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m2).	<ul style="list-style-type: none"> Housekeeping edit.
	C.X.6.3.2	The maximum heigh of buildings shall not exceed 8 storeys.			The maximum height of buildings shall not exceed 8 storeys.	<ul style="list-style-type: none"> To correct spelling error.
	C.X.6.3.3	The combined area of Neighbourhood Commercial Mixed Use, within each Neighbourhood, shall provide a minimum of 9,300 m ² of non-residential gross floor area, except the Neighbourhood Commercial Mixed Use area at Britannia Road and James Snow Parkway shall provide a minimum of 4,600 m ² non-residential gross floor area.				<ul style="list-style-type: none"> If available, the Region would appreciate the opportunity to review the updated LBA numbers as referred to in the technical studies (i.e., Policy Directives Report; Population, Employment and Housing Report).
	C.X.6.3.4	If an amendment to this Official Plan is required to increase the area of the Neighbourhood Mixed Use Area or provide less than the minimum non-residential gross floor area, Council may require the preparation of a market impact study.	OPA 31 B.3.4.1.4	If an Amendment to this Plan is required to permit the <i>development</i> of additional commercial gross floor area, Council shall require the preparation of a market impact study. The purpose of the market impact study shall be to determine whether a proposal can proceed on the basis of market demand without having a negative impact on the planned function of the commercial designations contained in this Plan. The study is not intended to assess the impacts of any proposal on the market share of an individual business or interfere with normal market competition.	If an amendment to this Official Plan is required to increase the area of the Neighbourhood Mixed Use Area exceed or provide less than the minimum non-residential gross floor area, Council may shall require the preparation of a market impact study in accordance with Section B.3.4.1.4 of this Official Plan .	
	C.X.6.3.5	All development within the Neighbourhood Commercial Mixed Use designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.				
	C.X.6.4	PUBLIC SERVICE FACILITIES				
		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", shall be subject to the policies of this subsection.			Notwithstanding the policies of Section B.2.5, <i>development of Public Service Facilities</i> such as parks, greenspace, and schools identified on Schedule "C.X.C", shall be subject to the policies of this subsection.	<ul style="list-style-type: none"> Housekeeping to italicize defined term.
	C.X.6.4.1	Community Park Symbol			Community Parks Symbol	
		Community Parks are intended to serve all residents in the Town and should include a range of indoor and outdoor recreation facilities such as arenas, community centres, sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and spectator facilities, in addition to park facilities including playgrounds, spray	OPA 31 Table 1 Parkland Hierarchy	<p>Community Park</p> <p>Community Parks serve residents of the Town. Community Parks may include, in addition to the full range of active and passive</p>	Community Parks are intended to serve all residents in of the <i>Town</i> and should include a range of indoor and outdoor recreation facilities such as arenas, community centres, sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and spectator facilities, in addition to park facilities including	<ul style="list-style-type: none"> Suggested revisions for clarity and readability. Will park locations be determined through the Tertiary Plan process?

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		<p>pads etc. Generally, Community Parks will be approximately 21 hectares in size, located central to the community with frontage on an arterial road.</p> <p>Unless other arrangements are made to the satisfaction of the Town, one (1) Community Park shall be included in the Secondary Plan area. If the Community Park is located within the Britannia Secondary Plan area, it is encouraged to be centrally located and co-located with a community centre and other institutional or community uses such as a secondary school, library, or place of worship.</p>	ROP 77.5 f) [iv]	<p>recreation uses, significant natural or physical features such as the Mill Pond, or unique attractions such as formal gardens, museums, display greenhouses, animal farms or other specialized public leisure functions. These areas will be between 20 and 50 hectares in size.</p> <p>location, types and density of residential and employment lands that contribute to creating healthy communities through: [...] provision of local parks and open space,</p>	<p>playgrounds, spray pads etc. Generally, Community Parks will be approximately 21 hectares in size, located central to the community with frontage on an arterial road.</p> <p>Unless other arrangements are made to the satisfaction of the Town, one (1) Community Park shall be provided included in the Britannia Secondary Plan area. If the Community Park is located within the Britannia Secondary Plan area, it is encouraged to encouraged to be centrally located and co-located with a community centre and other institutional or community uses such as a secondary school, library, or place of worship.</p>	<ul style="list-style-type: none">Can “other arrangements” be clarified? What would this entail?
	C.X.6.4.2	District Park Symbol			District Parks Symbol	
		<p>District Parks are intended to serve multiple neighbourhoods within 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 including playgrounds, spray pads etc. Generally, District Parks will be approximately 10.5 hectares in size, located in proximity to mixed use areas such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations, and should have access along an arterial or collector road.</p> <p>Three (3) District Parks shall be included in the Secondary Plan and distributed to equally serve the population. It is encouraged that District Parks are co-located with an institutional or other community use such as a secondary school or elementary school.</p>	OPA 31 Table 1 Parkland Hierarchy ROP 77.5 f) [iv]	<p>District Park</p> <p>District Parks serve one or more Planning Districts and include the provision of major sports facilities such as athletic fields, outdoor rinks, outdoor pools, baseball diamonds, softball diamonds, tennis courts and limited spectator facilities. The minimum size of such parks will be 6.0 hectares.</p> <p>location, types and density of residential and employment lands that contribute to creating healthy communities through: [...] provision of local parks and open space,</p>	<p>District Parks are intended to serve multiple neighbourhoods within the Secondary Plan and should include major sports outdoor recreation facilities such as sports athletic fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, tennis hard surface sport courts, etc.</p> <p>Generally, District Parks will be approximately 10.5 hectares in size, located in proximity to mixed use areas such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations, and should have be accessible from along an arterial or collector road.</p> <p>Three (3) District Parks shall be provided included in the Britannia Secondary Plan area and distributed to equally serve the population. It is encouraged that District Parks are encouraged to be are co-located with an institutional or other community use such as a secondary school or elementary school.</p>	<ul style="list-style-type: none">Suggested revisions to be consistent with OPA 31 wording, and for clarity and readability.Will park locations be determined through the Tertiary Plan process?
	C.X.6.4.3	Neighbourhood Park Symbol			Neighbourhood Parks Symbol	
		<p>Neighbourhood Parks are 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, Neighbourhood Parks will be approximately 4.5 hectares in size and distributed to allow and approximate 10- to 15-minute walk from most residents in the Secondary Plan.</p> <p>Four (4) Neighbourhood Parks shall be included and distributed throughout the neighbourhoods. It is encouraged that Neighbourhood Parks are co-located with an elementary school, and have significant frontage along a minimum of one public street.</p>	OPA 31 Table 1 Parkland Hierarchy ROP 77.5 f) [iv]	<p>Neighbourhood Park</p> <p>Neighbourhood Parks serve neighbourhoods within a Planning District. They will contain Park facilities such as athletic fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, tennis courts and limited spectator facilities. The minimum size of such parks will be 3.0 hectares.</p> <p>location, types and density of residential and employment lands that contribute to creating healthy communities through: [...] provision of local parks and open space,</p>	<p>Neighbourhood Parks are intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including athletic sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport tennis courts, as well as park facilities including playgrounds, and spray pads etc.</p> <p>Generally, Neighbourhood Parks will be approximately 4.5 hectares in size and distributed within a to allow and approximate 10- to 15-minute walk from most residents in the Secondary Plan.</p> <p>Four (4) Neighbourhood Parks shall be included and distributed throughout the neighbourhoods. It is encouraged that Neighbourhood Parks are encouraged to be are co-located with an elementary school, and have significant frontage along a minimum of one public street.</p>	<ul style="list-style-type: none">Suggested revisions to be consistent with OPA 31 wording, and for clarity and readability.Will parks locations be determined through the Tertiary Plan process?
	C.X.6.4.4	Village Squares Symbol			Village Squares Symbol	
		<p>Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and are primarily expected to provide park facilities including playgrounds and open, active recreation areas. Generally, Village Squares will be approximately 0.4 hectares in size and distributed to all a 5- to 10-minute walk from most residents in the Secondary Plan.</p> <p>Fifteen (15) Village Squares shall be included and distributed throughout the residential areas of the Secondary Plan in areas of the neighbourhoods that do not have good access to other recreation and park facilities. Village Squares should have significant frontage along a public street, generally along two side of the square.</p>	OPA 31 Table 1 Parkland Hierarchy ROP 77.5 f) [iv]	<p>Village Square</p> <p>A Village Square will be located as a focal point for a sub-neighbourhood. Such facilities provide primarily a passive recreation area for aesthetics and rest areas, but may also include children's play equipment, informal play areas, or public service facilities including mail kiosks, etc. Village Squares would typically be between 0.2 and 0.5 hectares in size.</p> <p>location, types and density of residential and employment lands that contribute to creating healthy communities through: [...] provision of local parks and open space,</p>	<p>Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and are primarily expected to provide passive recreation areas for aesthetics and rest, park facilities but may also includeing playgrounds and open, active recreation areas.</p> <p>Generally, Village Squares will be approximately 0.4 hectares in size and distributed within to all a 5- to 10-minute walk from most residents in the Secondary Plan area.</p> <p>Fifteen (15) Village Squares shall be included and distributed throughout the residential areas of the Britannia Secondary Plan in areas of the neighbourhoods that with limited do not have good access to other recreation and park facilities. Village Squares should have significant frontage along a public street, generally along two sides of the Village Square.</p>	<ul style="list-style-type: none">Suggested revisions to be consistent with OPA 31 wording, and for clarity and readability.Will park locations be determined through the Tertiary Plan process?
	C.X.6.4.5	Privately Owned Public Spaces (POPS)				
		<p>Privately Own Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes to provide passive open space and complementing planned parks and natural areas.</p>			<p>Privately Owned Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes, to provide passive open space and complementing planned parks and natural areas.</p>	<ul style="list-style-type: none">Suggested housekeeping revisions. It may be beneficial to the reader is a description for POPS was included.

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	C.X.6.4.6	Greenspace Designation			Greenspace Designation	<ul style="list-style-type: none">Suggested revision to title. Greenspace is not a land use designation.
		<p>Greenspace lands are intended to provide open space connections to the NHS, where appropriate; these may include utility rights-of-way.</p> <p>Greenspaces are generally intended for passive recreational uses and to support the establishment of the Trail Network.</p>				
	C.X.6.4.7	Schools Symbols			Schools Symbols	<ul style="list-style-type: none">Suggested revision to title
		<p>Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Official Plan.</p> <p>The Secondary Plan requires twelve (12) Elementary Schools and four (4) Secondary Schools.</p> <p>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.</p> <p>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).</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>			<p>Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Official Plan.</p> <p>The Secondary Plan requires twelve (12) Elementary Schools and four (4) Secondary Schools.</p> <p>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.</p> <p>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 <i>active transportation</i>. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (e.g., 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>	<ul style="list-style-type: none">Housekeeping to italicize term (active transportation).
	C.X.6.5	NATURAL HERITAGE SYSTEM (NHS) DESIGNATION			NATURAL HERITAGE SYSTEM (NHS) DESIGNATION	
		<p>The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Britannia Secondary Plan, the NHS is depicted on Schedules “C.X.A” to “C.X.D” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan.</p> <p>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 of this Secondary Plan.</p> <p>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 MESP, a DAEFSS, EIA or equivalent study accepted by the Region.</p>	<p>ROP 114 & 114.1, 116.1</p> <p>OPA 31 B.4.8 and B.4.9, 5.9.3.11</p>		<p>The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and <i>ecological functions</i>. Within the Britannia Secondary Plan, the NHS is depicted on Schedules “C.X.A” to “C.X.D” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan.</p> <p>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 of this Secondary Plan.</p> <p>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 an approval process under the Planning Act process, without amendment to this Plan where they are supported by either a <i>MESP</i>, a <i>DAEFSS</i>, <i>EIA</i> or equivalent study accepted by the <i>Region</i>. <i>Refinements to the NHS will be in effect on the date of an approval under the Planning Act process.</i></p>	<ul style="list-style-type: none">Suggested revisions to clarify process for NHS refinements.
	C.X.6.5.1	Permitted Uses				
		<p>The NHS designation on Schedules “C.X.A” to “C.X.D” permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan. Notwithstanding, the following additional uses are permitted:</p> <p>a) Essential transportation and utility facilities, in accordance with Section B.4.9 of this Official Plan provided:</p> <ul style="list-style-type: none">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.	<p>ROP 117.1</p> <p>OPA 31 B.4.8 and B.4.9</p>		<p>The NHS designation on Schedules “C.X.A” to “C.X.D” permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan. Notwithstanding, the following additional uses are permitted:</p> <p>a) Essential transportation and utility facilities, in accordance with Section B.4.9 of this Official Plan provided:</p> <ul style="list-style-type: none">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.	<ul style="list-style-type: none">To remove duplicative text. The cross references to the Town's Official Plan already address permitted uses.
	C.X.6.5.2	Criteria for Buffers				

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		<p>The NHS as shown on Schedules “C.X.A” to “C.X.D” 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.</p> <p>Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.</p> <p>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.</p>	<p>ROP 114, 114.1, 117.1, 220.1.1</p> <p>OPA 31 B.4.8&B.4.9, B.5.10.16</p>		<p>The NHS as shown on Schedules “C.X.A” to “C.X.D” includes <i>buffers</i> that are an important component to the overall NHS and are required to have been established in an effort to protect key natural features and ecological functions by mitigating the impacts of proposed <i>development</i> or site alteration.</p> <p>Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.</p> <p>Refinements to buffers may occur through a MESP, a DAEFSS, and/or an EIA or equivalent study, provided that these studies are accepted by the Town and Region and in accordance with C.X.6.5 of this Secondary Plan and B.4.9.3.12 of this Official Plan.</p> <p>The final <i>buffer</i> width is to be determined through the <i>MESP</i> and/or <i>DAEFSS</i>, building upon the guidance from the SWS, when additional information is available to determine the nature and scope of the abutting land uses, and sensitivity and significance of the Key Features, watercourses and their ecological functions 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, <i>buffer</i> widths must achieve the following objectives: be sufficient to protect the NHS key features and their ecological functions in the long term.</p> <ul style="list-style-type: none"><i>Avoid negative impacts on the key features and their ecological functions;</i><i>Provide a high level of certainty that the buffer will function to preserve the biological diversity and ecological functions of Key Features, watercourses and the NHS for the long term; and</i><i>Adhere to the relevant goals, objectives and policies of the NHS in the Secondary Plan, Regional Official Plan and relevant Provincial policies to the satisfaction of the Town and Region, in consultation with the Conservation Authority.</i>	<ul style="list-style-type: none">Modifications to be consistent with draft proposed language in Trafalgar Secondary Plan.
[NEW]	C.X.6.5.3	Linkages				
			<p>ROP 114, 114.1, 117.1, 255</p> <p>OPA 31 B.4.8&B.4.9, B.5.10.16</p>		<p>The NHS as shown on Schedules “C.X.A” to “C.X.D” includes <i>Linkages</i> that are intended to provide connectivity supporting the ecological functions related to the long term movement of plants and animals between Key Features and provide an important contribution to the long term sustainability of the NHS.</p> <p>Linkages, both those identified on Schedules “C.X.A” to “C.X.D” and unmapped linkages discussed in the SWS, shall be further studied and explored through the MESP and must achieve the relevant goals, objectives and policies of the NHS in this Plan, the Official Plan and the Regional Official Plan. The extent and location of the linkage can be assessed through the MESP in the context of both the scale of the abutting land use and the ecological functions they contribute to the NHS. The linkage shall be designed to support a range of community and ecosystem processes enabling plans and animals to move between Key Features over multiple generations. Refinements to identified Linkages may occur through the MESP provided that the study is accepted by the Town and Region and in accordance with C.X.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.</p>	<ul style="list-style-type: none">To provide policy guidance to address natural heritage planning requirements.
[NEW]	C.X.6.5.4	Enhancements to Key Features				
			<p>ROP 114, 114.1, 117.1, 229.1.1</p> <p>OPA 31 B.4.8&B.4.9, B.5.10.16</p>		<p>The NHS as shown on Schedules “C.X.A” to “C.X.D” includes <i>Enhancements to the Key Features</i> that are either ecologically supporting areas adjacent to individual Key Natural Features or measures internal to individual <i>Key Features</i> that increase the ecological resilience and function of those <i>Key Features</i>.</p> <p>Enhancements to the Key Features shall be further studied and explored through the MESP and must achieve the relevant goals, objectives and policies of the NHS in this Plan, the Official Plan, and the Regional Official Plan. Additional opportunities for enhancements, both within and adjacent to Key Features may be identified through the MESP. Refinements to Enhancements to the Key Features identified on Schedules “C.X.A” to “C.X.D” may occur through the MESP provided that the study is accepted by the Town and Region and in accordance with C.X.6.5 of this Secondary Plan and B.4.9.3.12 of this Official Plan.</p>	<ul style="list-style-type: none">To provide policy guidance to address natural heritage planning requirements.

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					<u>The final Enhancements to the Key Features, linkages and buffers, as identified through the MESP are to be identified and described in a Buffer and Enhancement Plan prepared to the satisfaction of the Town and Region, in consultation with the Conservation Authority and implemented through the plan of subdivision.</u>	
	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 Britannia Secondary Plan.			Further to and in accordance with, Section B.5.0 of this Official Plan, the following policies are applicable to the Britannia Secondary Plan.	<ul style="list-style-type: none">Housekeeping.
	C.X.7.1	PHASING AND FINANCE				<ul style="list-style-type: none">
	C.X.7.1.1	Development in the Britannia Secondary Plan shall proceed in multiple phases, shown on Schedule "C.X.D". The Phases are generally consistent with the estimated delivery of water and wastewater servicing infrastructure. Development Stages within each Phase shall be detailed within the Tertiary Plan.	ROP 77(5) i)		Development in the Britannia Secondary Plan shall proceed in multiple phases, shown on Schedule "C.X.D". The Phases are generally consistent with the estimated delivery of water and wastewater servicing <i>infrastructure</i> . Development Stages within each Phase shall be detailed within the Tertiary Plan.	<ul style="list-style-type: none">Housekeeping to italicize term (infrastructure, and development).
	C.X.7.1.2	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 10,000 people) required to support a school, park and retail commercial uses;			a) There is availability and efficient use of public <i>infrastructure</i> and services, where each <i>development</i> stage shall be delineated to result in the population (generally 10,000 people) required to support a school, <u>and park(s) and retail commercial uses</u> ;	<ul style="list-style-type: none">Housekeeping to italicize term (infrastructure).Why is retail and commercial uses included?
		a) Development proceeds in a manner that is supportive of transit services;			b) <i>Development</i> proceeds in a manner that is supportive of transit services;	<ul style="list-style-type: none">Housekeeping to italicize term (development)
		b) The staging of development in the Britannia Secondary Plan occurs in a manner that supports timing and availability of planned, water and 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;			c) The staging of <i>development</i> in the Britannia Secondary Plan occurs in a manner that supports timing and availability of planned, water and wastewater <i>infrastructure</i> in accordance with the <i>Region's</i> Water and Wastewater Master Plan, the Development Charges Background Study, and the <i>Region's</i> Financing Policies for Growth Infrastructure;	<ul style="list-style-type: none">Housekeeping to italicize terms (development infrastructure, sand Region)
		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 or the Region beyond that planned for and approved by Council;			d) Services and required <i>infrastructure</i> are provided as part of each Stage in a fiscally responsible manner consistent with the objective <u>s</u> of this Secondary Plan, in accordance with all applicable legislation and which does not impose a financial burden on the <i>Town</i> or the <i>Region</i> beyond that planned for and approved by Council;	<ul style="list-style-type: none">Housekeeping to italicize terms (infrastructure, Town, and Region)
		d) The progression of development will follow a logical sequence generally east to west and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,			e) The progression of <i>development</i> will follow a logical sequence generally east to west and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,	<ul style="list-style-type: none">Housekeeping to italicize term (development)
		e) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.			f) There is an appropriate range and mix of housing types, including <i>affordable</i> and/or <i>assisted housing</i> , to achieve the targets of this Secondary Plan.	<ul style="list-style-type: none">Housekeeping to italicize terms (affordable, assisted housing)
	C.X.7.1.3	Prior to the approval of any development applications, the following must be satisfied:			Prior to the approval of any <i>development</i> applications, the following must be satisfied:	<ul style="list-style-type: none">Housekeeping to italicize term (development)
		a) For Stage 2 and any subsequent Stage, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the Town's financial and landowner cost sharing agreement) of the previous Stage shall have draft plan or site plan approval;			a) For Stage 2 and any subsequent Stage, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the <i>Town's</i> financial and landowner cost sharing agreement) of the previous Stage shall have draft plan or site plan approval;	<ul style="list-style-type: none">Housekeeping to italicize text.
		b) Regional municipal water and wastewater services are extended to the lands in the subject Stage and adequate local water and wastewater servicing capacity has been confirmed by the Region;			b) Regional municipal water and wastewater services are extended to the lands in the subject Stage and adequate local water and wastewater servicing capacity has been confirmed by the <i>Region</i> ;	<ul style="list-style-type: none">Housekeeping to italicize term (Region)
		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;			c) Satisfactory arrangements have been made with the <i>Town</i> to ensure the early delivery of projected <i>Public Service Facilities</i> , off-street trails and components of the <i>active transportation</i> network and transit facilities to support growth;	<ul style="list-style-type: none">Housekeeping to italicize terms (Town, active transportation, Public service facilities)
		d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared and approved by Town Council;			d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared and approved by <i>Town</i> Council;	<ul style="list-style-type: none">Housekeeping to italicize term (Town)

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		e) The Town has in full force and effect, and not subject to appeal for changes 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 <i>Town</i> has in full force and effect, and not subject to appeal for changes 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;	<ul style="list-style-type: none">Housekeeping to italicize term (Town)
		f) The recommendations of the 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 Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the <i>Town</i> and/or <i>Region</i> and affected parties as permitted by legislation and to the satisfaction of Council in accordance with Section C.X.7.1 of this Official Secondary Plan;	<ul style="list-style-type: none">Housekeeping edits.
		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,			g) The recommendations of the <i>Region's</i> financial plan are secured through agreements with the <i>Town</i> and/or <i>Region</i> and affected parties as permitted by legislation and to the satisfaction of Regional Council in accordance with applicable Regional policies; and,	<ul style="list-style-type: none">Housekeeping to italicize terms (Town and Region)
		h) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation are satisfied.			h) Any financial and other requirements of the <i>Town</i> and <i>Region</i> to support sustainable growth, pursuant to applicable legislation are satisfied.	<ul style="list-style-type: none">Housekeeping to italicize terms (Town and Region)
	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;			a) Public <i>infrastructure</i> such as roads, parks fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing <i>infrastructure</i> and other requirements both at the local and Regional levels;	<ul style="list-style-type: none">Housekeeping to italicize term (infrastructure)
		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 residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the Town's sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the Town 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; and,			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 residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the <i>Town's</i> sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the <i>Town</i> and in consultation with the <i>Region</i> , that there are no negative impacts on the <i>Town</i> or <i>Region</i> , including from land use planning, <i>infrastructure</i> , financial impact perspectives and the Regional Allocation Program; and,	<ul style="list-style-type: none">Housekeeping to italicize terms (Town, infrastructure, and Region)
		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) The <i>Town</i> 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 <i>development</i> 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 <i>Region</i> , that there are no negative impacts on the <i>Town</i> or <i>Region</i> , including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program.	<ul style="list-style-type: none">Housekeeping to italicize terms (Town and Region)
	C.X.7.1.5	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.			Prior to final approval of each plan of subdivision, all requirements of the <i>Town</i> and the <i>Region</i> shall be satisfied, and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.	<ul style="list-style-type: none">Housekeeping to italicize terms (Town and Region)
	C.X.7.1.6	All new urban development in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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:			All new urban <i>development</i> in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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 <i>development</i> in the Secondary Plan area shall only be approved by Council, and <i>development</i> shall only proceed when:	<ul style="list-style-type: none">Housekeeping to italicize term (development)
		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			a) Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the <i>Town</i> 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 <i>development</i> 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 <i>Town</i> 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	<ul style="list-style-type: none">Housekeeping to italicize terms (Town, development)

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		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;			required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any <i>development</i> 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;			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 <i>development</i> for the provision of matters such as community and <i>infrastructure</i> facilities;	<ul style="list-style-type: none">Housekeeping to italicize terms (infrastructure, development)
		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;			c) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the <i>Region</i> addressing the provision of water and wastewater servicing and roads;	<ul style="list-style-type: none">Housekeeping to italicize term (Region)
		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;			d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the <i>Town</i> to facilitate <i>Town</i> acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;	<ul style="list-style-type: none">Housekeeping to italicize term (Town)
		e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;			e) Water treatment and distribution and wastewater collection and treatment are available in accordance with <i>Town</i> and Regional policies;	<ul style="list-style-type: none">Housekeeping to italicize term (Town)
		f) An Area Servicing Plan for the Britannia Secondary Plan has been completed to the satisfaction of the Region;			f) An Area Servicing Plan for the Britannia Secondary Plan has been completed to the satisfaction of the <i>Region</i> ;	<ul style="list-style-type: none">Housekeeping to italicize term (Region)
		g) Development staging has been established as part of the Tertiary Planprocess;			g) <i>Development</i> staging has been established as part of the Tertiary Plan process;	<ul style="list-style-type: none">Housekeeping to italicize term (development)
		h) The applicable Tertiary Plan has been endorsed by Town Council and is consistent with this Secondary Plan;			h) The applicable Tertiary Plan has been endorsed by <i>Town</i> Council and is consistent with this Secondary Plan;	<ul style="list-style-type: none">Housekeeping to italicize term (Town)
		i) The Air Quality Assessment, Area Servicing Plan, MESP and DAEFSS or other applicable environmental study have been completed to the satisfaction of the Town and, where appropriate, the Region, and based on technical input from the Conservation Authority;			i) The Air Quality Assessment, Area Servicing Plan, <i>SWS</i> , <i>MESP</i> and <i>DAEFSS</i> or other applicable environmental study have been completed to the satisfaction of the <i>Town</i> and <i>where appropriate</i> , the <i>Region</i> , and based on technical input from the <i>Conservation Authority</i> ;	<ul style="list-style-type: none">Housekeeping to italicize terms and list a requisite environmental study.
		j) The Town will establish a monitoring program, in consultation with the Region, to track and report on the status of built Single Detached Equivalent units on an annual basis;			j) The <i>Town</i> will establish a monitoring program, in consultation with the <i>Region</i> , to track and report on the status of <i>built</i> Single Detached Equivalent units on an annual basis;	<ul style="list-style-type: none">Housekeeping to italicize terms (Town, Region, built)
		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,			k) To facilitate the <i>development</i> of an effective local road network <i>and minimize / consolidate access to the Regional Road Network</i> , the <i>Town</i> and/or <i>Region</i> may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the <i>Town</i> to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,	<ul style="list-style-type: none">Acknowledgment of Region's need to minimize / consolidate access to the Regional Road Network. Housekeeping to italicize terms (Town, development, and Region).
		l) Any additional requirements of the Town and/or Region are satisfied.			l) Any additional requirements of the <i>Town</i> and/or <i>Region</i> are satisfied.	<ul style="list-style-type: none">Housekeeping to italicize terms (Town and Region)
	C.X.7.1.7	This Secondary Plan shall require that 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:			This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the <i>Town</i> , shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the <i>Town</i> , 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:	<ul style="list-style-type: none">Housekeeping to italicize term (Town)
		a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan;			a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new <i>development</i> within the Secondary Plan;	<ul style="list-style-type: none">Housekeeping to italicize term (development)
		b) 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;			b) Requires, to the maximum extent possible and practical, the conveyance of lands for <i>Public Service Facilities</i> 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;	<ul style="list-style-type: none">Housekeeping to italicize term (public service facilities)

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		c) 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;			c) 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;	<ul style="list-style-type: none"> Housekeeping to italicize term (development)
		d) Shall proceed in sequential Phases shown on Schedule "C.X.D". Development Stages within each phase shall be detailed through the Tertiary Plan in accordance with the policies of Section C.X.7.1 of this Secondary Plan; and,				
		e) 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.			e) Shall manage the progression of <i>development</i> in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public <i>infrastructure</i> , facilities, services and amenities.	<ul style="list-style-type: none"> Housekeeping to italicize term (development, infrastructure)
	C.X.7.2	PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES				
	C.X.7.2.1	Parkland Dedication				
		<p>Parkland dedication shall be in accordance with the provisions outlined in this Official Plan and the <i>Planning Act, R.S.O. 1990, c.P.13</i>, as amended.</p> <p>The following shall not be counted towards parkland dedication:</p> <ul style="list-style-type: none"> Private outdoor amenity space including privately owned public spaces(POPS); Landscape buffers and vistas; NHS; Greenspace lands; <i>Active transportation</i> network lands (unless approved within a park); Stormwater management lands and associated <i>buffers</i>; and, Green roofs and sustainability features (unless approved within a park). 	<p>Planning Act s.51.1</p> <p>OPA 31 4.9.3.16</p> <p>OPA 31 5.9.3.7</p> <p>OPA 31 5.9.3.10</p>	<p>Where new <i>development</i> is proposed on a site, part of which is designated Natural Heritage System such lands shall not be considered acceptable as part of the dedication for park purposes as required by the Planning Act unless special arrangements are made with the Town</p> <p>Land shall be acquired for park purposes through the use of a variety of mechanisms in accordance with the provisions of this Plan, including: [...]</p> <p>a) parkland dedications as a condition of development approval in accordance with the provisions of the Planning Act;</p> <p>Where a <i>development</i> or redevelopment proposal includes lands which are used for the following uses, such lands shall not be acceptable as part of the parkland dedication and shall be conveyed to the Town or other public agency: i) lands subject to flooding; ii) lands used for stormwater management functions; iii) steep valley slopes; iv) ravine lands below the top-of-bank; and, v) lands in setbacks from the top-of-bank required by the Town and the appropriate Conservation Authority.</p>		<ul style="list-style-type: none"> For structure and readability of this Secondary Plan, this policy section could be placed before the policies on different park types.
	C.X.7.2.2	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) Any Community Park, District Park, Neighbourhood Park 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;			Any Community Park, District Park, Neighbourhood Park or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the <i>Town's</i> Engineering and Parks Standards and conveyed to the <i>Town</i> ;	<ul style="list-style-type: none"> Housekeeping to italicize term (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 Section C.X.6.5, have been dedicated to the Town, or to the Conservation Authority if so, directed by the Town;			c) Lands designated NHS, as they may be refined through a <i>Planning Act</i> process in accordance with Section C.X.6.5, have been dedicated to the <i>Town</i> , or to the <i>Conservation Authority</i> if so, directed by the <i>Town</i> ;	<ul style="list-style-type: none"> Housekeeping to italicize terms (Town, 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			d) Stormwater management facilities have been constructed and dedicated to the <i>Town</i> , provided that the <i>Town</i> may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the <i>Town</i> 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 <i>Town</i> for the construction of the permanent facilities;and,	<ul style="list-style-type: none"> Housekeeping to italicize term (Town)

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		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.			e) Lands required for large <i>utility</i> structures shall be shown as block(s) and/or <i>easements</i> 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 <i>Town</i> .	<ul style="list-style-type: none"> Housekeeping to italicize terms (utility, easements, 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.	OPA 31 B.5.5 Zoning By-law		This Secondary Plan shall be implemented by an appropriate amendment(s) to the <i>Town's</i> Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Official Plan.	<ul style="list-style-type: none"> Housekeeping to italicize term (Town)
	C.X.7.4	CONSENTS				
		Subdivision of land shall generally take place by plan of subdivision in the Britannia 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.	OPA 31 B.5.7 Land Division			
	C.X.7.5	REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS				
	C.X.7.5.1	Pre-Application Submission Requirements			Pre-Application Submission Requirements	<ul style="list-style-type: none"> Clarification requested – is this intended to say application?
		In order to ensure the implementation of this policy, no development applications shall be submitted in the Secondary Plan area until:			In order to ensure the implementation of this <i>policy</i> , no development applications shall be submitted in the Secondary Plan area until:	<ul style="list-style-type: none"> Housekeeping to italicize term (policy)
		a) The Town has substantially completed a MESP in consultation with the Conservation Authority;			a) The <i>Town</i> has substantially prepared a MESP SWS accepted by the Region in consultation with the <i>Conservation Authority</i> ;	<ul style="list-style-type: none"> This is a Regional Official Plan requirement as per 77.5(j) and 145(9). Note, as of the time of this review, the SWS has not been deemed complete or accepted by the Region.
		b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,			a) b) The <i>Town</i> has prepared substantially completed a MESP accepted by the Region in consultation with the <i>Conservation Authority</i> ;	<ul style="list-style-type: none"> To relocate from sub a) to b)
		c) A Tertiary Plan has been endorsed by Council for the development area.			b) c) Phases 1 and 2 of the Municipal Class EA have been completed for road and <i>infrastructure</i> works within the Secondary Plan area; and,	<ul style="list-style-type: none"> To relocate sub b) to sub c); to italicize 'infrastructure'
					c) d) A Tertiary Plan has been endorsed by Council for the <i>development</i> area.	<ul style="list-style-type: none"> To relocate sub c) to sub d)
	C.X.7.5.2	Tertiary Plan Submission Requirements				
		Prior to making of any application for draft plan approval, 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. The Tertiary Plan for lands in the Britannia Secondary Plan shall address and demonstrate:	ROP 77(5) OPA 31 B.5.4.3.6 OPA 31 B.5.4.3.7		Prior to making of any application for draft plan approval, a Tertiary Plan shall be prepared to the satisfaction of the Town and Region 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 and Region . A Tertiary Plan shall be prepared in conjunction with the required <i>MESP</i> . The Tertiary Plan for lands in the Britannia Secondary Plan shall address and demonstrate:	<ul style="list-style-type: none"> Suggested revision for clarification. There are matters of Regional interest to be addressed to the Region's satisfaction through the Tertiary Plan. Therefore, it is appropriate to include this wording in policy.
		a) The Development Stages within each Phase, as outlined in Schedule "C.X.D", including the breakdown of anticipated dwellings by type including affordable and/or assisted housing, non-residential uses by area and type and the associated population and employment that could occur for each phase;			a) The Development Stages within each Phase, as outlined in Schedule "C.X.D", including the breakdown of anticipated dwellings by type including <i>affordable and/or assisted housing</i> , non-residential uses by area and type and the associated population and employment that could occur for each phase;	<ul style="list-style-type: none"> Housekeeping to italicize terms (affordable and assisted housing)
		b) The location and configuration of schools, Community Parks, District Parks, Neighbourhood Parks and Village Squares;				
		c) The potential location of libraries, community centres, emergency services and five (5) places of worship;				

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		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 phasing or staging of development;			<p>e) <u>A detailed Road Network Assessment is to be completed to the Town and Region's satisfaction in accordance with an approved Terms of Reference in order to assess impacts on the Regional transportation and local road network and confirm if additional transportation infrastructure is required to support each stage of development in the Britannia Secondary Plan area and adjacent Secondary Plan areas. At a minimum, the detailed Road Network Assessment must:</u></p> <p>i) <u>Establish A road network assessment including</u> a conceptual local road network and the location, configuration, width and alignment of collector roads, addressing the requirements of the EA process, <u>and a high-level traffic modelling to provide arterial road intersection improvements commensurate with phasing or staging of development.</u></p> <p>ii) <u>Include a detailed traffic analysis at the intersection level to confirm transportation infrastructure requirements to accommodate each phase or stage of development.</u></p> <p>iii) <u>Provide a coordinated Staging and Monitoring Plan to ensure that Regional roads, function efficiently as major routes through the Secondary Plan;</u></p> <p>iv) <u>Develop an Access Management Strategy to the satisfaction of the Town and Region as a part of the Staging and Monitoring Plan in conformity with the Secondary Plan and the Regional Access Management Guideline and By-law 32-17; and</u></p> <p>v) <u>Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan;</u></p>	<ul style="list-style-type: none"> Proposed revisions to detail the transportation planning requirements.
		f) The active transportation system (including off-road trails and pathways);			f) The <i>active transportation</i> system (including off-road trails and pathways);	<ul style="list-style-type: none"> Housekeeping to italicize term (active transportation)
		g) The location of possible transit routes and transit facilities for dedication to the Town;			g) The location of possible transit routes and transit facilities for dedication to the <i>Town</i> ;	<ul style="list-style-type: none"> Housekeeping to italicize term (Town)
		h) 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 this Secondary Plan;	ROP 116.1, 145(9) OPA 31 B.4.8 and 4.9		h) The outcomes of the SWS and <i>MESP</i> that are to be implemented <u>through a Planning Act process</u> in accordance with policy <u>B.4.8 and B.4.9 B.4.9.3.12</u> of this Official Plan and in accordance with this Secondary Plan;	<ul style="list-style-type: none"> To update policy cross-reference.
		i) General consistency with the Britannia Secondary Plan Urban Design Guidelines; and,			i) General Consistency with the Britannia Secondary Plan Urban Design Guidelines; and,	<ul style="list-style-type: none"> Consistency – not just general – should be achieved.
		j) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.				
	C.X.7.6	COMPLETE APPLICATION REQUIREMENTS				
		In addition to the Complete Application requirements set out in Section B.5.3.4 of this Official Plan, the following studies shall be submitted as part of all privately initiated planning applications, except those under Section 45 of the <i>Planning Act</i> :	OPA 31 B. 5.3.4 – Complete Application Requirements			
		a) Neighbourhood Design Plan;			a) Neighbourhood Design Plan <u>in accordance with C.X.7.6.1 of this Secondary Plan;</u>	<ul style="list-style-type: none"> To include policy cross reference.
		b) Development Area Environmental Functional Servicing Study (DAEFSS); and,			b) Development Area Environmental Functional Servicing Study (DAEFSS) <u>in accordance with C.X.7.6.1-3 of this Secondary Plan;</u> and,	<ul style="list-style-type: none"> To include policy cross reference.
		c) Any other appropriate studies identified as part of the complete application and pre- consultation process.				
	C.X.7.6.1	Neighbourhood Design Plan				

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		<p>The Neighbourhood Design Plan shall generally address the urban design considerations outlined in Section B.5.3.4 of this Official Plan.</p> <p>The urban design policies of this Secondary Plan, and the Britannia Secondary Plan 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 a Neighbourhood Design Plan, where these plans shall be consistent with the Britannia Secondary Plan and Tertiary Plan and have regard for the Britannia Secondary Plan Urban Design Guidelines.</p> <p>A Neighbourhood Design Plan shall be prepared for each separate neighbourhood identified on Schedule “C.X.B”. The Neighbourhood Design Plan shall include all lands within each neighbourhood and shall form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control. The Neighbourhood Design Plan may also form the basis for any cost sharing or other agreements among the development proponents.</p> <p>Each Neighbourhood Design Plan shall include urban design rationale regarding the following components:</p> <p class="list-item-l1">a) A detailed street, block and land use plan;</p> <p class="list-item-l1">b) A comprehensive streetscape and open space plan; and</p> <p class="list-item-l1">c) Urban design and architectural control manual.</p> <p>The detailed street, block and land use plan will identify the conceptual lotting and building types proposed in the neighbourhood and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.</p> <p>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 Neighbourhood 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.</p> <p>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 NDP will provide details with regards to the architectural control process and administration of design review.</p>			<p>The Neighbourhood Design Plan shall generally address the urban design considerations outlined in Section B.5.3.4 of this Official Plan.</p> <p>The urban design policies of this Secondary Plan—and the Britannia Secondary Plan Urban Design Guidelines set out general criteria and guidance for the <i>development</i> 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 <i>development</i> proponents within a Neighbourhood Design Plan— where The Neighbourhood Design these Plans shall be consistent with the Britannia Secondary Plan and Tertiary Plan and have regard for the Britannia Secondary Plan Urban Design Guidelines.</p> <p>A Neighbourhood Design Plan shall be prepared <u>to the satisfaction of the Town, and Region where appropriate</u>, for each separate neighbourhood identified on Schedule “C.X.B”. The Neighbourhood Design Plan shall include all lands within each neighbourhood and shall form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control. The Neighbourhood Design Plan may also form the basis for any cost sharing or other agreements among the <i>development</i> proponents.</p> <p>Each Neighbourhood Design Plan shall include urban design rationale regarding the following components:</p> <p class="list-item-l1">a) A detailed street <u>and</u> block <u>and land use</u> plan;</p> <p class="list-item-l1">b) A comprehensive streetscape and open space plan; and</p> <p class="list-item-l1">c) Urban design and architectural control manual.</p> <p>The detailed street; <u>and</u> block <u>and land use plan</u> will identify the conceptual lotting and building types proposed in the neighbourhood and will provide enough detail to ensure that the density <u>target provisions</u> of this Secondary Plan has<u>ve</u> been met.</p> <p>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 Neighbourhood 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.</p> <p>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 <u>Neighbourhood Design Plan</u> will provide details with regards to the architectural control process and administration of design review.</p>	<ul style="list-style-type: none">Proposed revisions for clarity and readability. Land use designations should be addressed through the Secondary Plan, however, the configuration of streets and blocks may be addressed through this Neighbourhood Design Plan.
[NEW]	<u>C.X.7.6.2</u>	<u>Master Environmental Servicing Plan</u>				
					<p><u>The MESP shall provide direction for the preparation of the Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed-level analysis for the Britannia Secondary Plan. The Terms of Reference for the MESP is to be accepted by the Town and the Region, in consultation with the Conservation Authority. The final report is to be accepted by the Town and Region, in consultation with the Conservation Authority.</u></p>	<ul style="list-style-type: none">To provide clarity on the requirements for the MESP.
	C.X.7.6.2	Development Area Environmental Functional Servicing Study (DAEFSS)			C.X.7.6.23	
		DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis.			<p>DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. <u>The Terms of Reference for the DAEFSS is to be accepted by the Town and the Region, in consultation with the Conservation Authority. The final report is to be accepted by the Town and Region, in consultation with the Conservation Authority.</u></p>	<ul style="list-style-type: none">To provide clarity on the requirements for the DAEFSS.

	C.X. Britannia Secondary Plan		Provincial Plan/ROP/LOP		Regional Review	
Item	Section No.	Draft Britannia Secondary Plan	Section	Policy	June 2022 Draft: Proposed Modification	Regional Comment(s)/Reason(s) for Mod.
	C.X.7.6	ROADS ENVIRONMENTAL ASSESSMENT			C.X.7.6.7	<ul style="list-style-type: none">To remove duplicative numbering.
		<p>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.</p> <p>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.</p> <p>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.</p>			<p>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.</p> <p>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.</p> <p>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.</p>	<ul style="list-style-type: none">To update section numbering and remove reference to specific Class EA process.
[NEW]	C.X.8				MONITORING	
			OPA 31 B.2.1.5 ROP Table 2a Regional Phasing ROP 72.1 (5) ROP 77 (2.4) ROP 77(4) ROP 77(5) ROP Map 5 Regional Phasing	<p>To establish a rate and phasing of growth that ensures the logical and orderly progression of <i>development</i>, supports sustainable and cost-effective growth, encourages <i>complete communities</i>, and is consistent with the <i>policies</i> of this Plan.</p> <p>g) overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a, [...]</p> <p>i) <i>development</i> phasing</p>	<p><u>The achievement of the minimum population and employment target, including phasing of development, will be monitored on a regular basis in accordance with Section B.2.1.5 of this Official Plan.</u></p> <p><u>Should there be any significant change in the development phasing for planned density beyond what has been contemplated for the 2031 planning horizon, an update to the technical studies will be required to assess the impact on water and wastewater servicing and required infrastructure to the satisfaction of the Town and Region.</u></p>	<ul style="list-style-type: none">Modification to ensure that development to support growth proceeds in a logical and orderly manner in alignment with infrastructure provision.
	C.X.89	INTERPRETATION				
		Further to, and in accordance with, Section B.5.10 of this Official Plan, the following interpretation policies are applicable to the Trafalgar Secondary Plan.			Further to, and in accordance with, Section B.5.10 of this Official Plan, the following interpretation policies are applicable to the Trafalgar-Britannia Secondary Plan.	<ul style="list-style-type: none">Housekeeping.
	C.X.89.1	BOUNDARIES				
		<p>Locations, boundaries or limits described in text or indicated on Schedules "C.X.A", "C.X.B", "C.X.C", "C.X.D" are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan.</p> <p>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.</p>	OPA 31 B.5.10.2.1	<p>Locations, boundaries, or limits described in the text or indicated on Schedules "A", "A1", "B", "C", "D1", "D2", "E", "F", "G", "H", "I", "I1", "J", "K", "L", "M", "N", "O", "P", "C.2.A", "C.2.B", "C.3.A", "C.4.A", "C.5.A", "C.6.A", "C.6.B", "C.6.C", "C.6.D", "C.6.E", "C.7.A.CBD", "C.7.B.CBD", "C.7.C.CBD", , "C.8.A", "C.8.A1", "C.8.B", "C.8.C", "C.8.D", "C.8.E" and "C.8.F", are intended to be approximate only, except where they are bounded by roads, railway lines, or other clearly defined physical features. Where the general intent of the plan is maintained, minor boundary adjustments will not necessitate an amendment to the plan.</p>	<p>Locations, boundaries or limits described in text or indicated on Schedules "C.X.A", "C.X.B", "C.X.C", "C.X.D" are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan. <u>Where the intent of this Secondary Plan and Official Plan are maintained, minor boundary adjustments will not necessitate an amendment to the Secondary Plan.</u></p> <p>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.</p>	<ul style="list-style-type: none">To revise wording to be consistent with Town's Official Plan.

	C.X. Britannia Secondary Plan		Provincial Plan/ROP/LOP		Regional Review	
Item	Section No.	Draft Britannia Secondary Plan	Section	Policy	June 2022 Draft: Proposed Modification	Regional Comment(s)/Reason(s) for Mod.
	C.X. 89.2	NUMERICAL STANDARDS				
		Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the Town.			Where policies of this Secondary Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Official Plan, with the exception of any minimum targets or requirements of this Official Plan, including population, employment, and density targets, or environmental standards (e.g. green building, energy efficiency) set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the Town .	<ul style="list-style-type: none">Suggested revisions for clarity and readability.
	C.X. 89.3	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.			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 this Secondary 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.	<ul style="list-style-type: none">To clarify Plan being referred to.
	C.X. 89.4	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 Britannia 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.			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 refinements to the 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 MESP Master Environmental Servicing Plan recommendations. It is not intended to re-study MESP Master Environmental Servicing Plan matters but will include matters not addressed or finalized in the SWS Subwatershed Study or MESP Master Environmental Servicing Plan and provide a greater level of detail than the MESP 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.	<ul style="list-style-type: none">Housekeeping edits.
		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.			Environmental Impact Assessment (EIA) means an environmental study that assesses the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent development. It also assesses matters such as refinements to the NHS, identifies potential impacts to the NHS, identification of design and mitigation measures to demonstrate no negative impacts to the NHS and provides direction to detailed designs and monitoring. 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	<ul style="list-style-type: none">Housekeeping edits.

	C.X. Britannia Secondary Plan		Provincial Plan/ROP/LOP		Regional Review	
Item	Section No.	Draft Britannia Secondary Plan	Section	Policy	June 2022 Draft: Proposed Modification	Regional Comment(s)/Reason(s) for Mod.
					DAEFSS content if a development concept is substantially altered since completion of the DAEFSS.	
[NEW]			GP 2020	Green Infrastructure Natural and human-made elements that provide ecological and hydrologic functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. (PPS, 2020)	<u>Green Infrastructure Natural and human-made elements that provide ecological and hydrologic functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.</u>	<ul style="list-style-type: none">To include definition for term used in Secondary Plan.
		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 focussed area than the Subwatershed Study.			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 <u>refinements to the NHS Natural Heritage System modifications, Natural Heritage System boundaries, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the NHS Natural Heritage System, identification of design and mitigative measures for the protection and enhancement of Key Features, their ecological functions, and the NHS Natural Heritage System protection/management, and</u> approaches to monitoring and identification of future study needs. A <i>MESP</i> will be scoped based on area specific matters and Subwatershed Study recommendations. It is not intended to re-study all <u>SWS Subwatershed Study</u> matters but will include matters not addressed or finalized in the <u>SWS Subwatershed Study</u> , provide a greater level of detail than the <u>SWS Subwatershed Study</u> where required, and cover a smaller more focussed area than the <u>SWS Subwatershed Study</u> .	<ul style="list-style-type: none">Housekeeping edits.
		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.				
SCHEDULES						
	C.X.A	BRITANNIA SECONDARY PLAN COMMUNITY STRUCTURE PLAN	ROP 77(5) b)	b) boundaries of the area or community, [...]		<ul style="list-style-type: none">All Schedules must be modified to include the full delineated Key Features and components as identified in Map T3-2 SWS NHS and Implementation Recommendations for Britannia SPA in the South Milton Expansion Subwatershed Study (draft final September 2021). Please see additional comments on Schedules in the attached covering letter and its Attachment #3.
	C.X.B	BRITANNIA SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM PLAN	ROP 77(5) b) & h)	b) boundaries of the area or community, [...] h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,		
	C.X.C	BRITANNIA SECONDARY PLAN LAND USE PLAN	ROP 77(5) b), e), f)	b) boundaries of the area or community, [...] e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes, f) location, types and density of residential and employment lands that contribute to creating healthy communities through:[...]		
	C.X.D	BRITANNIA SECONDARY PLAN PHASING PLAN	ROP 77(5)& Table 2a			

ATTACHMENT #2

Halton Region Comments on Technical Studies

Materials Reviewed:

- Policy Directives Report prepared by Malone Given Parsons Ltd. (MGP), dated June 2022
- Population, Employment, and Housing Report (Draft) prepared by MGP, dated June 2022
- Agricultural Impact Assessment prepared by DBH Soil Services Inc., dated February 2022
- Water & Wastewater Area Servicing Plan prepared by WSP, dated May 25, 2022
- Transportation Master Plan prepared by WSP, dated June 2022
- Archaeological Assessment and Supplementary Documentation prepared by Archeoworks, dated May 2022
- Air Quality Impact Assessment prepared by WSP, dated June 10, 2022
- Parks, Recreation and Library Needs Analysis prepared by Monteith Brown Planning Consultants, dated June 8, 2022
- Real Estate Market and Assessment Value Update prepared by N. Barry Lyon Consultants Inc., dated March 2022
- Draft Retail Commercial Market Assessment prepared by Ward Land Economics Inc., dated May 2022
- Community Facilities/Human Impact Analysis and Community Infrastructure Plan prepared by MGP, dated June 2022
- Urban Design Guidelines prepared by MGP, dated June 2022

Comments:

Regional staff provide the comments below for your consideration based on a review of the above noted materials and would appreciate time to review any updates to the technical studies prior to adoption of the Secondary Plan.

Item No.	Halton Region Comment
General	
1.	<p>The transportation-related information included in the supporting technical studies must be consistent with the policies in the Draft Britannia Secondary Plan, including the edits proposed in the Regional Review Chart (please refer to Attachment #1). Transportation Planning has noted the following general inconsistencies across the technical studies:</p> <ul style="list-style-type: none">• The preferred land use concept and road network layout; and• Future population, dwelling unit and employment / job estimates for the Secondary Plan Area <p>The technical studies should be updated accordingly so that the transportation-related information, particularly for the areas listed above, are consistent across all studies (after being updated) and with the policies in the Britannia Secondary Plan (after being finalized). Any analysis within these studies that rely on this transportation-related information should be updated accordingly using the latest available information consistently across all studies.</p>
Planning Policy Directives Report	

Item No.	Halton Region Comment
2.	General comment: Regional staff note that the agency comment-response matrix in Appendix A does not include Halton Region staff's previous comments provided on November 19, 2021 (updated December 8, 2021). Regional staff kindly request that a copy of the comment-response matrix (which was provided under separate cover) be included in the report.
3.	General comment: Please confirm if/when Regional staff can expect to receive the following: an updated Cultural Heritage Assessment Report (if it has been updated), a Green Innovation Impact Assessment, a Fiscal Impact Assessment in accordance with ROP Section 77(5).
4.	Section 1.5 (page 7): The framing of matters to be addressed through the Tertiary Plan process can be clarified to ensure that the description aligns with the Town's Official Plan policy 5.4.3.6 (OPA 31). For example, land use designations are more appropriately defined through an approved <i>Planning Act</i> process rather than through a Tertiary Plan.
5.	Table 5 (page 15): Please clarify the difference between 'Worked from Home' and 'No Fixed Place of Work'.
6.	Section 3.5.7 (page 44): It would be helpful to include policy references regarding refinements to the Natural Heritage System (i.e., Section B.49.3.12 of OPA 31).
7.	Section 4.0: Please note that some subsections may need to be updated depending on Regional staff's review and comments of the updated technical studies.
8.	<p>Section 6.4 (page 81)</p> <ul style="list-style-type: none"> i. Figure 9 – Refinements can only be made through an approval process under the <i>Planning Act</i> in accordance with ROP Section 116.1. The Milton Urban Expansion Area Subwatershed Study is still ongoing and has not satisfied Regional requirements including Regional Official Plan (ROP) Section 77(5) and 145(9). As such, the Regional Natural Heritage System (RNHS) shown on the Figure should be revised to reflect the RNHS mapping of the in-force-and-effect Regional Official Plan. ii. The applicable policy tests must be achieved for proposed infrastructure crossings within the RNHS and the Greenbelt Plan Area to the east and west of the Secondary Plan. For example, Regional Official Plan policies 118(2), 117.1(9), 139.3.7(3)d) and 233; and Greenbelt Plan policies in Section 4.2 and 3.2. iii. The applicable policy tests for proposed trails within the RNHS must also be achieved (i.e., ROP Sections 117(6), 118(6) and 139.3.7(3)e)). There may be restrictions to the feasibility of trails in the NHS given regional and Provincial Policy and Plan requirements for the protection of Key Features. Additionally, trails should avoid mid-block connections where possible in accordance with Regional transportation planning requirements.
9.	Section 8.2 (page 100): Please refer to comment (b) above regarding framing of the Tertiary Plan. Land use designations are to be addressed through an approved Planning Act process, therefore, specific reference to land uses being delineated through the Tertiary Plan (i.e., Section 8.2.1 - Paragraph 5, page 100) should be removed for clarity, as the Tertiary Plan is not a Planning Act process.
10.	Section 1.5: This section, which describes the Tertiary Plan process, should also state that a detailed Road Network Assessment will be required as part of the Tertiary Plan process.

Item No.	Halton Region Comment
11.	The report should acknowledge that any Active Transportation facilities which are planned to cross a Regional road must cross at signalized intersections only.
12.	The report must acknowledge that any proposed development within the Britannia Secondary Plan is subject to Halton Region's Access By-Law NO. 32-17 and Access Management Guideline, and that any direct site access to a Regional road must be reviewed and approved by the Region through the development application process.
13.	The policies in the Britannia Secondary Plan text regarding noise abatement should be acknowledged in this report, regarding: consideration to exposure of residential and other sensitive land uses to noise, and discouraging the development of reverse frontage lots on arterial roads in order to minimize the need for noise barriers where not necessary.
14.	In the summary of the Britannia TMP recommendations, the report states "right-of-way requirements for the dual left-turn lanes be protected now and the intersections be monitored regularly to determine if the additional lanes are necessary." The statement should be revised to read as follows: <i>"right-of-way requirements for the dual left-turn lanes be protected now and the intersections be monitored regularly through Region's Traffic Count Program and be further considered in the future Municipal Class Environmental Assessment Studies to determine if the additional lanes are necessary."</i>
15.	<p>In the summary of the Britannia TMP recommendations, the report lists the following recommendations from the study:</p> <ul style="list-style-type: none"> • Future development applications that meet forecast trip generation thresholds be required to complete Transportation Impact Studies/Assessments in line with the Regional and Town TIS Guidelines. This will enable the Town and Region to better assess the multi-modal traffic situation in the coming years to determine the necessary infrastructure improvements required to accommodate the development. • New traffic volume data should be collected in the preparation of future TIS reports. The new data would help verify the forecasts in this TMP and would help confirm infrastructure improvements. <p>These recommendations should be removed from the report as these recommendations would be covered under the future Tertiary Plan Transportation Study text (see comment below).</p>
16.	<p>The following text regarding the future Tertiary Plan Transportation Study should be added to the summary of the Britannia TMP recommendations:</p> <p><i>Given that the results suggest that the intersections noted above will not meet the Regional criteria and operate over capacity, the Britannia Tertiary Plan Transportation Study will refine the level of analysis and reassess the recommendations to confirm if additional transportation infrastructure is required to support the development in the area. Specifically, the Tertiary Plan Transportation Study will consider, but not be limited to the following:</i></p> <ol style="list-style-type: none"> <i>1. Establish a coordinated Staging and Monitoring Plan to ensure that Regional roads, including James Snow Parkway and Britannia Road function efficiently as major routes through the Secondary Plan area (i.e., results will need to conform to criteria established in the Region's Transportation Impact Study Guidelines) based on Planning horizons.</i> <i>2. Confirm Scenario assumptions for adjacent development lands (Agerton and Trafalgar Secondary Plan Areas).</i> <i>3. Subject to Town and Regional approval before the study starts, new traffic volume data should be collected in the preparation of the Tertiary Plan Transportation Study.</i>

Item No.	Halton Region Comment
	<p>4. Divide the Regional EMME Model Traffic Analysis Zones into sub zones that can reflect a more detailed trip generation and assignment method.</p> <p>5. Confirm trip generation assumptions for each subzone and consider opportunities for internal ITE synergy.</p> <p>6. Reassess results and confirm if additional transportation infrastructure is required to support all stages of development in the area.</p> <p>7. As part of the Staging and Monitoring Plan, develop an Access Management Strategy to ensure interim and ultimate access during implementation is achieved through landowner coordination and in conformity with the Region's Access Management Guideline and By-law NO. 32-17 and Secondary Plan.</p> <p>8. Reassess traffic volume forecasts at Collector Road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a term of reference completed to the Town and Region Satisfaction) would be required reconfirm these recommendations can accommodate the final subdivision plans.</p>
Population, Employment, and Housing Report	
17.	Table 3 (page 10): The table identifies a population of 46,100 people and 8,300 jobs, which is different than the population of 46, 450 people and 10, 730 jobs identified in other studies (i.e., the Policy Directives Report, Area Servicing Plan). Please ensure that the numbers are consistent across the different studies/reports.
18.	Table 5 (page 15) and Table 9 (page 29): Please clarify the difference between 'Worked from Home' and 'No Fixed Place of Work'.
19.	Section 3.2.1 (page 18 -19): Development phasing must also be addressed as per ROP Section 77(5) i) and this policy reference should be included in the list on the bottom of page 18. Additionally, consideration should be given to including context regarding ROP 86(20) which requires that development phasing demonstrates that a full range and mix of housing types can be provided in each development phase in accordance with Table 2a of the ROP.
20.	Section 7.4.2 (pages 51-52): The demand analysis results demonstrate that the overall target for affordability is less than the 30% Town and Region wide target. It would be helpful to highlight in the report (i.e., in a table) how the 30% Town-wide target for affordable housing provision will be fulfilled through intensification or other Secondary Plans.
21.	Section 8.1 (paragraph 2, page 55): Please note that staging of development must be consistent with and demonstrate that the intent of the Secondary Plan is maintained.
22.	Please note, additional comments may be provided at a later date.
Agricultural Impact Assessment (AIA)	
23.	Regional staff are satisfied that the AIA addresses previous comments. Of note, trespassing is an issue affecting the agricultural community, including potential impacts to crops and farm revenue. As such, mitigation measures (i.e., signage) should be encouraged to minimize potential impacts to farmland that may result from trespassing.
Area Servicing Plan (ASP)	
24.	Please note, comments may be provided at a later date.
Transportation Master Plan	

Item No.	Halton Region Comment
25.	General comment: Any updates to the body of the report to address Transportation Planning's comments below must also be consistently applied to the Executive Summary, Conclusions and Recommendations section of the reports where applicable.
26.	General comment: Transportation Planning may have additional comments on the traffic operations analysis results, queuing analysis results and report recommendations depending on the changes to the results and recommendations from addressing the TMP comments below.
27.	General comment: Transportation Planning notes that while the report mostly adheres to the agreed upon Terms of Reference for the study (dated July 2021), items in the Terms of Reference pertaining to consultation with the Region on results for future background conditions analysis, future total conditions analysis and link volumes have not been addressed. These components have been reviewed in the TMP and are commented on below.
28.	Figure 1.1: Should be modified to illustrate the Derry Green and Boyne Survey Secondary Plan areas for context on the development surrounding the Britannia Secondary Plan area.
29.	Section 2.0 and Section 2.6: Should list the "Defining Major Transit Requirements" report (2019) under the list of relevant policies and studies.
30.	<p>Section 2.2.2.: This section references the Halton Region Budget and Business Plan 2021 for timing of construction of future capital improvements for 5 1/2 Line, James Snow Parkway and Trafalgar Road. However, the Budget and Business Plan has been updated with updated timings for construction (the report can be accessed online at: https://www.halton.ca/Repository/2022-Budget-and-Business-Plan-Capital-Report). The 2022 Budget and Business Plan should be referenced in this section, and the timings should be updated as follows:</p> <ul style="list-style-type: none"> • 5 1/2 Line (new 6 lane road north of Britannia Road): 2031 • James Snow Parkway (widening from 4 to 6 lanes between Britannia Road and Highway 401): 2026 • Trafalgar Road between Britannia Road and Steeles Avenue: 2030 <p>Further, Figure 2.1 should be removed from the report as this figure references the Region's Transportation Master Plan construction timings which are now superseded by the 2022 Budget and Business Plan construction timings.</p>
31.	<p>Section 2.2.4: Under "Defining Major Transit Requirements", it is recommended that a snapshot of the DMTR 2031 and 2041 Preliminary Transit Priority Corridor Networks be included, which can be found in the Minutes of Council Meeting on June 19, 2019 as attachment: https://edmweb.halton.ca/OnBaseAgendaOnline/Meetings/ViewMeeting?id=3952&doctype=2</p>
32.	<p>Section 2.4.1: This section references the anticipated construction completion dates for the Britannia Road Capital Widening for the three widening phases. The completion dates should be updated as follows based on the most recent information found on the Region's website: https://www.halton.ca/For-Residents/Roads-Construction/Construction-Projects/Britannia-Road-Corridor-Improvements</p> <ul style="list-style-type: none"> • Phase 1 - Tremaine Road to Regional Road 25 (Project #2667): completed in February 2022 • Phase 2 - James Snow Parkway to Highway 407 (Project #2668/2669): projected completion by December 2024 • Phase 3 - Regional Road 25 to James Snow Parkway (Project #2670): projected completion by December 2024
33.	Section 3.1.1: For the Trafalgar Road (Regional Road 3) description, the entire stretch of Trafalgar Road between Derry Road and Britannia Road has been reduced to 60 km/h as of 2021. The text in the report and Synchro modelling should be updated accordingly.

Item No.	Halton Region Comment
34.	Sections 3.5. and 3.6: The Transportation Tomorrow Survey (TTS) data sheets related to the travel characteristics and patterns as described in Sections 3.5 and 3.6 should be appended to the TMP to support these findings.
35.	Figure 3.12: Illustrates an incorrect southbound lane configuration at the intersection of Louis St. Laurent Avenue and James Snow Parkway. The lane configuration in this figure should be corrected to reflect the existing through lane and shared through/right-turn lane configuration.
36.	Figure 3.13: Illustrates decimal values for the westbound through volume at the intersection of Britannia Road and Regional Road 25. This volume should be reformatted to no decimal values.
37.	The previous Existing Transportation Conditions Report dated September 2021 provided text and a figure to explain and illustrate how the historical traffic volumes were balanced. This text and figure have not been included in the TMP, and should be included for clarity.
38.	The previous Existing Transportation Conditions Report provided the growth rates applied to the balanced 2019 traffic volumes to estimate 2020 “existing” traffic volumes. This explanation has not been included in the TMP, and should be included for clarity.
39.	The TMP should state that the applied modelling inputs and adjustments under existing conditions and future conditions is acceptable to calibrate the model for this study at the Secondary Plan level, but that modelling inputs and adjustments for future Transportation Studies (e.g. Tertiary Plan study, future site-specific TIS’s, etc.) will need to be confirmed with Halton Region staff prior to the preparation of these studies.
40.	The Existing Transportation Conditions Report stated that the Network Optimization tool was used in the modelling of existing conditions and future conditions, and that the optimization tool recommended co-ordination of select intersections along the Regional road. Transportation Planning asked for clarity on this optimization, to which WSP explained in their comment responses to the Existing Transportation Conditions Report that Synchro may choose to uncoordinate intersections if it provides better traffic operations results. However, if the Network Optimization tool is being used in the modelling, then coordination along Regional corridors should be consistent under existing conditions and future conditions. Thus, the modelling should be updated so that all intersections along Regional corridors are consistently coordinated, and the text should be updated accordingly to reflect this.
41.	Lost time adjustments were not applied to the modelling of existing conditions in this TMP, but have been applied to the modelling of future conditions. In the approved “Transportation Master Plan for the Trafalgar and Agerton Secondary Plan Areas Traffic Addendum” also prepared by WSP (dated March 2022), lost time adjustments were applied to the modelling of existing conditions and future conditions. For consistency with the approved Trafalgar and Agerton TMP, lost time adjustments should also be considered under existing conditions in this TMP, especially since the lost time adjustments applied under future conditions in this report are consistent with the adjustments in the Trafalgar and Agerton TMP.
42.	The Trafalgar and Agerton TMP provides detailed rationale for lost time adjustments under Section 2.4.2 of that report. This detailed rationale should also be included in this TMP where lost time adjustments are introduced for clarity.
43.	Footnotes should be added to the assumed Peak Hour Factor (PHF) values in Table 3.3. to clarify that these values were assumed based on existing observed PHFs at adjacent intersections.

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44.	The intersection of Trafalgar Road and Lower Base Line was modelled incorrectly under existing conditions during the weekday a.m. peak hour scenario. The eastbound approach consists of a left-turn lane and shared through/right-turn lane, but was modelled with a left-turn lane and a through lane. The eastbound approach modelling should be corrected and results updated accordingly.
45.	The TMP recommends optimizations under existing conditions to improve traffic operations based on the results of the “baseline” existing conditions analysis. However, the traffic operations analysis results and queuing analysis results are only presented and discussed for the “optimized” existing conditions scenario. The traffic operations analysis results and queuing analysis results for the “baseline” existing conditions analysis should be presented and discussed before the “optimized” existing conditions results to provide a comparison of the results with and without the optimization improvements.
46.	The traffic operations results tables footnote under existing and future conditions should be updated to clarify that the individual movement results are from Synchro, to differentiate the overall intersection volume-to-capacity ratio results from the HCM2000 methodology.
47.	The TMP acknowledges that the 2020 existing traffic volumes may be overstated given the conservative approach of balancing the historical 2017 and 2018 through traffic volumes on the Regional road network to be within 5% of the historical 2019 through volumes before being inflated to the 2020 “existing” horizon year. Thus, it should be reiterated under existing conditions that the existing traffic operations results and existing queuing results may be overstated given the conservative volume balancing approach.
48.	Table 5.1: Describes Regional roads (Major Arterial roads), must reference Halton Region’s Official Plan when describing the function of a Major Arterial road. Further, Table 5.1 should be revised so that the speed limit be listed as “varies” rather than 80-100 km/h which is not applicable to all current or future Regional roads.
49.	<p>Section 5.1.3 and Section 5.3.2: Discuss the future 5 ½ Line Regional corridor. The TMP describes the future 5 ½ Line as being located between Fifth Line and Sixth Line (utilizing the shown future north-south collector road between Fifth Line and Sixth Line within the proposed Road Network Layout), spanning from Highway 401 to south of Britannia Road, being a future six-lane major arterial roadway with four general purpose lanes and two HOV/transit lanes between Highway 401 and Louis St. Laurent Avenue extension, and being a four-lane collector roadway between Louis St. Laurent Avenue extension and Britannia Road.</p> <p>Per the Region’s Transportation Master Plan, 5 ½ Line would be a major arterial road consisting of six general purpose lanes within a 47 metre right-of-way from Steeles Avenue to Britannia Road, with an interchange at Highway 401. The exact alignment of 5 ½ Line is subject to a Municipal Class Environmental Assessment Study. The TMP and associated traffic analysis (future background and future total) must be updated to consistently reflect the future cross-section and major arterial classification of 5 ½ Line.</p>
50.	The TMP states that for individual movements under future conditions where the existing heavy vehicle percentage exceeds 10%, the heavy vehicle percentage was reduced to 10% in the Synchro modelling. The reasoning provided is that the majority of turning movements had heavy vehicles percentages between 0% - 10%, and that most of the turning movements where the heavy vehicle percentage exceeded 10% had very low turning movement volumes; thus, these movements were adjusted down to 10% so that heavy vehicles would not be overly represented under future conditions as commuter traffic volumes increase. The existing heavy vehicle percentages for these movements should be maintained even where they exceed 10% for consistency in analysis.

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51.	Section 5.3.2: Lists the Halton Region Transportation Development and Non-Development Capital Implementation Plan (2018-2031) from the Region's Transportation Master Plan for construction timings for future Capital Projects. This document should be omitted from the list and the Halton Region Budget and Business Plan 2022 should be added to the list.
52.	The following statement should be added to the end of the first paragraph under the "Future Background Traffic Volumes" header in Section 5.3.2: <i>"The Region's EMME model incorporates the final approved Best Planning Estimates (BPE v3.032) land use approved by Regional Council in July 2011."</i>
53.	The TMP states that the future background volume forecasting methodology was applied between the existing 2011 EMME model volumes and future 2031 EMME model volume forecasts. However, in the agreed upon Terms of Reference, the future background volume forecasting methodology is to be applied between the existing 2016 EMME model volumes and future 2031 EMME model volume forecasts. The latest "existing" EMME model volumes should be used for the volume comparison in forecasting future background volumes, as agreed upon in the Terms of Reference, and the text in the TMP should be updated accordingly.
54.	The intersection of Britannia Road and Thompson Road was modelled incorrectly under "baseline" future background conditions during the weekday a.m. and p.m. peak hour scenarios. The southbound approach consists of a shared left-turn/through/right-turn lane, but was modelled with a southbound through/right-turn lane. The southbound approach modelling should be corrected and results updated accordingly.
55.	The future intersection of James Snow Parkway and Lower Base Line was analyzed under future total conditions, but was not analyzed under future background conditions. This intersection would be created under future background conditions with the future extension of James Snow Parkway south of Britannia Road, as programmed in the Capital Projects. Accordingly, this intersection should be added to the future background conditions analysis.
56.	The TMP recommends improvements to the Britannia Road intersections at Regional Road 25 and at Trafalgar Road under future background conditions. At these intersections, one additional left-turn lane is recommended (and modelled under the "with improvements" future background conditions scenario) at a minimum but additional left-turn lanes at all approaches at these intersections are suggested in order to further improve traffic operations (these additional left-turn lanes are not modelled under the "with improvements" future background conditions scenario). The future background improvements recommendations should be clearer (e.g. either recommend and model additional left-turn lanes at all approaches at these intersections, or only recommend the one additional left-turn lane that was modelled at these intersections).
57.	The future background and total traffic operations results tables within the report should be updated so that volume-to-capacity ratios for movements that exceed critical thresholds are clearly highlighted and so that queues for movements that exceed available storage lengths are clearly highlighted. Per the Region's TIS Guidelines, the critical volume-to-capacity threshold for a through movement or shared through/turning movement is 0.85 and the critical volume-to-capacity threshold for an exclusive turning movement is 0.95.
58.	The TMP recommends improvements under future background and future total conditions to improve traffic operations based on the results of the "baseline" conditions analysis. However, the queuing analysis results are only presented and discussed for the "with improvements" future background and future total conditions scenarios. The queuing analysis results for the "baseline" future background and future total conditions analysis should be presented and discussed before the "with improvements" future background and future total conditions operations and queuing results to provide a comparison of the results with and without the roadway improvements.

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59.	The Region's EMME model reflects a population estimate of 27,188 people and employment estimate of 4,426 jobs for the Britannia Secondary Plan. The TMP should acknowledge these EMME values when presenting the most recent (refined) land use population and employment estimates to provide a direct comparison and quantify the increase in population and employment estimates. When acknowledging these EMME values, the TMP should also state that these EMME model estimates reflect the final approved Best Planning Estimates (BPE v3.032) land use approved by Regional Council in July 2011.
60.	For consistency with the Trafalgar and Agerton TMP, the following statement should be added to Section 5.3.3: <i>"It is important that subsequent studies, such as the Tertiary Plan Transportation Study, divide the Regional EMME Model Traffic Analysis Zones into subzones that will reflect a more detailed trip generation and assignment method."</i>
61.	Table 5.9: The directional distribution for Medium Density Residential land use category (LUC 220) should be 24%/76% inbound/outbound instead of 23%/77% inbound/outbound to align with the ITE Trip Generation Manual 11 th Edition.
62.	Figures 5.6 and 5.7: Figures are illegible due to poor image quality. These figures should be updated to include a higher resolution, or appended to the TMP if the resolution cannot be improved within the body of the report.
63.	The future total analysis is based on the trip generation and assignment forecasts associated with the "original" land use concept population and employment estimates as outlined in Tables 5.7 and 5.8. However, the TMP also presents and compares trip generation forecasts associated with the "refined" land use concept and updated population and employment estimates. The TMP rationalizes maintaining the "original" land use concept and estimates in the future total analysis; however, the latest land use concept and estimates should be used for the trip generation and assignment forecasts, and future total analysis. The TMP should be updated accordingly. All trip generation assumptions and reductions should be clearly documented and rationalized in the TMP.
64.	The TMP does not include a site trip assignment figure illustrating the site generated traffic added to the road network between future background and future total conditions. This figure should be included in the TMP.
65.	The TMP states "The report also recommends six-lanes on all of the major arterial roadways" after first referencing Table 5.15 (future total conditions recommended improvements). This statement should be removed as it implies that six-lane cross-sections are being recommended on the Regional roads under future total conditions when in actuality these six-lane cross-sections have been identified as needed per the Region's Transportation Master Plan and programmed in the Region's future Capital Projects.
66.	The TMP states that signalization was considered at future collector road connections to Regional roads "if they were a minimum distance of 300 metres from an adjacent signalized intersection with the exceptions some intersections near the major retail / service nodes." All signalized collector road connections to Regional roads are to satisfy the Region's Access Management Guideline. The future collector road intersection configurations should be adjusted where it does not conform to the Region's Access Management Guideline, and the future total conditions analysis should be updated accordingly.
67.	The existing intersection of James Snow Parkway and Derry Road was analyzed under future total conditions, but was not analyzed under existing conditions nor future background conditions. This intersection was also not identified in the TMP study scope in the agreed upon Terms of Reference. Therefore, this intersection should be omitted from the future total conditions analysis and documentation in the TMP.

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68.	The intersection of Trafalgar Road and Lower Base Line was modelled incorrectly under “baseline” future total conditions during the weekday p.m. peak hour scenario. The eastbound approach consists of a left-turn lane and shared through/right-turn lane, but was modelled with a left-turn lane and a through lane. The eastbound approach modelling should be corrected and results updated accordingly.
69.	The lane configurations at the Britannia Road intersections at Thompson Road, Fourth Line, Fifth Line and Sixth Line are different between “baseline” future background conditions and “baseline” future total conditions. For example, the northbound and southbound approaches at Britannia Road and Thompson Road were modelled with the existing shared left-turn/through/right-turn configuration under “baseline” future background conditions, but were modelled with a left-turn lane and shared through/right-turn lane under “baseline” future total conditions. The TMP does not acknowledge or recommend any additional improvements at the aforementioned intersections under future background or future total conditions. These modelling inconsistencies between “baseline” future background and “baseline” future total conditions need to be addressed in the TMP by either correcting the future total modelling at these intersections, or recommending these intersection improvements under future total conditions if these improvements are intended as recommendations.
70.	The TMP states “right-of-way requirements for the dual left-turn lanes be protected now and the intersections be monitored regularly to determine if the additional lanes are necessary” under the future total recommendations section. The statement should be revised to read as follows: <i>“right-of-way requirements for the dual left-turn lanes be protected now and the intersections be monitored regularly though Region’s Traffic Count Program and be further considered in the future Municipal Class Environmental Assessment Studies to determine if the additional lanes are necessary.”</i>
71.	<p>The TMP lists the following recommendations under the future total recommendations section:</p> <ul style="list-style-type: none"> ○ Future development applications that meet forecast trip generation thresholds be required to complete Transportation Impact Studies/Assessments in line with the Regional and Town TIS Guidelines. This will enable the Town and Region to better assess the multi-modal traffic situation in the coming years to determine the necessary infrastructure improvements required to accommodate the development. ○ New traffic volume data should be collected in the preparation of future TIS reports. The new data would help verify the forecasts in this TMP and would help confirm infrastructure improvements. <p>These recommendations should be removed from the TMP as these recommendations would be covered under the future Tertiary Plan Transportation Study text (see comment below).</p>
72.	<p>The following text from the Trafalgar and Agerton TMP regarding the future Tertiary Plan Transportation Study should be added to this TMP under the future total recommendations section:</p> <p><i>Given that the results suggest that the intersections noted above will not meet the Regional criteria and operate over capacity, the Britannia Tertiary Plan Transportation Study will refine the level of analysis and reassess the recommendations to confirm if additional transportation infrastructure is required to support the development in the area. Specifically, the Tertiary Plan Transportation Study will consider, but not be limited to the following:</i></p> <p><i>1. Establish a coordinated Staging and Monitoring Plan to ensure that Regional roads, including James Snow Parkway and Britannia Road function efficiently as major routes through the Secondary Plan area (i.e., results will need to conform to criteria established in the Region’s Transportation Impact Study Guidelines) based on Planning horizons.</i></p>

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	<p>2. Confirm Scenario assumptions for adjacent development lands (Agerton and Trafalgar Secondary Plan Areas).</p> <p>3. Subject to Town and Regional approval before the study starts, new traffic volume data should be collected in the preparation of the Tertiary Plan Transportation Study.</p> <p>4. Divide the Regional EMME Model Traffic Analysis Zones into sub zones that can reflect a more detailed trip generation and assignment method.</p> <p>5. Confirm trip generation assumptions for each subzone and consider opportunities for internal ITE synergy.</p> <p>6. Reassess results and confirm if additional transportation infrastructure is required to support all stages of development in the area.</p> <p>7. As part of the Staging and Monitoring Plan, develop an Access Management Strategy to ensure interim and ultimate access during implementation is achieved through landowner coordination and in conformity with the Region's Access Management Guideline and By-law NO. 32-17 and Secondary Plan.</p> <p>8. Reassess traffic volume forecasts at Collector Road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a term of reference completed to the Town and Region Satisfaction) would be required reconfirm these recommendations can accommodate the final subdivision plans.</p>
Archaeological Assessment	
73.	Where warranted, please provide an update once approval has been received for assessments pending approval from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). Additionally, please provide any documentation that MHSTCI archaeological licensing and technical review requirements have been satisfied.
Air Quality Impact Assessment	
74.	Please refer to peer review comments attached in Appendix I of this document.
75.	The base traffic data and existing traffic volumes used in this analysis should be consistent with the base traffic data and existing traffic volumes used in the "Transportation Master Plan Town of Milton Britannia Secondary Plan" (WSP, June 2022), the Britannia TMP.
76.	The 2031 future traffic volumes used in this analysis should be consistent with the 2031 future traffic volumes used in the Britannia TMP.
Parks, Recreation and Library Needs Analysis	
77.	No further comments at this time.
Real Estate Market and Assessment Value Update	
78.	Figure 1 (page 2): The total population number in of 46, 393 is not consistent with the total population referred to in other reports (i.e., the Policy Directives Report stated a total population of 46, 450). Similarly, the total number of dwelling units (14, 670) is slightly different in the report (14, 660). Please ensure the numbers are consistent between the technical reports.
79.	Affordability continues to be framed in terms of housing type/product type throughout the report. However, please note that consideration should be given to the definition of affordable housing in accordance with ROP Section 214.
Draft Retail Commercial Market Assessment	

Item No.	Halton Region Comment
80.	Figure 3.1 (page 10): The figure currently shows the northern portion of the Trafalgar Secondary Plan area extending beyond Derry Road, however this area is actually a part of the Agerton Secondary Plan area. Please update the boundaries to separate the Agerton and Trafalgar Secondary Plan areas.
81.	Section 3.6 and Figure 3.4 (page 21): Please update the context to reflect the status of the draft Agerton Secondary Plan and update the figure to reflect the schedule in the Town of Milton's draft Agerton Secondary Plan (June 2022).
82.	The report must acknowledge that any proposed retail commercial development in the Britannia Secondary Plan is subject to Halton Region's Access By-Law NO. 32-17 and Access Management Guideline, and that any direct site access to a Regional road must be reviewed and approved by the Region through the development application process.
83.	Section 4.3: Please consider verifying that the list of retail commercial development applications in Milton provided is inclusive of all ongoing development applications in Milton, and that the list is up to date with the latest information (e.g. development statistics, application status, etc.).
Community Facilities/Human Impact Analysis and Community Infrastructure Plan	
84.	ROP Section 77(5) p) identifies the requirements for a community infrastructure plan, including addressing affordable housing. While the report does not provide detail on this matter, please note that the Secondary Plan must include policy guidance for community facilities and infrastructure, including affordable housing.
Urban Design Guidelines	
85.	<p>Section 3.2 (page 14): As described in the guideline, the Green Avenue proposes to connect the Britannia Secondary Plan from east and west with a multi-use path and grand promenade feature. However, there may be restrictions to the feasibility of multi use paths/trails in the NHS given the requirement for protection of Key Features in the Regional and Provincial Policy and Plan.</p> <p>Please note that the applicable ROP and Greenbelt Plan (2017) policies (i.e., ROP 118(2), 117.1(9), 139.3.7(3)d) and 233; and Greenbelt Plan Section 4.2 and 3.2.) must be met for proposed infrastructure crossings within the RNHS and the Greenbelt Plan Area to the east and west of the Secondary Plan. Additionally, the applicable policy tests for proposed trails within the RNHS must also be met (i.e., ROP Sections 117(6), 118(6) and 139.3.7(3)e)).</p>
86.	Figures: Refinements to the NHS can only be made through an approved Planning Act process in accordance with ROP 116.1. At this time, the Subwatershed Study has not been accepted by the Region. The NHS wherever shown on the Figures in the guideline should reflect the current in-force and effect ROPA 38 mapping. Please update the Figures accordingly where applicable.
87.	Section 4.1 to 4.4 (page 28-40): These sections should be updated in conjunction with any updates to the Transportation Master Plan to ensure Regional transportation planning requirements are being achieved.
88.	<p>Section 4.1.1: This section describes Regional roads (Major Arterial roads), must use the definition of a "Major Arterial" per Halton Region's Official Plan when describing Major Arterial roads. The leading paragraph of Section 4.1.1 should read as follows:</p> <p><i>"Britannia Road and James Snow Parkway are major Regional Arterial routes that divide the Secondary Plan area into three parts of a quadrants. Per Halton Region's Official Plan, Major Arterial roads:</i></p> <ul style="list-style-type: none"> <i>Serve mainly inter-regional and regional travel demands;</i>

Item No.	Halton Region Comment
	<ul style="list-style-type: none"> • <i>May serve an Intensification Corridor;</i> • <i>Accommodate all truck traffic;</i> • <i>Accommodate higher order transit services and high occupancy vehicle lanes;</i> • <i>Connect Urban Areas in different municipalities;</i> • <i>Carry high volumes of traffic;</i> • <i>Distribute traffic to and from Provincial Freeways and Highways; and</i> • <i>Accommodate active transportation.”</i>
89.	Section 4.1.1: This section describes Regional roads (Major Arterial roads), references “Arterial Streets” within the guidelines for Major Arterial roads. These references should be updated to “Major Arterial roads” to distinguish between a minor arterial road and a major arterial road (a Regional road).
90.	Section 4.1.1: Where driveway access is discussed, should acknowledge Halton Region’s Access By-Law NO. 32-17 and Access Management Guideline in that any direct site access to a Regional road must be reviewed and approved by the Region through the development application process.
91.	Section 4.1.1: where landscaping elements are discussed, should acknowledge Halton Region’s “Regional Road Landscaping Guidelines and Specifications” in that any proposed landscaping must conform to the Region’s landscaping requirements.
92.	Section 4.1.1: Should state that cross-section elements for Regional roads must be confirmed via a Municipal Class Environmental Assessment and Detail Design, to the satisfaction of Halton Region.
93.	Section 4.1.1: Should state the future right-of-way widths for Britannia Road and James Snow Parkway, which is 47 metres per the Transportation Master Plan (2011).
94.	In the discussions about building setbacks from property lines, the report should acknowledge that setbacks from the ultimate Regional road property line must conform to the minimum setback requirements outlined in the local municipality’s Zoning By-Law. The report should state that the location of development infrastructure (e.g. SWM tanks, buildings, etc..) that does not meet the minimum setback requirements from the ultimate property line may limit or potentially preclude the Region’s ability to locate infrastructure such as utilities, and may limit any future Regional Capital Project’s grading flexibility within the Regional right-of-way in close proximity to the right-of way limit (i.e. within the zone of influence).
Other	
Subwatershed Study	
95.	At the time of this review, the Subwatershed Study (SWS) for the Urban Expansion Area remains ongoing. On August 23, 2022, the Region provided responses in a comment-response matrix regarding the Town’s proposed approach to address outstanding comments on the SWS. The Region continues to work with Town staff to determine a satisfactory approach to address Regional requirements.
Master Environmental Servicing Plan (MESP)	

Item No.	Halton Region Comment
96.	The Region has not received the MESP for Britannia Secondary Plan. Regional staff would appreciate the opportunity to review the Town's response to our recent comments dated March 21, 2022 on the MESP and kindly request that the MESP be circulated for review prior to adoption of the Secondary Plan.

Appendix I – Air Quality Impact Assessment AECOM Peer Review Comments

Pinremola Olufemi
Intermediate Planner
Regional Municipality of Halton
1151 Bronte Road,
Oakville ON, L6M 3L1

August 16, 2022

Project # 60674230

Dear Ms. Olufemi:

Subject: Peer Review for Britannia Secondary Plan Air Quality Impact Assessment

AECOM Canada Ltd. (AECOM) was retained by the Regional Municipality of Halton (Halton Region) to conduct a peer review of the following document:

- The “Britannia Secondary Plan Air Quality Impact Assessment” dated June 2022 (“Report”) prepared by WSP for The Corporation of the Town of Milton.

The focus of the assessment was to review the area under study within the Britannia Secondary Plan located along Britannia Road between Regional Road 25 and Trafalgar Road in Milton, Ontario (the ‘Secondary Plan Area’). The assessment considered nuisance contaminants including dust and odour as well as other air quality contaminants to inform the development of Secondary Plan Area as part of the Growth Plan and Regional Official Plan Amendment 38 (ROPA 38) for the Halton Region.

The Britannia Secondar Plan AQIA was reviewed for compliance with the following guidelines:

- Ministry of the Environment, Conservation and Parks (MECP) D-6 Compatibility between Industrial Facilities guidance,
- The Region of Halton Regional Official Plan (Consolidated Official Plan, including Amendment 48, November 10, 2021),
- The Region of Halton Air Quality Guidelines (Version 1.0, June 14, 2014), and
- Region of Halton Land Use Compatibility Guidelines (Version 1.0, June 14, 2014),

Table 1 and Table 2 are presented below with a summary of our findings and commentary. Table 1 provides comments and recommendations on guideline compliance. Table 2 provides recommendations on improvements to the WSP report. Further information and discussion on the peer review are provided below the table.

Table 1: Summary of Guidance Document Review Commentary in Reference to Town of Milton Britannia Secondar Plan AQIA (WSP, June 2022)

Reference Guidance	Comment
Compliance with D-6 Compatibility between	<ul style="list-style-type: none"> • The assessment follows the general principles in the MECP D-6 Compatibility between Industrial Facilities guidelines. However, there are some comments, as follows: Section 3.2 and Appendix B, Table B-1: More clarity is needed on the methods used to define Class I, Class II, and Class III facilities. For example, in Table B-1 we see Facility

Reference Guidance	Comment
Industrial Facilities Guidance¹	<p>IDs 13, 14, 19, and 20 identified as having potential influence, however similar facilities such as ID 18 and 21 (greenhouse/nursery) being excluded from that definition. Similarly, a meat packing facility (ID6) and natural gas service (ID17) were excluded but based on the description provided could potentially lead to odour nuisance emissions. AECOM recommends the assessment include future details on how identified industries within the study area were classified.</p> <p>Where desktop research is insufficient to determine D6 classification, further detail can be gathered based on such activities as: site visit investigations, freedom of information (FOI) requests on historical complaint data, shipping and outdoor storage operations, and shift work for each identified industrial facility. Designation of industrial class should follow the specifications within Appendix A of the D-6 guidelines, with further details of how each industry matches criteria for a given industrial class designation.</p>
Compliance with Region of Halton Regional Official Plan, including ROPA 48, Approved by Regional Council and Ministry of Municipal Affairs and Housing on November 10, 2021)²	<ul style="list-style-type: none"> The Report adheres to policy stated within the Region of Halton Regional Official Plan, updated to include recent amendments November 10, 2021. Further development planning will require reference to the Regional Official Plan to ensure continued adherence to specific land use adjustments and potential conflict with environmentally protected areas (e.g. Greenbelt and Regional Natural Heritage systems) or ground water quality as per Table 2.1.
Compliance with Region of Halton Land Use Compatibility Guidelines³	<ul style="list-style-type: none"> Section 2.2 of Halton Land Use Compatibility Guidelines (Halton LUG) indicates a requirement for Ministry of Transportation (MTO) approval for “place(ing) a building, structure, entrance or any road within 45 m of the limit of any highway.” James Snow Parkway and Fifth Line are both identified as having a speed limit of 70 km/hr in Table C-3 of Appendix C, which could classify both roads as rural highways. Recommended setback limits from major arterial roads within the Report include a “minimum of 35 meters” which does not match the setback distanced indicated within the Halton LUG. AECOM recommends the assessment provide context surrounding recommended 35-metre setback distance, or expand this distance to match the recommended setback distance to 45 m within the Halton LUG. Section 4.1 of the Halton LUG indicates the need for specific assessment evaluating noise, vibration, odour, and air quality for lands where new sensitive use is proposed on lands zoned for industrial use that is in proximity to an existing industrial facility. The recommendation in the Halton LUG is that the development proponent submit a justification report based on studies undertaken by qualified professionals (e.g. engineers, architects, planners) to determine compatibility of the proposed use in context of existing land uses. Three of the four identified Class I or Class II industries in the Report indicate location within the Britannia Secondary Plan Area or adjacent are within the minimum separation distance recommended by the D-6 guidelines. AECOM recommends that additional studies confirm the actual zone of influence for each identified industry of potential concern.

¹ MECP D-6 Compatibility between Industrial Facilities Guidance, accessed August 2022, at: [D-6 Compatibility between Industrial Facilities | ontario.ca](https://www.ontario.ca/govt/d-6-compatibility-between-industrial-facilities)

² Region of Halton Regional Official Plan, accessed August 2022 at: [Interim Office Consolidation of the Regional Official Plan \(halton.ca\)](https://www.halton.ca/interim-office-consolidation-of-the-regional-official-plan)

³ Region of Halton Land Use Compatibility Guidelines, accessed August 2022 at: [Microsoft Word - IMLC01-14 DUSC 1-11 - Land Use Compatibility Guidelines \(halton.ca\)](https://www.halton.ca/microsoft-word-implc01-14-dusc-1-11-land-use-compatibility-guidelines)

Reference Guidance	Comment
Compliance with Region of Halton Air Quality Guidelines⁴	<ul style="list-style-type: none"> Sections of the Halton Air Quality Guidelines apply to the Britannia Secondary Plan AQIA, as follows: <ul style="list-style-type: none"> Section 1.2 of Halton Air Quality Guidelines (Halton AQG) applies, specifically Provincial Policy Statement 2005 Section 1.8 Energy and Air Quality subsection 1.8.1 a) through e). Future development will need to demonstrate how the applicant will improve air quality through these four factors according to the Halton AQG. AECOM recommends the Report specifically reference how recommendations meet these requirements. Section 2.1 of the Halton AQG will apply, requiring source emission studies for new sensitive land development in proximity to an industrial use. Section 2.2 of the Halton AQG indicates a requirement for land development studies (such as air quality) to justify sensitive land uses in proximity to industrial, transportation and utility sources. AECOM recommends the Report specifically address and reference these requirements within final recommendations.

Table 2: Summary of Comments for Town of Milton Britannia Secondary Plan AQIA (WSP, June 2022)

Section / Figure	Comment
Section 2.3	<ul style="list-style-type: none"> There are several instances of inconsistent formatting, margins misaligned between pages, or new paragraphs inserted mid-sentence, for example in the last paragraph of page 4 and first paragraph of page 5 within Section 2.3.
Section 3	<ul style="list-style-type: none"> Specific definitions of Class I, Class II, and Class III industries should be referenced more clearly in this section (including descriptions of types of activities which would define an industry as Class I, II or III).
Section 3.1	<ul style="list-style-type: none"> Typo found in first paragraph of Section 3.1 "introduction of sensitive land uses in the Secondary Plan Area are also *not* expected..."
Section 3.2	<ul style="list-style-type: none"> Table 3-1 lists Facilities (of potential concern) Identified within the Study Area, which lists several greenhouses, however Table B-1 in Appendix B show several other greenhouse industries or other potential odour nuisance industry identified within the Study Area. Why were these industries included while others excluded? Further clarity required.
Section 5	<ul style="list-style-type: none"> Table 5-1 provides Contaminant Air Quality Limits for all contaminants of interest for the AQIA study. For sulphur dioxide a presumed conversion from ppb to micrograms per meter cubed was conducted assuming a 10 degree Celsius basis for standard temperature, however the AAQC guidelines indicate a conversion factor of 2.66 ppb per ug/m³ based on a standard temperature of 20 degrees Celsius. Please provide reference for assumed 10 degree C conversion. In Table 5-2 and 5-3, there is a presumption of standard 90th percentile background data processing from available NAPS stations, however for CAAQS standards it would be more appropriate to use the corresponding percentiles and total annual average periods for data analysis (e.g.98th percentile of hourly data from most impacted three years, etc.).

⁴ Region of Halton Air Quality Guidelines, accessed August 2022 at: [Microsoft Word - IMLC01-14 DUSC 1-10 - Air Quality Guidelines \(halton.ca\)](https://www.halton.ca/~/media/00000000-0000-0000-0000-000000000000/00000000-0000-0000-0000-000000000000/Microsoft Word - IMLC01-14 DUSC 1-10 - Air Quality Guidelines (halton.ca).docx)

Section / Figure	Comment
	<ul style="list-style-type: none"> Please clarify how stations were selected for contaminants represented in more than one listed monitoring station. Discussion surrounding benzo(a)pyrene sources on page 18 of the Report may seem to insinuate that predominant sources for this contaminant are based on wood burning (wood stove fires, forest fires, etc.) but specifically exclude reference to heavy industry contributions within the region. Traffic is certainly a major source of emission considering the location of NAPS Station 60430 (within 20 meters of one of the busiest segments of Highway 401), is indicated within the discussion, however the discussion neglects to mention the close presence of the Hamilton harbor industry sources (steel processing and manufacturing, etc.) which elevates the BaP levels within the region, as demonstrated within Figure 5-1. Figure 5-1 should be augmented to enhance visibility.
Section 6	<ul style="list-style-type: none"> Meteorological data influence from individual industrial sources indicates a singular direction of impact. For example, Vander Dussen Greenhouses Ltd. Is located east of the Secondary Plan Area, and frequency of wind blowing from the east is mentioned. However, wind blowing from SSE to NNE could also influence sensitive receptors within the Study Area but are neglected from the discussion. It is recommended to include cumulative wind frequency percentages from all affect directions within the discussion.
Section 7.1.2	<ul style="list-style-type: none"> MOVES Version 3.0.3, released January 2022 should have been used for this assessment.
Section 9	<ul style="list-style-type: none"> The decision to base cumulative concentrations for 2031 based on the background established concentration profile in combination with the difference between 2031 modelled data and 2021 modelled data is a unique choice, not strictly in line with the MTO Environmental Guide for Assessing and Mitigating the Air quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (2020). I think this method has the potential to underestimate cumulative concentrations of contaminants within the corridor, however given the background data station location in proximity to major sources of downtown Toronto and highway traffic, not necessarily invalid. Provincial climate change targets are referenced on page 33 and elsewhere within the report. Please provide a reference to these targets. The GTHA 2017 Transportation emissions are referenced in Table 9-3. Please provide a reference to this value.
Section 11.2	<ul style="list-style-type: none"> Please provide a reference or validation of the recommended 35 m setback distance for future development from arterial roads listed in Table 7-1. Please provide examples of road maintenance required to mitigate resuspension of particulate matter. Traditional mitigation of road sweeping or watering will be difficult to apply with municipal and regional arterial roads and highways. Please clarify or remove language specific to restriction of truck brake use within residential areas. Is this a specific reference for air brakes in relation to noise? If not, it may not be valid to include recommendations specific to brake use for any vehicular travel as road safety is paramount to brake wear dust emissions.
Section 11.2.4	<ul style="list-style-type: none"> For specific infrastructure development, it may be prudent to reference PIVEC based risk analysis studies in relation to climate change adaptation, following Climate Lens guidance, in addition to the more general recommendations listed within this section.

Section / Figure	Comment
Figure Section	<ul style="list-style-type: none"> Figure 4 shows an offset zone of potential influence for industry ID 13. Please revise.
Appendix B	<ul style="list-style-type: none"> Table B-1 does not demonstrate why some industries were selected as Class I or Class II and why similar or other potential nuisance industries were not. Please provide further context.

During AECOM's peer review, several key items were identified for clarification:

- Several industries listed in Table B-1 were excluded from inclusion within the Class identification according to D-6 guidelines without adequate explanation. Further clarification on specific reasons behind designation of Class status for these industries is recommended.
- Setback distance of 35 metres for new sensitive land use from arterial roads was recommended without associated reference. Please clarify basis for selecting this setback distance.
- Given proximity of identified Class I and II industries within the area of influence for the Britannia Secondary Plan Area, triggered requirements within the Halton Air Quality Guidelines application checklist (Section 2.0) should be referenced within the recommendation section.

AECOM agrees with the Report's recommendation that further assessment is required for specific development applications within the MTSA to confirm the actual impacts of dust, odour, and other air quality contaminants at the proposed development site, following Region of Halton Land Use Compatibility Guidelines and Region of Halton Air Quality Guidelines. Results of these further studies should be leveraged to recommend proper mitigation measures which may be implemented within any new development areas to reduce nuisance impacts from both dust and odour related to these existing Class I and Class II industries.

Sincerely,
AECOM Canada Ltd.



Jennifer Routhier, P.Eng.
Air Quality Specialist
jennifer.routhier@aecom.com

cc:
Alissa Mahood

ATTACHMENT #3

Proposed Refinements to the Regional Natural Heritage System Milton Urban Expansion Area Subwatershed Study Phase 4

The purpose of this table is to identify the Key Features and Components that have been refined in the draft Britannia Secondary Plan schedules. Further to identify if the refinement of the Key Features and Components was supported by the Milton Urban Expansion Area Subwatershed Study (dated August 2021) or has the Key Features and Components been deferred for additional analysis as part of the Master Environmental Servicing Plan and therefore, shall remain mapped as part of the Natural Heritage System until that study has been completed and accepted by the Region.

Feature ID (Map T3-1: SWS NHS and Implementation Recommendations for Britannia SPA)	RNHS Components	Key Feature Considerations	Other Features Present	SWS NHS Refinement and Objectives	Halton Region Comments
BB15	None	FOD (Deciduous Forest), CUW (Cultural Woodland), MAM (Meadow Marsh), AGR		Area to remove in NHS per Kenborough MOS	Mapping should be updated based on Minutes of Settlement (September 27, 2013). Refer to Region's GIS shapefile circulated with this package.
BE07				Confirm and refine extent of potential opportunity for enhancement. Potential considerations to be addressed at the MESP stage may include: Confirm management and enhancement strategies associated with Derry Green wetlands; Reduce edge effects on Key Features.	Schedule C.X.D of the Britannia Secondary Plan Phasing Plan shows a portion of Feature BE07 to be removed from the Regional NHS, however this is not indicated on Map T3-1, nor in the Subwatershed Study. Mapping is to be updated based on Minutes of Settlement. This feature is not to be removed until its status is confirmed during the MESP stage.
BB16	None	ELC: AGR, HR		No Key Features present. Area to remove in NHS per Kenborough MOS.	Mapping should be updated based on Minutes of Settlement (September 27, 2013). Refer to Region's GIS shapefile circulated with this package.
BB25	None	ELC: AGR		No Key Features present. Area to remove in NHS per Kenborough MOS.	Recommendation from the Minutes of Settlement is to define this feature. The Subwatershed Study needs to confirm if this is an ephemeral drainage feature

					and if it provides a linkage to other Key Features.
BF20	None	ELC: AGR, MAM (Meadow Marsh)		Group B wetlands are potential candidates for a Mitigation Hierarchy approach, which includes the potential for removal or removal and replication. Review candidate SWH status during MESP. NHS refinements per Kenborough MOS.	The Subwatershed Study needs to confirm if these wetlands have any linkage connections to the nearby features (including BB25 above). These are not to be removed from the NHS until their status is confirmed at the MESP stage.
BB26	Group B Wetland Candidate SWH	ELC: CUM (Cultural Meadow), AGR SWH Type: Terrestrial Crayfish		Preliminary buffer not required on Candidate Significant features. Confirm Wetland and SWH status (BF10) during MESP; if confirmed as Key Feature, assess buffer requirements during MESP or DAEFSS. If no Key Features present, remove from NHS.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BF10	None	ELC: MAM (Meadow Marsh)	Group B Wetland Candidate SWM (Terrestrial Crayfish)	Group B wetlands are proposed candidates for a Mitigation Hierarchy approach, which includes the potential for removal or removal and replication. Confirm SWH status during MESP. Confirm HDF status during MESP. May require linkage if feature maintained in current location.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BF18	None	ELC: MAS (Shallow Marsh), CUM (Cultural Meadow), AGR	Group B Wetland	Group B wetlands are potential candidates for a Mitigation Hierarchy approach, which includes the potential for removal or removal and replication. Confirm ESA requirements during MESP or DAEFSS based on numerous records of open country SAR bird species. Review candidate SWH status during MESP	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.

BB27	Group B Wetland Candidate SWH	ELC: MAS (shallow Marsh) SWH Type: Terrestrial Crayfish		Preliminary buffer not required on Candidate Significant features. Confirm Wetland and SWH status (BF10) during MESP; if confirmed as Key Feature, assess buffer requirements during MESP or DAEFSS. If no Key Features present, remove from NHS.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BF21 (331 from Phase 2/3 report)	None	ELC: HR	None	No Key Features present. Remove from NHS. Future studies to assess potential habitat for SAR bats.	No comment.
BF47	None	ELC: ANTH	None	No features present. Remove from NHS. Confirmed during PH2/3 study.	No comment.
BB02 (330, 331 from Phase 2/3 report)	Hedgerow	ELC: HR		No Key Features present. Remove from NHS.	No comment.
BB30	None	ELC: ANTH, OAO (Open Aquatic)		No Key Features present. Remove from NHS.	This buffer is associated with adjacent Key Features including the significant woodlands and pond. It was assessed through the S. Milton SWS that the pond is not a Key Feature. Therefore, the NHS mapping should be refined to reflect only the 30m buffer to the significant woodlands on the adjacent southern lands.
BF05	High Constraint (red-dashed) Watercourse Hazard Lands	ELC: AGR, MAM (Meadow Marsh)	Derry Green Wetlands Candidate SWH (Terrestrial Crayfish)	Confirm feature boundary and buffers during MESP or DAEFSS. Floodplain modifications may reflect management recommendations presented in the Derry Green FSEMS and more recently in the Derry Green Subwatershed Impact Study, Milton Business Park II, Areas 1 and 2 (Crozier and Associates (November 2018)	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BF11 (307 from Phase 2/3 Study)	None	ELC: SWD)Deciduous Swamp), MAS	Group B Wetland	Group B wetlands are proposed candidates for a Mitigation Hierarchy approach,	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the

		(Shallow Marsh), AGR	Woodland Candidate SWH (Terrestrial Crayfish)	which includes the potential for removal or removal and replication. Confirm SWH status during MESP. May require linkage if feature maintained in current location.	feature status is confirmed through additional studies prior to or during the MESP stage.
BF53	None	ELC: MAS (Shallow Marsh)	Group B Wetland Candidate SWH (Terrestrial Crayfish)	Group B wetlands are potential candidates for a Mitigation Hierarchy approach, which includes the potential for removal or removal and replication. Confirm status and management during MESP study. Review SWH status during MESP.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BB03	Group B Wetland Woodland Candidate SWH	ELC: SWD (Deciduous Swamp), MAS (Shallow Marsh) SWH Type: Terrestrial Crayfish, Bat Maternity Colonies and Amphibian Breeding Habitat		Preliminary buffer not required on Candidate Significant features. Confirm wetland, woodland and SWH status during MESP; if confirmed as Key Feature, assess buffer requirements during MESP or DAEFSS. If no Key Features present, remove from NHS.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BB04	Group B Wetland Candidate SWH	ELC: MAM (Meadow Marsh) SWH Type: Terrestrial Crayfish		No Key Features present. Remove from NHS.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BF14 (306 from Phase 2/3 Study)	None	ELC: MAM (Meadow Marsh), AGR	Group B Wetland Candidate SWH (Terrestrial Crayfish)	Group B wetlands are potential candidates for a Mitigation Hierarchy approach, which includes the potential for removal or removal and replication. Review SWH status during MESP.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BB05	Candidate Significant Woodland	ELC: CUW (Cultural Woodland)		Preliminary buffer not required on Candidate Significant features. Confirm woodland status (BF09 – Group A	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through

				Wetland, Confirmed SWH)) during MESP; if confirmed as Key Feature, assess buffer requirements during MESP or DAEFSS. If no Key Features present, remove from NHS.	additional studies prior to or during the MESP stage.
BL16	Linkage to Key Feature to be considered at MESP stage.	Group A Wetland (48) Candidate Significant Woodland Confirmed SWH (Bat Maternity Colonies) Candidate SWH (Terrestrial Crayfish)		Need for linkage to be confirmed at MESP stage. Assessment should consider the need for a linkage corridor and/or ecologically permeable land uses adjacent to feature.	Linkage to Key Features has been deferred to the MESP stage. As its status as linkage to other Key Features has not been confirmed in the SWS, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage. Otherwise, specific policy language will need to be included in the Secondary Plan to ensure the linkage to Key Features is maintained.
BF03	None	None	None	No Key Features or Hazard Lands present. Remove from NHS.	As hazard lands are within the jurisdiction of Conservation Halton, please provide any confirmation and correspondence confirming there are no hazard lands present.
BB12 (318 from Phase 2/3 Study)	Candidate SWH	ELC: AGR, ANTH SWH Type: Amphibian Breeding Habitat)		Preliminary buffer not required on Candidate Significant features. Confirm SWH status of BF07 during MESP. If confirmed as Key Feature, assess buffer requirements during MESP or DAEFSS. If no Key Features present, remove from NHS.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BB11	None	ELC: AGR		No Key Features present. Remove from NHS.	No comment.
BB10	Woodland	ELC: CUP (Plantation), HR		No Key Features present. Remove from NHS.	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.

BF13	None	ELC: CUP (Plantation), ANTH	Woodland	No Key Features present. Remove from NHS (subject to watercourse boundary delineation during MESP or DAEFSS).	Confirmation of status is deferred to the MESP stage. As it is not confirmed, this feature is not to be removed until the feature status is confirmed through additional studies prior to or during the MESP stage.
BB14	None	ELC: AGR		No Key Features present. Remove from NHS.	Further information is needed to determine the status of this feature. Please confirm this component identified to be removed as it appears to be a component of the Greenbelt Natural Heritage System 30 m buffer.
BB28, BB29	None	ELC: AGR		No Key Features present. Remove from NHS.	<p>It appears that BB28 and BB29 are part of Feature ID BF33 and BF34, which contains significant woodlands and wetlands, including candidate SWH.</p> <p>BB28: It has been confirmed by Conservation Halton that the Key Feature is a wetland and any proposed refinements are subject to additional studies/confirmation. Therefore, until such time that the wetland boundaries have been confirmed, no refinements (including buffers) to the draft proposed RNHS are to be proposed.</p> <p>BB29: This feature has not been refined through the South Milton SWS or the Environmental Impact Assessment. Therefore, no refinements (including buffers) to the RNHS are to be proposed.</p>
BB31	None	ELC: CUM (Cultural Meadow)		No Key Features present. Remove from NHS.	Refinements to the draft RNHS mapping will be completed based on the recommendations of Feature ID BF21 above. No further comment.

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
	Britannia Water & Wastewater ASP (May 2022 Draft) Submitted to the Region: June 24, 2022 Modeling Files Submitted: July 25, 2022	Response	Comments
	Halton Region (August 29, 2022)	WSP (Month Day, Year)	Halton Region (Month, Day, Year)
	General Comments		
1.	<p>Regarding Population and Employment Estimates:</p> <ul style="list-style-type: none">• Please confirm the total future population (residential and ICI) used for the ASP study (per MGP estimates). Population and employment information presented in Table 7 and Table 17 are different than in Appendix B.1 (Wastewater Design Flow Calculation).• Please also clarify if the BPE estimate of 36,112 includes both residential and ICI population.• We note slight differences between the Secondary Plan population and employment estimates to those in the ASP. Are those a result of the minor updates noted to land use and road alignment? If so, can this be included in the report as a note.		
2.	<p>Regarding Hydraulic Modeling:</p> <p>Please note that there appear to be discrepancies between information presented in the report and results from the hydraulic modeling files provided (see comments 39 to 45 below for further information).</p> <p>We suggest a meeting between WSP and Regional staff (and Town of Milton staff, as required) to review the comments presented herein, specifically those related to hydraulic modeling.</p> <p>Any changes made to the model as a result of these discussions may require updates to the report text to reflect modeling output.</p>		
3.	<p>Page 4, paragraph 2: Please update the following text as shown:</p> <p>During interim Phase 1 condition, Britannia WWPS appears to have a residual capacity of approximately 265 L/s to handle Britannia SPA flows. This assumes no flow contribution from the Agerton/Trafalgar Secondary Plan area or from Georgetown WWTP decommissioning. The capacity available at the Britannia Road WWPS and, subsequently, the timing of Phase 1 will be dependent on the plans and development timing of Derry Green, Boyne, Agerton/Trafalgar as well as the ultimate strategy and timing of the Georgetown WWTP decommissioning. The Georgetown WWTP decommissioning, in particular, will be reviewed and confirmed through the on-going Infrastructure Master Plan.</p>		
4.	Page 5, Introduction (last sentence) and Section 1.5		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
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	Halton Region (August 29, 2022)	WSP (Month Day, Year)	Halton Region (Month, Day, Year)
	The Region does not typically use ASPs as input to Municipal Class EAs. MCEA Study Phase 1 and Phase 2 for projects are completed at the Master Planning stage (as required). Infrastructure to be located on existing roads or utility corridors are pre-approved (A, A+) and infrastructure completed by the development community is approved through a separate process. Can WSP provide some additional clarification regarding this section? Can it be removed?		
5.	<p>When discussing project priorities (i.e., Section 6.5 and Section 7.5), please include some notes and caveats based on the following:</p> <ul style="list-style-type: none">• Ultimately, the ongoing Master Plan and next Development Charges Technical Study will determine the implementation plan for Regional DC infrastructure. Capital program planning is based on a variety of considerations, including coordination with Regional and Local infrastructure projects, financing plans, resourcing, timing of major plant expansions, etc.• The timing of developer-led infrastructure (i.e., non-DC, local infrastructure) is ultimately based on market factors, developer resources and priorities, development application timing, appeals, etc.		
	Water Comments		
6.	On all figures in the main report and appendices, please explicitly identify all connection points where one watermain will need to connect to another. This is especially important where local watermains are planned to connect to Regional transmission mains and/or large diameter Regional DC mains.		
7.	<p>Figure 3, water pressure zone boundaries:</p> <p>The water pressure zone boundaries shown on Figure 3 are the future boundaries, under the ultimate re-alignment scenario (anticipated in the 2025-2031 timeframe). Milton is currently operating under an interim condition. While there is no impact to the Britannia SPA (i.e., it is within the TWL 250 m zone in the interim and the future scenario) can a note be made on the figure that the zone boundaries shown represent the final alignment, to avoid confusion?</p>		
8.	From the Halton Region 2022 Development Charges Water/Wastewater Technical Report, the watermain proposed south of Lower Base Line (Halton Region ID 6666) will be 750mm in diameter. Please update Figure 7 to show this watermain in black instead of blue (Page 34).		
9.	Kitchen Booster Pumping Station and Reservoir are located in Zone O3, not Zone O1 (Page 34, Paragraph 1, Lines 1 to 3).		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
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	Halton Region (August 29, 2022)	WSP (Month Day, Year)	Halton Region (Month, Day, Year)
10.	Please provide the source of information for the typical residential and ICI required fire flow between 75 L/s and 250 L/s. This range is inconsistent with the Fire Flow Requirements outlined in the Halton Region 2022 Development Charges Water and Wastewater Technical Report, Table 6: Water Design Criteria for System Components. (Page 47, Paragraph 1, Lines 1 and 2)		
11.	It's not clear if/when the Agerton/Trafalgar loading has been included in the water modeling scenarios. Can this be clarified?		
12.	PDF Error loading Map A1.2 – Water in Appendix A.1, please rectify.		
13.	Please increase the line thickness of the <=150mm watermains on Map A3.2 – Water in Appendix A.3.		
14.	On Map A4.2 – Water in Appendix A.4, the existing 750mm watermain along Louis St. Laurent Avenue to Fifth Line is missing, please include. Shown correctly on Map A4.1 – Water in Appendix A.4 but disappears on Map A4.2.		
15.	Please increase the line thickness of the <=150mm watermains on Map A4.2 – Water in Appendix A.4.		
	Wastewater Comments		
16.	Recommended Wastewater Servicing Scheme Figure in the Executive Summary is inconsistent with the other wastewater figures throughout the main report and appendices (Figure 18, Figure 21, Figure 24, and Maps B.3 to B.7). Most prominently, the wastewater mains in the Interim Stage 1 area, south of Britannia Road, have different extents, alignments, and sizes. Please review and rectify.		
17.	On all figures in the main report and appendices, please explicitly identify all connection points where one wastewater main will need to connect to another. This is especially important where local wastewater mains are planned to connect to Regional trunk infrastructure and/or deep Regional DC sewers.		
18.	Section 4.3.2, paragraph 3 AND Section 5.1, paragraph 2 Please update the following text as shown, Halton Region has indicated that the Britannia WWPS is not intended to provide long-term capacity for the Britannia SPA. The Pump Station is intended to help support early, interim development for Milton Phase 4 development areas (i.e., Agerton, Trafalgar, Britannia), while Master Plan wastewater infrastructure south of Britannia to Lower Base Line is being constructed.		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
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19.	Section 4.3.2, paragraph 3, Please update the following text as shown, In order to achieve this flow split, the Region will ultimately require a trunk sewer bypass at the intersection of Fifth Line and Britannia Road (on Halton Region Unique ID 7547).		
20.	Section 4.3.3 Can there be a small paragraph added to this section that discusses the upstream WW infrastructure? For example, the Eighth Line Trunk Sewer and the Drumquin Pumping Station. These components are in construction and are required to be in place in order to provide base flow to the sewer system on Britannia.		
21.	Section 5.3, first bullet Please update this section as follows: Only areas generally to the north and east of the proposed bypass can be potentially serviced during the interim condition prior to the commissioning of the Lower Base Line WWPS and associated trunk sewers: Stage 1: All of Neighborhood 1 can be serviced; Stage 2: Neighborhood 2 north of Britannia Road can be serviced; and Stage 6: Some of Neighborhood 5 Servicing of these neighbourhoods is ultimately dependent on the residual capacity in Britannia WWPS at the time it proceeds. The capacity available at the Britannia Road WWPS and, subsequently, the timing of Phase 1 will be dependent on the plans and development timing of Derry Green, Boyne, Agerton/Trafalgar as well as the ultimate strategy and timing of the Georgetown WWTP decommissioning. The Georgetown WWTP decommissioning, in particular, will be reviewed and confirmed through the on-going Infrastructure Master Plan.		
22.	Please note that there are two Regional DC components (below) where the ASP is recommending different diameters than what is shown in the 2022 DC Report. Per the Region's Local Service Guidelines, these projects no longer meet the size criteria for DC mains. Please include a note that these will be reviewed through the Master Plan and re-programmed accordingly (as required). <ul style="list-style-type: none">Halton Region Project ID 6501Halton Region Project ID 6583		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
	Britannia Water & Wastewater ASP (May 2022 Draft) Submitted to the Region: June 24, 2022 Modeling Files Submitted: July 25, 2022	Response	Comments
	Halton Region (August 29, 2022)	WSP (Month Day, Year)	Halton Region (Month, Day, Year)
23.	Existing wastewater main along James Snow Parkway to Britannia Road is 1200 mm in diameter, not 900 mm. Please correct on all wastewater figures.		
24.	Existing wastewater mains along Trafalgar Road are 1200 mm in diameter, not 1050 mm. Please correct on all wastewater figures.		
25.	Wastewater mains along Regional Road 25 are 1350mm/1500mm in diameter before increasing to a single 2100mm, and then 2400mm diameter wastewater main. Please correct Section 4.3 Wastewater Servicing, Bullet 3 (Page 24) and labels on Figure 4: Existing Wastewater Infrastructure (Page 25).		
26.	<p>In Section 4.3.2, old Halton Region Project IDs 6584 and 6585 are used for the Lower Base Line Wastewater Pumping Station and Forcemain. Please update these based on the Halton Region 2022 Development Charges Water/Wastewater Technical Report:</p> <ul style="list-style-type: none">Halton Region Project ID 6584 has been phased to new ID 8034.Halton Region Project ID 6585 has been phased to new ID 8035. <p>Please capture these Halton Region Project ID updates on all figures.</p>		
27.	On Figure 5, the extent of Halton Region Project ID 6499 is incorrect. This wastewater main is located East of Trafalgar Road to the intersection of Trafalgar and Britannia Road, not West. Please replace ID 6499 with Halton Region Project ID 7533.		
28.	On Figure 5 in the 'Assumptions' textbox, please update the diameter of the existing wastewater main on Britannia Road from 1200 mm to 1500 mm.		
29.	<p>Table 14 and Table 17</p> <p>Please explain why the new calculated sewer loading within the Britannia SPA is 521.96 L/s (assumed peak flow?) when the sewer flow based on existing BPE is only 186 L/s? The difference in people and jobs does not seem to warrant that significant of a change. Perhaps we are misinterpreting the information.</p>		
30.	<p>Section 7.1, Table 15 (Page 61) requires updates based on the Halton Region 2022 Development Charges Water/Wastewater Technical Report:</p> <ul style="list-style-type: none">Halton Region Project ID 6581 has been upsized to 1500mm diameter.Halton Region Project ID 6582 has been upsized to 1500mm diameter.Halton Region Project ID 6584 has been phased to new ID 8034, and upsized to 2,350 L/s capacity.Halton Region Project ID 6585 has been phased to new ID 8035.		

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	<ul style="list-style-type: none">Halton Region Project ID 7531 has changed alignment since the Halton Region 2017 Development Charges Water/Wastewater Technical Report. Consequently, the new Project Description is: <i>On Whitlock Crossing from east of Fourth Line to James Snow Parkway, and south approximately 400 m on James Snow Parkway (MIL).</i> <p><u>Suggestion:</u> These Halton Region Project ID updates can be captured by adding 'Old ID' and 'New ID' columns to this table.</p>		
31.	On Figure 18, please remove the '> 900' item from the Legend and replace with items '<= 900' and '> 1200' and recolour the wastewater mains on Fifth Line, Louis St. Laurent, James Snow Parkway, and Britannia Road accordingly. The wastewater mains on Fifth Line and Louis St. Laurent are 900mm in diameter.		
32.	<p>Section 7.4</p> <p>Baseline Conditions:</p> <ul style="list-style-type: none">Baseline conditions (per the water analysis section) are meant to simulate the 2031 time horizon without the additional people and jobs associated with the Britannia SPA (to identify any existing capacity concerns).Baseline Conditions should, therefore, include the flow diversion to the Lower Base Line Pump Station and the Georgetown WWTP decommissioning which are both anticipated to be done prior to 2031. It is stated in this section that these items are not included in the Baseline. This should be further discussed with Regional staff. <p>Interim Conditions:</p> <ul style="list-style-type: none">Analysis in the report indicates that interim conditions includes full build-out of Agerton/Trafalgar, which is unlikely in the short-term.It is unexpected that there appears to be capacity limitations at the Britannia WWPS even without the Agerton/Trafalgar flow under interim conditions (i.e., 647 L/s from Georgetown and 605 L/s from the Britannia SPA). This should be further discussed with Regional staff in conjunction with modeling discussions.		
33.	In Sections 7.4.3 and 7.5, the alternative location proposed for the Lower Base Line WWPS (at/adjacent the intersection of Fifth Line and Lower Base Line) to increase the bottom elevation of the wet well was already considered and assessed during the Halton Region 2011 Master Plan, and was not preferred.		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
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34.	<p>Section 7.5,</p> <p>Item 1:</p> <ul style="list-style-type: none">Please note that the Trafalgar Road Wastewater Pump Station (also known as Drumquin PS) is currently under construction. The Schedule B EA was completed for this station as part of the 2011 Master Plan and the location was adjusted through an addendum in 2018. There are no further EA requirements associated with this station. <p>Item 3:</p> <ul style="list-style-type: none">The Georgetown WWTP Decommissioning strategy was included in the 2022 DC Technical Study to capture the infrastructure/financial requirements of the change and ensure the Region’s capital program to 2031 was set up to accommodate the WWTP flow. The decision will be finalized through the Master Plan, including associated EA requirements and impacts to downstream infrastructure. <p>Please adjust wording of this section to reflect the above.</p>		
35.	Section 7.5, wastewater mains along Britannia Road from the outlet of the Drumquin WWPS to Fifth Line are noted as 1200mm in diameter however, they have been upsized to 1500mm. Also include updated language that these mains are in construction (Page 78, Priority 1 Projects, Bullet 1).		
36.	Section 7.5, wastewater mains along Fifth Line (Halton Region Project IDs 6581 and 6582) have been upsized to 1500mm (Page 78, Priority 1 Projects, Bullets 2 and 3). Please update based on the Halton Region 2022 Development Charges Water/Wastewater Technical Report.		
37.	On Maps B.1 to B.7 in Appendix B.2, please update the label on the James Snow Parkway wastewater main from ‘Ex. Ø 900mm WWM’ to ‘Ex. Ø 1200mm WWM’ to capture the correct size.		
38.	On Map B.3 – Wastewater in Appendix B.2, please remove the ‘> 900’ item from the Legend and replace with items ‘<= 900’ and ‘> 1200’ and recolour the wastewater mains on Fifth Line, Louis St. Laurent, James Snow Parkway, and Britannia Road accordingly. The wastewater mains on Fifth Line and Louis St. Laurent are 900mm in diameter.		
	Hydraulic Analysis Comments – InfoWater Model		
39.	The proposed total water demand is significantly higher than Region’s 2031 total water demand. Consultant has double counted the future demands at a number of nodes by not removing the Region’s future demands.		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
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	<p>a. Please check the following nodes for double counting: SH-J-85 WCV121056 WDV88875 WFT258764 WFT258826 WFT258830 WJ-3152-M</p> <p>b. In Region’s model, future demands are added as below: D7 <i>Future Residential</i> D8 <i>Future Industrial</i> D9 <i>Future Commercial</i> D10 <i>Future Institutional</i></p> <p>Consultant should remove all the demands from D7 to D10 and add ASP demand projection instead.</p>		
40.	Consultant’s 2031 interim & ultimate buildout scenarios show that PHD pressures fell as low as 26 & 34 psi respectively. These junctions are WFT258862, WCV121057 & WFT258861. This is a significant pressure drop comparing to Region’s baseline result which is not acceptable.		
41.	2031 interim & ultimate buildout modelling results indicated that Junction <i>BTN_J066</i> had lower available fire flow (of 112 L/s & 121 L/s). This is not reflective in the report which said that the junction has 132 L/s & 131 L/s fire flow available under similar scenarios. Since this junction is located at a dead end, looping between <i>BTN_J066</i> and <i>BTN_J065</i> will provide sufficient fire flow availability.		
42.	The Neyagawa PS consists of 5 pumps. 2031 baseline model has <i>4 pumps on</i> but interim & ultimate buildout models have <i>only 2 pumps on</i> under both MDD & PHD condition. Therefore, it is not pumping enough to meet the huge demand in the ASP area. Consultant needs to explain why 3 pumps were turned off.		
	Hydraulic Analysis Comments – InfoSewer Model		
43.	The model elements have not been set up correctly in InfoSewer at Georgetown WWTP area. Since the WWTP will be decommissioned, outlet (representing the WWTP) should be <i>deactivated</i> in the model. A wet well will be placed instead to receive three gravity sewer. The downstream flow should be equal to the flow entering the wet well. An email instructing on how to set up the model objects was circulated on July 5/2021. Currently the Outlet is still <i>active</i> in the model, and the new wet well is not collecting the total amount of flow from upstream of the WWTP		

Britannia Water & Wastewater Area Servicing Plan Halton Region Water & Wastewater Planning Comments Response Matrix			
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	The submitted ASP report said that the model was updated with these changes which is not reflected in the model		
44.	<p>The total future load is significantly higher than Region's 2031 total waste water loads. It looks like the consultant has double counted the sewer loads at some of the manholes.</p> <p>a. As an example, please check the following manholes for double counting: MH2031_35 MH2031_60 MH-20-B MS-N01 MS-N02 MS-N05</p> <p>b. In Region's model, future loads are added as below: L5 <i>Future Residential</i> L6 <i>Future ICI</i> L7 <i>Future I&I</i></p> <p>Consultant should replace Region's predicted loads with ASP future loads from L5 to L7</p>		
45.	<p>Region's predicted I&I should be removed and estimated I&I be added based on the developable area.</p> <p>The submitted model has total I/I (listed in L7 Column) of 77.9 L/s in ultimate buildout scenario which is much less than 121.1 L/s noted in Appendix B.1 (Waste Water Design Flow Calculation).</p>		

MP4 Landowner Group – Comment Matrix
Date: July 14, 2023

Subject Area /Issue/ Secondary Plan Section/Schedule	Comments
SECONDARY PLAN	See Detailed Tracked Change Revisions and proposed Schedules in Appendix A
General Policies/Secondary Plan Vision/Goals and Objectives	<ul style="list-style-type: none">• We are in agreement with purpose, vision and goals and objectives• We are in agreement with population and employment targets as “minimums”• Given the recent decision through ROPA 49, the location for the Secondary Plan’s context should include the urban boundary expansions areas now approved to the south• In relation to community structure and community elements, we recommend the Green Avenue be removed and replaced with linear greenspace along the existing pipeline right-of-way. This linear greenspace will allow for an East/West trail connection with additional open space opportunities.• We recommend clarification on the definition to affordable housing for the purpose of the Secondary Plan. To include housing as defined as affordable under the current PPS but also to include forms of housing (multiple unit housing) in higher density forms. A new definition is also proposed to be included.
Strategic Policies	<ul style="list-style-type: none">• Minor policy revisions are recommended to the NHS policies to align with standard policy language in the Town’s Official Plan and recent other Secondary Plan approvals.• Added references are recommended to areas of the Secondary Plan that can be adjusted and revised without the need for amendment to the Secondary Plan (i.e. trail locations, road locations, NHS mapping).• Added reference to James Snow Parkway as a priority Regional Road to implement the Secondary Plan is recommended• Stormwater Management policies are recommended to be revised to provide for flexibility to provide for SWM facilities and infrastructure in the NHS buffers, Greenbelt and outside of Secondary Plan area. Allowance for a wide range of innovative techniques and opportunities for stormwater management should be reflected in policies.
Housing	<ul style="list-style-type: none">• It is recommended that the 18% target for affordable housing be reflective of affordable housing being provided through higher-density forms such as townhouses in all forms, apartments and additional dwelling units, as well as affordable housing as defined by the Official Plan.• Policies should also be amended to reflect the ability to provide for additional dwelling units, as now provided for in Bill 23, as opportunities for both new ownership and rental units.• The definition of affordable housing for the Secondary Plan should be as follows: <i>Affordable Housing</i> shall mean affordable housing as defined in the Town’s Official Plan and for the purposes of this Secondary Plan shall mean higher-density townhouses (including stacked townhouses and back to back townhouses), apartments or secondary units (additional dwelling units). <i>Assisted Housing</i> shall mean housing as defined as assisted housing in the Town’s Official Plan.
Urban Design	<ul style="list-style-type: none">• Comments on the urban design policies are provided in Appendix A and include the recommended removal of the Green Avenue and replacement with the linear greenspace and added policies to reflect the need to provide for a road network that balances needs of all users in context.• Additional comments on urban design are provided in Appendix B which includes our original comments. These comments were discussed at a meeting with Town and MGP staff on October 12, 2022.• The LOG continue to have significant concerns with the current draft of the Urban Design Guidelines as noted.
Parks	<p>Our key comments on parks are provided as follows (additional materials are found in Appendix C):</p> <ul style="list-style-type: none">• A revised distribution of parks is provided on the Schedules included in Appendix A and a summary of key changes is illustrated on the map found in Appendix C which include the following key changes:<ul style="list-style-type: none">• Development of the revised plan for parks (types, location and sizes) for the Secondary Plan was informed by the Town’s Land Base Analysis (Population and Employment, Secondary Plan Land Areas, Town Parks, Recreation, Library Needs Assessment, Town Parks Strategy, Town Parkland Dedication By-law, Town Official Plan) parks, sizes, locational criteria and other considerations including optimizing through co-locations with schools and other facilities.• The principles for planning neighbourhoods (complete communities and 15 minute walking distances to park areas) are met.• Based on the revised proposed plan we have addressed the Town’s request to provide for more District Parks to address programming needs and have provided for 2 District Parks (Plus Drumquin Park), 7 Neighbourhood, a Linear Greenspace and 10 Village Squares.

	<ul style="list-style-type: none"> The proposed revisions include the removal of the Community Park and replacement of it with a District Park. There are 3 District Parks, 8 Neighbourhood Parks and 10 Village Squares proposed to be provided within the Secondary Plan, each located within the proposed neighbourhoods in accordance with the locational criteria and minimum size requirements as set out in the Town's current Official Plan. Additional park area is provided through the proposed linear greenspace with more opportunities for future parks provided through POPs. <ul style="list-style-type: none"> Additional comments are provided in Appendix C related to the justification for the size and distribution of parks in accordance with the Town's programming needs. The additional work in Appendix C illustrates that the proposed parks can generally accommodate programming needs based on size requirements for such spaces and recreational needs. As noted, we welcome continued discussion with the Town to address the provision of parks through a Master Parkland Agreement.
Places of Worship	<ul style="list-style-type: none"> As noted during several meetings with staff, we maintain the importance of full flexibility to locate places of worship throughout the Secondary Plan, including opportunities in the Community and Mixed Use areas. Our review and assessment of places of worship is provided in Appendix D for further information to support our recommended revisions to the policies.
Community Structure	
Tertiary Plans	Tertiary Plan areas provided as a schedule (Schedule C.X.E) in Appendix A.
Neighbourhoods	The recommended location of the five neighbourhood boundaries, based on local context and parcel boundaries, is illustrated in the Schedules within Appendix A with additional information provided in Appendix E which sets out the estimated population and employment targets for each area as well as the distribution of parks, schools and distances to community and neighbourhood services and facilities. The proposed neighbourhoods are reflective of complete communities
Neighbourhood Nodes	The Neighbourhood Nodes are proposed to be illustrated with symbols at slightly revised locations as shown on the revised Schedules in Appendix A . These changes will ensure each neighbourhood maintains the appropriate distance to services and retail needs from any area within each neighbourhood.
Natural Heritage System	<p>The updated NHS mapping as provided on the recommended revised Schedules in Appendix A includes updates to reflect the following:</p> <ul style="list-style-type: none"> All top of bank surveys walked in the field with CH and surveyed at the end of 2019; these are CH approved lines. Wetland surveys walked in the field with CH and surveyed in the fall of 2022; these have not yet been formally approved by CH. Updated floodplain mapping reflecting more detailed topographic mapping and culvert surveys. Minor change to the MOS NHS boundary on the Mattamy lands at the north end of their lands east of Fifth Line. Proposed channel realignments in four areas. Watercourse lowering is proposed to service adjacent tablelands; realignments are shown from community design perspectives. Revisions to the Sixth Line realignment east of Sixth Line may result from ongoing discussions with the Owners. SP policies should clearly note that further refinements to these channel realignments may result based on further study through the development process. Design of replication areas re: Group B wetlands are under study and will be updated. <p>The NHS policies should also maintain the ability to refine the boundaries including the flexibility for channelization and alignments of streams without the requirement for an amendment to the Secondary Plan.</p>
Road and Active Transportation Network	<p>The revised road and active transportation network as shown on the Schedules in Appendix A is further detailed to illustrate the recommended changes on the mapping attached as Appendix F. The key road network changes proposed are as follows:</p> <ul style="list-style-type: none"> Remove Town proposed east/west collector road parallel to pipeline east and west of JSP. Due to removal of pipeline collector to Sixth Line, extend east/west collector east of JSP and south of Britannia to Sixth Line, and realign road to avoid woodlots and proposed SWM pond. Remove collector road in NE quadrant of Sixth Line and Britannia. Remove Town proposed collector road across Omagh tributary. Remove Town proposed collector road east of JSP and north of Lower Baseline. Remove Town proposed collector road between JSP and Fifth Line north of Britannia between the two proposed east/west collector roads. Add collector road in SE quadrant of Britannia and JSP to address removal of collector road crossing Omagh tributary and protect for further development in the SE white belt.

	<ul style="list-style-type: none"> • Add east/west collector road across Third Line tributary to Thompson Road to accommodate servicing, active transportation and traffic relief. • Remove north/south collector roads along Britannia east and west of 5 ½ Line which are now proposed as local at right-in/right-out intersections. • Terminate “5 ½ Line” collector at Louis St. Laurent, adds collector loop to service lands north of LSL in lieu of this connection. Note the need for “5 ½ Line” collector will be considered further when the Region undertakes the subsequent update to the Regional TMP (Source: Town TMP) • Shift “5 ½ Line” collector west to avoid conflicting with woodlot to protect for further development in the SW white belt. • Straighten LSL extension. • Note the need for “5 ½ Line” collector will be considered further when the Region undertakes the subsequent update to the Regional TMP (Source: Town TMP)
LAND USE POLICIES	
Evolving Neighbourhoods	<ul style="list-style-type: none"> • We recommend providing for a broader range of housing forms in the Evolving Neighbourhood designation as well as live-work units, and opportunities for low-rise apartments. It is recommended that the maximum height be increased to 6 storeys to accommodate low-rise apartments, senior housing and other institutional uses. • It is recommended that opportunities for further intensification within the Evolving Neighbourhoods be provided based on criteria (policy recommendations are provided in Appendix A) to facilitate opportunities, where appropriate, for additional height and density without the need for amendment to the Secondary Plan. • Controls on the location and scale of such uses are recommended to be provided through the Tertiary Plan process
Community Commercial Mixed Use Designation	<ul style="list-style-type: none"> • As identified in our July 2022 comments, the amount of retail and service commercial uses within the Community Commercial Mixed Use Node should be provided as a target. • Additional uses including institutional and community uses, as well as major places of workshop should also be included in the Community Mixed Use Area, as well as broader range of residential uses. • The retail and service commercial floor area for the node should be established through delineation of areas in the Tertiary Plans with a target provided in the Secondary Plan policies for each area. • An increased highest limit of 20 storeys should be provided to provide for the opportunity to intensify the Community Node with higher density built form.
Neighbourhood Commercial Mixed Use Designation	<ul style="list-style-type: none"> • Additional residential uses are recommended include varied forms of townhomes, as well as innovate housing forms, institutional and community uses as well as major places of worship. • A maximum height of 12 storeys should be provided to allow for mid-rise residential and mixed use built form development. • The retail and service commercial floor area for each node should be established through delineation of areas in the Tertiary Plans with a target provided in the Secondary Plan policies for each area. • Additional policies are also recommended to allow opportunities for increased height and density within the Neighborhood Mixed Use area to facilitate intensification within the node through the Tertiary Plan process.
Parks	As set out on the Schedules of Appendix A and in Appendix C , the location and distribution of parks is based on the current size and location criteria for parks as set out by the Town’s Official Plan An assessment of areas required for programming needs is also provided to illustrate how the recommended park distribution can consideration of programming needs and the areas needed to accommodate such needs.
Schools	It is recommended that the co-location of schools with parks as shown on the revised Schedules in Appendix A be a continued goal for the Town and that the policies be revised as recommended to reinforce the need to provide optimal efficiency in relation to the location and design of schools.
PHASING	Recommended revisions to policies provided in Appendix A.
IMPLEMENTATION	As set out in Appendix A there are a number of policy revisions recommended to address the Secondary Plan implementation including more flexibility with the Tertiary Plan process by incorporating Neighbourhood Design Plans within the Tertiary Plan process as well as updates to references to the role of the Region and Conservation Halton in the approval process.

Britannia Secondary Plan –Recommended Tracked Change Revisions by MP4 Landowner Group
Date: July 14, 2023

C.X Britannia Secondary Plan

	Proposed Policy with Tracked Changes	Summary of Revisions
C.X.1	GENERAL	
C.X.1.1	<p>PURPOSE</p> <p>The Britannia Secondary Plan establishes a detailed planning framework for the Britannia Secondary Plan area to facilitate the development of a complete community.</p> <p>The Secondary Plan:</p> <ul style="list-style-type: none">a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;b) 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;c) Provides growth management policies to implement the 2031 planning horizon for a minimum target of 46,400 residents and 10,700 jobs;d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of Neighbourhood Areas; and,e) Establishes Tertiary and Neighbourhood Design Plan requirements prior to final approval of development applications.	<ul style="list-style-type: none">- Recommend Neighbourhood Design Plans be integrated into Tertiary Plan process- Maintain all policies here
C.X.1.2	<p>LOCATION</p> <p>The Britannia 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:</p> <ul style="list-style-type: none">a) North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincialb) <u>a)</u> Greenbelt and Britannia Roadc) b) East – The Provincial Greenbelt and Fifth Lined) c) South – The Phase 4 Settlement Area Boundary <u>and Urban Boundary Expansion Areas</u>e) d) West – The Provincial Greenbelt, Thompson Road South, Fourth Line, andf) <u>d)</u> Neyagawa Boulevard	<ul style="list-style-type: none">-Recognize integration with recent urban boundary expansion areas to the south
C.X.2	SECONDARY PLAN VISION	
	<p>The Britannia Secondary Plan area is envisioned to be a complete, sustainable, connected, attractive and well-served community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services.</p>	
C.X.2.1	<p>COMMUNITY CHARACTER</p> <p>The community characteristics that provide direction for development in the Britannia Secondary Plan, are:</p> <ul style="list-style-type: none">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-Served Community: A 15-minute<u>walkable</u> community that provides activity centres to maximize active transportation access to shopping, recreation, institutional, and leisure choices.c) An Environmentally Sustainable Community: A community that provides a Natural Heritage System (NHS) and linked open space system within the Secondary Plan which is sensitive and connected to the Greenbelt.	

	<p>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.</p> <p>e) An Attractive Community: A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.</p>	
C.X.2.2	<p>COMMUNITY DESIGN ELEMENTS</p> <p>The Britannia Secondary Plan Urban Design Guidelines provide <u>general</u> guidance for the preparation of <u>Draft Plans</u> of Subdivision <u>and</u> zoning and <u>the review of</u> development applications. Implementation of this Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the guidelines to achieve the following Community Design Elements:</p> <p>a) Five distinct Nneighbourhoods with neighbourhood nodes as centres of <u>commercial, non-residential</u> activity <u>and higher density residential and mixed use development</u>. Neighbourhood A areas are in each neighbourhood to provide opportunities to <u>live</u>, recreate, learn, shop, work, and worship within a <u>walkable neighbourhood</u>. 15-minute walk;</p> <p>b) A range of retail commercial opportunities, including options which maximize walkability for residents;</p> <p>c) A range of parks and village squares providing sub-neighbourhood <u>providing neighbourhood</u> focal points, opportunities for placemaking, and access to recreation within a fifteen <u>five</u>-minute walk to most residents;</p> <p>d) A range and mix of housing options, primarily grade-related, will be provided in each Nneighbourhood to promote inclusiveness and create dynamic streetscapes;</p> <p>e) A central linear greenspace providing active transportation will generally run along the pipeline easement <u>to and combined with a collector road along the north edge of the pipeline easement will create a central linear greenspace “Green Avenue”</u> and provide residents with an attractive, off-road active transportation option across the Secondary Plan from east to west. <u>This linear greenspace can also serve as an enhancement to adjacent programmed park areas.</u></p> <p>f) A community node, central to the Secondary Plan area, serves as the primary focus of activity and community uses, including Community Mixed Use Commercial, a Community Park and <u>Commercial and</u> a Secondary School;</p> <p>g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,</p> <p>h) A <u>A</u> complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community <u>with and to</u> connections <u>to</u> adjacent Nneighbourhoods, <u>future community areas and</u> the Greenbelt.</p>	<p>Comments on Urban Design Guidelines have been provided. The guidelines will need to be updated to reflect the removal of Neighbourhood Design Plans as a separate process.</p> <ul style="list-style-type: none">- Remove reference to Collector Road for Green Avenue.- Now that south lands are added to the urban boundary - incorporate policies to reflect future development of these lands.- Rename Green Avenue – Linear Greenspace- Linear greenspace to be the focus of E/W trail given its width (15m)- Revise term 15 minute walk to walkable neighbourhood in a)
C.X.3	<p>GOALS AND OBJECTIVES</p>	
	<p>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 Britannia Secondary Plan:</p>	<ul style="list-style-type: none">-
C.X.3.1	<p>BUILD COMPACT AND COMPLETE COMMUNITIES</p> <p>a) Identify appropriate locations for retail commercial and community services within reasonable walking distance from most of the population;</p> <p>b) Identify strategic locations for a regional-serving retail/commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and placemaking;</p> <p>c) Achieve an overall minimum density of 5960 residents and jobs combined per gross hectare across the Britannia Secondary Plan;</p> <p>d) Identify a housing mix that provides for a range of housing options including <u>market based housing</u>, <u>affordable housing</u> and <u>assisted housing</u>. within each neighbourhood;</p> <p>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;</p> <p>f) Identify the Public Service Facilities needs and <u>provide</u> opportunities for places of worship; and,</p>	<ul style="list-style-type: none">- define affordable and assisted housing for the Secondary Plan- correct density as per ROPA 49- the revision to 59 was provided through the Minister as a minimum which Milton can then provide and it is consistent with the PPS- all other objectives are consistent with the current PPS

	g) Encourage best practices for sustainable development such as low impact development, energy efficient housing, active transportation and increased mobility options.	
C.X.3.2	PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM a) Protect or enhance Key Features of the NHS; by ensuring that there will be no negative impacts on the natural features and areas or their ecological functions through the development process; b) Create, in consultation with the Region and Conservation Authority, a Create 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; c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open space adjacent to, or near, the NHS where possible; and, <u>d) Establish an urban form that reduces reliance on auto trips and encourages walking and active transportation.</u>	- Remove reference to no “negative impact” as it is not needed and it is not consistent with the objectives in the OP Remove reference to in consultation with or approvals related to both the Conservation Authority and the Region – this is provided as a recommended change to several policies given the shift from Regional Planning and approvals and the role of CH
C.X.3.3	PROVIDE MOBILITY OPTIONS AND A LOGICAL ROAD NETWORK a) Realize a network of Complete Streets that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists; b) Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the Town; c) Plan for a local transit network that can support connections to the broader and higher-order regional transit; d) Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability; e) Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of active transportation; and, <u>f) Identify Britannia Road and James Snow Parkway as key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve active transportation needs.</u>	
C.X.3.4	ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH SENSE OF PLACE a) Create community identity and sense of place through the establishment of a high quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, <u>views of existing landmarks</u> landmarks and views , public art, etc.); b) 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; c) Recognize the unique nature and opportunity to celebrate the Omagh Settlement and integrate it with the broader community; d) Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place; e) Require well coordinated and thought-out streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and, f) Consider sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.	- Revise landmark language.
C.X.3.5	ENSURE FISCAL RESPONSIBILITY <u>a) Develop the Secondary Plan in a manner that is fiscally responsible for the Town and Region. To ensure this occurs, development shall be preceded by an assessment of the costs associated with projected growth in the Secondary Plan through an update as part of the Tertiary Plan process; and:</u> a)b) Develop a Secondary Plan that requires that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure as set out in Section C.X.7.1.6 (b).	- Add cost sharing objective
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 Britannia 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 <u>protect, serve and enhance</u> the biological diversity and ecological functions. The NHS is identified on Schedules “C.X.A” to	- Schedules have been updated with the most up to date mapping - Standard policy language added to several sections to reflect that further refinements to the NHS to be completed through the Tertiary Plans and other approvals can be made without amendment

	<p>“C.X.D” and further detailed in Section C.X.6.5 of this Secondary Plan. Further refinements to the NHS shall be completed during the Tertiary Plan process and through Planning Act applications and will not require amendments to Schedules C.X.A to C.X.D or the Secondary Plan policies.</p>	to the Secondary Plan schedules or policies. This is to include channelization of streams and alignments
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 transit-supportive design.	
C.X.4.2.2	Trail 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 be further developed in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Official Plan. The trail system shall be designed to connect people to nature, connect people to places and connect people to people. 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 connected to and located in proximity to parks. Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the trails within the NHS 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. Implementation of the trail system through the Tertiary Plan process that results in adjustments and realignments of the conceptual trail locations will not require an amendment to the Secondary Plan.	<ul style="list-style-type: none">- Added policies on the importance of the trail system and its location in the NHS and again the ability to revise and amend without amendment to the SP
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 Plan. 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 system and water and wastewater system to support the planned development of the area. Any proposed changes to the intersections with Regional Roads identified on Schedule “C.X.B” will require an amendment to this Official Plan. Implementation of the road system through the Tertiary Plan process that results in adjustments and realignments of the conceptual road locations will not require an amendment to the Secondary Plan -	<ul style="list-style-type: none">— Review and adjust Schedules to align with revised road network and crossing alignments- OPA requirement language removed.
C.X.4.2.4	Regional Road Network	<ul style="list-style-type: none">- Added James Snow extension as a priority.

	<p>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</p> <p>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. The Regional Road network is comprised of Major Arterial Roads including which include the Britannia Road (Regional Road 6) and James Snow Parkway (Regional Road 4) which are priority 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.</p> <p>The Town will work with the Region to ensure that the extension of Regional roads, including Britannia Road and James Snow Parkway is a priority function and that Britannia Road and James Snow Parkway function efficiently as major routes through the Secondary Plan area-area. The Landowners, Town and Region will develop a staging and monitoring plan through the Tertiary Plan process (as detailed in Section C.X.5.1 and C.X.7.5.2), to identify and monitor the need for network improvements.</p>	
C.X.4.2.5	Proposed Minor Arterial Within the Secondary Plan, a new east west Minor Arterial road is identified on Schedule "C.X.B", Active Transportation and Natural Heritage System Plan north of Britannia Road. The continuation of this road east of Sixth Line will be protected for the potential future connection with the existing Trafalgar Secondary Plan. The need and function of the potential east west Minor Arterial road extension will be further assessed through a Town wide Transportation Master Plan.	Remove, covered under 4.2.2.
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 to meet the planned growth for the Secondary Plan to 2031:- 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 Britannia 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 through ongoing planning processes 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 and infrastructure) are to be more specifically delineated in the Tertiary Plans in accordance with the MESP. Where possible, 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., Britannia Road and James Snow Parkway).	<ul style="list-style-type: none">- Several added policies to allow for more flexibility with the SWM systems and infrastructure- Add underground pond provision- Remove requirements to accommodate Regional roadways and drainage (already completed for Britannia) – Regional responsibility- Permit SWM in NHS buffer, Greenbelt and outside of SP area- Allow for innovative techniques- Allow for co-location with and within parks- Add permission for SWM within mixed use centres (similar language to Trafalgar Secondary Plan)

	<p>Stormwater management facilities are permitted in all land use designations on Schedule “C.X.C”.</p> <p><u>In except the Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use areas, stormwater management facilities that are integrated into development (e.g. storage tanks under buildings or parks) shall be considered. Stand-alone stormwater management facilities are discouraged, and NHS unless such facilities are considered essential infrastructure.</u></p> <p><u>Stormwater management facilities including LID techniques and related infrastructure within the Natural Heritage System inclusive of the buffer areas, are to be permitted in accordance with the policies of the Official Plan</u></p> <p><u>Stormwater management facilities may be located outside of the Secondary Plan area and/or in the Greenbelt outside of key features and key natural features, key hydrologic feature and their associated vegetation protection zones, in accordance with Section 4.2 of the Greenbelt Plan to service the area</u></p> <p>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.</p> <p><u>Innovative design and underground stormwater management facilities may be permitted and implemented through additional planning processes.</u></p> <p><u>The co-location of stormwater management facilities with and within parks shall be encouraged</u></p>	
C.X.4.3.3 Utilities	<p>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.</p> <p>Essential Transportation and utility facilities may be located within the Natural Heritage System designation, in accordance with Section C.X.6.5.1 of this Secondary Plan</p>	-
C.X.4.4 HOUSING		
C.X.4.4.1	The Britannia Secondary Plan will require a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section B.2.7.	
C.X.4.4.2	<p>The Britannia Secondary Plan establishes a targets for housing affordable and assisted housing in accordance with the Official Plan and Section B.2.7.3.1, and are to be applied across the entire Secondary Plan. A The target in the Britannia Secondary Plan is that a minimum target of 18% of all new residential units shall be affordable through the provision of:</p> <p>a) -affordable housing, assisted and assisted housing, as defined by the Official Plan; and/or,</p> <p>b) higher-density townhouses (including stacked townhouses and back to back townhouses); apartments or secondary units (additional dwelling units).</p>	<ul style="list-style-type: none">- Update secondary suites to include Additional Dwelling Units- 18% is to include affordable, assisted, townhomes, apartments or ADUs- Added stacked and backed to backed to townhouses to definition
C.X.4.4.3	To contribute to the delivery of affordable and rental <u>affordable ownership and rental</u> housing, a minimum of 10% of single and semi-detached units shall include an option to purchasers to include a secondary units <u>(additional dwelling units) are encouraged on a lot to be incorporated into housing development</u> during the initial <u>stages of</u> development of the community.	<ul style="list-style-type: none">- Now that the Bill 23 legislation is in place this can be pursued- Add goal to provide for opportunities for ownership and rental ADUs
C.X.4.5 URBAN DESIGN		

C.X.4.5.1	<p>Section B.2.8 of this Official Plan establishes a detailed urban design strategy for the Town which is applicable to the Britannia Secondary Plan.</p> <p>Further to, and in accordance with the policies of Section B.2.8 of this Official Plan, all development within the Britannia Secondary Plan shall be designed in a manner which:</p> <p>a) Reflects the goal and objectives of this Secondary Plan in Section C.X.3; and,</p> <p>b) Has regard for the Britannia Secondary Plan Urban Design Guidelines.</p>	<p>- Comments on Urban Design Guidelines provided separately to address this.</p>
C.X.4.5.2	<p>Further to the policies of Section C.X.4.5.1, development shall be consistent with the following guidelines:</p> <p>a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure most residents (90%) can access a park or village square within a <u>15</u>-minute walk from their home;</p> <p>b) Schools are encouraged to co-located with parks to create neighbourhood focal points and land use efficiencies;</p> <p>c) Special design consideration shall be given to the <u>area relationship between the collector road proposed adjacent to the north side of the lands</u> designated Greenspace and the multi-use path proposed within <u>it</u> to create a <u>grand central linear greenspace "Green Avenue."</u> This linear greenspace will "Green Avenue" will service-serve as a primary active transportation spine through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;</p> <p>d) Five Neighbourhood Nodes shall support retail commercial <u>and other</u> uses either in single use or mixed-use developments. Neighbourhood Nodes shall be pedestrian oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;</p> <p>e) Within each Neighbourhood <u>Area, sub-neighbourhood and along each street</u>, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;</p> <p>f) The street network shall be in the form of a highly connected, 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;</p> <p>g) <u>The road network should consider the needs of all road users, including pedestrians, cyclists, transit users, and motorists and be planned to balance such needs where appropriate; All roads within the Secondary Plan shall be designed as Complete Streets;</u></p> <p>h) The local road pattern should be designed to prioritize active transportation;</p> <p>i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the Town and / or Region;</p> <p>j) Arterial roadways, including Britannia Roads and James Snow Parkway, shall be designed with boulevards <u>where appropriate and subject to future transit needs, that will be vegetated with trees and shrubs</u>, and the clearway shall consist of a multi-use trail for pedestrians and cyclists. Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;</p> <p>k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through short block lengths and off-road options such as trails, multi-use paths and mid-block connectors;</p> <p>l) All Trail <u>System</u> crossings at a Regional Road must be located at signalized intersections; with an intersecting road only;</p> <p>m) Wherever feasible <u>possible</u>, single-loaded streets should <u>shall</u> be used to maximize physical and visual access to parks and open spaces;</p> <p>n) New buildings shall be positioned <u>where feasible</u> to define the shape and function of open spaces and streetscapes;</p> <p>o) <u>All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;</u></p> <p>p) <u>All tall buildings in the Secondary Plan shall have regard for the Milton Tall Building Design Guidelines;</u></p> <p>q) <u>New development shall be sensitive to adjacent built cultural heritage resources;</u></p>	<p>- Revised language to address comments and 15 minute walking distance.</p> <p>- Remove sub-neighbourhood references,</p> <p>- Goal for complete streets but not mandatory design</p>

	<p>4)1) 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,</p> <p>4)5) 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.</p>	
C.X.4.6	INFRASTRUCTURE AND PUBLIC SERVICES 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.	-
C.X.4.6.1	General Parks and Open Space 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 Neighbourhood Areas Neighbourhoods of the Secondary Plan to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on active forms of parkland does not diminish the importance of the broader system of passive/undevelopable parks and open spaces. Within the Britannia Secondary Plan, the parks and open space system consists of Greenspace, Community Park , District Parks, Neighbourhood Parks, Village Squares and the Trail System (per Section C.X.4.2), as may be identified on Schedules “C.X.A” to “C.X.C”, and may include POPS and strata parks , as further detailed in Section C.X.6.4 of this Secondary Plan. The locations of these elements, where identified , are conceptual. The exact location and configuration may be modified without amendment to this Official Plan and established through the development of the Tertiary Plans, as required in Section C.X.7.5 of this Secondary Plan, and development approval process. The Tertiary Plan and Neighbourhood Design Plans will achieve a distribution that maximizes access to residents within a five-minute 15 minute walk to a park or Village Square .	<ul style="list-style-type: none">- Overall –have provided for parks distribution (see Schedules) to address Town’s programming needs through District Parks and strategy for Master Parkland Agreement- Remove Community Park- Add POPS and strata parks- Cannot achieve 5 minutes with all parks so remove and keep to 15 minutes for complete communities- Village Squares as shown on the Community Structure and Land Use Plan are highly conceptual in their locations and can be amended without amendment to the Secondary Plan
C.X.4.6.2	Places of Worship The intent is to ensure sufficient places of worship are provided to service the residents of the Secondary Plan, recognizing the diverse needs of various faith groups, including consideration for accommodating a range of major and minor sites. Major At a minimum, five (5) major place of worship sites may shall be permitted be identified in the Tertiary Plan as stand-alone worship sites in the Community and Neighbourhood Mixed Use areas as well as within the Evolving Neighbourhood Area generally adjacent to the Community and Neighbourhood Commercial Mixed Use areas, generally distributed one per Neighbourhood. Sites These sites should be developed in accordance with Section C.X.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan, recognizing the unique and specific locational needs of different groups . Minor places of worship may be accommodated within the Neighbourhood Commercial Mixed Use, Community Commercial Mixed Use, or the Evolving Neighbourhood designation in accordance with Section C.X.6.1, C.X.6.2 and C.X.6.3 of this Secondary Plan.	<ul style="list-style-type: none">- Based on our research we have revised the policies to again provide for the most equitable and flexible approach and removed the pre-determined, mandatory allocation of sites
C.X.4.6.3	Emergency Response Facilities A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia 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.	-

	At a minimum, one (1) fire station shall be identified by the Tertiary Plans.	
C.X.4.6.4	Schools The intent is to provide sufficient education opportunities in proportion to residents and to maximize walk to opportunities by equally distributing schools throughout the Neighbourhood Areas and in consideration of major roads. Schools shall generally be provided in accordance with Section C.X.6.4.7.	-Revisions to Community Structure Plan and Land Use Plan provided to accommodate school locations within neighbourhoods based on parcel fabric and in conformity with policies
C.X.4.6.5	Co-Location Schools, Libraries, Community Centres and Parks shall be encouraged to co-locate where possible and Schools, Libraries and Community Centres should be developed in more urban, compact forms for land efficiency.	- Improved wording re: co-location.
C.X.4.7	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 has determined the potential for impacts to archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Engagement with First Nations must be undertaken prior to commencement of T tertiary planning and is encouraged prior to or additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.	-
C.X.4.8	EXISTING AGRICULTURAL OPERATIONS Within the Britannia 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 staged through the Tertiary Plans 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 Britannia Secondary Plan.	-
C.X.4.9	GREEN INNOVATION PLAN	
C.X.4.9.1	In accordance with the Town of Milton Green Innovation Plan, the Town will encourage inclusion of energy efficient zero carbon housing in the Britannia Secondary Plan and residential buildings that meet or exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.	- Change zero carbon to energy efficient - Allowance to meet or exceed building code as we know new building code standards are coming
C.X.4.9.2	The installation of on-street and off-street Electric Vehicle charging stations is strongly encouraged.	- As a general goal keep broad
C.X.5	COMMUNITY STRUCTURE	-
	The Community Structure shown on Schedule “C.X.A”, Neighbourhood Plan is an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighborhoods, Neighbourhood Nodes, Omagh Study Area, NHS and Road and Active Transportation Network. 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	TERTIARY PLAN AREAS PLANS A Tertiary Plan Plans will be prepared by the Landowners for the entire Secondary Plan, which provides provide for a more detailed level of planning and is are to be endorsed by Council prior to the submission of development applications in the Secondary Plan; in accordance with Section B.5.4.3.6 and B.5.4.3.7 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 Plans are to be developed in consultation consistent with the Region and Conservation Authority . The Tertiary Plan is Plans are intended to implement the Secondary Plan, and provide more detail than the Secondary Plan to inform development. The Tertiary Plan Plans will demonstrate how development will proceed in a coordinated manner,	- New schedule (C.X.E) to show Tertiary Plan Areas: Central, East and West

	<p>addressing infrastructure servicing, natural hazard protection, natural heritage protection, impacts on the Regional and local road networks, parks and open space, and linkages, and staging, to the satisfaction of the Town in consultation with the Region. It provides. They will provide a framework for coordinating Neighbourhood subdivision development areas and planning approvals that spansspan multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia is achieved.</p> <p>Tertiary Plans shall be prepared based on the boundaries shown on Schedule C.X.E with minor adjustments to the Central Tertiary Plan to include the Omagh Study Area in the future without amendment to this Secondary Plan Urban Design Guidelines, so long as it can be demonstrated that all of the policies in Section C.X.5.2 are met.</p> <p>The achieved. Tertiary Plans within Phase 1 will be endorsed by Council concurrently and prior to the endorsement of the Tertiary Plans within Phase 2.</p> <p>Where the Tertiary Plan is not Plans are consistent with the intent of the Secondary Plan an amendment to the Secondary Plan will not be required.</p>																						
C.X.5.2	<p>NEIGHBOURHOODS</p> <p>Five distinct neighbourhood Five Neighbourhood Areas as are identified on Schedule “C.X.A” Community Structure Plan are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types and provide for a 15 minute neighbourhood and complete community.</p> <p>Development within the Neighbourhood Areas is to will achieve the overall minimum population, employment and minimum gross density targets of the Secondary Plan. In addition to the overall Secondary Plan objectives, the following are the minimum population and employment targets for each Neighbourhood:</p> <table><tr><td></td><td>Population</td><td>Employment</td></tr><tr><td>East Neighbourhood 1</td><td>10,09,200</td><td>2,100</td></tr><tr><td>Central Neighbourhood 2</td><td>10,6,35,200</td><td>2,400</td></tr><tr><td>South Neighbourhood 3</td><td>9,710,100</td><td>2,200</td></tr><tr><td>West Neighbourhood 4</td><td>8,810,000</td><td>1,900</td></tr><tr><td>North Neighbourhood 5</td><td>7,710,600</td><td>2,100</td></tr><tr><td>Total</td><td>46,5400</td><td>10,700</td></tr></table> <p>The distribution of land uses and housing types will be further articulated through the preparation of the Tertiary Plans inclusive of the identified Neighbourhood Areas and a Neighbourhood Design Plan in accordance with the land use policies and housing mix goals identified in Section C.X.4.4 of this Secondary Plan with a goal to achieve opportunities for places to live, work, recreate and shop within a 15 minute walk.</p> <p>The Tertiary Plans Neighbourhood Design Plan will demonstrate how each Neighbourhood Area will, at minimum, achieve the minimum assigned targets, as well as the distribution of land uses, community facilities, the local road network, active transportation network and open space system and are further defined in Section C.X.7.5.2.</p> <p>Within each Neighbourhood, at least one (1) stand-alone major place of worship shall be provided in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p> <p>Within each Neighbourhood, one (1) Local Commercial site shall be provided adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.</p>		Population	Employment	East Neighbourhood 1	10,09,200	2,100	Central Neighbourhood 2	10,6,35,200	2,400	South Neighbourhood 3	9,710,100	2,200	West Neighbourhood 4	8,810,000	1,900	North Neighbourhood 5	7,710,600	2,100	Total	46,5400	10,700	<ul style="list-style-type: none">- Revised to address changes to process- Maintain all complete community requirements and 15 minute distribution requirements- Note the new table provides for the base target of 46,450 people and 10,730 jobs (actually 46,500 for population and 10,700 for job)- Reiterate minimum targets- Remove the density for each and rely on overall of 59 jobs and persons per gross hectare
	Population	Employment																					
East Neighbourhood 1	10,09,200	2,100																					
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Total	46,5400	10,700																					

	<p>Beyond the horizon of this Official Plan, it is expected that the Nneighbourhood Aareas s 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 Official 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.</p>	
C.X.5.3	<p>NEIGHBOURHOODS NODES</p> <p>Five (5) Neighbourhood Nodes are intended as the central focal points of activity for each each of the Nneighbourhood Aareas, and are to accommodate the retail commercial, institutional and recreation uses that serve the Nneighbourhood Aareas. Generally, these elements are located at the intersection of key arterial and collector roads central to each Neighbourhood nNeighbourhood Aarea in order to optimize walkability for residents of the surrounding Nneighbourhood Aareas that will rely on these uses daily. It is also intended these centres be a focus for concentrations of more intense forms of housing within walking distance of potential local transit stops. They are to be designed with consideration for a longer-term evolution.</p> <p>The underlying land use designations in the Neighbourhood Nodes will be are Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use, the boundaries of which will be confirmed through the Tertiary Plan process.</p> <p>The central Neighbourhood Community Commercial Node at the intersection of Britannia Road and James Snow Parkway is envisioned as a—major centre of activity and focal point, serving the immediate Central Neighbourhood Area Neighbourhood neighbourhood areas, the broader Secondary Plan community and beyond. It is a strategic location intended to provide the greatest opportunity for intensity of uses, heights and densities in the Secondary Plan.</p> <p>The other Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local Nneighbourhood aAreas.</p> <p>Adjustments to the general location of the Neighbourhood Nodes as implemented through the Tertiary Plan process, including minor expansions, shall not require an amendment to the Secondary Plan.</p>	<ul style="list-style-type: none">- Revised to reflect general areas –delineation of areas on Land Use Plan –- Add symbols for CC and NC- Change NC located in south west quadrant to be part of CC- Minor relocation of NCs- Configuration of node areas to be provided through the Tertiary Plan process- Allow minor adjustments without amendment to SP
C.X.5.4	<p>OMAGH STUDY AREA</p> <p>Omagh has a special character which reflects its significant cultural heritage and its relationship to the NHS. The Omagh Study Area designation on Schedules "C.X.A" and "C.X.C" is an overlay designation. No development shall be permitted in this general area, until a detailed study relating to a potential Character Area is carried out by the Town.</p>	-
C.X.5.5	<p>NATURAL HERITAGE SYSTEM (NHS)</p> <p>The NHS is delineated on Schedules "C.X.A" to "C.X.D" 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.</p> <p>In accordance with Section B.4.9.3.12 of this Official Plan, refinements to the NHS including additions, deletions and/or boundary adjustments, as well as creek channelization and alignments, may occur through a <i>Planning Act</i> process or the Tertiary Plan process, without amendment to this Plan where they are supported by either a SWS, MESP, a DAEFSS, an EIA or equivalent study accepted by the Region.</p>	<ul style="list-style-type: none">- Add creek channelization and alignment flexibility
C.X.5.6	<p>ROAD AND ACTIVE TRANSPORTATION NETWORK</p>	<ul style="list-style-type: none">- Road network provided with updated schedules as well as active transportation routes

	<p>The Road and Active Transportation 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.</p> <p>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.</p>	
C.X.6	LAND USE POLICIES	-
	<p>The applicable land use policies of Sections B.3 and B.4 of his Official Plan, tougher with additional policies in this section, shall apply to the lands in the Britannia Secondary Plan in accordance with the land use designations on Schedule “C.X.C”, Land Use Plan.</p>	-
C.X.6.1	<p>EVOLVING NEIGHBOURHOOD DESIGNATION</p> <p>It is the intent of this Secondary Plan to provide for a broad range of housing forms <u>and supportive throughout</u> throughout each Neighbourhood <u>Area</u>. Within the Evolving Neighbourhoods Designation shown on Schedule “C.X.C” the following uses are permitted:</p> <p>a) <u>Residential uses including primarily single detached dwellings, semi-detached dwellings, secondary units (Additional Dwelling Units), townhouses, stacked townhomes, back-to-back townhouses, and may include stacked back-to-back townhouses, and multiplexes, low-rise apartments and other alternative and innovative built forms to address housing needs,</u> in accordance with the policies of Section C.X.4.4.3, C.X.5.2 and C.X.6.1.2;</p> <p>b) <u>Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan, provided the use is located adjacent to a Village Square and does not exceed the typical size of a local commercial use as set out in Section 3.2.3.7 of the Official Plan, and may be in the form of live-work units or small scale mixed use buildings. (approximately 930m2);</u></p> <p>c) <u>Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan may and provided they are stand alone sites, are generally be located within the Evolving Neighbourhood designation and generally should be adjacent to a Neighbourhood Commercial Mixed Use or Community Commercial Mixed Use designations to allow for shared parking arrangements, and to minimize disruption in residential areas and on the local road network, and take access from a major collector or arterial road, and where there is access from active transportation and transit routes.; and,</u></p> <p>d) <u>Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7.</u></p> <p>Institutional uses and community uses inclusive of long-term care, assisted living facilities and private educational facilities.</p> <p>e) and provided the use is adjacent to a Village Square and does not exceed the typical size of a local commercial use (approximately 930m2).</p>	<ul style="list-style-type: none">- Revised language in policies to address issues discussed with uses, built forms, allowance for some possible mid-rise apartments with specific criteria, live work units- Removing prescriptive metrics- Maintain 6 storeys to accommodate low rise apartments, long-term care and other forms of seniors housing-
C.X.6.1.2	<p>Building heights should not exceed 64 storeys. <u>Locations to accommodate additional building height and limited mid-rise apartments may be further considered through the Tertiary Plan process, without amendment to the Secondary Plan, where the following criteria are met and, where applicable, the policies in Section C.X.7.6 are addressed:</u></p> <p>a) <u>The lands are located along or near the James Snow Parkway or Britannia Road corridor;</u></p> <p>b) <u>The lands are generally located adjacent to a Neighbourhood or Community Commercial Mixed Use Node;</u></p> <p>c) <u>The lands are within a 500 metre radius of local transit;</u></p> <p>d) <u>The development is compatible with the surrounding area and is appropriately designed and transitioned to the surrounding area without undue adverse impact; and,</u></p> <p>e) <u>The development conforms to all other policies of this Plan and has regard to the Britannia Secondary Plan Urban Design Guidelines.</u></p> <p>d) The development conforms to all other policies of this Plan and has regard to the Urban Design Guidelines.</p>	<ul style="list-style-type: none">- <u>Revise permitted height to 6 storeys, add criteria to permit additional heights.</u>- <u>Locations and densities to be established in the Tertiary Plans</u>- Add reference to new policy to address “added growth” requirements with applications

C.X.6.1.3	All development within the Evolving Neighbourhoods designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.	-
C.X.6.2	COMMUNITY COMMERCIAL MIXED USE DESIGNATION	-
C.X.6.2.1	<p>The Community Commercial Mixed Use Designation on Schedule “C.X.C” is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.</p> <p>In accordance with Section C.X.5.3, the Community Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following <u>uses</u> in a stand-alone or mixed-use building format:</p> <p>a) Residential uses including stacked back-to-back <u>and stacked</u> townhouses, <u>stacked back to back townhomestownhouses</u>, multiplexes, apartments, and live-work units <u>and other alternative and innovative built forms to address housing needs</u>;</p> <p>b) <u>Retail and c</u>Commercial uses;</p> <p>b)c) <u>Institutional uses and community uses</u>; and,</p> <p>e)d) Major and Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 <u>and provided the use does not exceed the typical size of a local commercial use (approximately 930m2).</u></p>	<ul style="list-style-type: none">- Revised use permissions language- Allow major and minor POW
C.X.6.2.2	The maximum height of buildings <u>heights</u> shall not exceed 15 storeys <u>20 storeys</u> .	<ul style="list-style-type: none">- Increased building height to 20 storeys.
C.X.6.2.3	The combined <u>cumulative</u> area of Community Commercial Mixed Use areas shall <u>be planned with the goal to generally achieve a achieve target of provide a minimum of</u> 18,500 m2 of non-residential gross floor area. <u>The delineations of the Community Commercial Mixed Use area and shall be defined through the Tertiary Plans.</u>	<ul style="list-style-type: none">- Maintain GFA as a target and to be cumulative for all areas in the node
C.X.6.2.4	If an amendment to this Official Plan is required to increase the area of the Community Mixed Use Area or provide less than the minimum non-residential gross floor area, Council may require the preparation of a market impact study.	<ul style="list-style-type: none">- <u>Remove market impact study language.</u>
C.X.6.2.5	All development within the Community Commercial Mixed Use designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.	
C.X.6.3	NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION	
C.X.6.3.1	<p>The Neighbourhood Commercial Mixed Use designation on Schedule “C.X.C” is generally located at arterial and collector road intersections in order to serve the surrounding <u>n</u>Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.</p> <p>In accordance with Section C.X.5.3, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:</p> <p>a) Residential uses including townhomes, stacked townhomes, back to back townhomestownhouses, stacked townhouses, back to back townhouses <u>stacked back-to-back townhouses</u>, multiplexes, apartments, and live-work units <u>and other alternative and innovative built forms to address housing needs</u>;</p> <p>b) <u>Retail and c</u>Commercial uses;</p> <p>b)c) <u>Institutional uses and community uses</u>; and,</p> <p>e)d) Major and Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 <u>and provided the use does not exceed the typical size of a local commercial use (approximately 930m2).</u></p>	<ul style="list-style-type: none">- Add permissions for townhouses, institutional and community uses and POW
C.X.6.3.2	<p>The maximum height of buildings shall not exceed <u>12</u>8 storeys. <u>Locations to accommodate additional building height and limited mid-rise apartments may be further considered through the Tertiary Plan process, without amendment to the Secondary Plan, where the following criteria are met and, where applicable, the policies in Section C.X.7.6 are addressed:</u></p> <p><u>a) The lands are within a 500 metre radius of local transit;</u></p> <p><u>b) The development is compatible with the surrounding area and is appropriately designed and transitioned to the surrounding area without undue adverse impact; and,</u></p> <p><u>c) The development conforms to all other policies of this Plan and has regard to the Britannia Secondary Plan Urban Design Guidelines.</u></p>	<p>Increase height to 12 storeys with added criteria for additional height and density to be defined through Tertiary Plans</p> <p>Add reference to new policy to address “added growth” requirements with applications</p>

C.X.6.3.3	The combined cumulative area of Neighbourhood Commercial Mixed Use designated areas , within each Nn Neighbourhood Aarea , shall be planned with the goal to generally achieve a target of provide a minimum of 9,300 m2 of non-residential gross floor area, except the Neighbourhood Commercial Mixed Use area at Britannia Road and James Snow Parkway shall provide a minimum of 4,600 m2 non-residential gross floor area. The delineations of the Neighbourhood Commercial Mixed Use areas shall be defined through the Tertiary Plans.	- Maintain GFA as a target and to be cumulative for all areas of the node
C.X.6.3.4	If an amendment to this Official Plan is required to increase the area of the Neighbourhood Mixed Use Area or provide less than the minimum non-residential gross floor area, Council may require the preparation of a market impact study	- Remove market impact study language.
C.X.6.3.5	All development within the Neighbourhood Commercial Mixed Use designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.	
C.X.6.4	PUBLIC SERVICE FACILITIES Notwithstanding the policies of Section B.2.5, development of Public Service Facilities such as parks, linear greenspace, and schools, where identified on Schedule “C.X.C” or as determined through the Tertiary Plans , shall be subject to the policies of this subsection.	
C.X.6.4.1	Community Park Symbol Community Parks are intended to serve all residents in the Town and should include a range of indoor and outdoor recreation facilities such as arenas, community centres, sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and spectator facilities, in addition to park facilities including playgrounds, spray pads etc. Generally, Community Parks will be approximately 21 hectares in size, located central to the community with frontage on an arterial road. Unless other arrangements are made to the satisfaction of the Town, one (1) Community Park shall be included in the Secondary Plan area. If the Community Park is located within the Britannia Secondary Plan area, it is encouraged to be centrally located and co-located with a community centre and other institutional or community uses such as a secondary school, library, or place of worship.	- Remove Community Park Language - Updated Land Use and Community Structure Schedules provided. .
C.X.6.4.2	District Park Symbol District Parks are intended to serve multiple Nn neighbourhood Aareas s within 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 including playgrounds, spray pads etc. Generally, District Parks should be a minimum of 6 hectares in size, located in proximity to mixed use areas such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations, and should have access along an arterial or collector road. Three (3) District Parks shall be included in the Secondary Plan and be and distributed to equally serve the population. It is encouraged that District Parks are co-located with an institutional or other community use such as a S secondary S school or E elementary S school. More refined locations, sizes and design of District Parks shall be prepared through the Tertiary Plan process.	- Intent of changes to District Parks and Neighbourhood Parks is to remove numbers and maintain current OP minimum sizes with exact size and design to be provided through the Tertiary Plans
C.X.6.4.3	Neighbourhood Park Symbol Neighbourhood Parks are 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, and spray pad ss etc. Generally, Neighbourhood Parks should be a minimum of will be approximately 3 4.5 hectares in size and distributed to allow and approximate 10 to 15-minute walk from most residents in the Secondary Plan.	- Intent of changes to District Parks and Neighbourhood Parks is to remove numbers and maintain current OP minimum sizes with exact size and design through Tertiary Plans

	<p>Four (4) <u>Eight (8)</u> Neighbourhood Parks shall be included and distributed throughout the neighbourhoods. It is encouraged that Neighbourhood Parks are co-located with an Elementary School, and have significant frontage along a minimum of one public street.</p> <p><u>More refined locations, sizes and design of Neighbourhood Parks shall be prepared through the Tertiary Plan process.</u></p>	
C.X.6.4.4 Village Squares Symbol	<p>Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and are primarily expected to provide park facilities including playgrounds and open, active recreation areas. Generally, Village Squares should generally will be <u>in the range of 0.2 to 0.5 approximately 0.4</u> hectares in size and distributed to <u>ensure a 15</u> at a 5 to 10-minute walk from most residents in the Secondary Plan.</p> <p>Fifteen (15) Village Squares shall be included and distributed throughout the residential areas of the Secondary Plan <u>with two located in each Neighbourhood Area</u>, in areas of the neighbourhoods that do not have good access to other recreation and park facilities. Village Squares should have significant frontage along a public street <u>and may be provided partially or fully as POPS. The locations, size and design of Village Squares shall be prepared through the Tertiary Plan process and are only shown conceptually on Schedule C.X.C., generally along two side of the square.</u></p>	<ul style="list-style-type: none">- Move defining of Village Squares to Tertiary Plans- Maintain as 15 minute walk- Possible partial or full POPS
C.X.6.4.5 Privately Owned Public Spaces (POPS)	<p>Privately Own Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes to provide passive open space and complementing planned parks and natural areas.</p> <p><u>POPS shall be credited towards public parkland dedication in accordance with the Planning Act.</u></p>	<ul style="list-style-type: none">- Reflect Bill 23
C.X.6.4.6 Greenspace Designation	<p>Greenspace lands are intended to provide open space connections to the NHS, where appropriate; these may include utility rights-of-way.</p> <p>Greenspaces are generally intended <u>as linear greenspace</u> for passive recreational uses and to support the establishment of the Trail Network <u>but may also be added to other park areas for programming:</u></p> <p>A central linear greenspace providing active transportation will generally run along the pipeline easement <u>to</u> create a central <u>linear greenspace</u> and provide residents with an attractive, off-road active transportation option across the Secondary Plan from east to west. <u>This linear greenspace should also serve as an enhancement to adjacent programmed park areas.</u></p> <p><u>Greenspaces shall be credited towards public parkland dedication in accordance with the Planning Act.</u></p>	<p>Focus of linear greenspace along south boundary</p>
C.X.6.4.7 School Symbols	<p>Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Official Plan.</p> <p>The Secondary Plan <u>generally</u> requires eleventwelve (1+2) Elementary Schools and three four (34) Secondary Schools.</p> <p>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. <u>Schools should be designed for optimal efficiency through more compact urban forms with multiple level schools integrated with other facilities and uses where appropriate.</u></p>	<ul style="list-style-type: none">- Added focus on co-locations

	<p>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)</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. <u>The Tertiary Plan process shall further define the number and locations of schools without amendment to this Secondary Plan.</u></p> <p><u>Where it is determined that lands are not required for schools, the underlying land use shall apply without further amendment to this Secondary Plan.</u></p>	
C.X.6.5	<p>NATURAL HERITAGE SYSTEM (NHS) DESIGNATION</p> <p>The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Britannia Secondary Plan, the NHS is depicted on Schedules “C.X.A” to “C.X.D” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan.</p> <p>The lands within the NHS designation are a crucial part of the proposed NHS and open space system, <u>are</u> 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 of this Secondary Plan.</p> <p>As per Section B.4.9.3.12 of this Official Plan, refinements to the NHS including additions, deletions and/or boundary adjustments, <u>as well as channelization and alignments</u> may occur through a <i>Planning Act</i> process <u>or Tertiary Plan process</u>, without amendment to this Plan where they are supported by either a <u>SWS</u>, MESP, a DAEFSS, EIA or equivalent <u>study study accepted by the Town, accepted by the Region.</u></p>	<ul style="list-style-type: none">- Update to Schedules to provide the most current mapping- Simplify language in policy
C.X.6.5.1	<p>Permitted Uses</p> <p>The NHS designation on Schedules “C.X.A” to “C.X.D” permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan. Notwithstanding, the following additional uses are permitted:</p> <p>a) Essential transportation and utility facilities, in accordance with Section B.4.9 of this Official Plan provided:</p> <ul style="list-style-type: none">- 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. <p><u>b) Trails in accordance with the policies of this Plan;</u></p> <p><u>c) Stormwater management facilities in accordance with the policies of this Secondary Plan and the Official Plan.</u></p>	<ul style="list-style-type: none">- Adding trails and SWM uses
C.X.6.5.2	<p>Criteria for Buffers</p> <p>The NHS as shown on Schedules “C.X.A” to “C.X.D” 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.</p> <p>Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.</p> <p>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.</p>	<ul style="list-style-type: none">- Add trails and SWM in buggers- Add language regarding refinements without amendments

	<p><u>Trails and stormwater management facilities may be permitted within the buffers.</u></p> <p><u>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 <i>Planning Act</i> process or Tertiary Plan process, without amendment to this Plan where they are supported by either a SWS, MESP, a DAEFSS, EIA or equivalent.</u></p>	
C.X.7	IMPLEMENTATION	
	Further to and in accordance with, Section B.5.0 of his Official Plan, the following policies are applicable to the Britannia Secondary Plan.	
C.X.7.1	PHASING AND FINANCE	
C.X.7.1.1	Development in the Britannia Secondary Plan shall proceed in multiple phases, based on phasing as shown on Schedule "C.X.D". The Phases are generally consistent with The Tertiary Plans for Phase 1 for the estimated delivery of water Central and wastewater servicing infrastructure. Development Stages within each Phase East will proceed first and concurrently. Tertiary Plans shall be detailed within prepared based on the Tertiary Plan boundaries shown on Schedule C.X.E	<ul style="list-style-type: none">- Revised Phasing Plan provided in C.X.D- Reference to Tertiary Plan Schedule C.X.E
C.X.7.1.2	<p>It is the intent of this Secondary Plan that the sequencing of growth isbe controlled through the Tertiary Plan process to ensure that within each phase-neighbourhood:</p> <ul style="list-style-type: none">a) There is availability and efficient use of public infrastructure and services, where each and sufficient development stage shall be delineated to result in the population (generally 10,000 people) requiredis proposed to support a school, park and retail commercial uses; as part of a complete community;b) Development proceeds in a manner that is supportive of transit services;c) The staging of development in the Britannia Secondary PlanDevelopment occurs in a manner that supports timing and availability of planned, water and 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 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 or the Region beyond that planned for and approved by Council;e) The progression of developmentplanning approvals will follow a logical sequence generally east to west and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction; and, <p>There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.</p>	<ul style="list-style-type: none">- Criteria to be applied to each neighbourhood
C.X.7.1.3	<p>Prior to the approval of any development applications, the following mustcriteria shall be satisfiedaddressed:</p> <ul style="list-style-type: none">a) For StagePhase 2 and any subsequent Stage, a minimum of 7550% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the Town's financialand, landowner cost sharing agreement, and Region Allocation program) of the previous StagePhase 1 shall have draft plan or site plan approval;b) Regional municipal water and wastewater services are available to be extended to the lands in the subject Stage and adequate local water and wastewater servicing capacity has been confirmed by the Region;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 Britannia Secondary Plan has been prepared and approved by Town Council;e) The Town has in full force and effect, and not subject to appeal for changes 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 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;	<ul style="list-style-type: none">- Revision to minimum development criteria for phasing (reduce from 75% to 50%)

	<p>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,</p> <p>h) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation are satisfied.</p>	
C.X.7.1.4	<p>Notwithstanding the foregoing, Section 7.1.3 and 7.1.7 (d):</p> <p>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;</p> <p>b) Notwithstanding the phasing policies above, in no case will one owner<u>participating landowner</u> or group of owners<u>participating landowners, in the Secondary Plan</u>, be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the Town’s sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the Town 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; and,</p> <p>c) The Town may, at its sole discretion, determine to accept and approve an application for development in subsequent stages<u>Phase 2</u>, 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.</p> <p>d) <u>The development of parkland shall be permitted without reference to the phasing policies subject to the availability of any required infrastructure to service the park areas.</u></p>	<p>- Allow for parks to be unphased</p>
C.X.7.1.5	<p>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.</p>	
C.X.7.1.6	<p>All new urban development in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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:</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p>	<p>- Removal of studies referenced (duplication)</p>

	<p>e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;</p> <p>a) An Area Servicing Plan for the Britannia Secondary Plan has been completed to the satisfaction of the Region;</p> <p>f) Development staging has been established as part of the Tertiary Plan process;</p> <p>g) The applicable Tertiary Plan hasPlans have been endorsed by Town Council and isare consistent with this Secondary Plan;</p> <p>b) The Air Quality Assessment, Area Servicing Plan, MESP and DAEFSS or other applicable environmental study have been completed to the satisfaction of the Town and, where appropriate, the Region, and based on technical input from the Conservation Authority;</p> <p>h) The Town will establish a monitoring program, in consultation with the Region, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,</p> <p>e) 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,</p> <p>Any additional requirements of the Town and/or Region are satisfied.</p>	
C.X.7.1.7	<p>This Secondary Plan shall require that 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:</p> <p>a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan;</p> <p>b) 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;</p> <p>c) 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;</p> <p>d) Shall proceed in sequentialphases shown on Schedule “C.X.D”. Development Stages within each phase shall be detailed through the Tertiary Plan” and in accordance with the policies of Section C.X.7.1 of this Secondary Plan; and, endorsed Tertiary Plans; and</p> <p>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.</p>	- Removal of staging reference

C.X.7.2	PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES	
C.X.7.2.1	<p>Parkland Dedication</p> <p>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.</p> <p>The following shall not be counted towards parkland dedication:</p> <ul style="list-style-type: none">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);	- Update – based on Bill 23

	<p>— Stormwater management lands and associated buffers; and,</p> <p>— Green roofs and sustainability features (unless approved within a park).</p>	
C.X.7.2.2	<p>Conditions of Draft Plan approval or site-planSite 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:</p> <p>a) 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:</p> <p>b)a) School sites shall be shown as block(s) on an approved draft-planDraft Plan of subdivisionSubdivision;</p> <p>c)b) Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.X.6.5, have been dedicated to the Town, or to the Conservation Authority if so, directed by the Town;</p> <p>d)c) 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,</p> <p>e)d) Lands required for large utility structures shall be shown as block(s) and/or easements on a draft-planDraft Plan of subdivisionSubdivision and the location shall be confirmed as a condition of draft-planDraft Plan approval or site-planSite Plan approval, to the satisfaction of the utility provider and the Town.</p>	-
C.X.7.3	<p>ZONING BY-LAW</p> <p>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.</p>	-
C.X.7.4	<p>CONSENTS</p> <p>Subdivision of land shall generally take place by plan of subdivision in the Britannia 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.</p>	-
C.X.7.5	REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS	
C.X.7.5.1	<p>Pre-Application Submission Requirements</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>a) The Town has substantially advanced completeda MESP in consultation with the Conservation Authority;</p> <p>b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,</p> <p>c) ATertiary Plan(s) haves been prepared and submitted by the Landowners endorsed by Councilfor the development area.</p>	Revised MESP to substantially advanced
C.X.7.5.2	<p>TERTIARY PLAN SUBMISSION REQUIREMENTS</p> <p>Prior to making of any application for draft plan approval, aTertiary PlanPlans shall be prepared in consultation with applicable agencies by the Landowners 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, aDraft PlanPlans of Subdivision shall be prepared in accordance with thethis Secondary Plan and Tertiary PlanPlans or be supported by justification for changes to the</p>	- Revisions to Tertiary Plan submission requirements and integration of design plans into Tertiary Plan process

	<p>Tertiary PlanPlans satisfactory to the Town. A Tertiary Plan shall be prepared in conjunction with the required MESP. The Tertiary PlanPlans for the lands in the Britannia<u>this</u> Secondary Plan shall address and demonstrate:</p> <ul style="list-style-type: none">a) The Development Stages within each Phase, as outlined in Schedule "C.X.D", including the breakdown of anticipated dwellings by type including affordable and/or assisted housing as set out in Section C.X.4.4.2, non-residential uses by area and type and the associated population and employment that could occur for each phase;neighbourhood area;b) The requirements for progression of development within the Tertiary Plans to ensure logical and efficient development;b)c) The location and configuration of schools, Community Parks, District Parks, Neighbourhood Parks, linear greenspace and Village Squares;d) The potential location of libraries, community centres, and emergency services and five (5) areas within which places of worship; may be developed;e)e) The locations and delineation of the boundaries for the Community and Neighbourhood Nodes;d)f) The preliminary location, size and general configuration of stormwater management facilities;e)g) 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 phasing or staging of development;h)h) The active transportation system (including off-road trails and pathways);i) The location of possible transit routes and transit facilities for dedication to the Town;j) The urban design considerations outlined in Section B.5.3.4 of this Official Plan and the urban design elements as set out in C.X.4.5 including conceptual layouts and descriptions of the proposed parks, village squares, schools, and storm water management facilities;g)k) Design plan requirements for streets, blocks and land uses as well as conceptual lotting and building types proposed in the neighbourhoods that provide enough detail to ensure that the density provisions of this Secondary Plan have been met. A comprehensive streetscape and open space plan will identify the function, design and treatment of all the street types and will identify the trail network and the location of all public sidewalks.h)l) 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 this Secondary Plan;h)m) General consistency with the Britannia Secondary Plan Urban Design Guidelines; and,h)n) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.	
C.X.7.6	<p>COMPLETE APPLICATION REQUIREMENTS</p> <p>In addition to the Complete Application requirements set out in Section B.5.3.4 of this Official Plan, the following studies shall be submitted as part of all privately initiated planning applications, except those under Section 45 of the Planning Act:</p> <ul style="list-style-type: none">a) Neighbourhood Design Plan;<u>a) Development Area Environmental Functional Servicing Study (DAEFSS); and,</u>b) Any other appropriate studies identified as part of the complete application and pre-consultation process. <p><u>Applications seeking additional height and density, as addressed in Sections C.X.6.1.2 and C.X.6.3.2, may require additional studies and reports to address servicing and infrastructure capacity within the Secondary Plan to illustrate how the proposed development can be accommodated.</u></p>	-
C.X.7.6.1	<p>Neighbourhood Design Plan</p> <p>The Neighbourhood Design Plan shall generally address the urban design considerations outlined in Section B.5.3.4 of this Official Plan.</p>	- Added to be part of Tertiary Plan process

	<p>The urban design policies of this Secondary Plan, and the Britannia Secondary Plan 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 a Neighbourhood Design Plan, where these plans shall be consistent with the Britannia Secondary Plan and Tertiary Plan and have regard for the Britannia Secondary Plan Urban Design Guidelines.</p> <p>A Neighbourhood Design Plan shall be prepared for each separate neighbourhood identified on Schedule “C.X.B”. The Neighbourhood Design Plan shall include all lands within each neighbourhood and shall form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control. The Neighbourhood Design Plan may also form the basis for any cost sharing or other agreements among the development proponents.</p> <p>Each Neighbourhood Design Plan shall include urban design rationale regarding the following components:</p> <ul style="list-style-type: none">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. <p>The detailed street, block and land use plan will identify the conceptual lotting and building types proposed in the neighbourhood and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.</p> <p>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 Neighbourhood 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.</p> <p>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 NDP will provide details with regards to the architectural control process and administration of design review.</p>	
C.X.7.6.2	<p>Development Area Environmental Functional Servicing Study (DAEFSS)</p> <p>DAEFSS shall be a required prerequisite to the granting of draft planDraft Plan approval and shall be prepared generally on a drainage area basis.</p>	-
C.X.7.6	<p>ROAD ENVIRONMENTAL ASSESSMENT</p> <p>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.</p> <p>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 or through an Integrated EA where revisions are sought.</p>	-

	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 Britannia Secondary Plan:	-
C.X.8.1	BOUNDARIES Locations, boundaries or limits described in text or indicated on Schedules “C.X.A”, “C.X.B”, “C.X.C”, “C.X.D” <u>and “C.X.E”</u> 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 <u>as well as Neighbourhood Areas</u> 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	NUMERICAL STANDARDS Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the Town.	-
C.X.8.3	SYMBOLS Symbols for parks and schools, <u>where identified</u> , 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.8.4	DEFINITIONS	
	<u>Affordable Housing shall mean affordable housing as defined in the Town’s Official Plan and for the purposes of this Secondary Plan shall mean higher-density townhouses (including stacked townhouses and back to back townhouses), apartments or secondary units (additional dwelling units).</u> <u>Assisted Housing shall mean housing as defined as assisted housing in the Town’s Official Plan.</u>	<ul style="list-style-type: none">- use definitions from Official Plan and add reference to multiple dwellings- include stacked and back to back townhouses
	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.	-
	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 focussed 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.	-



July 28, 2022

Megan Lovell, MCIP, RPP
Planner, Policy
Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

Dear Ms. Lovell:

**RE: Draft Britannia Secondary Plan – Background Studies – Urban Design Guidelines
Milton Phase 4 West Landowners Group Comments
Our File: 18186A**

MHBC Planning is currently retained by the Milton Phase 4 (MP4) West Landowners Group, with respect to their land holdings in the Britannia Secondary Plan Area in the Town of Milton. Since the Town initiated the Britannia Secondary Plan process in 2020, we have continued to be engaged through Public Information Centres, various meetings with Town staff and the Secondary Plan consultants, and through the Technical Advisory Committee as a major landowner.

Delta Urban on behalf of the MP4 West Landowners Group provided a summary of the Group's comments on the Draft Britannia Secondary Plan for input at the July 18, 2022 public meeting. The following represents our more detailed comments on behalf of the Group at this time specifically for the Urban Design Guidelines used for the development of the draft Britannia Secondary Plan.

While the Urban Design Guidelines are a very thorough document that is to be "regarded" under the Secondary Plan policies, there are some areas that appear more reflective of policy while others are highly prescriptive in their descriptions and may be more suited in implementing zoning as they reflect regulations for uses, buildings and structures. Many of the more prescriptive guidelines also appear challenging in terms of implementation. A discussion of refinements and enhancements related to this document would be beneficial. There is also some concern that the term 'regarded' can be interpreted in different ways by different people over time which may impact implementation over the course of the build out of the community.

The chart attached as Appendix 1 to this letter provides an overview of the various sections with our detailed comments. We appreciate the opportunity to comment on the Draft Urban Design Guidelines at this stage. Along with the landowners, we welcome further discussions with the Town and its consulting team as well as opportunities to share and coordinate planning and technical information from the Group, including suggested revisions that support our comments and can assist to support the advancement of the Urban Design Guidelines. As we continue to work with you, individual landowners in the Group may also provide comments specific to their landholdings under separate cover.

Sincerely,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Andrew Hannaford, BES, MCIP, RPP
Associate

cc. *Myron Pestaluky, Delta Urban*
 Michael May, Delta Urban
 David Leighton, Urbantech
 Nancy Mather, Stoneybrook
 Jill Hogan, Town of Milton
 Matthew Cory, MGP

APPENDIX 1: COMMENTS ON URBAN DESIGN GUIDELINES (June 2022)

We understand the Urban Design Guidelines ('UDG') prepared by MGP are intended as a companion document to the Britannia Secondary Plan (the "Secondary Plan") to, provide additional direction on placemaking and urban design objectives. They provide guidance at the community and neighbourhood scales related to:

- opportunities and constraints;
- community structure;
- parks and open space;
- pedestrian connections and trails;
- community focal points and nodes;
- street and block patterns;
- streetscape treatments;
- built form characteristics; and,
- sustainable development.

Section 1.0 - Introduction

Section 1.4 of the UDG note that they are meant to guide future planning and design within the Secondary Plan, and not intended to stifle or preclude creative design solutions consistent with the Secondary Plan. Alternative approaches may be considered through the Tertiary Plan and Draft Plan processes with supporting urban design briefs. It is also clearly stated that where a conflict exists between the document and other guidelines and policies, the UGD do not take precedence over the current Town policies, standards and financial considerations.

Comments:
We support the language in this section.

Section 2.0 – Community Vision and Structure

The guidelines provide an overview of the Community Vision and define Community Character as a complete community, well-serviced community, connected community, an attractive community and a sustainable community.

Community Structure is organized around three central elements:

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

Under Inclusive Neighbourhoods and Buildings there is a reference to a range and mix of housing options to meet a variety of needs, levels of affordability, family structures, life-stages and living arrangements. There is also a reference to the evolution of housing and density through grade-related intensification.

Section 2.4 provides key design directions in the Design Guidelines for the overall community design that include:

- A central active transportation spine or 'Green Avenue' running along the pipeline easement, in combination with an adjacent Collector Road;

- Sub-Neighbourhood focal points provided through parks and Village Squares, intended to be located within a 5-minute walking distance of 90% of all residential units;
- A range and mix of housing options primarily grade-related;
- Five distinct Neighbourhoods, each focused on a Neighbourhood Node as the centre of non-residential activity, including employment, places of worship, and parks;
- A Community Node central to the Secondary Plan Area;
- A modified-grid style road network with high levels of connectivity, including on and off-road active transportation facilities; and.
- Opportunities for unique place making efforts should be identified.

Comments:
There are several references to grade-related intensification. It is not clear how intensification and grade-related intensification are to be provided and some examples and clarification around this would be helpful.
The location of the transportation spine along the pipeline, while providing what is referenced as a Green Avenue, should be carefully reviewed to determine if the added active transportation linkage is optimal or duplicative and if adding the Collector Road is a missed opportunity to create a dedicated pedestrian and active transportation corridor to link people and community uses without the conflicts created by automobiles.
The reference to Sub-Neighbourhood occurs in the guidelines and in the Secondary Plan. Is this a reference to the block within the Neighbourhoods?
Questions regarding the delineation and boundaries of the Neighbourhoods and the nodes is set out in our comments on the Secondary Plan as well as the uses within the Community Node.

Section 3.0 – Engaging Parks and Places

The majority of these guidelines appear as policies related to land uses.

Section 3.1 Natural Heritage System

The UDG directs sensitive land uses to be located adjacent to the NHS, including parks, schools, SWM, grade-related housing, and sustainable uses or buildings. Visual and physical access to the NHS is to be maximized, through single-loaded streets, trail heads, and vista blocks.

Pedestrian trails are to be located within the NHS buffers, with planting encouraged along the vegetative protection buffer and reduced lighting.

Section 3.2 Green Avenue

The UDG note that the lands encumbered by the pipeline easement are designated as Greenspace in the Secondary Plan, and will provide for a major off-road multi-use path linking active transportation and open space. The UDG note that a Collector Road or public park is to be paired along the north edge of the pipeline wherever possible to open up the public realm. Backlotting is also discouraged along lands designated Greenspace within the Secondary Plan.

Comments:
Single loaded streets do not reflect an optimized use of land requiring them adjacent to the NHS should not be a requirement.

Backlotting into greenspace in many contexts is a functional requirement and often the most feasible option for design. Reconsideration of this requirement is recommended.

None of the examples provided of the Green Avenues in the guideline document are paired with roads. A review of the benefits versus the constraints and inefficiencies of the pairing of the right-of-way for active transportation with the Collector Road versus a separation of the two should be considered further as the separation creates for a better system of connectivity.
--

Section 3.3 Parks and Open Space

3.3.1 Community Park

A large Community Park is intended to provide for appropriate co-location opportunities for a community centre, recreation centre, and/or library branch. The Community Park is to be approximately 21 hectares in size, and located in the centre of the Secondary Plan Area. It will provide active recreational facilities, as well as passive uses. The Green Avenue is to be incorporated into the Community Park design. Secondary Schools should also be located adjacent to or near the Community Park.

Comments:

It is not clear why co-location with other schools and community uses are not included.

3.3.2 District and Neighbourhood Parks

Three District Parks and four Neighbourhood Parks are designated in the Britannia Secondary Plan. District Parks shall be approximately 10.6 hectares in size, and Neighbourhood Parks 4.5 hectares in size. Both should be located adjacent to the NHS where possible, and provide a mix of active and passive recreational uses. The UDG direct both to generally be rectangular in size, include significant frontage on a Collector Road, with frontage on a minimum of three streets. Backlotting is discouraged, and co-location with schools is encouraged.

Comments:

The size of parks is set out in the parent Town of Milton Official Plan and establishes minimum size requirements for District Parks of 6 ha and 3 ha for Neighbourhood Parks. Why are the proposed park sizes significantly larger? Parks sizes in the UDG should be in conformity with the Official Plan.

The requirement for frontage on three public streets, given the requirement to also have frontage on a Collector Road is problematic. It is recognized that this is a “should have” guideline but it is overly prescriptive and reduces options in context for efficient design and use of infrastructure. . Has the Town also considered this requirement in relation to the FIS and the cost associated with single loaded road that generates no tax revenue for the Town?

While backlotting is discouraged it is a context driven reality in design.
--

The co-location of schools should be more directly encouraged in the guidelines.
--

3.3.3 Village Squares

Fifteen Village Squares are identified in the Britannia Secondary Plan, and are to be approximately 0.4 hectares in size with a depth to width ratio between 1:3 and 1:1. Frontage on at least three sides on a street is required, with backlotting prohibited. Local commercial uses and minor places of worship are encouraged to locate adjacent to Village Squares.

Comments:

The frontage requirement is a “shall” requirement which is problematic based on the size of the Village squares and spacing of roads as well as the continuation of land uses around the Village Square. This

guideline is overly prescriptive and limits the ability to create active frontages on Village Squares. . It also sets out larger setbacks to create 'safe' play areas limiting the potential use and facilities that can be incorporated into the village squares. This seems inconsistent with the Town's desire and need for active parkland.
Why is there no ability to have a low-rise apartment or school backing onto a Village Square?
Places of Worship and local commercial uses are permitted to locate adjacent to Village Squares but would be required to front onto them which is problematic in terms of parking, access and other use functions.
It is not clear where or how <u>linear parks</u> can and should be provided other than the Green Avenue.
Backlotting is actually prohibited in this section and as noted previously is a reality of neighbourhood design that in many contexts cannot be avoided and can still be appropriately designed.

Section 3.4 Privately Owned Public Spaces (POPS)

Plazas, squares, and other POPS are encouraged in all Neighbourhood Nodes, with at least one POPS near or visible from the adjacent Collector or Arterial Roads. Maintenance and operation is to be solely the responsibility of the owner or condominium corporation.

Comments:
If the Neighbourhood Nodes are to contain at least one POPS, some consideration should be given to credit for the area as part of the parkland contribution. Confirmation that POPS would count towards the site plan requirements for amenity space is required.
There is also no discussion of strata agreements or options for the Town's maintenance of POPS through an agreement. Expectations around POPS should be outlined more clearly.

Section 3.5 Schools and Community Facilities

Schools are to be equally distributed across the Secondary Plan, and co-located with parks, other schools, or community uses where feasible. Community facilities are encouraged to locate near or within Neighbourhood Nodes, and both are to be sited and located as community focal points. Active transportation to schools and community facilities is to be prioritized over vehicular access, and main building entrances are to be oriented to the streets or intersections.

Comments:
There is no discussion around the reductions in size of parks and community facilities or school sites with co-location and mix of uses. This should be included as per the Town's policies for reductions.

Section 3.6 Neighbourhood Nodes

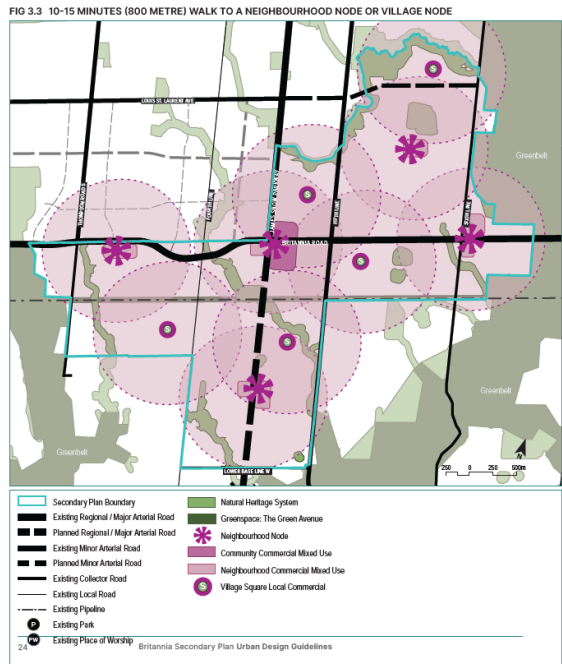
Five Neighbourhood Nodes are identified within the Secondary Plan. Retail and commercial uses shall be provided in either standalone or mixed use buildings, or as part of a mixed use development with a minimum amount of retail floor space.

A detailed design plan should be provided for each Neighbourhood Node, defining a cohesive and coordinated approach across all blocks. Building setbacks should be reduced, and POPS should be provided within each Neighbourhood Node.

All buildings within Neighbourhood Nodes shall have a pedestrian oriented built form, with ground floor retail uses. Higher density residential forms (stacked towns, stacked back-back, multiplexes, low-rise apartments, and mixed use buildings or live work buildings) are permitted provided they are part of an overall mixed use development plan.

Mid-rise buildings up to a maximum height of 15-storeys in the Community Commercial Mixed Use Designation and 8-storeys in the Neighbourhood Commercial Mixed Use Designation may be appropriate within key locations and supported by a detailed design plan for the entire Neighbourhood Node.

Comments:
It is not clear who is preparing the “design plan” for each Neighbourhood Node and why design would not be addressed through Site Plan Applications for the properties and sites within the node or as part of the Neighbourhood Design Plan. A detailed design plan should form part of the development applications to be submitted to the municipality and not be an additional layer of process.
The urban design guidelines read as actual detailed policies related to uses and densities with prescribed height limits of 15 storeys in the Community Mixed Use Node and 8 storeys in the Neighbourhood Commercial Mixed Use Node. These heights are also fixed and it is not clear how they were determined. Also why were FSI limits not considered for controlling density in the Nodes? Flexibility is needed for the heights.
It appears point 8 is incomplete as it reads that POPS will be provided within the Neighbourhood Nodes based...
There is also a reference to retail streets in this section which are not defined.



Section 4.0 – Neighbourly Community Form

The Community Form section appears to deal primarily with the street network (4.1) and addresses land use, transportation network and the natural environment as they relate to the network.

4.1.1 and 4.1.2 Regional Roads / Major Arterial Roads & Minor Arterial Roads.

Sidewalks are to be provided on both sides, with a minimum 3.0m pedestrian clearway, and additional space considered in Neighbourhood Nodes. Dedicated cycling facilities are to be provided, with driveway access prohibited and significant landscaping in the boulevards between the roadway and sidewalk.

Elevated architectural design is encouraged fronting onto Regional and Arterial Roads, with parking located in a discreet location where possible. In Neighbourhoods residential units may front onto Arterial roads, provided a rear laneway provides vehicular access. Backlotting is discouraged on Major Arterial Streets and not permitted on Minor Arterial Streets, and where permitted will require an additional landscape buffer.

Comments:
The level of detail in this section is highly prescriptive with several mandatory guidelines related to minimum widths, prohibitions on certain accesses and forms of development and discouragement of others.
Again this section references the discouragement of backlotting which may be the only option in some contexts and should be considered where other design options are not possible.

4.1.3 Collector Streets

Major Collectors will have a 26m ROW, while Minor Collectors will have a 24m ROW and shall be sized based on usage with consideration for utilizing a local street standard. Sidewalks are to be provided on both sides of the street, and additional space considered in Neighbourhood Nodes. In-boulevard bike paths or protected bike lands should be considered where appropriate. Backlotting onto Collectors is prohibited.

4.1.4 Local Streets

Local Streets will have a 20m ROW width, form a grid-based street network, and sidewalks are encouraged along at least one side. Street trees will be provided in the boulevard, and in addition to street parking, other traffic calming measures may be included. Backlotting onto Local Streets is prohibited.

4.1.5 Single Loaded Streets

For Single Loaded Streets with a park on one side, trees should be planted on both sides of the sidewalk, and special landscaping should be considered along the sidewalk to enhance the park edge.

For Single Loaded Streets adjacent to Arterial Streets (Window Streets) these should be avoided to reduce duplication of public infrastructure. Where unavoidable, significant plantings of street trees and landscaping should be accommodated. Decorative fences or other landscaping elements may also be installed where appropriate.

4.1.6 Public Laneways

Rear lanes are encouraged throughout the Secondary Plan, however primary building facades and entrances should not be located along laneways. Where rear lane access is provided to ground related housing along Arterials and Collectors, setbacks should be minimized. The minimum ROW width for public laneways is 10 metres with a minimum 6.5m paved roadway surface.

Comments:
Right-of-way widths are best set out in the Official Plan policies
Again these sections repeat several policies on the road network and functions.
Overall, the designated prescribed rights-of-way seem quite extensive in width and are being reviewed by TMIG for land use efficiency balanced with active transportation needs and traffic calming objectives.
There are also no guidelines or provisions for private streets or stratification in the guidelines.
In each subsection, again, there are references to the discouragement of backlotting which may be the only option in some contexts and should be considered where other design options are not possible.

The guidelines on public laneways is overly prescriptive and should reflect municipal standards.
Reduce public laneway width to 6.5m from 10m. It is unclear what the extra 3.5m is supposed to achieve.
Reduce ROW widths to comply with the Town Standards which should be referenced as updated or revised from time to time to allow flexibility as ROW designs change.

Section 4.2 Street and Block Pattern

The street network should reflect a regularized grid network with a high frequency of intersections and utilizing a complete streets approach where pedestrians and cyclists are allocated dedicated and sufficient space within the right-of-way.

Block lengths will be 150 metres or less, with longer block lengths considered on occasion to a maximum of 200 metres, and mid-block pedestrian connections provided where block lengths exceed 180 metres. Mid-block pedestrian connections should be a minimum of 6 metres wide.

Comments:
Several of the guidelines in this section are again very prescriptive and while not mandatory will not allow for variation. Block sizes and length need to be flexible to accommodate various contexts and circumstances.

Section 4.3 Active Transportation Network

All Collector Roads will provide dedicated bike lanes, and lands designated Greenspace will be integrated into the active transportation network as part of the Green Avenue. Sidewalks are required along both sides of all streets, except for local streets where they are encouraged as noted above.

Section 4.4 Pedestrian Oriented Streetscapes

This section addressed gateways and street trees and provides general objectives.

Section 5.0 – Inclusive Neighbourhoods and Buildings

All Neighbourhoods within the Secondary Plan shall be designed to:

- Provide a street-orientation with porches and entries that reinforce a pedestrian scale;
- Provide a diverse and variable housing mix;
- Provide a compatible, in scale and character, built form with adjacent buildings and uses;
- Provide a sustainable form; and,
- Provide for and use local materials and regional architectural approaches.

Section 5.1 Evolving Neighbourhoods

The UDG provide specific guidance for the Evolving Neighbourhoods designation of the Britannia Secondary Plan, as follows:

- Encourage a variety of housing within a single block and along each street.
- Provide a range and mix of lot sizes within each Neighbourhood and Sub-Neighbourhood to avoid repetition.
- Avoid streets with a single lot size or housing type, where feasible.
- Maximum 50% of residential units within each Neighbourhood will be single-detached and semi-detached type dwellings.
- Higher density housing forms are encouraged near Neighbourhood Nodes.

- The edges of Neighbourhoods when adjacent NHS should feature housing to respond sensitively to natural areas and provide for public views.
- Grade-related lots and housing should be adaptable for additional housing units such as secondary suites or accessory dwelling units.
- Streets should be framed with similar setback sizes and a continuous streetwall.
- Maximum building height of 4 storeys, with varied building heights encouraged.
- Main building entrances should be raised 0.6m from finished grade.
- Minimum front yard setback of 3.0 metres, minimum of 1.0m unencumbered from encroachment.

Comments:
Many of these guidelines are repetitive of the land use policies in the Secondary Plan.
Oddly there is a requirement for high density housing forms to locate <u>near</u> the Neighbourhood Nodes however high density uses are only permitted within the Neighbourhood Nodes. Why are high density uses not permitted in Neighbourhood Nodes?
The requirement for grade related lots to be designed for secondary suites ("shall"), while specific lot grading to accommodate such units may not be possible in most contexts.
The majority of guidelines that speak to street and building relationships are related to zoning provisions including height and other setbacks should not be in the design guidelines as they are regulating buildings and structures and not the public realm or design elements.
Assuming Sub-Neighbourhoods refers to blocks, the requirement for mixes within blocks of units types can be challenging and result in inefficient lotting patterns. Variations in lot sizes along streets is also inefficient.
Why do the guidelines include a maximum 50% density requirement for singles and semi's in any one Neighbourhood? Should this not reflect the policy of a target mix to allow some flexibility for some Neighbourhoods to have slightly more?

Section 5.2 Grade Related Residential Buildings

The UDG provide specific guidance for grade related building typologies, which include detached, semi-detached, townhouse, and back-back forms:

- Maximum building height 3 storeys.
- Minimum 10% of the lot for outdoor amenity.
- Each unit to have its own private entrance facing the street or courtyard.
- Maximum block length for townhouses of 8 units or 48 metres.
- Habitable rooms to be provided facing the street.
- Employ contemporary architecture.
- Provide gentle height transitions between bungalows and 2-storey homes, and between 20 storey and 3-storey homes.
- Attached garages shall be a maximum of 50% of front façade.

Comments:
The majority of these guidelines are zoning provisions and should not be included in design guidelines (height, amenity space, block lengths, garage widths, lot widths, and heights).
There are also very detailed prescriptions regarding the maximum number of elevations on a street.
Maximum 3 storeys conflicts with Secondary Plan 4 storey height limit.
Maximum 48 metre block length restricts unit maximums to 6 metres per unit if only 8 units are permitted. This restricts the ability to provide slightly larger units. Guideline should reference number of units in any one block.

Attached garage frontage façade % maximum of 50% may restrict some forms and this should not be included. Garage facades can be addressed through zoning based on form where appropriate.

5.2.1 Secondary Suites

- Lots should be designed to provide access from the street to secondary suites in the basement or rear yard.
- Below grade secondary suites should be through units with access to sunlight on more than one side.

5.2.2 Detached Rear Garages

- Minimum setback to rear lane of 0.75 metres.
- Encouraged to be paired to consolidate appearance versus many small structures along the lane.

Comments:

Setbacks are stated that should be provided in the Zoning By-law, rather than within design guidelines.

An additional 0.75 metre setback to a rear lane is also unnecessary given lane widths should be restricted to zoning and should be reduced to 6.5 metres.

5.2.3 Garden Courts

- Defined as a grouping of dwellings around a common green versus a public street, and accessed via a public laneway.
- Maximum fencing and landscaping height of 1 metre.
- Minimum width of 10 metres.
- Maximum height of 3 storeys for adjacent homes.
- Minimum setback of 3 metres within 1 metre unencumbered from encroachment.
- Shall be accessed from a rear or side laneway.

Comments:

Again the metrics for zoning provisions including height, setbacks, and landscaped strips are stated that should be addressed in the Zoning By-law.

Additional 3 metre setbacks from each side of a garden court would limit the development potential.

Section 5.3 Mid-Rise and high-Rise Residential

- Mid-rise buildings are to be between 4 and 8 storeys in height, permitted within the Neighbourhood Node.
- High-rise buildings are to be up to 15 storeys in height.
- Proposals for mid- and high-rise buildings should consult the Town's Urban Design Guidelines for Mid- and High-Rise Buildings.
- Surface parking should be located to the rear of buildings, with structured parking screened from view at the sidewalk level to the extent possible.
- Service areas, parking entrances, rooftop mechanical equipment should be integrated within the design and screened from view.
- Buildings taller than 6 storeys, or with a streetwall taller than 80% of the adjacent ROW should use setbacks on upper floors to minimize shadow impacts.
- Mid-rise buildings should be limited to 8- metres in length, and further broken up where feasible.
- High-rise buildings should incorporate a podium not longer than 80 metres or taller than 4 storeys, with a setback to the remaining floors.

Comments:
The document references mid-rise buildings between 4 and 8 storeys and high-rise as greater than 8 storeys. This may be specific to Milton as most building typologies and urban design guidelines define low-rise as 2 to 4 or 2 to 6, with mid-rise as 5 to 11, and high-rise as 12 plus storeys. It would be helpful to clarify and align the definitions.
These guidelines are highly prescriptive and oddly define stacked and stacked back-to-back townhomes as mid-rise buildings. Typically these forms do not have podiums or at grade non-residential uses. They should be addressed under Section 5.2
The guidelines also reference high-rise buildings but there is no definition provided.
Maximum building lengths of 80 metres may impact development that can be adequately designed with breaks and articulation.

Section 5.4 Mixed Use Retail Buildings

- Retail and Commercial uses are mandatory within the Neighbourhood Node and around some Village Squares.
- Active retail and commercial uses are to occupy minimum 60% of the main frontage.
- Active frontage should wrap the corner on corner lots, with at least 9.0 metres on the flankage frontage.
- Minimum ground floor height of 4.5 metres.
- Minimize surface parking.

Comments:
The mixed use retail building guidelines are very prescriptive and provide for several guidelines that are more appropriately provided as zoning standards (first floor heights).

Section 5.5 Urban Format Stand Alone Retail

- Compact, urban built form is encouraged.
- Retail units should be located near the street, have a clear glazed storefront, with direct access to public sidewalk, and parking located in rear or side yard.
- Structured parking is preferred. Surface parking should be provided at the rear or interior to the site.
- Where low-rise standalone retail is proposed, an Intensification Plan is required which identifies how the site could be redeveloped and intensified over time.

Comments:
The requirement for an intensification plan is more of a policy than guideline, and it is not clear when this is required or what the scope of such a plan would be. This should be removed from the UDG.

Section 5.6 Schools and Community Buildings

- Should address the street in a more compact urban format, with direct access to the sidewalk and limited surface parking at the side or rear.
- To be located at or close to an intersection.
- Multi-storey buildings, including schools, are encouraged to maximize site usage and contribute to a more urban streetscape.

Section 5.7 Places of Worship

- Large scale places of worship shall be located within or adjacent to Neighbourhood Nodes with direct access from Arterial or Collector Roads.
- Small scale places of worship can be located within Neighbourhoods, and are permitted adjacent to Village Squares, other parkland, and community uses for shared parking opportunities.

Comments:
Given the nature of design for places of worship more flexible guidelines should be considered as the range of designs and functional needs depending on the various faith groups may be very different.
It is not appropriate to overly prescribe functional standards (i.e. location of entrances) to places of worship as it may lead to the inability of some to locate in the Neighbourhoods.

Section 5.8 Omagh Study Area

These policies note that a separate study is underway to address the character of the Omagh area and appropriate Official Plan and zoning regulations will be provided for the area.

Section 5.9 Development Adjacent to Parks and Open Space

- Natural Heritage System:
 - Create and maintain public access and views to the NHS.
 - Locate single loaded roads adjacent to the edge of the feature, with implementation of measures to filter and control stormwater runoff.
 - Rear yard backlotting of low-rise residential uses should be used sparingly.
 - High-rise buildings should transition to NHS features through angular plane provisions, grading and staggering of building heights.
- Parks:
 - An active building frontage is required facing the park space, and access to the park space should be maintained.
 - Rear yard backlotting is discouraged.

Comments:
In other parts of the guidelines rear yard backlotting is prohibited in a similar context (parks). It is not clear why there is a distinction or why prohibition is being used in a guideline.
Again high-rise is also referenced without a provided definition. Single loaded roads are inefficient and costly.

Section 5.10 Site Design Guidelines

These guidelines include a number of general standards, otherwise in the Town's site plan standards that address pedestrian circulation and detailed requirements for sidewalks (widths and AODA requirements) as well as AODA and Universal Design requirements. They also include a number of guidelines/standards around parking.

5.10.3 Surface Parking

- For multi-residential buildings limit surface parking to barrier-free, visitor, pickup and drop off zones, and loading areas.
- Should be located at the rear or interior of the site where possible.
- Landscape buffer required when adjacent to a public ROW and sidewalk, to accommodate a double row of trees.

5.10.4 Structured Parking and 5.10.5 Bicycle Parking

- Should be designed to mitigate effect of large blank walls on the public realm.
- Street level frontage should incorporate active uses to a depth of at least 9.0 metres for 75% of the building façade length, with a minimum ground level floor-to-floor height of 4.5 metres.
- Vehicle access should be at the rear or side of the structure.
- Bicycle parking should be near main building entrance using high quality fixtures and shelters where feasible.
- Bicycle parking should be at a convenient location near public amenities.

5.10.6 Condominium Roads

- Minimum pavement width of 6.0 metres.
- Minimum sidewalk width of 1.5 metres.

5.10.7 Servicing and Loading

- Select appropriate locations to minimize impacts
- Co-locate with waste collection
- Should not be external to building and where external should be screened.
- Service areas should be accessed from secondary streets

5.10.8 Landscaping

- Innovative tree planting to be used to provide soil cells and continuous soil trenches to increase volumes for mature trees.
- Use native species
- Plantings to be salt tolerant
- Landscape materials and elements to be human scale
- Inclusion of public artwork into landscaping and building design

5.10.9 Waste Collection and 5.10.10 Snow Storage

- Co-location with other servicing functions
- Sufficient space for safe access
- for restaurants and food service waste areas should be climate controlled
- Moloks are encouraged
- Snow storage areas should be small
- Snow storage not permitted on pathways

Comments:
While these standards are general there are some elements more appropriate in zoning provisions. These would include any metric regulations related to minimum frontages, heights, ROW and sidewalk widths.
Specifying uses for surface parking should not be set out in the guidelines. It also restrict the site functions. A “double row of trees” is part of a landscape buffer in a surface parking area is extreme and also a very specific requirement that is not required and may not be implementable in most cases.

Section 6.0 Sustainable Development and Green Infrastructure

This section of the guidelines is very general and speaks to sustainable development form and energy efficiency as well as the integration of green buildings standards into design. This section also speaks to green infrastructure and waste management and requires standards for public buildings. It references the

use of Low Impact Development measures such as bioswales and permeable paving on public lands and green roofs.

Section 7.0 Implementation

This section reiterates the layers of the Secondary Plan, Tertiary Plan and Neighbourhood Design Plans and further references the development of an additional urban design and architectural control manual with more details related to built form including height, massing, form, setbacks, façade articulation, styles, building siting, location of garages and parking.

Comments:
It is not clear what or who the additional urban design and architectural control document is prepared for or by.

Park Programming Assessment

May 1, 2023

The following tables illustrate the Town's proposed parks, sizes and facilities (not including the Community Park) for the Britannia Secondary Plan and the Landowners Group proposed parks, sizes and facilities using the average area requirements for such facilities.

Town Park Requirements (as provided in Draft Secondary Plan)*

Type of Park	Size	Number	Total Area
District Park	10.6 ha	3	35.3 ha
Neighbourhood Park	4.52 ha	4	16.26 ha
		Subtotal	51.56 ha
Village Squares	0.4 ha	15	6.04 ha
		Total	57.60 ha

***Note:** Total Area is reflective of calculations taken from Table 18 of Community Facilities Strategy and therefore may be slightly less than the sizes shown.

MP4 Landowner Group – Parks as provided on Revised Land Use Schedule

Type of Park	Size	Number	Total Area
District Park	6 ha	3*	18.4 ha
Neighbourhood Park	3 ha	8	24 ha
		Subtotal	42.4 ha
Village Squares	0.2 to 0.5 ha	10	2 to 5 ha
Linear Greenspace**	n/a	1	n/a
		Total**	44.4 to 47.4 ha

*Note: Includes existing Drumquin Park (6.4 ha)

**Note: Linear Greenspace area is to be determined and may assist in providing additional area to support facilities within parks.

Identified Town Facilities Required in District Parks and Neighbourhood Parks

Facility	Lot Size	#	Total
Soccer Lit	1.5 ha	12	18 ha
Soccer Unlit	1.5 ha	4	6 ha
1 Multi Use	1.5 ha	1	1.5 ha
Baseball Lit	2.1 ha	3	6.3 ha
Baseball Unlit	2.1 ha	4	8.4 ha
		Total	40.2 ha

Appendix C (May 1, 2023)

It should be noted that several of the facilities will benefit from co-locations with additional parking and service areas provided through school facilities.

MEMO

KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

To:	Milton Secondary Plan Phase 4 Landowners Group c/o Delta Urban
From:	Dana Anderson and Dema Ali
Date:	January 31, 2022
File:	18186A
Subject:	Places of Worship Land Use Policy Review and Summary

The current proposed approach for places of worship in the Britannia Secondary Plan, based on the Draft Land Use Concepts and Policy Directions Report prepared by Malone Given Parsons, sets out to reserve specific locations for future places of worship. In our initial comments to the Town on this issue, we noted the following:

Places of Worship:

o Section 3.6 provides little evidence to support the application of the existing rate of 1 per 18,000 people across the future Secondary Plan Area. Future place of worship needs vary depending on a range of factors that cannot be determined or managed appropriately through the Secondary Plan process.

o The use of a single ratio to determine place of worship needs does not appropriately reflect the varying needs of faith communities and future neighborhoods.

- To provide for flexibility in the placement of places of worship, the Secondary Plan should permit places of worship as a use within the policy framework, within a wide range of areas, rather than identifying places of worship as a delineated community structure element.*

We will be providing additional policy language to consider to achieve the accommodation of these uses without the need to overly prescribe and reserve locations.

The following memorandum provides a review and analysis of land use planning policy approaches for places of worship and identifies a recommended approach the Town needs to utilize in the Britannia Secondary Plan. The review also looks at current issues and challenges in addressing places of worship and confirms the complexity of requirements and the need for the flexible policy approach.

We assessed a number of studies, approaches and practices of municipalities in the Greater Toronto and Hamilton Area (GTHA), including the Town of Oakville, City of Markham, City of Mississauga, City of Burlington, City of Vaughan, and the City of Brampton, as well as the Town of Milton's own survey last year.

In addition to these municipalities, the review includes an assessment of the current Town of Milton Official Plan, as well as the policies in the Trafalgar Secondary Plan and the Boyne Secondary Plan. While the assessment examined a range of municipalities, the focus was on municipalities that have addressed places of worship in new greenfield areas and the effectiveness of a reserve policy approach.

The review and assessment concluded that several municipalities across the GTHA have responded to the importance of places of worship in land use policies over the past number of decades. The traditional approach of identifying prescribed locations in plans within neighbourhood areas (1970s and 1980s) has changed to reflect the changing nature of places of worship and land costs. The assessment of recent trends and challenges and the examples reviewed provides various policy and regulatory directions pertaining to places of worship that can be considered when developing appropriate policies for the Britannia Secondary Plan. Based on this assessment, it is recommended that a flexible approach be provided in the Britannia Secondary Plan to allow places of worship in a full range of locations subject to criteria rather than a reserve location approach.

It should be noted that places of worship and places of religious assembly may be referred to depending on the use of the term by the respective municipality.

Summary of Key Trends and Challenges

Based on the assessment of some of the key trends and challenges for places of worship in relation to land use policy, key considerations when developing a land use policy approach were:

- Consideration of the demographics, growth projections and community needs;
- Identification of the existing places of worship, their locations and history in the community;
- The size and facility needs for the various faith groups; and,
- The locational requirements, transit and parking needs.

Summary of Policy Approaches

The following chart summarizes the municipal policies that were reviewed and illustrates the current approach used in urban areas and greenfield (new Secondary Plan) areas. In the majority of cases, municipalities have moved away from a prescribed site reservation policy and have moved towards a policy that permits places of worship as part of a broad “community use” or “institutional” land use designation. Additional policies are also often provided that identify locational criteria for places of worship based on facility and/or site size.

Municipality	Urban Area Policy	Greenfield/Secondary Plan Area Policy
Oakville	Permitted as community use generally in all land use designations Subject to size and locational criteria	Existing sites recognized and permitted. Generally defined as community facility and permitted as an institutional use in most areas including Institutional Areas, Associated School Sites, Urban Core Areas, Employment Areas, Community and Neighbourhood Park Areas

Appendix D (May 1, 2023)

Markham	<p>City moved away from a site reservation policy approach to site specific set of policies for places of worship - generally permitted in residential and mixed use land use designations.</p> <p>Size and locational criteria apply.</p>	Permitted subject to site size conditions (based on Secondary Plans)
Mississauga	Places of Religious Assembly are included as part of Community Infrastructure, which is permitted in all land use designations (especially around intensification corridors to reduce traffic impacts).	Not applicable
Burlington	Permitted in most land use designations and specifically designated as an Institutional use. New Official Plan defines site size criteria.	Not applicable
Vaughan	<p>Identified as community facilities. Generally permitted in all land use designations subject to size and locational criteria.</p> <p>Permitted in Major Institutional land use designation.</p>	<p>Older Secondary Plans with defined sites for places of worship have added policies that allow the adjacent land use designation if a site identified for a "church" is not acquired for church use within a "reasonable time".</p> <p>Newer sites are allowed on arterial/collector roads without amendment to the plan.</p> <p>Newer Block Plans refer back to parent OP policies for locations but generally permit within Community Core areas.</p>
Brampton	Located in a full range of land use designations to meet the diverse needs of the various faith groups, subject to the specific policies of the land use designation of the Official Plan in which they are proposed.	<p>Reserve sites are to be designated within Secondary Plans, with a ratio of 1 reserved site per 10,000 persons, and a minimum site size of 0.8 hectares is required for each site.</p> <p>Reserve sites are to be held for 5 years from the date of assumption of a Plan of Subdivision unless voluntary agreement can be reached between interested parties.</p>

Milton	<p>Residential areas and local institutional areas permit places of worship. Policies allow for possible Worship Reserve Sites.</p> <p>Policies in B.2.5.3 of parent plan set out policies.</p>	<p>Boyne Secondary Plan – permitted in Residential Areas/Neighbourhood Centres/Institutional Areas</p> <p>Trafalgar Secondary Plan – permitted in Local Centres and policies require at least 2 to be accommodated in Tertiary Plan</p> <p>Both Secondary Plans reference OP sections (B.2.5.3.13 and 15)</p>
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The review and assessment concludes that several municipalities across the GTHA have responded to the importance of places of worship in land use policies over the past number of decades. The traditional approach of identifying prescribed locations in plans within neighbourhood areas (1970s and 1980s) has changed to reflect the changing nature of places of worship and land costs. While there are some exceptions to this shift, most municipalities have moved towards a flexible approach to regulating places of worship.

This flexible approach has included:

- Defining places of worship and accessory uses as a community and/or institutional use;
- Recognizing the importance of places of worship as a community use and adding policies that encourage their inclusion in new community nodes;
- Permitting places of worship in all development land use designations with the exception of primary employment areas.
- Establishing specific policies for places of worship that relate to size and location with larger sites and facilities being located on arterial and/or collector roads.

Based on our review, it is recommended that a flexible policy approach that incorporates the above-noted elements, be incorporated as part of the draft Secondary Plan policy framework for consideration in addressing places of worship in the Britannia Secondary Plan. The draft policy should:

- Permit places of worship in Residential and Neighbourhood Centre/Node Areas;
- Distinguish between major and minor facilities;
- Criteria for Residential Areas should include frontage on an Arterial or Collector and a maximum lot size;
- Include additional criteria may be applicable for Nodes and Nodal locations; and,
- Include additional co-location policies should be included to convey the benefits of shared locations (parking, multi-purpose uses and hubs).

This approach will best address the need for flexibility while recognizing the objectives of the Town to ensure adequate areas are provided to accommodate places of worship and associated uses. We intend to include this policy as part of our draft Secondary Plan which we are also preparing to provide to the Town.

BACKGROUND RESEARCH

A. ASSESSMENT OF TRENDS AND CHALLENGES

The following trends and challenges associated with places of worship were identified in a review of the background research completed by municipalities across the GTHA.

DIVERSE POPULATIONS

The diversification of faith groups seen across urban areas within the GTHA brings unique land use planning challenges. This is driven mainly by the variety of places of worship throughout the GTHA. The diversity in ethnic, cultural, and religious groups adds unique challenges to planning for places of worship due to the range of site size and site location requirements, the diverse and growing community functions associated with places of worship (day cares, schools, community and cultural centres) and the development of faith organizations/communities, among others which includes the consolidation of smaller facilities into large regional servicing facilities.

STAGES OF GROWTH

Planning for places of worship must also consider the various stages of growth of different places of worship which can be categorized as follows:

Temporary: meeting in the homes of individual members or rented space (community centres, rented space in school).

Recycled: using rented or shared facilities (e.g., commercial or industrial spaces and the use of other existing places of worship).

New Construction: the construction of a new place of worship.

Expansion: the expansion of a place of worship or the creation of a new facility for growing congregations or to consolidate smaller facilities.

These growth stages are common for most places of worship in most municipalities and are accommodated in different buildings and on different sized sites. They each require unique land use policies, which reflects the need to provide a range of permissions for the location and size of places of worship throughout a community.

FACILITY/SITE SIZE

While places of worship may start off as small sites, they may eventually expand to become regional centres of worship. For instance, a typical development application for a place of worship is asking for approximately 10,000 square feet (930 m²) of floor area (Agrawal 2009). In fact, the standard across GTA municipalities is to provide sites for places of worship at just over 1 acre (0.4 hectares) which may not be sufficient for some new places of worship that generally require on average at least 5 acres (2 hectares) (Agrawal 2009).

A recent survey of place of worship in Oakville and Milton have shown on average sites range from 0.5 to 1.5 ha depending on worship and ancillary use needs. Many regional place of worship facilities (e.g. the Meeting House in Oakville, Coptic Centre in Mississauga) are located on larger sites to accommodate a regional draw of worshippers and to include a full range of uses.

RANGE OF USES

In addition to traditional worship times (which varies greatly based on faith) places of worship provide for a broad range of additional ceremonial and religious rites (weddings, funerals, baptism) which increase use especially during religious and cultural holidays and events.

Places of worship often provide for a range of services for their congregants and community at large. Some of the services may be associated with the place of worship itself (religious and cultural teachings) and may also include additional complementary institutional uses and public services, filling in gaps where public services may not be offered (education, housing, temporary shelters or emergency housing, foodbanks and meal programs, childcare). They can also include educational, recreational, cultural and social outreach programs and may include residential units or a manse/rectory. Many historical locations are also located adjacent to cemeteries.

Many places of worship also rent space to external community groups (e.g. recreational programs, guides/scouts, youth programs, counselling services, fitness classes). Many faith groups tend to prefer sites in locations where they can also access social halls, gymnasium, schools, and seniors housing. These uses bring to light the variety of uses, and ultimately the functions that places of worship desire to achieve.

LOCATIONS

Places of worship have traditionally been of a small scale and were typically built and located within residential neighbourhoods or in rural areas. Many places of worship have closed smaller buildings and built new facilities in more peripheral locations to serve a broader demographic area and the diverse needs of faith groups.

Specific locational needs are also required by different places of worship such as size requirements and directional siting needs. Land use impacts from some specific daily functions (such as traffic generation and parking), can also make it difficult to create a “one-size-fits-all” approach in land use policy for places of worship. A balance must be struck to provide direction for the appropriate location of a place of worship while meeting the needs of the faith community.

Locations along major roads and with access to transit are also important as locational criteria.

CONGREGATION AREAS/SIZE

A congregation catchment area is the distance between where congregants reside and the place of worship they attend.

Places of worship may have community uses that draw local worshippers (under 2 hectare-sites) and institutional uses that have a regional draw (greater than 2 hectare sites). The challenge is identifying the nature of the type of faith group and the number of congregants. For example, a place of worship may

have a regional draw even though the facility/site is of a smaller scale due to the dispersion of the faith community.

Findings from the Town of Markham Place of Worship Study (2003) indicated that most places of worship (either small or large) serve regional congregations that arrive primarily by car. Another study by the City of Brampton (2008) indicated that the United Church has had a variety of models for establishing places of worship sites in the 1950s and 1960s following the notion of a neighbourhood church. Recently many of these sites have or are in the process of being redeveloped.

PARKING

One of the key challenges facing places of worship includes parking. Parking standards are based on the number of participants who attend religious facilities. The capacity of those attending open hall prayer may be limited and providing parking for additional uses creates traffic generation and parking needs independent of the place of worship (such as community centres, banquet halls or supportive housing).

For example, the City of Brampton Place of Worship Study (2008) noted parking issues being a concern due to:

- conflicts with neighbours;
- safety issues resulting from over flow parking on local streets or on parking lots on different properties when done illegally due to fire hydrants, proximity to intersections, or on roadways where it would require pedestrians to cross busy streets;
- costs for providing parking may be onerous given that peak parking may only be required a few times a week during peak demand times;
- traffic generation is a concern since places of worship have various traffic generation models and peak times due to the varying ways religious organizations practice their faith making it difficult for standardized policies;
 - traffic generation is further impacted by any additional uses on place of worship sites; and
 - traffic impact studies are required to determine if the traffic capacities can be accommodated by the existing road network.
- facilities may create a higher intensity land use creating additional constraints during peak times due to traffic volumes and parking;
- facilities could likely see increased usage during off peak times with the establishment of additional uses:
 - impacts of these facilities are different than the local places of worship developed in the past due to the higher intensity nature of the use. Therefore, it is not unreasonable to seek certain designations/criteria for the placement of these uses.

It is evident from the research that places of worship have evolved and continue to evolve as a land use and reflect a diversity of needs, uses, site and facility size, and locational requirements. An approach to land use policy to meet these changing needs must be reflective of today's planning policy context and land economics as illustrated in the assessment of recent policy approaches by municipalities.

B. MUNICIPAL POLICY REVIEW

The following summary provides an overview of municipal approaches to planning for places of worship. For each example we have summarized relevant studies and findings by the municipality and current policies for both built up and greenfield areas where applicable.

1. Town of Oakville

Background Study

In February 2011, the Town of Oakville prepared a “Places of Worship Land Use Study”, which was an implementation project and a directive originating from the 2009 Official Plan (Livable Oakville Plan).

The study included an assessment for the policy approaches, policy framework (including Official Plan and Zoning By-law), challenges and issues pertaining to places of worship uses, historical context of identifying past places of worship sites, and recent trends. The Study pertained to the entire Town, including areas within the Town of Oakville Official Plan and North Oakville Secondary Plans.

The study found the following:

- Nearly 63% of places of worship were located in a residential land use designation;
- 10% were located within a mixed use designation;
- 6% were in a commercial designation or the ‘central business district’;
- 10% were within an employment area; and,
- 3% percent were within a Natural Area designation.

Additional findings from the Town of Oakville Places of Worship Study (2011) are included in Appendix 1 along with specific policy and regulatory directions. An example of case studies in the Town of Oakville, are also provided in Appendix 2.

Oakville Official Plan (Livable Oakville Plan Area):

Places of worship are located in a variety of land use designations across the Town. As per the Town of Oakville Official Plan (June 2009), the land use designation for places of worship is provided below:

Section 7 Community Uses

Section 7.1.2 Policies:

- The following use is generally defined as a community use and may be permitted within all land use designations of this Plan with the exception of the Natural Area designation:*
 - places of worship on sites less than 2.5 ha;*
- existing places of worship on sites greater than 2.5 hectares shall be permitted in all land use designations; and*
- places of worship** may be permitted in the Office Employment, Business Employment, and Business Commercial designations within the Employment Area provided they are appropriately designed, buffered and/or separated from other employment uses to prevent*

adverse impact. Places of worship are not permitted in the Industrial land use designation within the Employment Area.

North Oakville Secondary Plan Areas:

The North Oakville Secondary Plan Areas are collectively both the North Oakville East Secondary Plan and the North Oakville West Secondary Plan. They provide a planning framework for the lands located north of Dundas and south of Highway 407 between Ninth Line in the east and Tremaine Road in the west. Many place of worship sites in the North Oakville Secondary Plan areas were in existence prior to the Secondary Plan approval. As such, the Secondary Plans were prepared comprehensively for the development of the entire area and recognized the existing 9 places of worship within the following land use designations:

- 3 located within an Employment District,
- 4 within an Urban Core designation,
- 1 in the Transitional Area designation, and
- 1 site, under appeal with the former Ontario Municipal Board.

Of note, 3 of the 9 places of worship were dual designated with a Natural Heritage System designation on a portion of their site. These portions of the site do not permit the construction of buildings. New sites were not pre-determined or pre-designated within the Secondary Plan.

Places of worship are addressed in the North Oakville West Secondary Plan as follows:

Section 8.6.5 Employment District (a part of 8.6 Land Use Strategy):

Section 8.6.5.2 Permitted Uses, Buildings and Structures:

- o *d) public uses, institutional uses including **places of worship***

Places of worship are addressed in the North Oakville East Secondary Plan as follows:

Section 7.6.8 Employment District

1.6.8.2 Permitted Uses, Buildings and Structures:

- a) *public uses, institutional uses including places of worship, vocational schools;*

7.6.11 Community Park Area:

7.6.11.3 Land Use Policies:

- b) *Where Community Parks are located in proximity to residential areas, they shall be designed to mitigate the impacts of activities which generate light and noise on residential properties by:*
 - o *to the extent possible, locating the parks adjacent or abutting nonresidential uses including secondary school sites, places of worship, commercial development and/or Natural Areas or Linkages,*

7.6.12 Neighbourhood Park Area

7.6.1.2.3 Land Use Policies:

- c) *Whenever possible, to minimize the impacts on residential development, Neighbourhood Parks shall be located adjacent or abutting non-residential uses including elementary school sites, places of worship, commercial development and/or Core or Linkage Preserve Areas, and, It can be seen that the Town of Oakville's approach presents various options to addressing places of worship in both urban area policies and greenfield policies.*

2. City of Markham

Background Studies

Historically, Markham has had a unique policy approach referred to as the site reservation policy for places of worship. This policy was first developed in 1977 and was subsequently modified following the recommendations from its place of worship study. This policy enabled place of worship sites to be identified in the Town's Secondary Plans, and reserved through the subdivision agreement. Often these sites were pre-zoned (or double zoned) and held with a holding provision in the zoning by-law.

Further, the policy set up provisions for identifying 1 place of worship site per 6,000 persons of planned population growth in a secondary planning area. The places of worship sites were never less than 1 hectare. Secondary planning area policies included provisions to allow place of worship sites to be relocated without amendment so long as all the policies in the plan were met.

Traditionally, properties were held by the Town, which proved to be onerous. However, through the amendment, the purchase and sale of a site was handled privately and arranged by vendors and purchasers with a maximum price determined by fair market value for serviced residential land.

Appendix 2 includes a detailed assessment of the Town of Markham's Places of Worship studies with corresponding findings.

Markham Official Plan

Section 4.2.4 of the Official Plan (2018) provides for Places of Worship and states that it is the policy of Council:

4.2.4.1 To recognize the significance of places of worship for Markham residents and to work with faith communities to enable the establishment of places of worship by:

- a) identifying preferred locations within new Secondary Plans in accordance with Council's place of worship site reservation policy;*
- b) maintaining a database of reserved sites to assist faith communities in identifying available sites in Markham;*
- c) providing for rental of municipal facilities, where appropriate; and*
- d) securing place of worship sites as generally identified on Map 14 – Public School, Place of Worship and Park Sites through the development approval process.*

4.2.4.2 That where preferred locations for places of worship are identified in Secondary Plans:

- a) *the location may be changed without further amendment to the secondary plan, provided the size is consistent with the objectives of the secondary plan and the policies of this Plan; and*
- b) *the location shall be incorporated as a place of worship site in a plan of subdivision or other appropriate development plans, with implementing provisions reflected in associated agreements.*

Section 4.2.4.3 states that the development of places of worship be subject to the policies of each land use designation in Chapter 8 and in particular, the specific use policies of Section 8.13.7.

Further, per Section 8.13.7.1 of the Official Plan states that in considering a Plan of Subdivision application or Zoning By-law Amendment, to permit a new place of worship or an addition to an existing place of worship where provided for in the Plan in accordance with Section 4.2.4, Council is satisfied that the following requirements are fulfilled:

- a) *the site or premise meets the size and location criteria for each land use designation identified in the table below:*

Land Use Designation	Maximum Site Area (hectares) or Maximum Premise Size (square meters)	Location
<i>Residential</i>	<i>2.0 ha or 2.5 ha if located on an arterial road or a maximum gross floor area of 500 sq. m. in a multiple unit building</i>	<i>At an intersection of: a) an arterial road with another public road; or b) a major collector road with a local road at a location that is in proximity to other institutional, commercial, mixed use or higher density residential uses</i>
<i>Mixed Use except Mixed Use Heritage Main Street</i>		
<i>Mixed Use Heritage Main Street or any designation within a Heritage Conservation District</i>	<i>0.4 ha</i>	<i>On an arterial or major collector road</i>
<i>Commercial</i>	<i>2.5 ha</i>	<i>On an arterial or major collector road</i>
<i>Service Employment</i>	<i>A maximum gross floor area of 500 sq. m only in a multiple unit building in accordance with Section 8.5.4.3 r)</i>	
<i>Hamlet</i>	<i>2.0 ha</i>	<i>On an arterial or major collector road, or on Reesor Road in the hamlet of Cedar Grove</i>

- b) *a transportation impact assessment and other requirements for a study as identified in Section 10.6.2 shall be submitted to demonstrate, to the satisfaction of Markham and/or the Region that the place of worship will not result in significant impacts;*
- c) *provision for adequate and appropriate access for vehicles, accessibility by pedestrians, and existing or future availability of public transit within a short walking distance; and*
- d) *the design and site layout of the place of worship will:*

- *provide for a building form and scale that is compatible with, or enhances, the character of surrounding uses including adjacent heritage features;*
- *provide for appropriate on-site open spaces and landscaping that contribute to the enhancement of the place of worship facility and surrounding uses;*
- *provide for appropriate buffering in the form of visual screening, planting and/or fencing between the place of worship use and adjacent residential uses, where required;*
- *manage and mitigate the potential impact of noise, light, traffic and parking on the surrounding community;*
- *provide sufficient on-site parking;*
- *provide a plan for off-site parking for special events held at the place of worship, where required; and • any other requirements as approved by Council.*

City of Markham Secondary Plans

The following Secondary Plans (as part of Area and Site Specific Policies in Section 9.0 of the Official Plan) address places of worship in their land use policies:

Section 9.1 Angus Glen/York Downs

Per Section 9.1.2.4 secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Section 9.2 Armdale

Armdale West Employment Area per Section 9.2.6 - the Armdale West Employment Area comprises lands located on the north side of 14th Avenue, east of McCowan Road.

Per Section 9.2.6.1: the following use provisions shall apply to the 'Service Employment' lands as shown in Figure 9.2.6:

- d) only the following discretionary uses, may be permitted subject to review of a site-specific development application for zoning approval and in accordance with Sections 8.5.1.2 and 8.5.1.3: place of worship; and*
- h) the place of worship use may be permitted at 5370 14th Avenue.*

Section 9.3 Berczy Village/Wismer Commons/Greensborough/Swan Lake

Per Section 9.3.6, place of worship and park sites for the Berczy Village/Wismer Commons/Greensborough/Swan Lake shall be secured through the development approval process, including the establishment, where appropriate of area specific parkland agreements.

Per Section 9.3.8 Place of Worship and Residential Low Rise Development:

The following use and height provisions shall apply to the 'Residential Low Rise' lands at 4898 and 4916 16th Avenue:

- a) a private school may also be permitted; and*
- b) the maximum building height shall be 3 storeys within 100 metres of the centre line of 16th Avenue;*

Section 9.4 Buttonville

Per Section 9.4.4, Place of Worship and Park Sites shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Per Section 9.4.12, a place of worship accessory to a private school shall also be permitted on the 'Business Park Employment' lands at 245 Renfrew Drive.

Section 9.5 Cathedral

As per Section 9.5.6, Place of Worship shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Section 9.6 Commerce Valley/Leitchcroft

Per Section 9.6.16, Place of Worship shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Section 9.7 Cornell District

Per Section 9.7.11, a place of worship may occupy the entire 'Mixed Use Low Rise' lands, or portion thereof, at the southwest corner of Bur Oak Avenue and White's Hill Avenue as shown in Figure 9.7.11, in accordance with Section 8.13.7 b) c) and d) of this Plan.

Further, per the City of Markham Official Plan (2014), place of worship provision as per Section 9.6.16 is generally secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Section 9.8 Countryside/Hamlet/Greenbelt

Per Section 9.8.2 Greenway, the following site specific provisions apply to the existing land uses on the 'Greenway' lands:

- a) *a cemetery and/or a place of worship shall also be permitted at 7452 Reesor Road, 7046 11th Concession and 7070 York Durham Line; and*
- b) *a place of worship shall also be permitted at 5664 Elgin Mills Road East.*

Per Section 9.8.3 Countryside, the following site specific provisions apply to the existing land uses on the 'Countryside' lands

- a) *a cemetery and/or place of worship shall also be permitted at 10530 Highway 48, 11248 Kennedy Road, and 5438 Major MacKenzie Drive East;*
- b) *a place of worship and cemetery, with a maximum gross floor area of 784 square metres and a worship area with a capacity of 464 persons, shall also be permitted at 10992 Kennedy Road;*
- c) *a place of worship shall also be permitted at 11359 Warden Avenue; and*
- j) *a place of worship, with a maximum gross floor area of 860 square metres shall also be permitted 11175 Kennedy Road.*

Section 9.13 Markham Village

Per Section 9.13.4.7, place of worship use shall not be permitted on the 'Residential Low Rise' lands.

Section 9.14 Markville

Per Section 9.14.5, the existing place of worship may also be permitted on the 'Greenway' lands at 8205 McCowan Road.

Section 9.16 Rouge North/Legacy/Box Grove

Per 9.16.5, Place of Worship and Park Sites shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Section 9.19 Unionville

Per Section 9.19.5, Place of Worship shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

For the majority of the older Secondary Plan areas in the City of Markham, places of worship were to be secured through the development approval process, including the establishment of area specific agreements. This policy approach has not shifted to allow for more flexibility with the development of new areas.

3. City of Mississauga

The City of Mississauga has not initiated a specific places of worship land use study but did undertake a community use study in 2008.

As part of the Mississauga Official Plan Review in 2008, a Community Uses study was completed with a Staff report that recognized at the time that Places of Religious Assembly (PRAs) are integral parts of residential communities acting as meeting places and landmarks within their communities. Community Uses are defined as public and private services and facilities such as schools, emergency services, libraries, cultural activities, recreational activities, daycare centres, and places of religious assembly but does not include residential dwellings and special housing. According to the Community Use Study (January 2008), there are over 200 PRAs in Mississauga, ranging from small establishments that serve a local population to larger multi-service centres. They have a range of land use needs (smaller sites are located in neighbourhoods (such as St. Andrew's Presbyterian Church as a traditional PRA site, newer sites that occupy larger sites (Merciful Redeemer), or lease space in commercial, industrial or community centres (Calvary Bible Presbyterian Church).

Another unique example of a PRA is the Canadian Coptic Centre. This Centre includes a school, daycare, banquet hall and gym. Such uses would be captured under the umbrella of cultural activities (defined by the Community Uses Study as organizations and facilities representing any number of faith-based groups). This is an example of a place of worship that includes multiple uses within its site. It provides an example on how different uses can function on one site.

The creation of these community uses has evolved over time to reflect the needs of local residents in the City. This led to establishing facilities which provide multi-use centres and has expanded to serve regional or city-wide areas. Further, the expansion of services led to different land use needs to accommodate all the uses on site. This was evident as the City has moved from greenfields to urban neighbourhoods.

City of Mississauga Official Plan

The findings of the Study led to the policies in the current Mississauga Official Plan and PRAs are included as part of Community Infrastructure, which is permitted in all land use designations (especially around intensification corridors to reduce traffic impacts). Community infrastructure is identified on the land use schedules by the underlying land use designation, which would be compatible with surrounding neighbourhoods. Since this plan has allowed for community infrastructure in all land use designations, the

institutional uses in the Mississauga Official Plan permit residential dwellings associated with an institutional use and accessory uses.

Section 3.19.4.1 of the City of Mississauga Official Plan (2013) specifies that PRAs are subject to additional site criteria as per the following:

- *location on arterial and major collector roads (preferably at their intersections);*
- *sites should have provisions for on-site parking, acceptable ingress and egress, adequate landscaping and buffering, sufficient capacity in the transportation network, adequate engineering, compatibility with surrounding land uses, and a design that is harmonious with adjacent development; and*
- *encouraged to share parking facilities, wherever possible.*

4. City of Burlington

The City of Burlington has not established an independent place of worship study. However, below is the assessment for the policy framework pertaining to places of worship uses.

City of Burlington Official Plan

The City of Burlington Official Plan considers places of worship as institutional uses, which are permitted in most land use designations within the urban area with exception in of some natural heritage area type designations (existing uses).

According to the Burlington Official Plan (2010), Places of Worship were considered a sensitive land use that would require a Zoning By-law amendment should they be applying to locate within certain employment designations to determine any hazard and recommend appropriate mitigation measures. Further, institutional uses can be treated as “uses not restricted” in the Zoning By-law if they are located adjacent to higher order road classifications.

Places of Worship have not been defined in the 2010 Official Plan. Instead, references to places of worship have historically been defined as:

Accessory Building or Structure: defined as a detached building or structure, the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same lot and that is not used for human habitation.

Accessory Use: defined as the use of any land, building or structure which is subordinate to and exclusively devoted to the principal use located on the same lot.

Community Facility: defined as a facility provided by a service agency, service club, church or non-profit organization for social, cultural, religious, welfare, athletic or recreational purposes.

The new Burlington Official Plan (Interim Working Version 2021) not only defines places of worship, but it also distinguishes places of worship according to site size as per the below:

Major Place of Worship: defined as a building with a worship area of five hundred (500) sq. m or greater, where people assemble for religious or spiritual purposes, and may include accessory uses including administrative offices, child care facilities, a kitchen and food preparation area for the

users of the assembly area, and a maximum of one accessory dwelling unit intended for persons employed by the major place of worship, provided that this accessory use is located within the same building and is subordinate to the primary use of the building as a worship area. An accessory community/multi-use hall used for public recreational, social, community and charitable activities shall be permitted within a major place of worship.

Minor Place of Worship: defined as a building with a worship area of less than five hundred (500) sq. m, where people assemble for religious or spiritual purposes, and may include accessory uses including administrative offices, meeting and school rooms, child care facilities, a kitchen and food preparation area for the users of the assembly area, and a maximum of one accessory dwelling unit intended for persons employed by the place of worship, provided that this accessory use is located within the same building and is subordinate to the primary use of the building as a worship area. An accessory community/multi-use hall used for public recreational, social, community and charitable activities shall not be permitted within a minor place of worship.

It can be seen that the City of Burlington's approach is unique in defining the place of worship according to building size.

5. City of Vaughan

The City of Vaughan has not established an independent place of worship study. However, there are studies that the City has commissioned to examine places of worship as a part of broader mandates (such as parking standards review and comprehensive zoning by-law review).

Places of worship were first examined in the City of Vaughan in March 2010 as a part of the Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law.

City retained WSP to conduct a comprehensive zoning by-law review (Zoning Strategy Report March 2018). One of the findings of the report as it pertains to places of worship is the need to provide additional clarity to outdated terminology. The City of Vaughan Zoning By-law (section 2.0 and 3.8) identify place of worship as a 'church' to describe religious activity. The Report recommended that the definition is updated to "place of worship" and in the definition section of the Zoning By-law to add a "single use building" only.

Vaughan Official Plan

The City of Vaughan Official Plan (2020) addresses places of worship as part of Section 7.2 Community Services and Facilities, where community services and facilities include places of worship.

Further, per Section 9.2.1.10 policies existing prior to the adoption of the Official Plan remain in effect as they apply to the places of worship.

Permitted uses associated with a Major Institutional uses identified in policy 9.2.2.12. include cultural facilities, libraries, parks and recreational facilities, small scale retail, day care, places of worship, and residential uses.

Further, the following Secondary Plans were reviewed based on addressing places of worship as per the below:

Carrville Centre Secondary Plan:

- Place of worship is permitted as a part of mixed-use building (per Section 11.2.6);
- Place of worship is permitted as part of mid-rise mixed use designation (per Section 11.2.7); and
- High-rise residential designation permits place of worship (per Section 11.2.8).

Steeles West Secondary Plan:

- Places of worship as a public/institutional use is permitted without an amendment to the Secondary Plan (per Section 11.3.4 Land Use Designations and Densities – General).

Vaughan Metropolitan Centre (VMC) Secondary Plan:

- Per Section 8.2.2, place of worship is a permitted use in the Station Precinct (per Section 8.2 it consists of a broad mix of uses with a concentration of office and retail uses around the subway station);

Highway 400 North Employment Lands Secondary Plan:

Places of worship are addressed in Section 2.2.5.2 Mixed Use Areas – Employment/Commercial is located at the north-west quadrant of the Jane Street and Teston Road intersection and the south-east quadrant of the intersection of Weston and Kirby Roads, adjacent to a residential area and recognizes existing commercial areas along the east and west side of Highway 400. The purpose is to permit a range of large-scale uses including places of worship to be located at a development node which serves the employment area as through traffic and adjacent residential areas.

6. City of Brampton

The City of Brampton undertook an extensive review of the places of worship in 2008. The study looked at key issues including Brampton's needs based on its changing demographics and growth projections. It also assessed the current faith group profiles and worship facility needs in terms of location, size and access. It resulted in the current Official Plan policies.

Official Plan Urban Area Policies

The Official Plan provides broad permissions for accommodating places of worship in all land use designations providing a balance between accommodating them in industrial and residential areas while still protecting employment objectives and established residential neighbourhoods. This aims to avoid conflicts with heavier industrial users or local residential areas.

The definitions for place of worship, accessory and auxiliary uses have been updated to reflect the broad community role and multiple functions performed by places of worship as houses for prayer, and centres providing community, social and educational services. The definitions reflect the diversity of faith groups within the city, while recognizing how each group worships and functions within the place of worship.

The Official Plan policies facilitate the acquisition of reserve sites for faith groups, which is considered unique among different municipalities across the GTHA to set aside reserve sites for places of worship in new plans of subdivision. Places of worship sites are now required to be reserved for a period of 5 years from the date of assumption of the plan of subdivision.

The policies also commit the City to an ongoing process of dialogue with the City of Brampton's faith communities to include them in the land use planning process to identify future places of worship sites to meet their needs.

As a part of 4.4.2.5 i) e) in the Official Plan through Secondary Planning, the Industrial designation is further refined into various sub-designations and specific policies are set out for Places of Worship Uses, whereby places of worship:

- Up to 3,000 square metres (32,230 square feet) of gross floor area shall be permitted on lands designated Industrial in the Official Plan, that are located at the edge of an employment lands area, unless it is demonstrated that there are land use conflicts with adjacent uses;
- Not intended to be located within heavy industrial areas categorized as Class III in the “Industrial Categorization Criteria” of the Ministry of the Environment (MOE). The scale, access and parking associated with the Place of Worship shall be functionally compatible with existing and planned land uses on the surrounding areas so as not to impede the operation or permitted expansion of adjacent industrial uses;
- With a gross floor area greater than 3,000 square metres shall be permitted in an Industrial designation of the Official Plan, only if the site is located in an area intended for commercial, mixed commercial/industrial or light industrial uses, subject to amending the applicable Secondary Plan and Zoning Bylaw, in accordance with Section 4.9.8 of this Plan; and
- Up to 5,000 sq. m. of gross floor area shall be permitted on lands intended for mixed commercial/industrial or light industrial uses, only if the site is located within approximately 500 metres from an area designated “Residential” in the Official Plan, and zoned for residential purposes.

Greenfield Policies

For greenfield areas, the Official Plan designates reserve sites for places of worship within Secondary Plans. The ratio of 1 reserved site per 10,000 persons is used to determine the number of worship sites required (per Section 4.9.8.2 i) of the City of Brampton Official Plan. A minimum site size of 0.8 hectares is required for each site, although a variety of sizes are to be held (per Section 4.9.8.2 ii) of City of Brampton Official Plan). Reserved sites are to be held for 5 years from the date of assumption of the plan of subdivision unless a voluntary alternate agreement can be reached between the interested parties. Reserved sites are dual zoned and the alternate use can only be built if the timeframe for holding the site has expired and a holding provision is lifted.

7. Town of Milton

Places of worship were considered community facility and institutional uses (further distinguished as local and major institutional uses) as part of the last Official Plan update. These uses are currently defined in the Official Plan as follows:

- Local institutional (defined as uses by which their activity, scale and design are compatible with residential uses and which serve adjacent residential areas per section 3.2.2 h) uses must conform to:
 - contribute positively to a sense of place,

- provide sense of place at the neighbourhood/sub-neighbourhood level,
- provide non-automobile linkage,
- not generate high volumes of traffic,
- needed in the area it is proposed, and
- service can not be provided in other uses which are designated for such uses
- Major institutional:
 - to be directed to the Town's growth areas which provide for higher density residential uses and those areas served by existing or future higher order transit services
 - Where major institutional uses are considered, Plan provides an institutional area designation to recognize which "are of a size and scale that serve Town-wide and/or Region-wide functions" (section 3.10.1.1) that are located on sites that exceed 1 hectare (section 3.10.2.1)

Town of Milton Official Plan Review – Conformity Exercise – Official Plan Amendment No. 31 (June 2010)

The following policies were added through OPA 31 to address places of worship in the Town of Milton:

- Per Section 2.5.3.13, Community Facilities include those designed to meet the social and cultural needs of residents including places of worship.
- Per Section 2.5.3.15, the Town provides for the location of community facilities in the Secondary Plan process for the Halton Urban Structure Plan Urban Area and the Sustainable Halton Urban Area, in accordance with a community infrastructure plan based on the Region's Community Infrastructure Guidelines and may provide for Worship Reserve sites.
 - Town of Milton to encourage shared use of buildings such as schools, places of worship and other facilities for more than one community use and to encourage their design such that they can be adapted to alternative community uses as may be needed in the future.
- Per Section 3.2.2 h) Local Institutional Uses which by their activity, scale and design are compatible with residential uses and which serve adjacent residential areas, including elementary schools, libraries, place of worship, day care facilities and community centres.
- Per Section C.6.5.1 Residential Areas permitted uses, Local Institutional Uses, particularly those operated by public agencies or through a public-private partnership, shall be located in the Neighbourhood Centre Area, Institutional Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7, particularly for privately owned facilities such as places of worship, private schools and day care facilities.

In addition to the way places of worship are addressed in the Town of Milton Official Plan, below is the assessment of places of worship in the Trafalgar and Boyne Secondary Plans.

Town of Milton Current Official Plan Review

As part of the Town's current Official Plan Review, a survey of Places of Worship was carried out and a number of key findings are helpful in further considering updates to Official Plan policies. The survey noted the following key findings:

- 52% of the respondents require an ideal physical size of worship facility of less than 2,000 square meters with 24% needing a facility that is between 3,000 to 5,000 square meters;
- 51% are looking for an ideal site between 0.8 hectares and 1.2 hectares (1 to 3 acres) and 18% require sites that are between 1.6 hectares and 2.02 hectares (4 to 5 acres);
- the top barriers to attain suitable sites include: land is too expensive, land is not available, land use permission not allowed or quoted rental charges challenging; and,
- in terms of travel modes to places of worship: 60% drive 85% to 100% of the time, 75% only walk 10% of the time, 65% do not take public transportation.

Trafalgar Secondary Plan (pending approval by the Region)

The goals and objectives of Section C11.3.1 require the Town to provide opportunities for places of worship. Section C.11.5 Community Structure defines the overall framework for the Trafalgar Secondary Plan, where the key Community Structure elements include Local Centres.

As per Section C.11.5.3, Local Centres are 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.

As per Section C.11.6 Land Use Policies for Public Service Facilities and Places of Worship, development of Public Service Facilities such as places of worship are subject to the following policies: 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.

Section C.11.7.2 sets out the requirements for Tertiary Plans and specifically notes the potential location for 2 places of worship.

Boyne Secondary Plan

C.10.5.1 Residential Area includes places of worship as part of permitted local institutional uses.

C.10.5.1.1 Permitted Uses

d) Local Institutional Uses: by which their activity, scale and design are compatible with residential uses and which serve adjacent residential areas, including elementary schools that are in addition to those located within the Neighbourhood Centre Areas, libraries, and places of worship.

Section C.10.5.3 Neighbourhood Centre Area sets out that the Neighbourhood Centre Area designation is intended for community uses and public/private facilities which serve the neighbourhood as a whole and includes places of worship as a permitted use:

C.10.5.3.2 Permitted Uses:

Main uses permitted are those such that their activity, scale and design are compatible with adjacent residential uses and serve the adjacent neighbourhood such as places of worship.

Section C.10.5.4 provides policies for Institutional Areas and states that development on lands designated Institutional Area is subject to the following policies:

C.10.5.4.2 Permitted Uses: the main permitted uses include public, quasi-public and private non-profit uses such as places of worship, which serve the Boyne Survey Planning District or which have a Town-wide function on sites which generally exceed one (1) hectare in area. Quasi-public uses include places of worship which serves broader community need but is not owned/operated by a public agency.

Appendix 1 – Town of Oakville Analysis of Trends and Recommended Policy/Regulatory Direction

Issue/Description	Recommended Policy and Regulation Direction
Growth Management Strategy and Compatibility Criteria (intensification): due to increasing intensification efforts	<ul style="list-style-type: none"> • Introduce a definition of place of worship in the Town of Oakville Official Plan (Livable Oakville Plan) • Introduce a definition of place of worship in the Zoning By-law: <ul style="list-style-type: none"> ◦ place of worship – accessory use; ◦ place of worship – auxiliary use.
Places of Worship looking to Relocate: due to land scarcity and zoning restrictions	<ul style="list-style-type: none"> • Permit places of worship uses in all zones with the exception of industrial type zones and natural area type zones in the Zoning By-law; • Develop consolidated parking standards and shared parking arrangements in the Zoning By-law; • Permit accessory uses and auxiliary uses to places of worship if they meet zoning standards and are deemed compatible in the Zoning By-law. Accessory uses which are sensitive should not be permitted in employment areas.
Land Values and Future Development: sale of land to fund the purchase of a new place of worship is limited based on underlying land use designation	<ul style="list-style-type: none"> • The underlying land use designation should match those of the surrounding community to maintain the existing and planned character and function of the area in the Town of Oakville Official Plan (Livable Oakville Plan).
Provision of Additional Activities/Uses: due to limited seniors housing and the interest in considering uses being built in association with places of worships	<ul style="list-style-type: none"> • Develop a definition of ‘place of worship’ within the Town of Oakville Official Plan (Livable Oakville Plan); • Introduce a definition of ‘place of worship’, ‘place of worship – accessory use’, ‘place of worship – auxiliary use’, and ‘worship area’ in the Zoning By law.
Regional vs. Local Drawing Places of Worship	<ul style="list-style-type: none"> • Maintain a size criteria for place of worship uses between ‘community’ and institutional’ scaled uses within the Livable Oakville Plan.
Site Size Limit and Permitted Land Use Designations	<ul style="list-style-type: none"> • Increase the community use site size criteria to 2.5 hectares from 2 hectares for community scaled place of worship uses in the Town of Oakville Official Plan (Livable Oakville Plan); • Permit places of worship in employment areas in the Office Employment, Business Employment, and Business Commercial designations.
Practice of Faith in Facilities that are not Places of Worship: due to worshipping community rent space to practice their faith in facilities that are not built places of worship	<ul style="list-style-type: none"> • Provide a policy to permit place of worship uses in plaza and school type configurations on sites greater than those permitted by the community use policies in all land use designations subject to size considerations in the Town of Oakville Official Plan (Livable Oakville Plan); • Develop a size consideration in the Zoning By-law for these uses.
Mixed Use Designations: allow for diversity of residential, commercial uses	<ul style="list-style-type: none"> • Develop urban design guidelines in coordination with the Comprehensive Zoning By-law review for places of worship in all contexts.

Place of Worship Uses in Employment Lands	<p><i>Small scale to maintain character:</i> small faith communities require a place of worship to congregate find small units in industrial complexes/within employment areas due to cheap rent</p>	<ul style="list-style-type: none"> • Increase the community use site size criteria to 2.5 hectares from 2 hectares for community scaled place of worship uses; • Permit places of worship in employment areas in the Office Employment, Business Employment, and Business Commercial designations; and • Permit accessory uses and auxiliary uses to places of worship if they meet zoning standards and are deemed compatible. Accessory uses which are sensitive should not be permitted in employment areas.
	<p><i>Land Use Compatibility Guidelines:</i> location/design of community uses (small scale) are subject to Land Use Compatibility Guideline and institutional uses (large scale) are required to be located within Institutional land use designation and require OPA</p>	<p>Direct zoning by-law to not permit sensitive land uses which are accessory or auxiliary to places of worship from locating within employment areas.</p> <p>If a sensitive use was proposed within an employment area in relation to a place of worship, a zoning by-law would be required which needs the appropriate studies and planning justification for its location.</p>
	<p><i>Periphery Locations:</i> places of worship could be on the periphery of the employment areas.</p>	<p>If a place of worship is located within an industrial type zone, a zoning by-law amendment would be required with justification.</p>
	<p><i>Employment Land Displacement:</i> community uses permitted within employment areas and large scales of worship are only permitted in institutional land use designation.</p>	<p>If a large scale place of worship was proposed in an employment area, Official Plan Amendment would be required.</p>

Appendix 2 – Town of Oakville Case Studies

The following case studies are examples of places of worship in the Town of Oakville per the Town of Oakville Places of Worship Land Use Study (2011):

Place of Worship	Location	Summary
Glen Abbey United Church	1469 Nottinghill Gate Oakville, ON L6M 1X7	<p>Church consists of a sanctuary, a multi-use flex space for a variety of activities, classrooms, kitchen, day-care facilities, and offices associated with the main place of worship use. Intensification of this place of worship site into a multi-use configuration of sites with a higher density residential component demonstrates diversifying role places of worship have in the community and expanding land use needs.</p> <p>Zoning by-law amendment (special provision – SP: 677) to permit construction of a senior citizens' retirement home (as site was Public Use/Education) that does not permit residential uses. ZBA done through regular development application and rezoning process.</p> <p>Land severance was required to construct senior's residence, which was subsequently approved by the Committee of Adjustment.</p>
Ukrainian Catholic Episcopal Church	300 and 312 River Oaks Boulevard	<p>Proposal to develop a site for a 960 m² church and 1820 m² church hall (seniors' room, community lounge, Ukrainian library, arts/crafts/music room, youth room and day-care centre) as an opportunity to provide a large space for parish, liturgical and non-liturgical events and gatherings, with a 101 parking spaces on 1.6 hectares of land.</p> <p>This is a unique example of a place of worship that incorporates various uses.</p>

Appendix 3– Evaluation of Markham’s Places of Worship Studies

Year	Report (s) and Findings
2001	<p>Report: Council retained MSH in association with C.N. Watson and Associates Ltd. and ITrans Consulting Inc. to conduct a comprehensive review of Markham’s places of worship policies and authorized a Place of Worship Study in May 2001.</p> <p>Findings:</p> <p>Zoning amendment was approved, which included a new parking standard and definition of Places of Worship that was added to the Zoning By-law 28-97 through Zoning By-law Amendment 2003-301.</p>
2002	<p>Report: Places of Worship Background Issues & Options Report by MSH, C.N Watson and Associates Ltd. and ITrans Consulting Inc. was produced.</p> <p>Findings:</p> <ul style="list-style-type: none"> growing diversity and a wider representation of faiths group which sometimes serve specific language groups very few neighbourhood based worship groups which serve a very localized community still exist – however, facility size does not correlate to the location of population served facility requirements vary over time and by faith group average place of worship size is increasing, representing more efficient use of sites rather than significant increases in site size most common locations for places of worship are in residential neighbourhoods but are increasingly found in commercial, mixed use and industrial areas places of worship have traffic implications – specifically parking places of worship provide a range of services to a number of publics and a key component of the ‘social safety net’
2003	<p>Report: Future Policy Directions Report resulted in an Official Plan Amendment which developed a portion of the Plan dedicated to place of worship uses which highlighted land use designations in which they are permitted, criteria for location/evaluation of applications for new and expansions of existing places of worship.</p> <p>Findings:</p> <ul style="list-style-type: none"> permitted places of worship in most land use designations except rural designation and industrial designation; required that all new and expansions to existing places of worship went through zoning approvals in the hamlet and commercial (heritage main street area) designations; and placed additional size and locational conditions for places of worship in all land use designations.
2014	Reports: Future Directions Report and Parking Standard Review

	<p>MSH with HDR Corporation undertook an updated Future Directions Report and Parking Standard Review as part of Future Directions Report. The intent was to follow up from 2002 Options Report to determine if the policies and controls established by the municipality as a result of the 2002 Options Report were still meeting the needs/requirements of the municipality regarding places of worship.</p> <p>Findings:</p> <ul style="list-style-type: none"> • Changes were made to Parking Standard By-law (29-87) regarding parking standards and definition of places of worship through amending By-law 2003-301; • Intent of the updated Future Directions Report was a scoped review of approach of places of worship, with a focus on parking regulations; • No significant changes to development trends for places of worship since 2002 study; • Existing policies dealing with growing population and diversity of population as it pertains to places of worship still prove valid; • Proposal for new places of worship outside residential areas (such as in employment areas) have created land use conflict/impacts; • Regarding existing policy and regulatory framework, Report reaffirms directions noted in the 2002 Options Report are still valid: <ul style="list-style-type: none"> • Restricting development of places of worship in Agricultural Area; • Providing flexibility to allowing places of worship in various designations found in urban area of Markham with restrictions in the employment area designation; • identify and allow more and larger places of worship to continue in the future while monitoring and controlling such uses based on their impacts with respect to traffic, parking, location and scale of development that are in line with the municipality's Official Plan policies; • identify solutions regarding parking, traffic, and size impact of new places of worship, such as considering shared parking with adjacent uses at appropriate locations, proximity to public transit and establishing Transportation Demand Management plans as part of the application review process.
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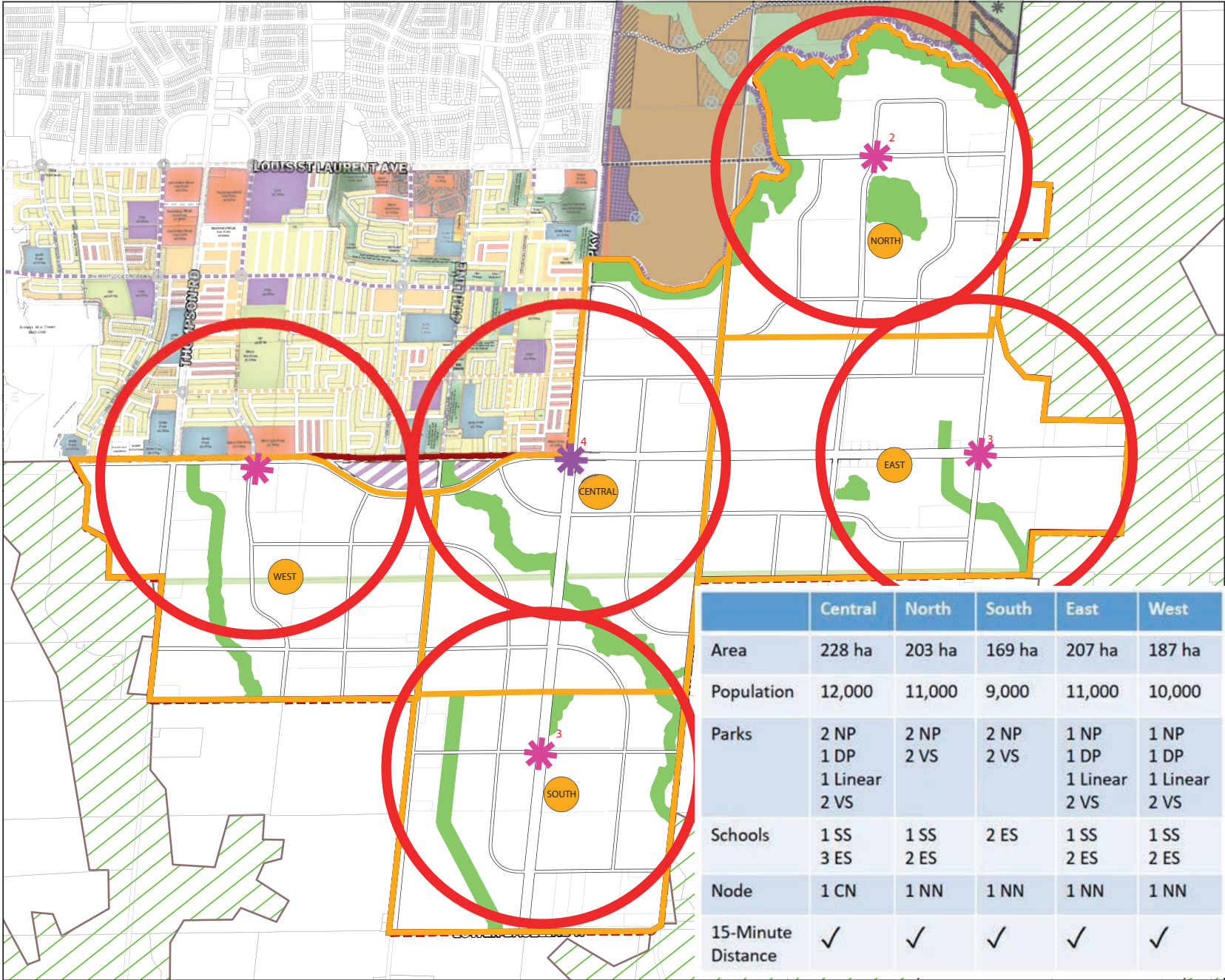
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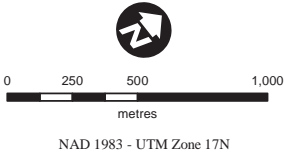
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**TOWN OF MILTON
OFFICIAL PLAN**
Schedule C.X.A
**BRITANNIA SECONDARY PLAN
COMMUNITY STRUCTURE PLAN**

- SECONDARY PLAN AREA
- GREENBELT PLAN
PROTECTED COUNTRY
- NEIGHBOURHOOD¹
- NEIGHBOURHOOD NODE
- NATURAL HERITAGE SYSTEM
(SUBJECT TO POTENTIAL REFINEMENT,
CHANNELIZATION, AND REALIGNMENT)
- GREENSPACE
- OMAGH STUDY AREA
- COMMUNITY NODE⁴

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JUNE 2022

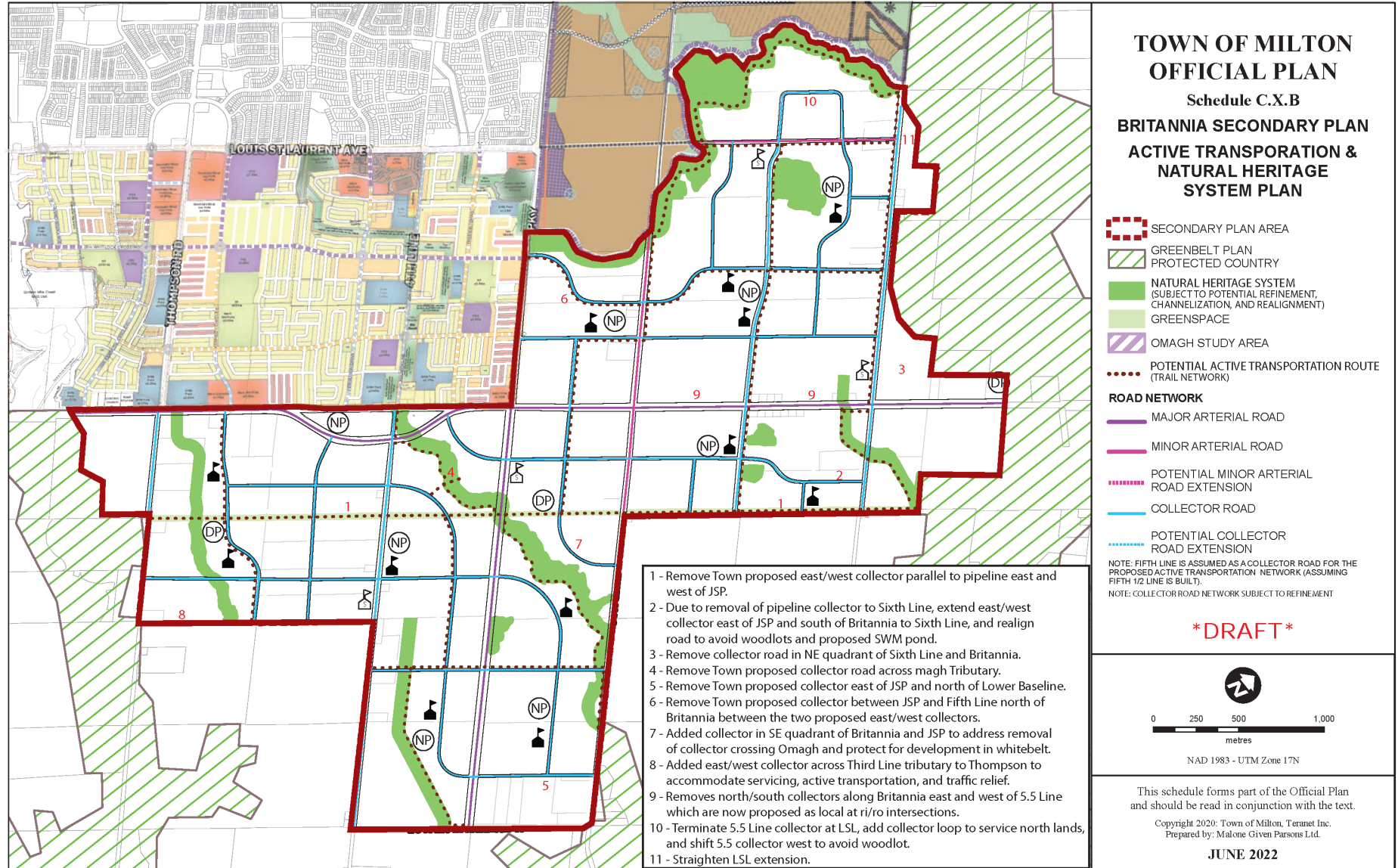
Proposed Road Changes

May 1, 2023

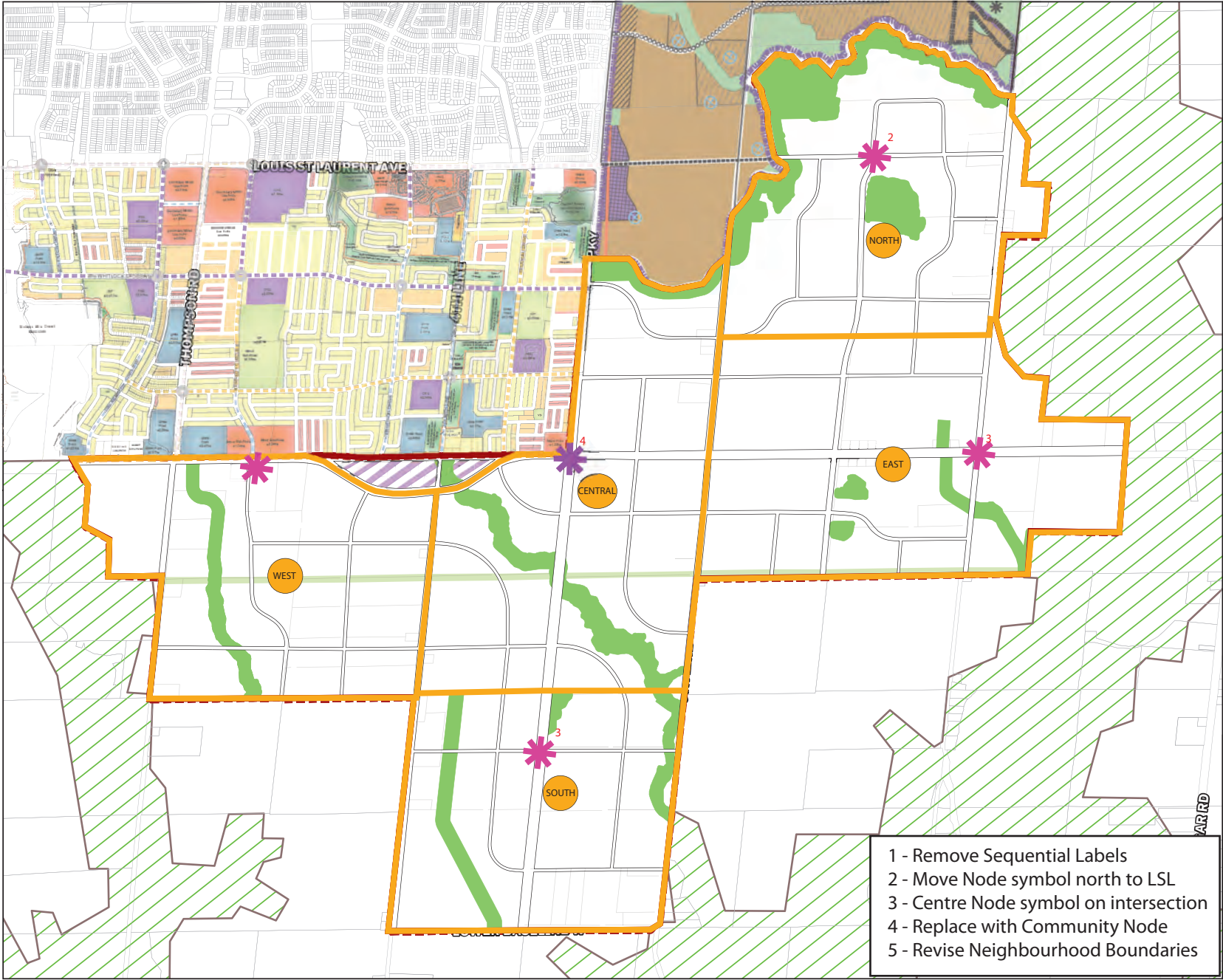
The following represents the proposed changes to the road network, and should be reviewed in conjunction with the revised Schedule C.X.B Active Transportation NHS Plan.

- Remove Town proposed east/west collector road parallel to pipeline east and west of JSP.
- Due to removal of pipeline collector to Sixth Line, extend east/west collector east of JSP and south of Britannia to Sixth Line, and realign road to avoid woodlots and proposed SWM pond.
- Remove collector road in NE quadrant of Sixth Line and Britannia.
- Remove Town proposed collector road across Omagh tributary.
- Remove Town proposed collector road east of JSP and north of Lower Baseline.
- Remove Town proposed collector road between JSP and Fifth Line north of Britannia between the two proposed east/west collector roads.
- Added collector road in SE quadrant of Britannia and JSP to address removal of collector road crossing Omagh tributary and protect for further development in the SE white belt.
- Added east/west collector road across Third Line tributary to Thompson Road to accommodate servicing, active transportation, and traffic relief.
- Removes north/south collector roads along Britannia east and west of 5 ½ Line which are now proposed as local at right-in/right-out intersections.
- Terminate “5 ½ Line” collector at Louis St. Laurent, adds collector loop to service lands north of LSL in lieu of this connection.
- Shift “5 ½ Line” collector west to avoid conflicting with woodlot to protect for further development in the SW white belt.
- Straighten LSL extension.
- Note the need for “5 ½ Line” collector will be considered further when the Region undertakes the subsequent update to the Regional TMP (source: Town TMP)

Schedule C.X.B
Active Transportation & Natural Heritage System Plan
Proposed Revisions



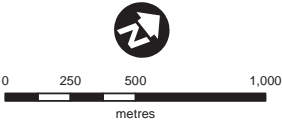
Schedule C.X.A
Community Structure Plan
Proposed Revisions



TOWN OF MILTON
OFFICIAL PLAN
Schedule C.X.A
BRITANNIA SECONDARY PLAN
COMMUNITY STRUCTURE PLAN

- SECONDARY PLAN AREA
- GREENBELT PLAN
PROTECTED COUNTRY
- NEIGHBOURHOOD¹
- NEIGHBOURHOOD COMMERCIAL
MIXED USE
- NATURAL HERITAGE SYSTEM
(SUBJECT TO POTENTIAL REFINEMENT,
CHANNELIZATION, AND REALIGNMENT)
- GREENSPACE
- OMAGH STUDY AREA
- COMMUNITY COMMERCIAL⁴
MIXED USE

DRAFT



NAD 1983 - UTM Zone 17N

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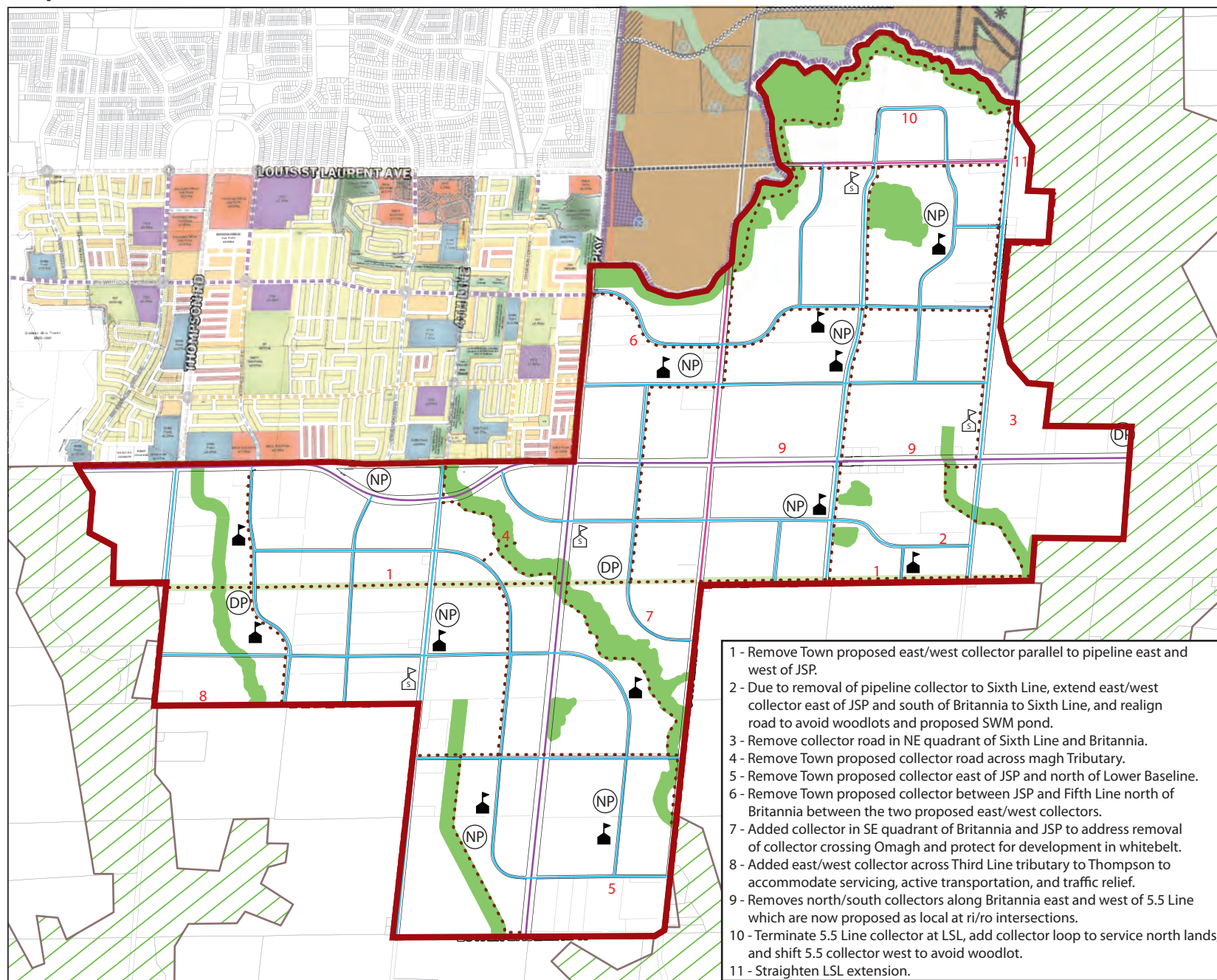
JUNE 2022

- 1 - Remove Sequential Labels
- 2 - Move Node symbol north to LSL
- 3 - Centre Node symbol on intersection
- 4 - Replace with Community Node
- 5 - Revise Neighbourhood Boundaries

Schedule C.X.B

Active Transportation & Natural Heritage System Plan

Proposed Revisions



TOWN OF MILTON OFFICIAL PLAN

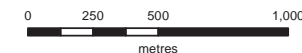
Schedule C.X.B

BRITANNIA SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM PLAN

- SECONDARY PLAN AREA
- GREENBELT PLAN PROTECTED COUNTRY
- NATURAL HERITAGE SYSTEM (SUBJECT TO POTENTIAL REFINEMENT, CHANNELIZATION, AND REALIGNMENT)
- GREENSPACE
- OMAGH STUDY AREA
- POTENTIAL ACTIVE TRANSPORTATION ROUTE (TRAIL NETWORK)
- ROAD NETWORK**
 - MAJOR ARTERIAL ROAD
 - MINOR ARTERIAL ROAD
 - POTENTIAL MINOR ARTERIAL ROAD EXTENSION
 - COLLECTOR ROAD
 - POTENTIAL COLLECTOR ROAD EXTENSION

NOTE: FIFTH LINE IS ASSUMED AS A COLLECTOR ROAD FOR THE PROPOSED ACTIVE TRANSPORTATION NETWORK (ASSUMING FIFTH 1/2 LINE IS BUILT),
NOTE: COLLECTOR ROAD NETWORK SUBJECT TO REFINEMENT

DRAFT



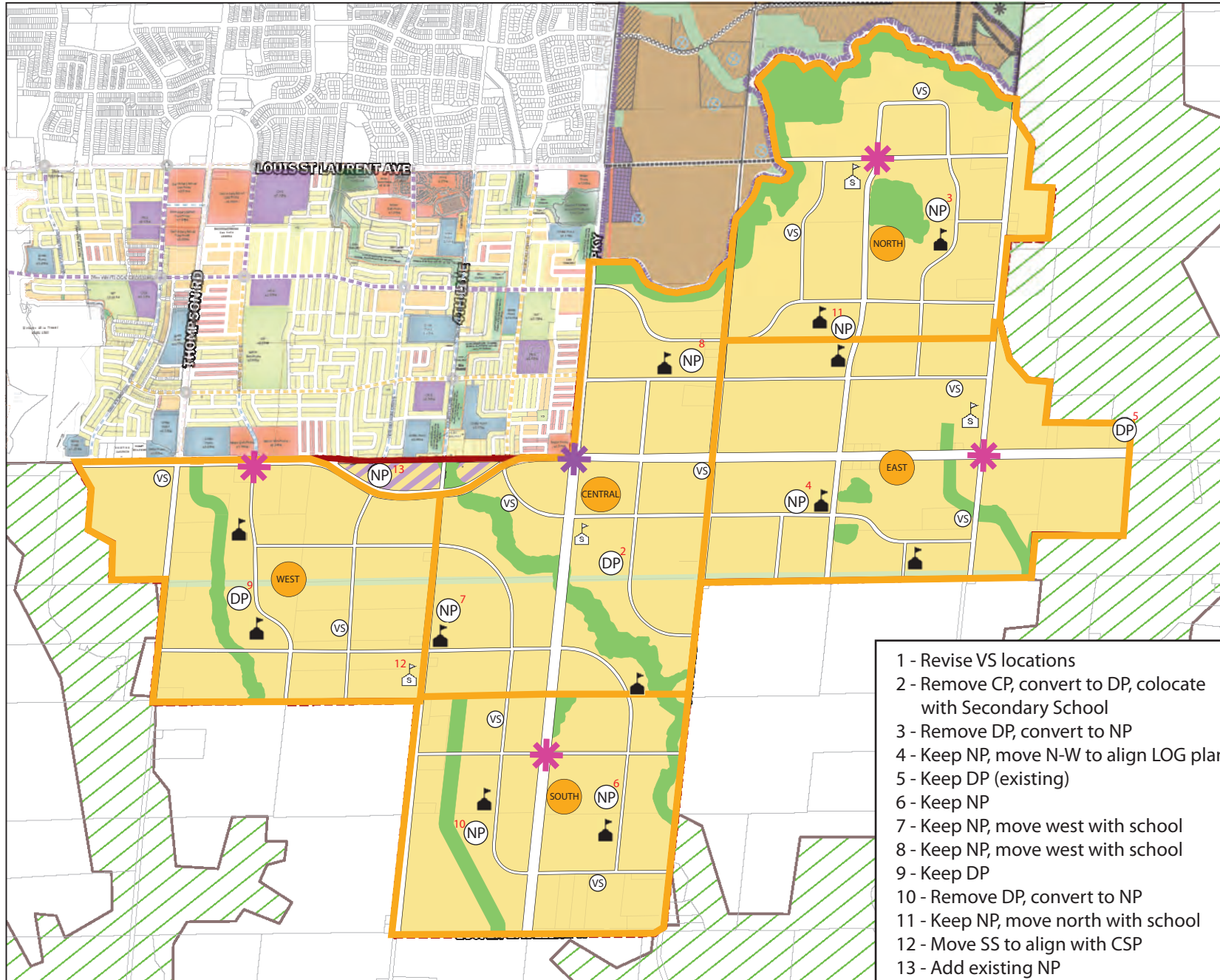
NAD 1983 - UTM Zone 17N

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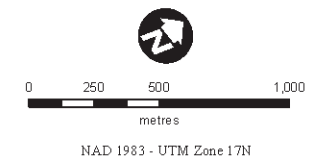
Schedule C.X.C
Land Use Plan
Proposed Revisions



TOWN OF MILTON
OFFICIAL PLAN
Schedule C.X.C
BRITANNIA SECONDARY PLAN
LAND USE PLAN

- SECONDARY PLAN AREA
- GREENBELT PLAN
PROTECTED COUNTRY
- EVOLVING NEIGHBOURHOOD
- NEIGHBOURHOOD COMMERCIAL
MIXED USE
- COMMUNITY COMMERCIAL MIXED USE
- NATURAL HERITAGE SYSTEM
(SUBJECT TO POTENTIAL REFINEMENT,
CHANNELIZATION, AND REALIGNMENT)
- GREENSPACE
- OMAGH STUDY AREA
- DISTRICT PARK
- NEIGHBOURHOOD PARK
- VILLAGE SQUARE
- ELEMENTARY SCHOOL
- SECONDARY SCHOOL

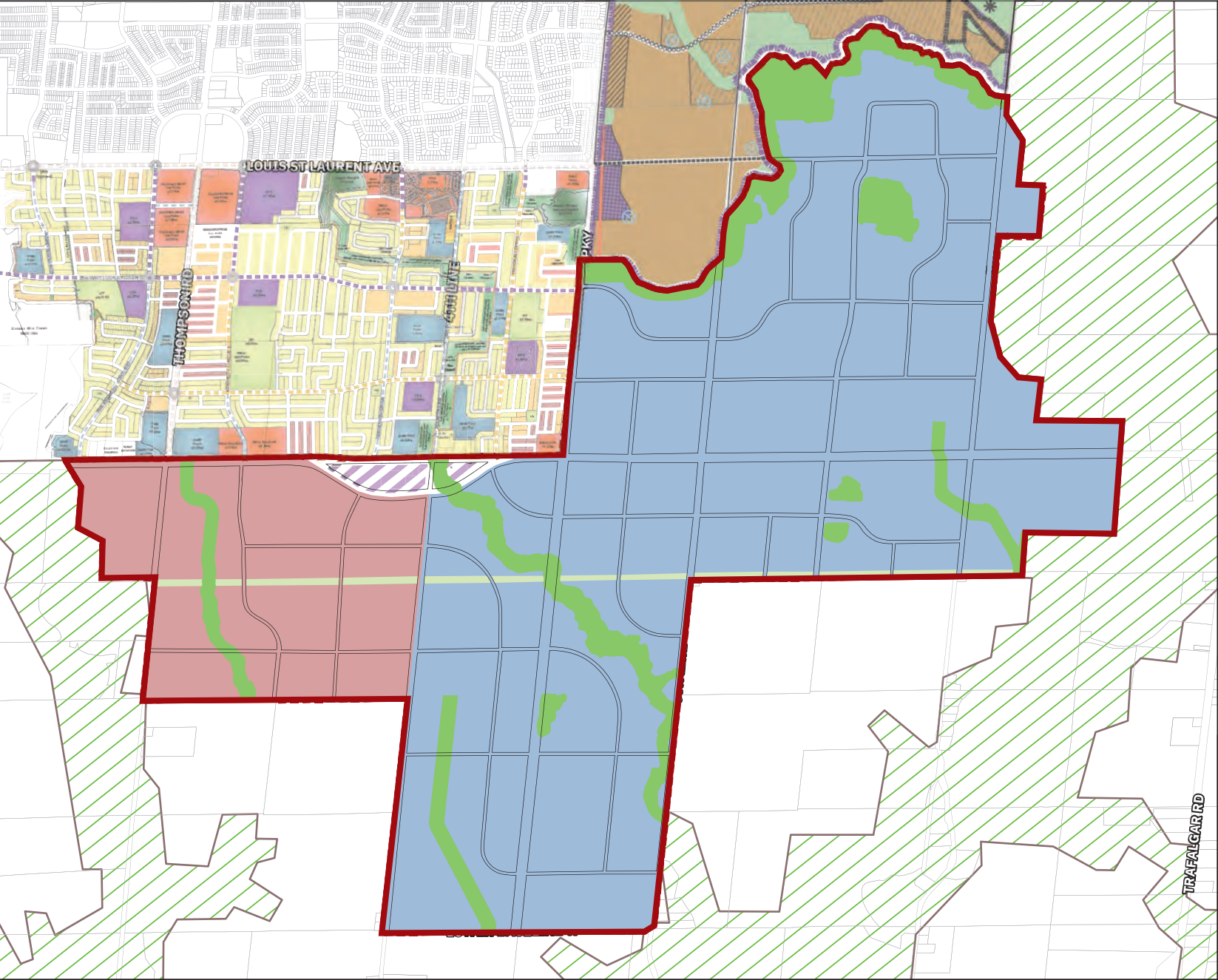
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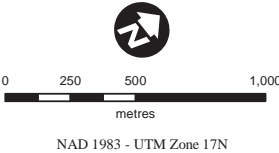
**TOWN OF MILTON
OFFICIAL PLAN**

**Schedule C.X.D
BRITANNIA SECONDARY PLAN
PHASING PLAN**

- SECONDARY PLAN AREA
- GREENBELT PLAN
PROTECTED COUNTRY
- NATURAL HERITAGE SYSTEM
(SUBJECT TO POTENTIAL REFINEMENT,
CHANNELIZATION, AND REALIGNMENT)
- GREENSPACE
- OMAGH STUDY AREA

- PHASES**
- PHASE 1
 - PHASE 2

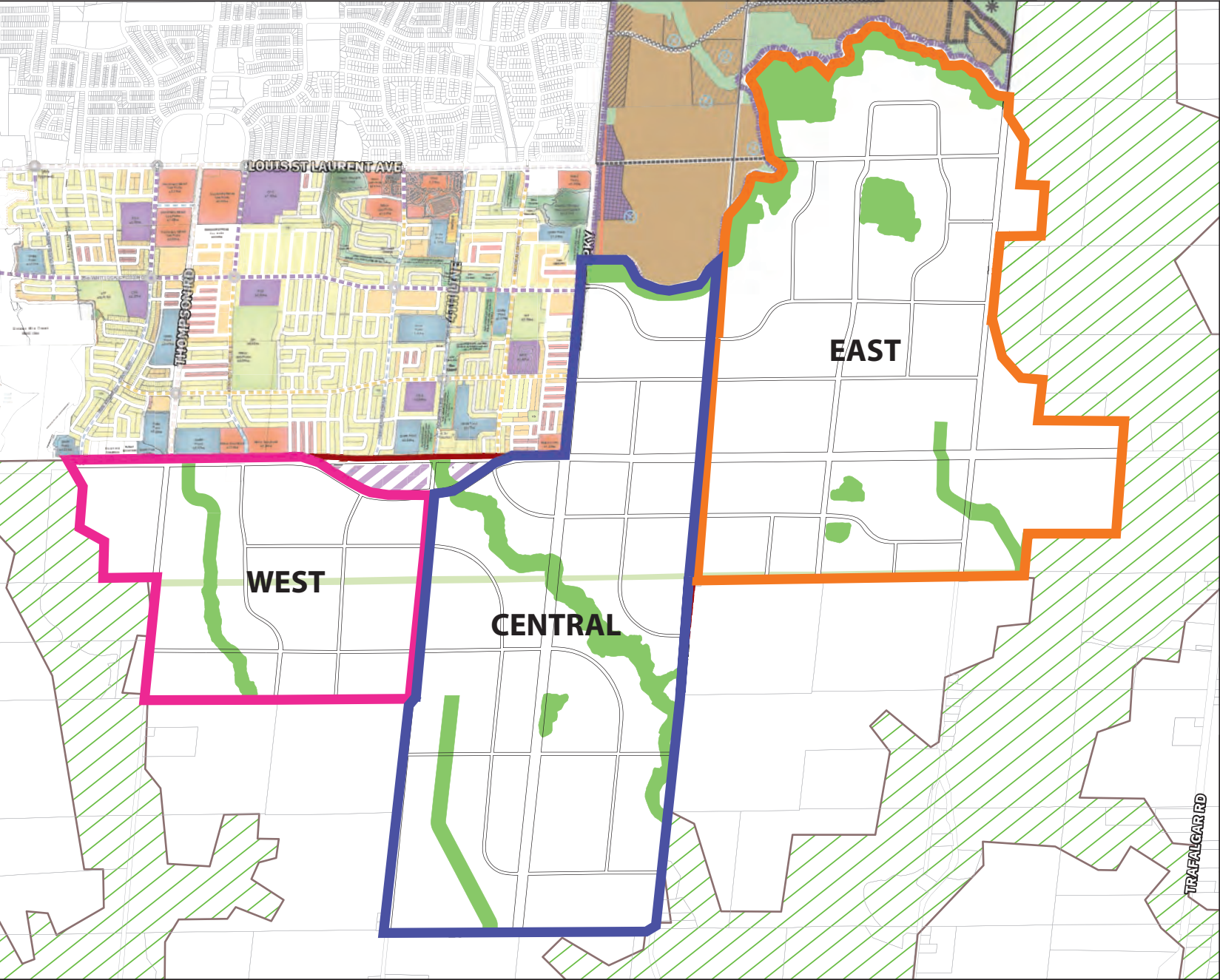
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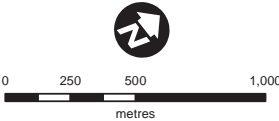


**TOWN OF MILTON
OFFICIAL PLAN**

**Schedule C.X.E
BRITANNIA SECONDARY PLAN
TERTIARY PLAN AREAS**

- SECONDARY PLAN AREA
- GREENBELT PLAN
PROTECTED COUNTRY
- NATURAL HERITAGE SYSTEM
(SUBJECT TO POTENTIAL REFINEMENT,
CHANNELIZATION, AND REALIGNMENT)
- GREENSPACE
- OMAGH STUDY AREA
- PHASE 1 TERTIARY PLAN AREAS
 - CENTRAL TERTIARY PLAN
 - EAST TERTIARY PLAN
- PHASE 2 TERTIARY PLAN AREAS
 - WEST TERTIARY PLAN

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JUNE 2022



URBANTECH®

February 16, 2023

Project #: 18-586

Jill Hogan
Commissioner, Development Services
Town of Milton
150 Mary Street
Milton, Ontario
L9T 6Z5

**Re: Britannia Secondary Plan, Town of Milton
Water and Wastewater Area Servicing Plan Comments**

On behalf of the MP4 West Landowners Group Inc., we appreciate the opportunity to provide additional comments on the Water and Wastewater Area Servicing Plan, Britannia Secondary Plan, Town of Milton, May 25, 2022 prepared by WSP. We provided our initial comments on July 25, 2022 and have appended them in Appendix A. We acknowledge that we had several meetings with the Town and their consulting team to generally discuss the attached comments but have not received a formal response.

As suggested by the Town, we have highlighted in yellow in our July 25, 2022 submission the critical comments that we require a response, please refer to Appendix A and provided additional comments below:

Comments:

1. Section 7.6 Conclusions and Recommendations – Wastewater Network: This report section must focus on the delivery of the Lower Base Line Wastewater Pump Station and Forcemains. Its key that the ASP clearly reinforces to the Region of Halton how critical the completion of the Lower Base Line Wastewater Pump Station and Forcemains is to the Britannia Secondary Plan and growth in North Halton.
2. Section 7.0 Wastewater System Analysis: Please clarify the wastewater loadings used to simulate the proposed sewer system and preliminary sizing, this report section identifies

wastewater loadings from Agerton/Trafalgar, what about Vision Georgetown, Georgetown WWTP decommissioning and Halton Hills Employment Corridor?

3. Section 7.4.1 Baseline Condition – 2031 WWF Scenario: Please clarify the Baseline Condition, the report states the current flow to the existing Britannia WWPS is closer to 647 l/s, is this the anticipated flows from Derry Green and Boyne? Provide the back up for these flow values. Please clarify the report statement “without Britannia loadings and with the addition of the Georgetown flow, the total sewage flow into the Britannia WWPS was simulated to be 1863 l/s and exceeds its design capacity of 1000 l/s and leaving no residual capacity under the interim condition”. We are not clear on the loadings assumptions for these flow results, please clarify. The simulation of the Baseline Condition generates a flow demand more than the Britannia WWPS capacity, without any flows from Britannia SPA, thus the construction of the Lower Base Line WWPS becomes the first prerequisite for development within Britannia SPA, please confirm.
4. Section 7.4.2 Interim Condition – 2031 WWF Scenario: Please clarify the flows used in this analysis, in section 7.4.1 the report references existing flows to the Britannia WWPS as 647 l/s and this report section identifies these flows as 458 l/s. Are the Halton Hills employment corridor flows included in this analysis? How was the combined flow up to 1824 l/s calculated, please provide the calculation as we can not confirm this total flow. Please clarify the inputs for this interim condition, we are not clear on the assumptions as we know Vision Georgetown and Trafalgar have purchased 2020 Allocation, flows from these areas will be in place prior to any Phase of Britannia is generating flows, how does this coincide with the assumption that Agerton/Trafalgar are not yet serviced? The reference to the residual capacity of 265 l/s in the Britannia WWPS is not consistent with other values referenced in the report, please clarify.
5. Section 7.4.3 Ultimate Buildout – 2031 WWF Scenario: Please clarify the reference to a total flow of 516 l/s under ultimate condition to the Britannia WWPS, this is not consistent with other values referenced in this report. Please provide the back up for the total flow calculation of 2463 l/s to the Lower Base Line WWPS, does this include the referenced 850 l/s from the decommissioned Georgetown WWTP? This flow value is not consistent with the flows referenced in the Region’s DC Water and Wastewater 2022 report.
6. The ASP should focus on the ultimate water and wastewater servicing requirements and less on interim conditions. We support the review of the existing servicing and potential excess capacities, and these existing conditions should be documented in the ASP.
7. We recommend that the report chapters, conclusions and recommendations are revised upon the agreement of the response to the above comments and the highlighted comments in Appendix A from our July 27, 2022 submission. Sections of the report may need to be modified or deleted to ensure the report recommendations focus on the delivery of the Lower Base Line WWPS and Forcemains.

Upon your review of these comments, we respectfully request a technical meeting with WSP to review and respond to these comments.

Regards,
Urbantech® Consulting



J. David Leighton, C.E.T.
President

Cc: Myron Pestaluky, MP4 West Landowners Group Inc., c/o Delta Urban Inc.

Appendix A



URBANTECH®

July 27, 2022

Project #: 18-586

Jill Hogan
Commissioner, Development Services
Town of Milton
150 Mary Street
Milton, Ontario
L9T 6Z5

**Re: Britannia Secondary Plan, Town of Milton
Water and Wastewater Area Servicing Plan Comments**

On behalf of the MP4 West Landowners Group Inc., we offer the following comments on Water and Wastewater Area Servicing Plan, Britannia Secondary Plan, Town of Milton, May 25, 2022. Prepared by WSP.

Comments:

1. Report must include the final Terms of Reference in the appendices.
2. Section 1 - Secondary Plan area used in Urbantech sewer capacity analysis is 960 hectares and WSP uses 1040 hectares, need to confirm which is correct.
3. Section 1.5 Municipal Class EA Planning Process – We do not agree that infrastructure to be delivered by the Region should follow Schedule C projects, each project should be evaluated separately, many of the projects will be Schedule A+
4. 4.1 Existing Topography – We can provide the Town/WSP with the Sun Canada Pipeline surveyed profiles.
5. 4.3.2 Britannia Wastewater Pumping Station - We have a total service area of 909 hectares (484 ha Derry Green + 425 ha Boyne Res) and ASP has 901 hectares (546.9 ha Derry Green + 354.23 Ha Boyne Res) and need to reconcile the different numbers recognizing the total area is approximately the same, please refer to the previously provided Urbantech December 8, 2020 capacity analysis. We do not agree that only lands east of 5th Line are eligible for the interim use of the Britannia Wastewater Pumping Station residual capacity, the Britannia Secondary Plan must be eligible to utilize the residual capacity, refer to attached revised Figure 5 and the revised Phasing Plan illustrating the potential gravity service area to the existing Britannia Wastewater Pumping

Station. Should the ASP consider increasing the capacity of the existing Britannia WWPS to permanently accommodate portions of the Britannia Secondary Plan? We feel that it is appropriate for the ASP to explore all alternative options to allow the Britannia Secondary Plan to proceed on an interim basis since the Region will not have the ultimate servicing option in place to accommodate the planned growth for 2021-2031.

6. 4.3.3 Recent Upgrades and Capacity – This section should include a request for wastewater service connections to all planned sewers.
7. 5.1 Overview – Please clarify how the 6 development stages and the 5 neighbourhoods were determined? We recommend that Phasing limits can be determined through the ability to connect to the existing wastewater infrastructure along the entire Britannia Road and James Snow Parkway frontage within the Britannia Secondary Plan boundaries and not be limited to only lands east of 5th Line. There is reference to Phase 1, but no figure to illustrate the Phase 1 limits, we recommend that a Phase limit can be determined by the gravity service area to the existing Britannia wastewater trunk sewer, please refer to the attached revised Figure 5.
8. 5.2 Phasing Strategy – Why limit connections points to the Britannia Sewer? Area's west of 5th Line can connect to the existing Britannia sewer and must be part of the phasing strategy and must be eligible for the Britannia WWPS residual capacity. Remove the phasing criteria that does not acknowledge this. Phasing strategy must also review the implementation of stormwater management systems, natural channel design for swm pond outlets and floodplain modifications. We acknowledge stormwater management implementation is not part of the ASP but it is a significant input and phasing limits cannot be established on just servicing strategies.

Please clarify why Neighbourhood 5 is proposed as Stage 6? It meets all of the phasing criteria that is discussed in the ASP (can proceed ahead of the Lower Baseline pumping station coming online by gravity, is east of 5th Line, requires no new infrastructure or changes to the Region's ultimate Master plan for this area, and is consistent with a buildout from east to west)

Furthermore when considering phasing it should be noted that Region Wastewater projects 6585, 6582, 6581 will be priority projects in the next Allocation program bringing sanitary servicing to Britannia road, as they are necessary to service not just the Britannia Secondary Plan but also the Trafalgar Secondary, Agerton Secondary Plan and Vision Georgetown. Therefore, once the Lower Baseline WWPS is online wastewater servicing should no longer be a limiting factor for servicing of any of the lands within the Britannia Secondary Plan and should not be used to determine phasing or staging.

9. 5.3 Potential Phasing Plan – The Phasing plan must acknowledge the lands west of 5th Line are eligible to utilize the Britannia WWPS residual capacity, as describe in previous comments. There is a gravity service limit for the lands west of 5th Line to be serviced by the existing Britannia sewer illustrated on revised Figure 5. Consistent with the Region's proposed "by-pass" manhole at 5th Line and Britannia, alternative wastewater servicing alignments can be provided to allow the lands west of 5th Line to be part of Phase 1 and ultimately be serviced by the Lower Base Line Wastewater Pump Station, these alternatives should be identified in the ASP. There should not be a priority or sequencing for Stage 1, 2 & 6 identified on Figure 5, all of these Stages can be serviced at the same time, no need for servicing "stages". Recommend that the gravity service area to the Britannia wastewater sewer be illustrated on Figure 5 acknowledging that available surplus capacity in the Britannia WWPS will refine the potential development phasing limit.

We agree that the Town and Region must monitor the capacity of the existing Britannia Wastewater Pump Station Capacity and annual capacity reports must be provided to the Town of Milton to inform development phasing.

The Phasing Plan and Strategy must consider the Region's Allocation Program, a discussion on how the Allocation program can influence development phasing, implementation and that the Britannia SPA phasing must have flexibility to accommodate properties that purchase Allocation and the challenges of developing around properties that do not.

10. 5.4 Alternative Phasing Considerations – We support this report section regarding alternative phasing and recommend that its not considered alternative but be part of the Potential Phasing plan.
11. 6.1 Water Model Update - Table 2 summarizing the 2022 DC water projects does not include watermain 6666 from Lower Base Line to Neyagawa, please explain if this watermain is required for the build out of the Britannia SPA? Please confirm if future watermain's # 6630 along Louis St. Laurent Avenue from 6th Line to Trafalgar and # 6622 on 6th Line from Derry to Louis St Laurent Avenue are required for the full built out of the Secondary Plan?
12. 6.4 Water System Simulations – The interim condition assumes Stage 1 & 2 are the initial development phase for the Britannia SPA. As discussed in the above Phasing comments, we recommend that interim condition can be deferred to the Tertiary Plan where development phasing, staging and sequencing will have the benefit of the SWM inputs, transportation, land uses, and other inputs required to inform a phasing/staging plan.
13. 6.5 Recommended Water Projects Priorities - We request confirmation that the Priority 1 & 2 watermain projects can be interchanged based on the final phasing plan? Are watermain connections required to the existing and under construction 1200 mm diameter watermain along Britannia Road between Trafalgar and Thompson Road? Is Region project 6666, Lower Base Line to Neyagawa along future JSP, required for the build out of the Britannia SPA? Are Region projects 6622 & 6630 Louis St Laurent watermain required to connect to the existing Trafalgar Road watermain required for the full build-out of the Britannia SPA?
14. 7.0 Wastewater System Analysis - Please explain what flow inputs are included in the Peak Wet Weather Flow (WWF) analysis? This is not consistent with the Region's ASP Terms of Reference.
15. 7.1 Model Update – Please update Table 15 to include the following revisions in accordance with the GM Blueplan 2022 DC Water and Wastewater report. Project 6584 is now 8034 and the capacity has increased from 1805 l/s to 2350 l/s respectively. Projects 7533, 7547 & 7551 are funded through the 2020 Allocation program and not part of the 2022 Water & Wastewater DC. Projects 6582, 6581 sewer diameters have been increased in size from 1350 mm to 1500 mm. Please provide the back up information for the Georgetown WWTP transfer flow of 850 l/s? Does this include flows from the Premier Gateway Area? Is this dry weather flow, does it include infiltration, is it the WWF? This value is different from what was reported the GM Blueplan 2022 DC Water and Wastewater report, refer to the attached Table 14. Can the WSP wastewater models be provided?
16. 7.2 Wastewater Design Flow - Table 17 summarizes the populations, jobs and calculated peak flows for the 6 stages. As previously mentioned above in our Water comments we recommend that the phasing and staging be deferred to the Tertiary Plan where development phasing, staging and

sequencing will have the benefit of the SWM inputs, transportation, land uses, and other inputs required to inform a phasing/staging plan and the building of complete communities. We do acknowledge the total Britannia SPA flow of 521.96 l/s is generally consistent with our calculations.

17. 7.3 Wastewater Model Assessment Criteria - Please clarify what flows the Region has assumed will be directed to the existing Britannia WWPS on an interim basis from Agerton/Trafalgar? What was assumed for the Vision Georgetown lands? What is the residual capacity of the existing Britannia WWPS?
18. 7.4 Analysis and Results – Please clarify why WWF condition was used to provide preliminary sewer sizing? Is my understanding the Region's Linear Design Manual is used for sewer sizing which is consistent with Region's ASP TOR.
19. 7.4.1 Baseline Condition – 2031 WWF Scenario - The results presented do not appear to be consistent with how the Baseline Condition was described in Section 4.7 where it describes the flows are generated from the Britannia SPA, including Agerton/Trafalgar while the results state that the theoretical flows simulated under future planning condition considering Agerton/Trafalgar and Britannia SPA are not serviced, please clarify.
20. 7.4.2 Interim Condition- 2031 WWF Scenario - As previously mentioned above in our Water comments we recommend that the phasing and staging be deferred to the Tertiary Plan where development phasing, staging and sequencing will have the benefit of the SWM inputs, transportation, land uses and other inputs required to inform a phasing/staging plan and the building of complete communities. . The interim condition analysis without the other phasing inputs should be deferred to the MESP.
21. 7.4.3 Ultimate Buildout- 2031 WWF Scenario – We acknowledge the internal sewer routing within the SPA is schematic and further refinements to sewer routing will be provided in future studies. We acknowledge the Lower Base Line Pump Station requires a depth of approximately 20 m at its current location (Lower Baseline & 4th Line) and support the suggestion to review alternative locations to reduce the depth, while ensuring the location and depth can facilitate future 2041 and 2051 growth. Again, we request clarification why WWF are used to size wastewater infrastructure? Please provide the flow calculations to confirm the existing Britannia WWPS receives a total flow of 516 l/s under the full build-out scenario with no interim diversion of flow?
22. 7.5 Recommended Sewer Projects – Priorities and Construction Phases – Please provide the flow calculations justifying the recommendation for the Trafalgar Road WWPS EA? What is the trigger for this EA? The EA for the Lower Baseline WWPS and twin forcemains has been funded through the 2020 Allocation program and should commence immediately. We support the review of the location of the Lower Baseline WWPS and recommend that it be located further south and west to utilize the lower ground elevations and therefore reducing the WWPS depth and cost. For your reference attached is a copy of our May 18, 2018 submission to the Region of Halton regarding the Lower Baseline EA, its location, forcemain alignment and commentary on the James Snow Parkway EA.

Priority 1 projects references 1200 mm diameter sewers, while the Region's approved and under construction design includes 1500 mm diameter sewers, please make the appropriate revisions to the report and analysis.

Priority 1, 2 & 3 projects will be refined through the preparation of the Tertiary Plans and support the development phasing.

23. 7.6 Conclusions & Recommendations – Wastewater Network - Please provide the supporting calculation to establish the residual capacity for the existing Britannia WWPS of 265 l/s, this does not coincide with other values documented in section 7.4.3.

We recommend that the phasing and staging be deferred to the Tertiary Plan where development phasing, staging and sequencing will have the benefit of the SWM inputs, transportation, land uses, and other inputs required to inform a phasing/staging plan. The interim condition analysis without the other phasing inputs should be deferred to the Tertiary Plan.

We support the review of the location of the Lower Baseline WWPS and recommend that it be located further south and west to utilize the lower ground elevations and therefore reducing the WWPS depth, shorter forcemain length and potential cost reduction. The ASP should review and consider increasing the capacity of the existing Britannia WWPS to permanently include portions of the Britannia Secondary Plan Area.

The ASP should be recommending that wastewater and water service connections be installed in conjunction with the installation of the wastewater trunk infrastructure, prior to completing the Britannia Road widening, to avoid unnecessary future costs, road closures and nuisance to the residents of Milton.

24. 8.0 Cost – We recommend the servicing cost exercise be completed upon receipt and response to the agency and stake holders' comments.

Regards,
Urbantech® Consulting



J. David Leighton, C.E.T.
President

Cc: Michael May, MP4 West Landowners Group Inc., c/o Delta Urban Inc.



14 Lady Diana Court
Stouffville, Ontario L4A 2C9
Phone: 905-713-2837
Cell: 416-529-3613
Fax: 905-713-1237
Email: pbecker@pathcom.com

May 16, 2018

Tim Dennis, P.Eng.
Director, Special Projects
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

RE: Municipal Class EA Requirements for James Snow Parkway (Britannia Road to Neyagawa Boulevard)

P Becker Consulting was retained by the Milton Phase 4 Landowners Group to review the environmental assessment (EA) study completed for the James Snow Parkway.

Patricia Becker, MES is an EA Specialist with over 29 years of EA experience (including 19 years as P Becker Consulting). Pat has worked for municipalities and the private sector in the areas of environmental assessment, environmental planning and approvals throughout Ontario. Through project work P Becker Consulting has been involved in completing numerous environmental assessments (both provincial (individual and class) and federal) for various types of projects (e.g., master plans, transportation, water and wastewater) and in obtaining all necessary approvals. For the transportation projects, the Municipal Engineers Association Class EA process has been completed for both Schedule B and C projects.

Patricia, through P Becker Consulting, has been working closely with the Landowners Group's Engineer, Urbantech Consulting, to review the Class EA requirements related to the Milton Phase 4 development area. The purpose of this letter is to provide an opinion on the lapse of time since completion of the Class EA for the James Snow Parkway, specifically the portion from Britannia Road to Neyagawa Boulevard.

1.1 Background

In July 1998 the Town of Milton, with the participation of the Town of Oakville and the Region of Halton, undertook an EA study to examine the opportunities for extending a link between the existing James Snow Parkway (JSP) in Milton and Neyagawa Boulevard in Oakville. The study was completed as a Schedule C project under the MEA Class EA process with the release of the ESR, completed by McCormick Rankin Corporation, in March 1999.

The preferred alternative extended JSP southerly from Milton along a new alignment east of the existing Fourth Line roadway to intersect with Neyagawa Boulevard at Highway 407. Based on the ESR, Alternative 2B (which consisted of Alternative 2 with Option B) was selected. The Notice of Completion was issued and following the review period, the project was 'approved' and proceeded to project implementation (detailed design and construction).

A portion of the project consisting of the JSP through Milton, extending south of Highway 401 to Derry Road has been fully constructed. Extending from Derry Road south to Britannia Road,

the two westerly lanes of JSP have been constructed and the two easterly lanes of this section of the right-of-way will be constructed in the future. The portion of JSP between Regional Road 25 and No. 5 Sideroad/Dublin Line is currently under construction. The remaining portion of JSP from Britannia Road to Neyagawa Boulevard has not been constructed to date.

1.1.1 Preferred Alternative in ESR

The preferred alternative was identified in the ESR (page 33) and included the following description:

James Snow Parkway is planned to be constructed as ...a four lane undivided rural roadway from Britannia Road to the proposed Highway 407. A pavement width of 15.0 metres would allow for 2 lanes of 3.75 metre widths, in each direction.

The alignment for James Snow Parkway will be centered within the proposed 35 metre right-of-way with provision to accommodate sidewalks and cycle facilities. The right-of-way will be located on the west side of the mid concession line (between Fourth Line and Fifth Line) south of CP Rail to Lower Base Line. The right-of-way then heads in a south-easterly direction to tie into the proposed Highway 407 interchange.

The recommended alignment, situated between Option 'A' and Option 'B', utilizes the existing floodplain node for bridge pier construction and locates the 35 metre right-of-way on the east side of #1260 Lower Base Line.

The crossing structure for East Sixteen Mile Creek was recommended to be a three span structure, on tangent, crossing the creek with the north piers located on the existing floodplain node. A description was provided in the ESR on page 39 as to how this crossing would be done. The design was not undertaken as part of the ESR. Appendix A of the ESR provides plans and profiles for the James Snow Parkway.

It was proposed that the James Snow Parkway would terminate as an interchange at Highway 407. The location of the interchange was determined through an EA Study that was undertaken previously by the Town of Oakville.

1.2 ESR Validity

The main issue with the project is that the ESR, that met the EA requirements, was completed in 1999. There are several considerations related to this to determine the next steps with moving the project towards project implementation.

The Municipal Engineers Association Class Environmental Assessment for Municipal Road Projects (1993) was the approved Environmental Assessment document that applied to municipal road projects prior to October 2000 when a new version was approved. The original Schedule C project was completed by meeting the requirements of the Class EA process for 1993 since a Notice of Completion had been issued and the planning completed for this project prior to October 2000. The approval for the 1993 version of the Class EA was extended to May 31, 1998 and was used until the 2000 version was approved. Changes were made to the MEA Class EA with the 2000 version but the existing process remained relatively unchanged and these changes did not affect the planning for the project.

The planning process and addressing the requirements of the Class EA process were met based on the 1993 version. The considerations for revisions to the ESR and lapse of time

would be based on the version October 2000, as amended in 2007, 2011 & 2015 since the latest version would likely be applicable to changes to the project.

1.2.1 Applicability of Lapse of Time

The MEA Class EA includes a condition on when a lapse of time occurs between filing of the ESR and implementation of the project.

Specifically the Class EA¹ states:

If the period of time from (i) filing of the Notice of Completion of ESR in the public record or (ii) the MOE's denial of a Part II Order request(s), to the proposed commencement of construction for the project exceeds ten (10) years, the proponent shall review the planning and design process and the current environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context. The review shall be recorded in an addendum to the ESR which shall be placed on the public record.

The ESR was completed in March 1999 and more than 10 years has now lapsed. However, the question is whether the "lapse of time" is applicable to this study.

The preferred alternative in the EA Study was defined as extending JSP "southerly from Milton along a new alignment east of the existing Fourth Line roadway to intersect with Neyagawa Boulevard at Highway 407". The study did not break up the project into phases or indicate that subsequent approvals would be required for any portion of the project.

As noted previously in this letter, the portion of JSP extending from Main Street to Derry Road has been fully constructed. The portion of JSP between Regional Road 25 and No. 5 Sideroad/Dublin Line is currently under construction. The section from Derry Road to Britannia Road has been partially constructed and the section from Britannia Road southerly to Neyagawa Boulevard, which includes the crossing of Sixteen Mile Creek, has not been constructed to date.

1.2.2 Conclusion on Lapse of Time

On the applicability of the issue of the lapse of time, since this was considered to be one project (construction of JSP extending southerly from Milton to intersect with Neyagawa Boulevard at Highway 407) then the lapse of time would not be applicable to the project as construction of the first portion of the project would be considered to have initiated commencement of construction. While it is recognized that a period of time has lapsed from the previous construction it was still considered to be one project and project implementation (detailed design and construction) has already been initiated with construction of the initial portion to Derry Road.

The ESR would still be valid however it would require construction of the project as outlined in the ESR. Any significant changes to the project would require an Addendum to the ESR. As well, if the environmental setting has change significantly then this would also require an Addendum to the ESR.

1.3 Revisions to Schedule C - Change in Project or Environment

Given the period since the ESR was completed it may be likely that the project would not necessarily be implemented as described in the ESR. Since development has not happened in

¹ MEA Class EA (October 2000, as amended in 2007, 2011 & 2015), Page A-81

the area the environmental setting may not have changed significantly. However since completion of the ESR, Highway 407 has been constructed and the interchange and connection with Neyagawa Boulevard may not be as proposed in the ESR. It is these types of changes that need to be looked at and compared to the preferred alternative as outlined in the ESR to determine whether any significant changes would be required to implement the remainder of the project (construction from Britannia Road to Neyagawa Boulevard).

Section A.4.3 of the MEA Class EA document notes that due to unforeseen circumstances it may not be feasible to implement the project in the manner outlined in the ESR. Any significant modifications to the project or change in the environmental setting that occurs after the ESR is completed and the Notice of Completion has been filed require review and an addendum to the ESR issued.

The Region, as the proponent, bases this determination of significance on the potential effects on the environment (natural, social-cultural, technical and financial) the changes to the project or change in environmental setting present would have compared to the original project. There are two outcomes to the review:

1. For changes that are determined not to be significant the proponent may proceed to implementation (detailed design and construction) of the modified project.
2. For changes that are significant an Addendum to the ESR would be required but this addendum would only focus on what has changed in the project or the environmental setting. This does not require undertaking the Class EA process again but only dealing with the changes. Once revisions are made to the ESR then a Notice of Filing of Addendum would need to be issued for the 30 day review period. The Notice would make it clear that only the changes identified in the addendum are open for review.

1.3.1 Potential Changes to the Project

One key change to the project is the revision from James Snow Parkway being designed with an urban cross-section from the rural cross-section proposed in the ESR. This would result in the right-of-way (ROW) increasing from 35 metres to 47 metres. Refer to the attached drawings by Urbantech (April 2018) for: 1) a map showing both the original and modified alignment and ROW; and 2) figures of both the plan and profile for JSP from Britannia Road to Neyagawa Boulevard.

The increased width can be accommodated within the Milton Phase 4 lands which are currently undeveloped. The general alignment would not change from that proposed in the ESR but it would be wider to accommodate the increased ROW. The woodlot on P5 (north side) would not be impacted by this increase in the ROW. Since the alignment is generally unchanged and the lands are still undeveloped between Britannia Road West and Highway 407 the increase in ROW could be considered to have the same impacts on the environment as the original proposed alignment in the ESR. Based on this the Region could determine that this is not a significant change to the project.

Another key change to the project is the requirement for elevation changes to the proposed road to accommodate drainage. The proposed JSP profile had to be revised from the 1999 EA to raise it between 0.5m to 3.0m at a few key locations in order to provide adequate cover for the two proposed culverts along the alignment and to accommodate drainage to adjacent properties in the Milton Phase 4 lands. The project modification is the elevation change which is greater than originally proposed in the ESR. However, this does not affect the alignment of the road within the ROW. The environmental impacts from raising the elevation of the road would be

similar to that originally proposed in the ESR. Based on this the Region could determine that this is not a significant change to the project.

1.3.2 Potential Changes in the Environmental Setting

The proponent should also review and determine whether or not the "environmental setting" has significantly changed compared to conditions that existed at the time of completion of the ESR.

Based on current natural heritage conditions within the area, there does not appear to have been any significant changes in the "environmental setting" that would necessitate an Addendum to the ESR. This does not include the Sixteen Mile Creek crossing area which is outside the Milton Phase 4 study area and any ecological studies that would have been completed by other consultants as part of the EA completed by the Town of Oakville. There is not the same certainty whether the environmental setting has changed significantly in this particular area.

The other natural heritage features along the route (e.g., Omagh Tributary, woodlot on P5, TESMC4-2 south of Lower Baseline) appear to generally be the same now as they were identified in the ESR. There is likely more data on these features now, but their limits, significance and sensitivity have not likely changed.

Based on this the Region could determine that there has not been a significant change in the environmental setting along the proposed alignment for the James Snow Parkway within the Milton Phase 4 study area.

1.3.3 Conclusion on Revisions and Recommendations

An Addendum to the ESR would not be required since there have not been significant changes to the project or environmental setting present along the James Snow Parkway alignment within the Milton Phase 4 study area.

The alignment has not changed significantly and given that a portion of the project is constructed it is difficult to change the alignment for the remainder of JSP. Based on this it is recommended that the Region proceed to project implementation (detailed design and construction) for the JSP through the Milton Phase 4 study area.

Given the length of time since completion of the ESR and with construction of only part of the project (to Britannia Road) the Region could consider undertaking some form of public and agency consultation. This could be in the form of a notice or newsletter to provide an update on the project. The decision on the type of consultation activity should be dependent on what the changes actually are and how the public and agencies may view or react to these.

If you wish to discuss this matter further, please feel free to contact me.



Patricia Becker, MES
Principal/EA Specialist
P Becker Consulting

Attach.

cc Martin Bateson, C.E.T., M.I.T.E.
 Director, Development Engineering, Town of Milton

Myron Pestaluky, P.Eng.
Delta Urban Inc., on behalf of the Milton Phase 4 Landowners Group

1.2 Municipal Class EA Background

1.2.1 Confirmation of Schedule

The Municipal Engineers Association Class Environmental Assessment (Municipal Class EA) (October 2000, as amended in 2007, 2011 & 2015) is an approved Environmental Assessment per the EA Act which outlines the requirements for various municipal projects, including wastewater servicing.

The Region has completed the Master Plan which identified the various wastewater projects. One of the key projects is the wastewater forcemain on Lower Base Line, which is project 6585, as shown in the attached figure from the Master Plan.

Municipal wastewater projects must comply with the Municipal Class EA. For this wastewater project in the Town of Milton, Items #1 and 14 of the Municipal Class EA are key to determining the appropriate schedule. If the project falls under one of these items then it would be a Schedule B project.

Municipal Class EA, Schedule B

1. *Establish, extend or enlarge a sewage collection system and all works necessary to connect the system to an existing sewage outlet where such facilities are not in an existing road allowance or an existing utility corridor.*
14. *Water crossing by a new or replacement sewage facility except for the use of Trenchless Technology for water crossings.*

Lower Base Line Forcemain (Project 6585)

The forcemain on Lower Base Line extends from the Lower Base Line Wastewater Pumping Station on Fourth Line to a connection to the RR 25/Boyne trunk sewer at RR 25 (south of the existing Boyne Wastewater Pumping Station). The Master Plan identifies this as a Schedule C project, however there is no discussion as to why this is considered to be a Schedule C project. The forcemain along Lower Base Line involves several watercourse crossings. If Trenchless Technology is not used then Item #14 would be applicable and this would be considered a Schedule B project. In addition, there is a portion of the forcemain that does not appear to continue to follow the existing road, if this is outside of the road allowance then Item #1 would apply. Both of these items would result in this being classified as a Schedule B project.

Given that the forcemain crosses Conservation Halton's Approximate Regulation Limit Area, Greenbelt, Environmentally Sensitive Area and 16 Mile Creek it is recommended that the Schedule B project focus on the environmental features present for potential environmental effects and proposed mitigation measures. Phases 1 and 2 of the Municipal Class EA process were completed by the Master Plan, however the forcemain was identified as a Schedule C project and discussion on the preferred location of the forcemain was not completed since this was intended to be addressed during completion of Phases 3 and 4 (Schedule C). As well, the final Notice of Completion and related Part II Order possibility was not addressed specifically for this project since the Region would have done this following completion of Phases 3 and 4.

1.2.2 EA Requirements for Forcemain Alignment

A comparative evaluation was not undertaken for the forcemain alignment as the project was identified to be a Schedule C. A revised Notice of Completion would need to identify that the forcemain (Project 6585) is a Schedule B project under the Master Plan. The revised notice

would focus only on the modification to the project (change in Schedule). The public would have the potential to request a Part II Order related to the forcemain alignment.

1.3 Conclusions and Recommendations

The Master Plan indicates that the Fourth Line Wastewater Pumping Station and the Lower Base Line forcemain are the “most critical pieces of wastewater infrastructure to service the 2021-2031 growth within the Region”. The pumping station and forcemain will “move a significant amount of Halton’s growth flow across the 16 Mile Creek”.

An alignment for the Lower Base Line forcemain was shown in the Master Plan but it is recommended that the Region complete a comparative evaluation of the alignment with either other potential alignments (if applicable) or the do nothing alternative. Additional documentation (e.g., discussion of the potential environmental effects of the preferred forcemain alignment, including mitigation measures) is needed for the preferred alignment, in particular due to the environmental sensitivity of the Sixteen Mile Creek area that the forcemain crosses through. This would be considered an update to the Master Plan and would be documented as other updates have been done. This revised documentation could be released through the Notice of Completion for this specific project.

There may be no additional public consultation requirements necessary for this project since the alignment was identified in the Master Plan. Therefore, once the documentation on the evaluation is complete it is recommended that the Region issue a Notice of Completion (showing the Lower Base Line forcemain alignment and identifying this as a Schedule B project). The Notice would be for the Lower Base Line forcemain and only this project would be subject to a potential Part II Order request. The remainder of the Schedule A, A+ and B projects identified in the Master Plan could continue with project implementation (e.g., detailed design and construction).

Following the 30 day review period and resolution of any Part II Order requests the forcemain project could then proceed to detailed design.

If you wish to discuss this matter further, please feel free to contact me.



Patricia Becker, MES
Principal/EA Specialist
P Becker Consulting

Attach.

cc Martin Bateson, C.E.T., M.I.T.E.
Director, Development Engineering, Town of Milton

Myron Pestaluky, P.Eng.
Delta Urban Inc., on behalf of the Milton Phase 4 Landowners Group



14 Lady Diana Court
Stouffville, Ontario L4A 2C9
Phone: 905-713-2837
Cell: 416-529-3613
Fax: 905-713-1237
Email: pbecker@pathcom.com

May 16, 2018

Tim Dennis, P.Eng.
Director, Special Projects
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

RE: Class EA Schedule for Lower Base Line Wastewater Forcemain

P Becker Consulting was retained by the Milton Phase 4 Landowners Group to review the Sustainable Halton Water and Wastewater Master Plan related to the Lower Base Line Wastewater Forcemain.

Patricia Becker, MES is an EA Specialist with over 29 years of EA experience (including 19 years as P Becker Consulting). Pat has worked for municipalities and the private sector in the areas of environmental assessment, environmental planning and approvals throughout Ontario. Through project work P Becker Consulting has been involved in completing numerous environmental assessments (both provincial (individual and class) and federal) for various types of projects (e.g., master plans, transportation, water and wastewater) and in obtaining all necessary approvals. For the water and wastewater projects, the Municipal Engineers Association Class EA process has been completed for both Schedule B and C projects.

Patricia, through P Becker Consulting, has been working closely with the Landowners Group's Engineer, Urbantech Consulting, to review the Class EA requirements related to the Milton Phase 4 development area. The purpose of this letter is to provide an opinion on the applicable Class EA Schedule for the Lower Base Line Wastewater Forcemain.

1.1 Background

Sustainable Halton is an integrated planning and engineering process that is designed to address sustainable growth and servicing strategies to meet the population and employment needs to the year 2031. The Sustainable Halton Water and Wastewater Master Plan (2011) was completed to provide a Region-wide review, evaluation and development of water and wastewater servicing strategies for all urban service areas to 2031. An Addendum Report was completed in 2015 related to water infrastructure, specifically the Zone 4 Reservoir. Halton Region has completed technical studies instead of updating the Master Plan itself.

The Town of Milton is one of these urban service areas and in mid-2017 Halton Region initiated the planning process for lands identified as the Town's future urban expansion area. The Milton Phase 4 Landowners Group has been working to develop lands within Milton's urban expansion area and to ensure that wastewater servicing is in place to permit development of these lands in a timely manner.



May 23, 2018

Project: 16-490

Tim Dennis, P.Eng.
Director, Special Projects
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

Re: Milton Phase 4 Lands – Municipal Class EA Requirements for James Snow Parkway – Project 6806 (Britannia Road to Neyagawa Boulevard) and Class EA Schedule for Lower Base Line Wastewater Forcemain- Project 6585

On behalf of the Milton Phase 4 Landowners Group, they have retained Becker Consulting to provide their opinion on the Municipal Class EA Requirements for James Snow Parkway – Project 6806 (Britannia Road to Neyagawa Boulevard) and Class EA Schedule for Lower Base Line Wastewater Forcemain- Project 6585.

Attached are the opinion letters for the two above captioned projects and I will be contacting you to schedule a meeting to discuss these two projects.

Please contact me if you any questions or comments.

Regards,
Urbantech® Consulting


J. David Leighton, C.E.T.
President

cc: Martin Bateson, C.E.T., M.I.T.E
Director, Development Engineering, Town of Milton
Myron Pestaluky, P.Eng.
Delta Urban Inc., on behalf of the Milton Phase 4 Landowners Group.



7.4. Wastewater Flow Projections

The following table outlines the flow projections for each WWTP, including transfer of flow between WWTP catchment areas.

Table 14 – Wastewater Flow Projections

Drainage Area		Average Day Flow Rates (ML/D)		
		2021**	2026	2031
1	Acton WWTP	3.5	5.4	5.9
2	Georgetown WWTP (after transfer)	16.0	-	-
2.1	Georgetown WWTP (Including Glen Williams and Norval)	16.0	17.1	19.5
2.2	Transfer to Mid-Halton WWTP	-	17.1	19.5
3	Mid-Halton WWTP (Including transfer from Georgetown WWTP)	71.6	151.1	178.8
3.1	Mid-Halton WWTP (no transfer)*	71.6	134.0	159.3
3.2	Georgetown WWTP Transfer to Mid-Halton WWTP	-	17.1	19.5
4	Oakville Southeast WWTP	16.1	17.2	17.8
5	Oakville Southwest WWTP	28.6	37.5	40.1
6	Skyway WWTP	110.2	108.2	110.3





*Includes flows from the service area of the decommissioned Milton WWTP.

** For reporting purposes, the average day flow rate (ML/d) for each WWTP (2020 actual plant data) is shown as a representation of current operation.




TOWN OF MILTON
OFFICIAL PLAN

Schedule C.X.D

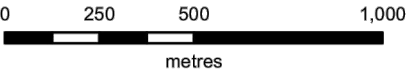
BRITANNIA SECONDARY PLAN
PHASING PLAN

-  SECONDARY PLAN AREA
-  GREENBELT PLAN
PROTECTED COUNTRY
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  OMAGH STUDY AREA

PHASES

-  PHASE 1
-  PHASE 2
-  GRAVITY SERVICE AREA TO
THE EXISTING BRITANNIA
WASTEWATER SEWER

DRAFT

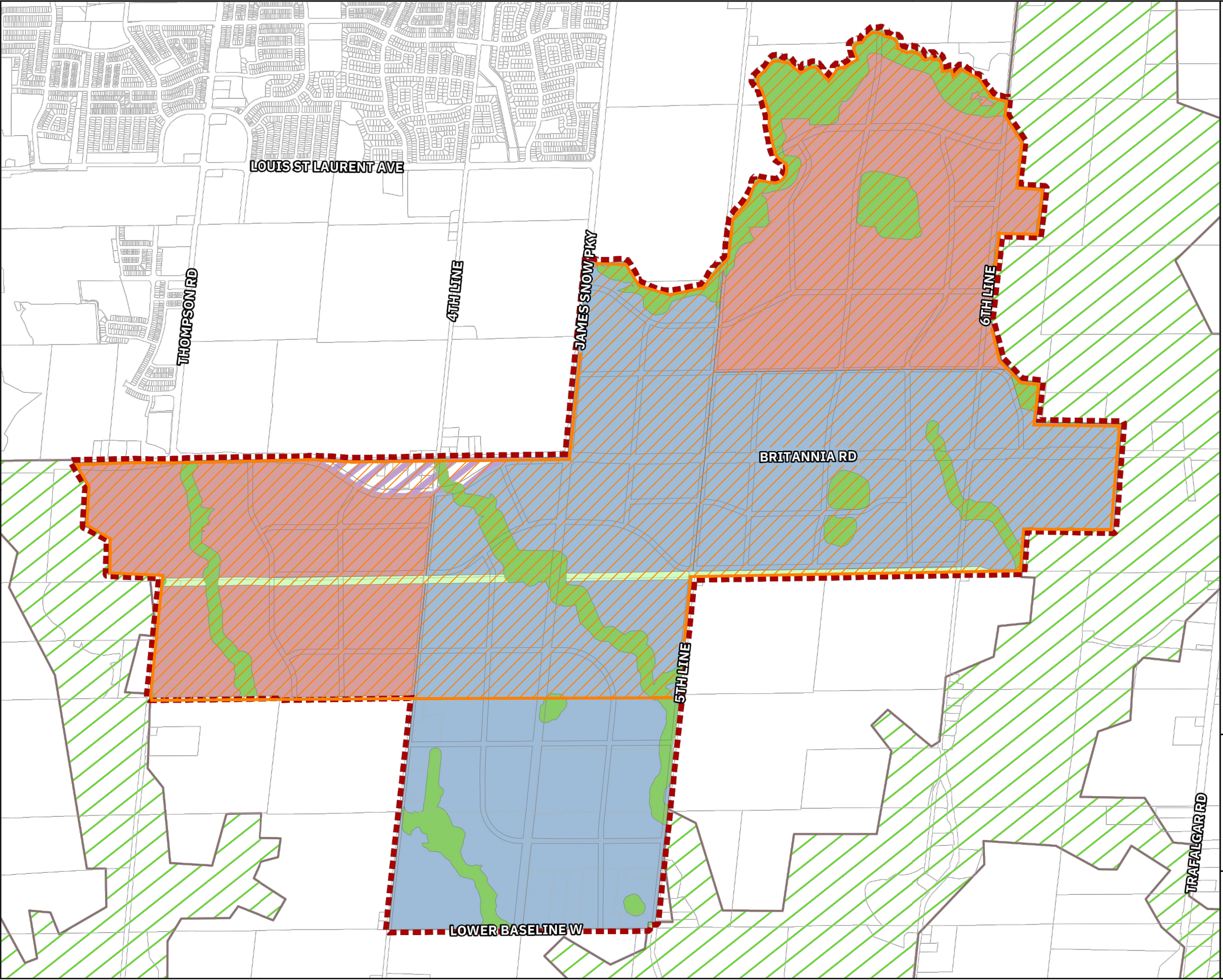


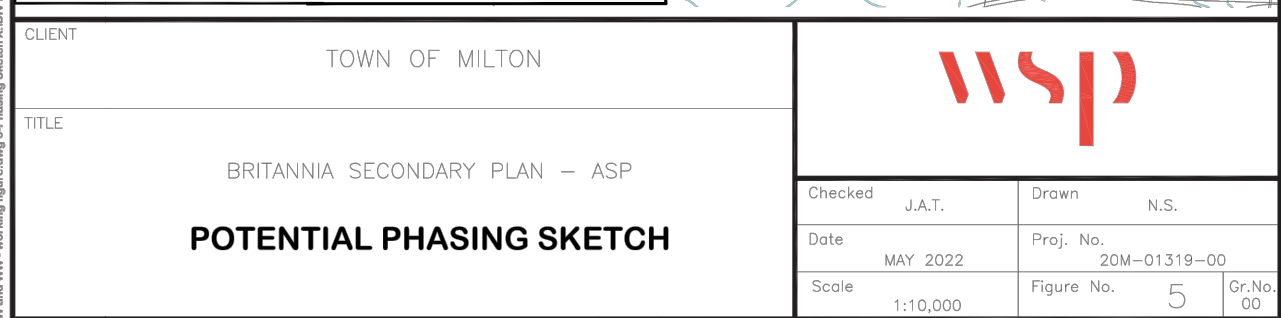
NAD 1983 - UTM Zone 17N

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

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Prepared by: Malone Given Parsons Ltd.

JUNE 2022







August 30, 2022

Planning Policy and Urban Design
Town of Milton, Town Hall
150 Mary Street, Milton, ON L9T 6Z5

Dear Ms. M. Lovell

Subject: **Draft C.X Britannia Secondary Plan - dated June 2022**
LOPA-01/22
Halton District School Board Comments

Thank you for the opportunity to draft the Britannia Secondary Plan. Initial projections have indicated a need for seven elementary schools and one secondary school as stated in a letter dated September 2021. It appears that these requested schools are included in Schedule C.X.C., Britannia Secondary Plan - Land Use Plan. The comments on policy are as follows:

General Comments

1. Given the increased programming needs on school sites to provide the necessary infrastructure for their operations, the Board is now seeking the full acreage as permitted under O. Reg. 444/98. This will require:
 - a. +/- 8 acres for elementary schools of 701-800 pupil places
 - b. +/- 15 acres for secondary schools of 1201-1300 pupil places

Note that if school sizes increase, then the acreage needs may also need to increase. This is a possibility for the secondary school site contemplated as part of the plan.

2. School Site Program Includes:
 - a. A three-story building with a minimum of 788 pupil places
 - b. An 88 space child care centre.
 - c. Adequate parking for school and daycare staff and visitors. Often two parking areas are provided.
 - d. Consideration of on-site or adjacent pick-up and drop-off areas (preferably off-site)
 - e. Installation of 12 to 18 portables
 - f. At a minimum, one outdoor learning classroom
 - g. A sports field/play area (non-paved)
 - h. A fenced-in kindergarten play area
 - i. 1-2 Fire routes (pending portable counts beyond 12)

Street Address: J.W. Singleton Education Centre • 2050 Guelph Line, Burlington, Ontario L7P 5A8
Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2

Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802

www.hdsb.ca

3. Halton DSB will not support schools adjacent to significant water features, such as stormwater management systems.
4. To promote active transportation to schools, schools will require:
 - a. Pick-up and drop-off areas within the school site and in close proximity to the school should be provided to disperse parent traffic. Not all parent traffic can be accommodated on-site without significant impact on other programming needs on-site (i.e. play areas).
 - b. Schools should either be located at the corner of a local and/or collector road, or at minimum have sufficient frontage to accommodate two roadway accesses for improved traffic flow.
 - c. Halton DSB supports reducing the speed limit in and near schools and parks to 30km/hr.
 - d. To support active travel to and from school an integrated design that removes or reduces traffic volumes, reduces speed, and provides alternative and attractive means of safe travel to school including wider sidewalks, park and stride locations, and better junction design near schools.
 - e. Pedestrian crossings of Natural Heritage Systems should be designed for safe active travel to and from school for elementary students.
 - f. Halton DSB supports the trail linkages to schools.
 - g. Halton DSB supports having formal pedestrian crossing in front of schools, marking should be clear and painted prior to the time the road is open for traffic.
 - h. Halton DSB supports determining crossing guard locations and having crossing guards out on the first day of school. Alternatively, PxOs in strategic locations to substitute crossing guards is an equally acceptable alternative to encourage walking to school immediately upon school opening.
 - i. For the elementary panel, unless there are above-grade pedestrian crossings over Trafalgar Road, the students west of the current Trafalgar Road alignment will require transportation busing in perpetuity.
 - j. Halton DSB supports having a school opening plan and/or traffic demand management plan that is developed with the Town of Milton to ensure safe practices and infrastructure is available for active transportation prior to the opening of school.
 - k. *Sidewalks and support systems for active transportation should be in place prior to the opening of schools.*
5. Walkways and/or pathways will be used in determining the distance from home to school based on the following:
 - a. Municipal and Regional Conservation Authority approved pathways/walkways for which no restriction for pedestrian use has been established;
 - b. the walkway is visible from a Municipal/Regional roadway or sidewalk;
 - c. the walkway is visible from one end to the other; and
 - d. The walkway/pathway consists of an engineered surface (i.e. paved, gravel/limestone screening).

6. The Halton DSB requests that development be phased in a continuous method where possible to ensure sites are made available and serviced concurrently and that there is a greater sense of community connectivity to better foster walking to school as a norm.
7. To reduce parking requirements, bussing, and build up a customer-based the Halton DSB supports free public transportation for students in elementary and secondary schools.

C.X.4 Strategic Policies

C.X.4.5.2 and C.X.4.6.5 The Halton DSB supports the co-location of schools with Libraries, Community Centres, and Parks. It is suggested to pre-plan potential co-locations of facilities to allow for enough time for such projects to cycle through the Capital Priorities Program Funding.

C.X.5 Community Structure

C.X.5.2 Halton DSB understands there are planned to be five neighbourhoods in the Britannia Secondary Plan. To help with neighbourhood planning Halton DSB will request to have the type (Low-Density, Medium-Density, and High-Density units) and the number of units per neighbourhood.

C.X.6 Land Use Policies

C.X.6.4.1 The Halton DSB supports a location of the secondary school with a Community Park to facilitate neighbourhood focal points.

C.X.6.4.2 The Halton DSB supports a location of the secondary school or elementary school with a District Park to facilitate neighbourhood focal points.

C.X.6.4.3 The Halton DSB supports the co-location of elementary schools' Neighbourhoods Parks.

Previous comments have indicated that co-location can result in land savings; however, since two of

Street Address: J.W. Singleton Education Centre • 2050 Guelph Line, Burlington, Ontario L7P 5A8

Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2

Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802

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the last three elementary schools can accommodate in excess of 900 students, with parking requirements and potentially having to accommodate students that are driven to school, Halton DSB will require 8 acres per elementary school.

C.X.6.4.7 indicates that the secondary plan will require twelve elementary schools and four secondary schools. Of this designation, Halton DSB will require seven elementary schools and one secondary school.

Halton DSB supports schools being permitted in all land use designations except NHS.

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At this time it is difficult to create compact schools with the requirements for accommodating vehicles, and portables, and providing green space for play. Should there be an opportunity to accommodate vehicles, opportunities for expanded green spaces will arise.

As stated previously, Halton DSB supports the co-location of schools with other public facilities including parks.

C.X.7 Implementation

C.X.7.1.2.a Halton DSB that for subsequent stages to proceed, a minimum of 75% of gross developable of participating lands shall have a draft plan or site plan approval.

C.X.7.1.2.e Halton DSB supports the progression of development to occur in a logical sequence and that it be staged to ensure the creation of complete neighbourhoods.

C.X.7.1.3.c Halton DSB supports the satisfactory arrangements prior to any approvals of development applications to ensure the early delivery of Public Services facilities

C.X.7.1.4.a Halton DSB supports that Public infrastructure may proceed at any time subject to the availability of services.

Halton DSB stresses that early services and access to school sites are fundamental in order to provide educational services in a timely manner to communities.

C.X.7.5 Halton DSB supports that prior to final approval of each subdivision all requirements of the town, region, and school boards be that appropriate services and facilities can be accommodated.

C.X.7.5.2.b Halton DSB will provide additional comments through the Tertiary Plan on the location and configuration of schools,

Other Comments

Comments for the draft background reports will be provided in a separate letter dated July 2022.

Should you have any questions regarding our comments, please contact the undersigned.

Sincerely,



Frederick Thibeault

General Manager of Planning



August 30, 2022

Planning Policy and Urban Design
Town of Milton, Town Hall
150 Mary Street, Milton, ON L9T 6Z5

Dear Ms. M. Lovell

Subject: **Background Studies Britannia Secondary Plan**
Stage 1 Archaeological Assessment for the Britannia East/West
Secondary Plan - May 2022
Air Quality Impact Assessment - June 2022
Agricultural Impact Assessment - February 2022
Parks, Recreation and Library Needs Analysis - June 2022
Real Estate Market and Assessment Value Update - March 2022
Retail Commercial Market Assessment - May 2022
Transportation Master Plan - June 2022
Community Facility/Human Impact Analysis and Community
Infrastructure Plan - June 2022
Population, Employment, and Housing Report - June 2022
Urban Design Guidelines - June 2022
Water & Wastewater Area Servicing Plan - May 2022
Planning Policy Directives Report - June 2022
Halton District School Board Comments

Thank you for the opportunity to review the draft background studies for the Britannia Secondary Plan. Initial projections have indicated a need for seven elementary schools and one secondary school as stated in a letter dated September 2021.

Parks, Recreation and Library Needs Analysis - June 2022

3.1 Providing a New Multi-Use Community Centre in the Britannia Secondary Plan

Halton DSB supports the opportunity to co-locate its secondary school location with a Community or District Park to create a community hub. If a partnership in construction is sought, Halton DSB agrees that early consultation and planning should occur to meet the deadlines required for funding applications to the Ministry of Education.

Street Address: J.W. Singleton Education Centre • 2050 Guelph Line, Burlington, Ontario L7P 5A8

Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2

Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802

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3.2 Developing a Library Branch in the Britannia Secondary Plan

Halton DSB has co-located several schools with library branches and therefore will continue to support the *co-location of these types of facilities*. Again, early consultation and planning are required to meet deadlines for funding applications to the Ministry of Education.

Appendix A - Assessment of Major Indoor Recreation Facilities Gymnasium

Halton DSB is committed to continuing its reciprocal agreement with the Town of Milton and Region of Halton as a whole.

Appendix B - Assessment of Major Outdoor Recreation Facilities Outdoor Soccer Fields

Halton DSB supports the co-location of artificial turf fields at or near school sites. *Early consultation and planning are required to meet deadlines for funding applications to the Ministry of Education.*

Other Community Services Facilities

Should there be an opportunity to co-locate facilities, Halton DSB would be an interested partner. Planning of such facilities needs to occur well in advance to secure funding from the Ministry of Education.

Transportation Master Plan - June 2022

Halton DSB requires seven elementary schools and one secondary school for all options.

5.7 Road Safety and Vision Zero

Halton DSB supports the intent of the Vision Zero Action Plan to reduce the number of fatalities and serious injuries on the transportation network for the Britannia Secondary Plan. Traffic in the vicinity of school can become unmanageable and create serious safety concerns for students and staff. School sites need to be safe for all students, therefore, schools cannot accommodate all traffic associated with decisions to drive students to and from school. Halton DSB would prefer students use active transportation or Halton Student Transportation Services to attend school. In addition to safe speed zones, Halton DSB requests the Town of Milton review the intersection designs for safe traffic management near schools, creating walk and stride areas to alleviate traffic directly around the school, road features that will slow traffic, and create visibly safe active transportation routes. Ideally, personal automobile use for to and from school traffic should be dissuaded to further improve pedestrian safety around schools.

Halton DSB supports the establishment of a School Safety Committee to focus on increasing safety measures around schools.

2.1 Inventory of Existing Facilities

2.1.1 Schools - Halton DSB will confirm there are currently no schools that are located within the Britannia Secondary Plan. At this time, Hawthorne Village PS, Irma Coulson PS, Milton SW #12 ps, and Craig Kielburger SS services this area. It is planned that Milton SE #13 ps will become the initial holding school for the Britannia Secondary Plan until there is enough of a population to support the building of the first school in the plan.

As a result of a boundary change ERA, 120 schools feed into Milton District High School and Craig Kielburger SS.

An updated Long Term Accommodation Plan will be released in the fall of 2022.

3.0 Facility Needs Based on Existing Standards

3.2 Schools

3.2.2 - Estimated Pupil Yields As stated in a letter dated September 20, 2021, to Ms. Lovell, Halton DSB will require a minimum of seven elementary schools and one secondary school when a fifteen-year projection is applied using a cohort progression model.

4.0 Recommended Community Facilities

4.1 Schools

Halton DSB confirms the request for seven elementary schools and one secondary school.

As a result of a boundary review for Milton SW #11 ps (Rattlesnake Point PS) and Milton SW #12 ps, the servicing of the Britannia Secondary plan is listed in this letter under section *2.1.1 Schools*.

Given the increased programming needs on school sites to provide the necessary infrastructure for their operations, the Board is now seeking the full acreage as permitted under O. Reg. 444/98. This will require:

- +/- 8 acres for elementary schools of 701-800 pupil places
- +/- 15 acres for secondary schools of 1201-1300 pupil places

Note that if school sizes increase, then the acreage needs may also need to increase. This is a possibility for the secondary school site contemplated as part of the plan.

4.4 Community and Recreation Facilities

Halton DSB will support opportunities to (but not limited to) co-locate community and recreational facilities with schools.

2.1 Community Vision

Halton DSB understands the vision to be a complete, sustainable, connected, attractive, and well-serviced community. It is supported that schools will be strategically located so that all residents can walk to them along safe, desirable, and efficient pedestrian routes. These routes should be safe and appear safe as well as desirable to walk.

2.2 Community Character

A Well-Serviced Community - Halton DSB supports the co-location of parks and other community services, such as (but not limited to) libraries and recreation centres with schools.

2.3 Community Structure

Engaging Parks and Places - Halton DSB supports engaging parks and places as well as pedestrian routes.

3.1 Natural Heritage System

Halton DSB supports being adjacent to the NHS. The Board on occasion may utilize natural areas for the delivery of its curriculum. Note that the Halton DSB does not support having Natural Heritage features on and adjacent to its site if it hinders and/or precludes the developability of the site.

3.3 Parks and Open Space

3.3.1 Community Parks - Halton DSB supports locating secondary schools adjacent to community parks

3.3.2 District and Neighbourhood Parks - Halton DSB supports the co-location of elementary schools and secondary schools adjacent to District Parks. Halton DSB supports the co-location of elementary schools adjacent to neighbourhood parks.

3.5 Schools and Other Community Facilities

Halton DSB has requested seven elementary schools and one secondary school in the Britannia Secondary Plan.

Halton DSB supports the guidelines 1 to 6 as listed in the document.

Guideline 7 - Interior courtyards and rooftop amenity spaces are elements in school designs that may not adhere to the Ministry's strict space template requirements. There has been a significant shift away from interior courtyards for schools, as it increases the building footprint of a facility, reducing the amount of accessible play space on site, in already constrained site sizes. They also present challenges in being less efficient, and therefore more costly to construct, which will not be supported by the Ministry of Education. As for Rooftop amenity spaces, they are also elements that are not yet supported by the Ministry as part of its existing space template and may be difficult to implement if the Board continues to seek to construct predominantly 3 storey schools. As such, this may be reviewed on a

case-by-case basis pending the type and density of the school being proposed, but should not be an element required as part of a school's design.

Guideline 8 - Halton DSB strives to provide well-designed spaces within Ministry allocated funding.

4.3 Active Transportation Network

Halton DSB is a supporter of active transportation to and from school sites as a destination. School sites will not be available for public use during school hours. Comments on the guidelines are as follows:

Guidelines 1 and 2 - Halton DSB requests that sidewalks around and near schools be wider and available on both sides of the roads. Sidewalks and support systems for active transportation should be in place prior to the opening of schools.

In addition to the guidelines:

- To support active travel to and from school an integrated design that removes or reduces traffic volumes, reduces speed, and provides alternative and attractive means of safe travel to school including wider sidewalks, park and stride locations, and better junction design near schools.
- Pedestrian crossings of Natural Heritage Systems should be designed for safe active travel to and from school for elementary students.
- Halton DSB supports above-grade pedestrian crossings over Trafalgar Road.
- Walkways and/or pathways will be used in determining the distance from home to school based on the following:
 - Municipal and Regional Conservation Authority approved pathways/walkways for which no restriction for pedestrian use has been established;
 - the walkway is visible from a Municipal/Regional roadway or sidewalk;
 - the walkway is visible from one end to the other; and
 - The walkway/pathway consists of an engineered surface (i.e. paved, gravel/limestone screening).
- PxOs are an acceptable alternative for providing safe crossing of residential local and collector roads, especially if they are made available on the first day of school.

5.6 Schools and Community Buildings

As stated previously, Halton DSB strives to build well-designed schools. Funding from the Ministry of Education influences the design features that are included in the school and on the site.

Halton DSB builds schools to accommodate 788 elementary students and 1201+ secondary students. Two of the last three schools planned are above 900 pupil places, (Rattlesnake Point PS and Milton SE #13) Schools are now typically three-story buildings. To build a compact school site, school amenities will be compromised.

Halton DSB is not funded for underground parking.

Halton DSB supports schools located on corners.

Halton DSB will continue to locate its parking areas on-site in a manner that encourages accessibility to the amenities on site. Site location, shape, and adjacent uses will be a major influence on the design of a school site, and should therefore be reviewed on a case by case basis.

Planning Policy Directive Report

2.6 Milton Transit Master Plan

In addition to providing secondary school routes. Halton DSB suggests providing free transit to students under 18 years of age.

3.5 Town of Milton Official Plan

3.5.3 Development Phasing - Halton DSB supports the development of a phasing process to ensure that an adequate population is generated from new development to support a school, and be phased in in such a way that students can walk to schools by the opening of the school, and not be bussed throughout the municipality to access their school. Phasing should also have regard for the availability of services for school sites

Halton DSB confirms its interest in participating in the Tertiary Plan Process.

Additional Reports

Comments are not provided for the following reports:

Stage 1 Archaeological Assessment for the Britannia East/West Secondary Plan - May 2022

Air Quality Impact Assessment - June 2022

Agricultural Impact Assessment - February 2022

Real Estate Market and Assessment Value Update - March 2022

Retail Commercial Market Assessment - May 2022

Population, Employment, and Housing Report - June 2022

Water & Wastewater Area Servicing Plan - May 2022

Should you have any questions regarding our comments, please contact the undersigned.

Sincerely,



Frederick Thibeault, General Manager of Planning

September 21, 2022

Megan Lovell
Planning and Development Services
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Megan:

**RE: Application for Official Plan Amendment
Britannia Secondary Plan
Your File No.: LOPA 01-22**

Thank you for providing the Halton Catholic District School Board ("Board") with an opportunity to review and provide comments on the Britannia Secondary Plan and background studied circulated on June 20, 2022. Based on the documents circulated to the Board, the following comments are provided.

Community Facilities/Human Impact Analysis and Community Infrastructure Plan Report

3.2.2 Estimated Pupil Yields – HCDSB & 4.1 Recommended Community Facilities – Schools

It was noted that the unit count by type has changed slightly from the draft Community Facilities/Human Impact Analysis and Community Infrastructure Plan dated August 2021.

Based on the revised unit counts provided in the draft Community Facilities/Human Impact Analysis and Community Infrastructure Plan dated June 2022, 3,074 elementary pupil places and 1,611 secondary pupil places would be generated within the Britannia Secondary Plan area. In addition, 1,035 secondary pupil places would also be required in the Britannia Secondary Plan area to accommodate students from the Agerton and Trafalgar Secondary Plans. Based on the above yields, the Board school site requirements are as follows:

- A total of four (4) elementary school sites.
 - The need for four (4) elementary school sites for HCDSB is identified in the revised Community Facilities/Human Impact Analysis and Community Infrastructure Plan, which is sufficient for the Board's needs.
- A total of two (2) secondary school sites.
 - The need for two (2) secondary school sites for HCDSB is identified in the revised Community Facilities/Human Impact Analysis and Community Infrastructure Plan, which is sufficient for the Board's needs in the Milton Urban Expansion Lands.
 - Note that the Board shall retain an interest for a secondary school site in Agerton and Trafalgar Secondary Plans until further notice.

Therefore, the school requirements for HCDSB remains the same as provided by its December 12, 2021 letter to the Town.

The Board has in the last 10 years constructed elementary school facilities ranging from 601-671 pupil places, which permits under the Education Development Charge (EDC) regulations a site size of 2.83 hectares or 7.0 acres. When located adjacent to a park, the Board has been successful in reducing acreage to 2.43 hectares

or 6.0 acres. However, programming needs and enrolment in the community may pose future challenges to school accommodation needs. Therefore, the Board requests that school sites be sized at 2.83 hectares or 7.0 acres in accordance with site size maximum requirements under the EDC regulation.

The Board will continually monitor student yields to ensure projections are accurate as market conditions and housing preferences change, which may result in more students yielded from higher-density developments than previously expected.

Parks, Recreation & Library Gap Analysis for the Britannia Secondary Plan Report

The Board has reviewed the Parks, Recreation & Library Needs Analysis for the Britannia Secondary Plan, dated June 8, 2022, has no new comments. The comments provided on December 16, 2021 are still valid.

Planning Policy Directives Report

The Board has reviewed the Planning Policy Directives Report, dated June 2022, and has no new comments. Comments regarding the Preferred Land Use Plan are provided as part of the Britannia Secondary Plan draft.

While the total number of schools identified in this section are correct, the distribution of schools between public and Catholic schools are not properly reflected on Page 55 as identified in the revised Community Facilities/Human Impact Analysis and Community Infrastructure Plan, dated June 2022. To reiterate, HCDSB requires four (4) elementary schools and two (2) secondary schools in this secondary plan.

The Board supports the land use concept for the Britannia Secondary Plan as shown in the Preferred Land Use Concept.

Urban Design Guidelines

General Comments

The Board is generally supportive of the guidelines provided as it relates to school locations and distribution across the secondary plan area. The Board supports the prioritization of active transportation and pedestrian access to schools over vehicle access. However, it should be noted that school staff may continue to require vehicle access and parking requirements will continue to be met on site.

Schools are a key centre of community activity and will be designed to be highly attractive, but within the limits of Ministry of Education's benchmark funding. While the Board is able to support the general principles outlined in the Guidelines, actual school construction and treatment details (e.g., rooftop amenity space) will be contingent on provincial funding received by the school board. Where funding permits, the Board will be able to address the design details in the design guidelines.

The Board is supportive of policies that permit multi-story school facilities. The Board attempts to efficiently utilize school sites and minimize building footprints to the best of its ability and within the funding provided. It should be noted that the Ministry of Education prefers repeat designs of schools, which results in less costs and the potential for faster approval and delivery of new schools.

Note that enrolment at schools in the Town of Milton have grown rapidly at the early stages of neighbourhood development requiring schools to use portable classrooms for temporary accommodation. It is expected that

portable classrooms will continue to be required on site and as such, the Board will require space to accommodate these temporary facilities on site, which may limit opportunities for reducing site size.

It was noted that sensitive land uses, such as schools, should be located adjacent to the NHS. The Board has no concerns regarding adjacency to the NHS, provided that it does not adversely affect the developability of school sites and student safety. The Board would like to ensure that the site size mentioned in the Community Facilities/Human Impact Analysis and Community Infrastructure Plan Report section above does not include any NHS buffers and development restrictions.

Britannia Secondary Plan

C.X.2 Secondary Plan Vision

C.X.3 Goals and Objectives

The Board generally supports the concept of the central active transportation spine as it may encourage students to use active transportation to travel to/from school and other community uses. The Board is also supportive of street networks, on- and off-road trails, and pathways that support active transportation, which are safe, accessible, and maintained year-round to encourage students to walk and cycle safely to/from school and to the rest of the community.

The Board supports the availability of transit facilities in the community as it provides an option for secondary students to travel to/from school; minimizes the use of personal vehicles and lessens demand for onsite parking for students. In addition, the location of schools with easy access to transit facilities provides secondary students with alternate transportation options to access to community nodes, services, places of recreations and employment.

C.X.4 Strategic Policies

C.X.4.4 Housing

It was noted that a minimum of 10% of single and semi-detached units shall include an option to purchasers to include a secondary unit on a lot during initial development. The Board notes that the availability of secondary units at the initial stage of development may result in additional students requiring educational facilities at the initial stage of neighbourhood development, and as such, school acquisition will need to occur at the earliest stage of neighbourhood development to ensure that students have sufficient accommodation in their local community.

C.X.4.5 Urban Design

Comments have been provided as part of the Urban Design Guidelines report above.

C.X.4.6 Infrastructure and Public Service Facilities

It is understood that Public Service Facilities will be permitted in all land use designations, except in the NHS. The Board support this policy.

C.X.4.6.5 Co-location

The Board is supportive of policy that encourages the co-location of community facilities as it provides easy access for students and the community to facilities in the neighbourhood and provides opportunities for shared use and land use efficiencies, such as shared parking.

C.X.5 Community Structure

C.X.5.1 Tertiary Plan Area

The policy states that the Tertiary Plan will be developed in consultation with the Region and Conservation Authority. The Board would like to ensure that school boards are included in the policy as a partner for consultation during this process.

C.X.6 Land Use Policies

C.X.6.4.7 Schools Symbols

It was noted that the Secondary Plan requires twelve (12) Elementary Schools and four (4) Secondary Schools, which meets the needs for HCDSB, based on the school requirements provided on December 12, 2021, and identified in the draft Community Facilities/Human Impact Analysis and Community Infrastructure Plan dated June 2022. As stated previously, the Board's school requirement is based on its most recent yields for the Town of Milton and is continually reviewed.

The Board supports the policy of permitting school uses in all land use designations, except in the NHS. The Board will endeavour to efficiently utilize land based on the Ministry of Education's benchmark funding and the Board's accommodation requirements in the Britannia Secondary Plan, with the understanding that land for temporary accommodation, such as portable classrooms, will be required to accommodate students on site during periods of peak enrolment and in the interim until additional schools can be delivered.

The Board generally supports policies that support multi-story buildings, joint use opportunities, and opportunities for shared parking, and off-street parking for visitors. The Board also supports policies that encourage co-location of schools with public parks and/or other community uses for the benefit of students and the wider community, as well as for land efficiencies.

C.X.7 Implementation

The Board supports the policy in Section C.X.7 stating that "the progression of development will follow a logical sequence generally east to west and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;" and the policy that requires "satisfactory arrangements have been made with the Town to ensure the early delivery of projected Public Service Facilities". The Board also supports the policy that schools may proceed at any time subject to availability of servicing infrastructure.

These policies may ensure more timely availability and acquisition of school sites. The availability of school sites in a timely manner will support the Board's funding requests to the Ministry of Education for the construction of new schools within this community.

C.X.C Britannia Secondary Plan Land Use Plan

The Board supports the land use concept for the Britannia Secondary Plan as shown. The Board supports the general distribution and location of school sites within the secondary plan. Additional comments regarding the location of school sites will be provided during the Tertiary Plan process.

We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,



Dhilan Gunasekara
Planning Officer

cc: A. Lofts, Superintendent of Business Services and Treasurer of the Board
B. Vidovic, Senior Manager of Planning Services, Planning Services
K. Panzer, Planning Officer, Planning Services
M. D'Aguiar, Halton District School Board
D. Stojc, Conseil scolaire Viamonde

Wendy Chen

From: Stojc, Daniel <stojcd@csvgiamonde.ca>
Sent: Thursday, August 11, 2022 2:05 PM
To: Megan Lovell
Subject: RE: [EXTERNE] - Britannia Secondary Plan TAC Meeting #4

Good afternoon Megan,

I have the following comments regarding the *Britannia Secondary Plan LOPA-01-22* documents:

2022 06 03 DRAFT FINAL Community Facilities Strategy:

- Section 2.1 (p.6) fails to list the Conseil scolaire Viamonde (French public district school board) school that currently serves the Britannia Secondary Plan area:
 - École élémentaire Dyane-Adam,
 - Located at 500 Cedar Hedge Road,
 - 350 pupil place capacity,
 - No portable currently on site.

2022 06 14 Draft Britannia Secondary Plan w Schedules:

- Regarding the **Britannia Secondary Plan Land Use Plan** (Schedule C.X.C), due to the varying needs (location, site size, etc.) among the 3 boards requesting sites, I would recommend identifying which site belongs to which board.

Regards,

Daniel Stojc

Superviseur de la planification | Supervisor of Planning

116 Cornelius Parkway | Toronto, On. | M6L 2K5

Bureau | Office : 416-614-5932

Cell. : 647-631-2498

Visitez notre site web à www.csviamonde.ca



tout est possible

De : Megan.Lovell@milton.ca <Megan.Lovell@milton.ca>

Envoyé : 28 juillet 2022 16:42

À : Stojc, Daniel <stojcd@csvgiamonde.ca>

Objet : RE: [EXTERNE] - Britannia Secondary Plan TAC Meeting #4

Hi Daniel,

I'm so sorry! I just had you added to the Sharefile – I fully understand you will need more time for comments. Let me know if you have any questions.

Thanks again,
Megan

Wendy Chen

From: Graeme Paton
Sent: Wednesday, August 30, 2023 10:11 AM
To: 'Lola Amani, Patrick Kuburhanwa'
Cc: Wendy Chen; David Twigg; Iskander, Suzanne; Aazouz, Mohamed Albert
Subject: RE: CSC MonAvenir - Britannia Secondary Plan

Good morning Patrick,

Thank you for confirming CSC MonAvenir position in regards to building a school in the Britannia Secondary Plan.

Best regards,

Graeme



Graeme Paton

Planner, Policy
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252
www.milton.ca

From: Lola Amani, Patrick Kuburhanwa <plolaamani@cscmonavenir.ca>
Sent: Wednesday, August 30, 2023 9:17 AM
To: Graeme Paton <Graeme.Paton@milton.ca>
Cc: Wendy Chen <Wendy.Chen@milton.ca>; David Twigg <David.Twigg@milton.ca>; Iskander, Suzanne <siskander@cscmonavenir.ca>; Aazouz, Mohamed Albert <aaazouz@cscmonavenir.ca>
Subject: CSC MonAvenir - Britannia Secondary Plan

Hi Graeme,

I am Patrick Lola Amani, taking over Vincent's role as Planning officer at CSC MonAvenir.

Thank you for reaching out to us once again.

This is to provide a response to your request regarding our interest in building a school in the Britannia Secondary Plan.

Although the School Board still values the area for a future development plan for a Secondary school, the School Board position however has not changed since March 2022, thus reaffirming the decision included in the referred letter.

Kindly,

Patrick
Agent à la Planification

March, 2022

Megan Lovell
Senior Planner, Policy
Policy Planning Department
City of Milton
150 Mary Street, Milton ON, L9T 6Z5

RE: Request for comments – Britannia Secondary Plan

Dear Mrs. Lovell,

We hereby acknowledge receipt of the application circulation regarding the Terms of reference Britannia Secondary Plan.

Our school board does not have a need to build a school in the Britannia Secondary Plan.

We would like to extend our sincere gratitude for your assistance in our past and future projects in Milton.

Yours Truly,

Albert Aazouz
Director of Facilities and Planning

August 15, 2022

Megan Lovell
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

BY E-MAIL ONLY (megan.lovell@milton.ca)



Planning & Watershed Management

905.336.1158 | Fax: 905.336.6684
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

To Megan Lovell:

Re: Britannia Secondary Plan Area and Agerton Secondary Plan Area
File Number(s): LOPA 01-22 and LOPA 03-19
Town of Milton

Conservation Halton (CH) staff has reviewed the draft Secondary Plans and associated studies for the Britannia Secondary Plan Area and the Agerton Secondary Plan Area, which were received by CH on June 20, 2022. The Britannia Secondary Plan is a part of Milton's next phase of growth and development (2021-31), located to the south and east of the Boyne Secondary Plan area.

CH has provided some General Background Information below as well as specific comments on the Draft Policies.

General Background Information:

1. As the South Milton Urban Expansion Area Subwatershed Study (draft Final dated September 20, 2021) has not been deemed final and the MESP has not been sufficiently advance, the NHS as shown on the Schedules is preliminary until the NHS (full delineation of the natural heritage features and their function) is addressed at the MESP stage. The South Milton Urban Expansion Area Subwatershed Study (draft Final dated September 20, 2021), references other supporting studies (i.e. MESP, SIS/FSR) that will need to be completed for full delineation of the natural heritage features and their function as well as assess potential impacts to the NHS.
2. Once the South Milton Urban Expansion Area Subwatershed Study (draft Final dated September 20, 2021) has been finalized, CH's Board of Directors must endorse the Final SWS including the proposed management strategies and NHS refinements for features regulated under Ontario Regulation 162/06 (e.g., wetlands, watercourses). By endorsing the report and approving the SWS management recommendations specifically related to CH's regulations, CH staff can issue permits for works in regulated areas when they meet the requirements of the SWS.

Specific Policy Comment:

3. *Policy C.x.3.2: Protect and Enhance the Natural Heritage System - Britannia Secondary Plan and Policy C.x.3.2: Protect and Enhance the Natural Heritage System - Agerton*

Secondary Plan: CH staff recommends updating this section to include an objective that address Natural Hazards in addition to Natural Heritage System.

4. *Policy C.X.3: Natural Heritage - Britannia Secondary Plan and Policy Agerton Secondary Plan:* CH staff recommends including an objective related to ensuring the NHS and Natural Hazards are considered and protected in the design of the road network.
5. *Policy C.X.3.3 Provide Mobility Options and Logical Road Network - Britannia Secondary Plan and Policy C.X.3.3 Provide Mobility Options and Policy C.X.3.4 Establish A Logical Road Network - Agerton Secondary Plan:* The proposed road network has not been comprehensively evaluated with respect to impact to the NHS and natural hazard features. This will need to be completed as part of either the MESP or the DFSASS process. CH recommends that an objective be included in ensuring that the NHS and Natural Hazards are considered and protected in the design of any road network.
6. *Policy C.X.4.2.2 Trail Systems - Britannia Secondary Plan and Policy C.X.4.2.2 Trail System - Agerton Secondary Plan:* The location of the proposed trail system in the NHS should be completed in consultation with Conservation Halton (to ensure trail is located outside of the hazard) and the Region of Halton during the next phase of study. Also CH staff recommends updating the policy to ensure that the location of the proposed trail system be designed in accordance with any CH Regulations.
7. *Policy C.X.4.2.3 Road Network - Britannia Secondary Plan and Policy C.X.4.2.3 Road Network - Agerton Secondary Plan:* CH staff recommends updating this policy to include that final design and alignment of all roads is subject to review based on the recommendations of the SWS, MESP and must demonstrate conformity with applicable NHS policies and CH regulations.
8. *C.X.4.3.2 Stormwater Management - Britannia Secondary Plan and Policy C.X.4.3.2 Stormwater Management - Agerton Secondary Plan:* Please note that the in addition to the statement that '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' only essential infrastructure associated with SWM facilities (e.g., outlets) are permitted in CHs regulated areas (within the hazard and the regulatory allowance). The location of SWM facilities should be to the satisfaction of CH to ensure the placement of the SWM facilities are located outside of all hazards in accordance with CH policy. Text should be added to the policy that states the location of SWM facilities must be in accordance with the above noted policy documents.
9. *C.X.4.6 Infrastructure and Public Service Facilities - Britannia Secondary Plan and Policy C.X.4.7 Infrastructure and Public Services Facilities - Agerton Secondary Plan:* Details on 'except where not permitted in the NHS' has not been provided. Please clarify and update the policy accordingly. CH staff recommends including language in this section (may be other related sections of the secondary plan that will require updating) that identifies those

institutional uses (as defined by the PPS, including schools, long term care, hospitals, etc.) and emergency services are not permitted within natural hazards. (PPS 3.1.5)

10. *Policy C.X.5.5 Natural Heritage System (NHS) - Britannia Secondary Plan and Policy C.X.5.3 Natural Heritage System - Agerton Secondary Plan:* Suggests that in 'consultation with Conservation Halton' be added to the Policy.
11. *Policy C.X.6.5 Natural Heritage (NHS) Designation - Britannia Secondary Plan and Policy C.X.6.4 - Agerton Secondary Plan:* This policy should be updated to include wording that the NHS contains watercourses that are within a Conservation Halton Regulation Limit, including all related flooding and erosion hazards.
12. *C.X.7.1.5 Phasing and Finance - Britannia Secondary Plan and Policy C.X.7.15 - Agerton Secondary Plan:* CH should be added to the list of 'prior to final approval of each plan of subdivision'.

Planning Policy Directives Report Britannia Secondary Plan Area; MGP; June 2022

13. Technical Advisory Committee Meetings #2 & #3 Response Matrix Comment 198 & 199: While CH respects that wording within SPA policies should provide flexibility for placement of LID measures and SWM Facilities, this placement should be in accordance with Town of Milton, Conservation Halton, Region of Halton, and Province of Ontario overriding policies (e.g., Greenbelt, O. Reg. 162/06, Regional Official Plan).

Recommendation

Given the above, CH staff recommends that the above changes incorporate into the updated Britannia Secondary Plan Area and Agerton Secondary Plan Area Policies. We trust the above is of assistance. Please contact the undersigned with any questions.

Sincerely,



Heather Dearlove, B.Sc.
Environmental Planner
905.336.1158 ext. 2231
hdearlove@hrca.on.ca

Wendy Chen

From: Routledge, Graham (MTO) <Graham.Routledge@ontario.ca>
Sent: Friday, June 24, 2022 12:00 PM
To: Megan Lovell
Subject: FW: Britannia Secondary Plan - Update

Good morning Megan,

I have received this notification through one of my colleagues in a different MTO office, and I cannot find a contact name, so I am hoping that you may be able to forward this to the correct person for me.

This Britannia Secondary Plan is outside the MTO's area of permit control, however, we would like to offer the following for your consideration to encourage timely planning for growth within the entire municipality.

In general, with regard to Official Plans and Amendments:

- MTO recommends that the Municipality prepare a transportation master plan (TMP) as a component of this official plan review process in order to assess the potential impacts of any future development plans upon the provincial highway network and develop a strategy acceptable to MTO to deal with them. If highway improvements are required to accommodate the growth being planned for in this Municipal Comprehensive Review (OP review process), arrangements for financing should be discussed early with MTO to avoid delays in the future during the development review and permitting processes.
- In co-operation with MTO, the Town should assess at an early stage whether the existing provincial highways and interchanges/intersections within the Town can adequately accommodate any planned anticipated growth. Regardless of where proposed development is located, traffic generated from any development will have an impact on all nearby roads, including provincial highways. The Town of Milton is encouraged to work closely with MTO at each development phase of their official plan to ensure that good highway access management practices and principles are incorporated into the plan.
- The Town is encouraged to contact MTO early in the process when they are contemplating any proposed improvements to any provincial highway facilities; improvements that will be reflected in their official plans and could impact upon a provincial highway. Such improvements could be a new intersection or interchange location that has not been planned or approved by the MTO. The Town would then become the proponent of the project. All financial responsibility would then lie with the proponent for the protection of the land from future development, the design of the interchange/intersection in consultation with the MTO and the construction and maintenance of the facility.

Please contact me if you would like to discuss this further

Thank you

Graham

Tammy Howe

From: Terry Riley <TerryR@miltonhydro.com>
Sent: Wednesday, June 22, 2022 9:30 AM
To: Tammy Howe
Subject: RE: Tammy Howe has shared the folder 'Britannia Secondary Plan LOPA-01-22' with you.

Hello Tammy,

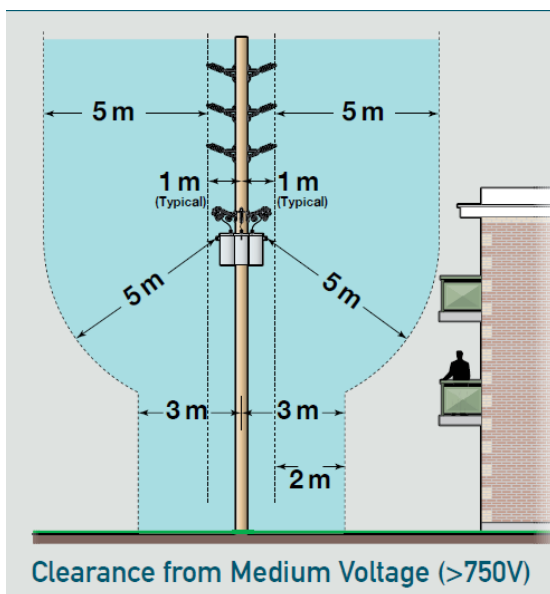
The owners or their consultants must contact Milton Hydro directly for new or upgraded electrical servicing requirements. The location of the transformer/switchgear, if required, will be confirmed during the application process. Inquiries can be made to: EngineeringDepartment@MiltonHydro.com

If Milton Hydro owned equipment (transformer/switchgear) currently exists on the property and is intended to remain, access by Milton Hydro vehicles will be required if not already existing. Please contact Milton Hydro for approval.

New civil installations such as driveways must maintain a 1.5m minimum clearance from Milton Hydro owned poles and pole anchoring.

If a utility easement or an easement in favour of Milton Hydro exists on the property, Milton Hydro does not approve of any proposed works (fences, structures etc.) within the limits of the easement.

If there is a high voltage pole line adjacent to the proposed building/addition, clearances must be maintained as required shown in the figure below. (Refer to Ontario building Code 3.1.19.1, clearance to buildings).



Thank you,

Terry Riley
Engineering Technologist

Wendy Chen

From: Lingard, Norman [REDACTED]
Sent: Thursday, July 28, 2022 5:07 PM
To: Megan Lovell
Subject: Britannia Secondary Plan LOPA-01-22

July 28, 2022

Megan Lovell, Policy Planner
Development Services
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

RE: Britannia Secondary Plan LOPA-01-22

Dear Megan,

Bell Canada thanks you for the opportunity to participate in the Britannia Secondary Plan process. It is our understanding the Britannia Secondary Plan Area is a part of Milton's next phase of growth and development (2021-31) and that this area is being planned in accordance with provincial, regional policies and local policies to achieve the vision of creating complete, walkable neighbourhoods that provide a range and mix of uses, including a range of housing options and access to amenities and services. It's being planned as a community area that will accommodate approximately 46,450 residents and 10,730 jobs.

About Bell Canada

Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The *Bell Canada Act*, a federal statute, requires that Bell supply, manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province. The critical nature of Bell's services is declared in the *Bell Canada Act* to be "for the general advantage of Canada" and the *Telecommunications Act* affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty."

Provincial policy further indicates the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services:

- The 2020 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).
- Section 1.7.1 I) of the 2020 PPS recognizes that "efficient and coordinated telecommunications infrastructure" is a component of supporting long-term economic prosperity.
- We note that the definition of infrastructure in the 2020 PPS is inclusive of communications / telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1).
- Furthermore, the 2020 PPS states that infrastructure should be "strategically located to support the effective and efficient delivery of emergency management services" (Section 1.6.4), which is relevant to telecommunications since it is an integral component of the 911 emergency service.

To support the intent of the *Bell Canada Act* and *Telecommunications Act* and ensure consistency with Provincial policy, Bell Canada has become increasingly involved in municipal policy and infrastructure initiatives. We strive to ensure that

a partnership be established which allows for a solid understanding of the parameters of Bell's infrastructure and provisioning needs and the goals and objectives of the municipality related to utilities. For example, balancing the technical demands of providing reliable service to the public with the desire to create an aesthetically pleasing environment.

Comments on the Britannia Secondary Plan

Bell Canada is most interested in changes to the transportation network and/or policies and regulations relating to the direction of growth and public infrastructure investments, heritage character, urban design, broadband and SMART-related objectives and how Bell can assist the Town of Milton to be a connected community. We have reviewed the Draft Britannia Secondary Plan and have no specific comments or concerns at this time.

Future Involvement

We would like to thank you again for the opportunity to comment, and would request that Bell continue to be circulated on any future materials and/or decisions released by the municipality in relation this initiative.

Please forward all future documents to circulations@wsp.com and should you have any questions, please contact the undersigned.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
planninganddevelopment@bell.ca | ☎ 365.440.7617



**We note that WSP operates Bell Canada's development, infrastructure and policy tracking systems, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.*

August 12, 2022

Submitted Digitally

Ms. Jill Hogan, MCIP, RPP
Commissioner, Development Services
Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

Dear Ms. Hogan:

**Re: Comments on Draft Britannia Secondary Plan
Marilyn and Rollie Willis**
[REDACTED]
Town of Milton
Our File No.: 2009/08

We are Planning Consultants for Marilyn and Rollie Willis, owners of the [REDACTED]
[REDACTED] Our client owns property located at the northeast corner of [REDACTED]
[REDACTED] within the Britannia Secondary Plan ("BSP") Area.

I attended the Statutory Public Meeting on July 18, 2022 and presented comments on behalf of our client with respect to the draft BSP. The purpose of this letter is to summarize our comments in order to facilitate further discussions with Town staff and the Project Planning Consultant (Malone Given Parsons). We may have further comments on the BSP to share with staff, and we may have additional comments as the BSP evolves through the planning process.

A summary of our comments is as follows:

Schools

The policies of the BSP **require** 12 elementary and 4 secondary schools. This is an extraordinary number of schools sites for the secondary planning area. The policy language to "require" this number of schools is overly prescriptive. By not achieving the prescribed number of schools, this would appear to lead to an issue of non-conformity and trigger the need for an amendment to the BSP. More flexibility in this policy is recommended.

Transportation

The Willis property is bounded by Britannia Road, which is a Regional Road to the south, Fifth Line which is a Minor Arterial to the west, and planned Collector Roads

along the north and east property lines. In addition, there is a proposed mid-block north/south Collector Road that bisects the Willis lands.

The extent of the proposed higher order network appears more indicative of an automobile-oriented plan rather than a more walkable and pedestrian oriented community that would rely on alternative modes of transportation. The number of higher order roads with extensive rights-of-way also impacts the future development potential and density of development. We recommend the elimination of the mid-block Collector Roads in favour of a more pedestrian friendly, community oriented local road network.

In addition, it would be helpful if Town Planning staff and the Planning Consultant could investigate the alignment of the contemplated road network to coincide with existing lot lines for larger parcels such as the Willis lands. This would result in more efficient development and avoid having to deal with smaller remnant portions in the future.

Housing

The proposed policies intended to achieve affordable and assisted housing are important. However, the origin of the percentages such as a minimum of 18% of all housing should be affordable/assisted and a minimum of 10% of singles and semis should include a secondary unit is not clear. Further, it is not clear how the policies addressing housing affordability can be appropriately implemented especially with the continued rise in municipal rates and fees including development charges.

We look forward to continued dialogue with respect to the BSP prior to final adoption by Town Council in early 2023 and approval by the Regional Municipality of Halton.

Yours truly,

WELLINGS PLANNING CONSULTANTS INC.



Glenn J. Wellings, MCIP, RPP

- c. Megan Lovell – Senior Planner – Town of Milton
- Matthew Cory – Malone Given Parsons
- Marilyn and Rollie Willis – Willis Family Fruit Farm
- Raj Kehar – WeirFoulds LLP

BRITANNIA SECONDARY PLAN

OPINIONS BY AMEEN WALLI-ATTAEI



MY OPINIONS

- I am proud and applaud all the effort that went into the detailed studies
- I like how staff have answered the “why” and “what”
- I am concerned about “how” we will create a livable community



I. TREAT CYCLISTS LIKE PEDESTRIANS

- Dedicated cycleways, just like we have walkways
- There should be NO on-street cycle lanes
- All intersections should have dedicated crossings for pedestrians and cyclists
- A complete cycling network made up of:
 - Segregated facilities plus
 - Quiet, narrow streets with traffic calming and
 - 20km/h speed limit and no bike lanes or
 - 30km/h speed limit and (advisory) bike lanes



II. ACHIEVING WALKABILITY

- Proximity to destinations is important in making a place walkable
- I would like to see (1) more housing density and (2) lots less space taken up for cars
 1. There should be NO single or semi detached homes, with townhouses being the minimum density allowed
 2. Each family or dwelling should have a maximum of ONE permanent car parking space (either on their property or on-street)



III. CREATING A PLEASANT EXPERIENCE

- Cities aren't loud, cars are loud!
- We need more space dedicated to walking and cycling
- More separation from cars is more pleasant for everyone
- Limit on-street parking. There should not be 2 sides of on-street parking on roadways.
- More bicycle parking spots than car parking spots.
1 car space = 10 bicycle spaces



IV. LEARNING FROM PAST MISTAKES & BOYNE SECONDARY PLAN

- In already developed areas, cycling infrastructure is inadequate. Most people cycle on the sidewalk.
- Some examples of poor designs and policies:
 - Bike lanes squeezed between car travel lane and on-street parking
 - Roundabouts in Milton were not designed well for pedestrians and cyclists
 - Lots of destinations in Milton have limited cycling connections and inadequate bicycle parking facilities



V. ROAD NETWORK

- Minimizes interactions between different forms of traffic (along a roadway, and at intersections)
- Pedestrians and cyclists should only cross at grade with roadways slower than 50 km/h, and with a max. of 2 lanes
- For other crossings, grade separation is needed to separate pedestrians and cyclists. See:

<https://www.youtube.com/watch?v=QJ4jVje3dTw>



VI. TRANSIT

- Transit Lanes should support at least 15-minute transit frequencies
- More research into feasibility of higher order transit projects is needed
- Research should be done for implementation of car sharing and bicycle sharing services



THANK YOU!

- Thank you to all town staff for your amazing work!
- I would like to see more ambitious plans
- See Culdesac's plan to create a livable (car-free) community in North America:
<https://culdesac.com>
- Questions? Comments?



July 14, 2022
Mayor Krantz and Members of Council
Town of Milton
150 Mary Street
Milton, ON, L9T 6Z5

Dear Mayor Krantz and Members of Council

**RE: Draft Britannia Secondary Plan
Public Meeting – Initial Comments**

Mattamy Homes is the owner of approximately 170 hectares (420 acres) of land within the Britannia Secondary Plan area. We have been working closely with Town staff and the Town's consulting team during the preparation of the draft Secondary Plan and commend them on the work done to date. Overall, we appreciate the flexibility that has been provided throughout the draft Secondary Plan to allow for the community to evolve over time and look forward to working with staff to finalize the Secondary Plan.

We have reviewed the draft Britannia Secondary Plan and its associated background reports and offer the following initial comments:

1. Phasing Plan

The proposed Phasing Plan shown on Schedule C.X.D does not provide for a logical build out from the existing residential community (Boyne) nor the employment area (Derry Green) to the north. Instead, it proposes to focus the first phase of development on Britannia Road and James Snow Parkway and then "come back later" to complete neighbourhoods in the second phase of development. This is not desirable as it will necessitate restarting construction near recently completed areas and potentially aggravating new homeowners.

We request that the Phasing Plan be revisited to include consideration for:

1. Building complete communities that extend from the existing built-up area;
2. Building connections to the existing residential and employment areas including the active transportation network;
3. Timing of the arterial road network delivery including Louis St Laurent Avenue, 5th Line, 6th Line and James Snow Parkway;
4. Regional services and stormwater management infrastructure.

As we have seen with past Secondary Plans it is important the corresponding phasing policies are flexible and allow for adjustment when new and unexpected constraints arise later in the development process.

2. Community Structure (Neighbourhoods)

The proposed Community Structure Plan (Schedule C.X.A) shows 5 neighbourhoods. Each neighbourhood is to include key elements such as a Neighbourhood Node, schools, and parks. We note that the neighbourhoods relate to the proposed Phasing Plan and 3 of the neighbourhoods are centred on Regional roads (Britannia and James Snow Parkway). In practicality, we know from experience that these major roads serve as divides that would more logically form the boundaries of neighbourhoods. We request that further discussion be given to the proposed neighbourhood boundaries prior to finalization.

The Schedule also numbers the proposed Neighbourhoods. We suggest that, as in the Boyne, Sherwood, and Bristol Survey Secondary Plan areas, these neighbourhoods be named rather than have numbers to not be confused with Phasing requirements.

3. Tertiary Plan and Neighbourhood Design Plans

The draft Secondary Plan proposes 2 additional levels of planning prior to proceeding with development applications, ie, Tertiary Plan and Neighbourhood Design Plans. While we agree that it is appropriate to complete a more detailed plan as part of development applications, we are concerned that the need to prepare 2 additional plans will be very time consuming and potentially lead to a duplication of effort and delay in development.

We request that the need for Neighbourhood Design Plans be reconsidered as most key matters can be addressed through the Tertiary Plan as was done most recently in the Boyne Survey Secondary Plan area. The appropriate size, number, timing and alignment with the various environmental studies of the Tertiary Plan should also be further discussed.

4. Road Network

The proposed road network is shown on the Active Transportation & Natural Heritage System Plan (Schedule C.X.B). We support 5 ½ line being a collector road through the Britannia Secondary Plan and believe the delivery of the arterial road network is an important consideration for the build out of the community. Detailed comments on the road network will be submitted under separate cover and we request further discussion prior to finalization.

5. Parks

The proposed Land Use Plan (Schedule C.X.C) shows a number of parks throughout the Secondary Plan area and the policies of the plan speak to the proposed sizes of those parks. Since the total amount of parkland exceeds Planning Act requirements, we believe that additional dialogue between the Town and landowners would be beneficial.

6. Land Uses and Urban Design Guidelines

For the mixed use nodes we request further discussion on the allocation of uses, heights, minimum required commercial space and implementation given their fixed boundaries.

Regarding the Urban Design Guidelines, Mattamy recognizes that design direction is beneficial and appreciates the Town's efforts to ensure new communities are functional and offer coherent design outcomes. However, Mattamy requests that the Urban Design Guidelines be reviewed to be less prescriptive particularly regarding height and setback limitations. We believe the prescriptive nature of the guidelines will present implementation challenges. Similarly, we have concerns regarding the limitations on housing next to the Green Avenue and request further discussion on the form and function desired for the Green Avenue.

In conclusion, we appreciate the opportunity to provide comments on the draft Secondary Plan and the Town's efforts to work collaboratively with the landowners to plan great communities. We continue to review the detailed background reports and will provide further detailed comments under separate cover. We look forward to continuing to work with the Town in a positive manner to arrive at a Plan that is mutually satisfactory.

Please do not hesitate to contact the undersigned should you have any questions.

Regards,



Karen Ford
Vice President, Land Development
Mattamy Homes
Karen.ford@mattamycorp.com

Cc: Jill Hogan, Commissioner, Development Services, Town of Milton
David Twigg, Director, Planning Policy and Urban Design, Town of Milton
Megan Lovell, Senior Planner, Policy, Town of Milton

July 28, 2022



Megan Lovell, MCIP, RPP
Senior Planner, Policy
Town of Milton
150 Mary Street
Milton, ON, L9T 6Z5

Dear Ms. Lovell:

**RE: Draft Britannia Secondary Plan – Neighbourhood 5
Supplemental Comments**

Mattamy Homes and Remington Group own the majority of land within the proposed Neighbourhood 5 in the Britannia Secondary Plan. As community building partners, we have been working closely with Town staff and the Milton Phase 4 West Landowners Group (LOG) on the Secondary Plan. As noted in the LOG submission there are significant concerns with the phasing plan proposed and its ability to create complete communities.

In support and consistent with the comments provided by the LOG team, attached are memos to provide further detailed servicing and transportation considerations that should be factored in for the build-out of Neighbourhood 5.

- Sanitary Servicing, Neighbourhood 5 Memo by *DSEL*
- Transportation Network Memo by *CGH Transportation*
- Context Map showing the Sanitary and Road Network anticipated to be in place by 2030

We request that the Town's team review this additional information to assist with further discussions regarding the phasing plan and look forward to continuing collaboration with the Town and LOG to finalize the Secondary Plan. Please do not hesitate to contact the undersigned should you have any questions.

Sincerely,

Karen Ford
Vice President, Land Development
Mattamy Homes

Jason Sheldon
Executive Vice President, Land
Remington Group

Cc: Jill Hogan, Town of Milton



David Schaeffer Engineering Ltd.
600 Alden Road, Suite 700
Markham, ON L3R 0E7
905-475-3080
dsel.ca

MEMORANDUM

DATE: July 27, 2022 [EMAIL]

TO: **Mattamy Homes**

ATTENTION: Karen Ford

SUBJECT: **Sanitary Servicing, Neighbourhood 5
Milton Phase 4 – Britannia, Town of Milton**

OUR FILE: 16-840

ATTACHMENTS: Attachment 1 – Halton Region Wastewater Development Capital
Implementation Plan, GM Blue Plan Engineering, 2021
Attachment 2 – Figure 1

COMMENTS:

This sanitary review is based on the following background documents:

- **Water and Wastewater Area Servicing Plan, Britannia Secondary Plan, Town of Milton**
WSP, May 2022
(ASP)
- **Regional Municipality of Halton, 2022 Development Charges Update Water/Wastewater Technical Report**
GM Blue Plan Engineering, September 2021
(2022 DC)
- **Issued for Tender Drawings, Britannia Road (Regional Road 6) Widening from James Snow Parkway (Regional Road 4) to Highway 407 ETR in the Town of Milton**
Wood et al., March 2021
(Issued for Tender Drawings)

The **ASP** presents an interim sanitary phase (Phase 1) which is comprised of Neighbourhood 1 and Neighbourhood 2 north of Britannia Road. The ASP also notes that a portion of Neighbourhood 5 may be included in the interim phase subject to available capacity in the Britannia Road wastewater pumping station (WWPS).

As illustrated in the excerpt from the **2022 DC** included as **Attachment 1**, Neighbourhood 5 is intended to be serviced by gravity south to Britannia Road, with the main trunk sewer servicing this area on Fifth and A Half Line / mid-block collector. Attached **Figure 1** illustrates the proposed sanitary servicing scheme for the lands north of Britannia Road based on the Britannia Road sewer design from the **Issued For Tender Drawings**. All lands north of Britannia Road within Milton Phase 4 Britannia can be serviced south by gravity to the Britannia Road trunk sewer, consistent with the Region's Master Plan.

Subject to the availability of capacity in the Britannia Road WWPS, all of Neighbourhood 5 should be considered and included in Phase 1 as it can be serviced without the need for any interim servicing as it will be serviced the same way in the interim or ultimate condition. The ultimate servicing can be constructed to service the lands by gravity while connecting to the Britannia Road trunk sewer east of 5th Line, so that the lands could ultimate drain south to the Lower Base Line WWPS.

The **ASP** should also note that the Lower Base Line WWPS is required to service future development in the Trafalgar Secondary Plan, Agerton Secondary Plan, and Vision Georgetown Secondary Plan, as well as the diversion of existing Georgetown flows. Therefore, it is anticipated that Region projects 6581, 6582, 8034, and 8035 that will construct the Lower Base Line WWPS and forcemain as well as the sanitary trunks along Lower Base Line and up 5th Line to connect with the flow splitter at Britannia Road will be a priority for construction as part of the next Allocation Program. The construction of that infrastructure will remove any capacity constraints on Neighbourhood 5, providing further rationale for Neighbourhood 5 to be included in Phase 1.

Yours Truly,
David Schaeffer Engineering Ltd.



Per: Alexandra Schaeffer, P.Eng

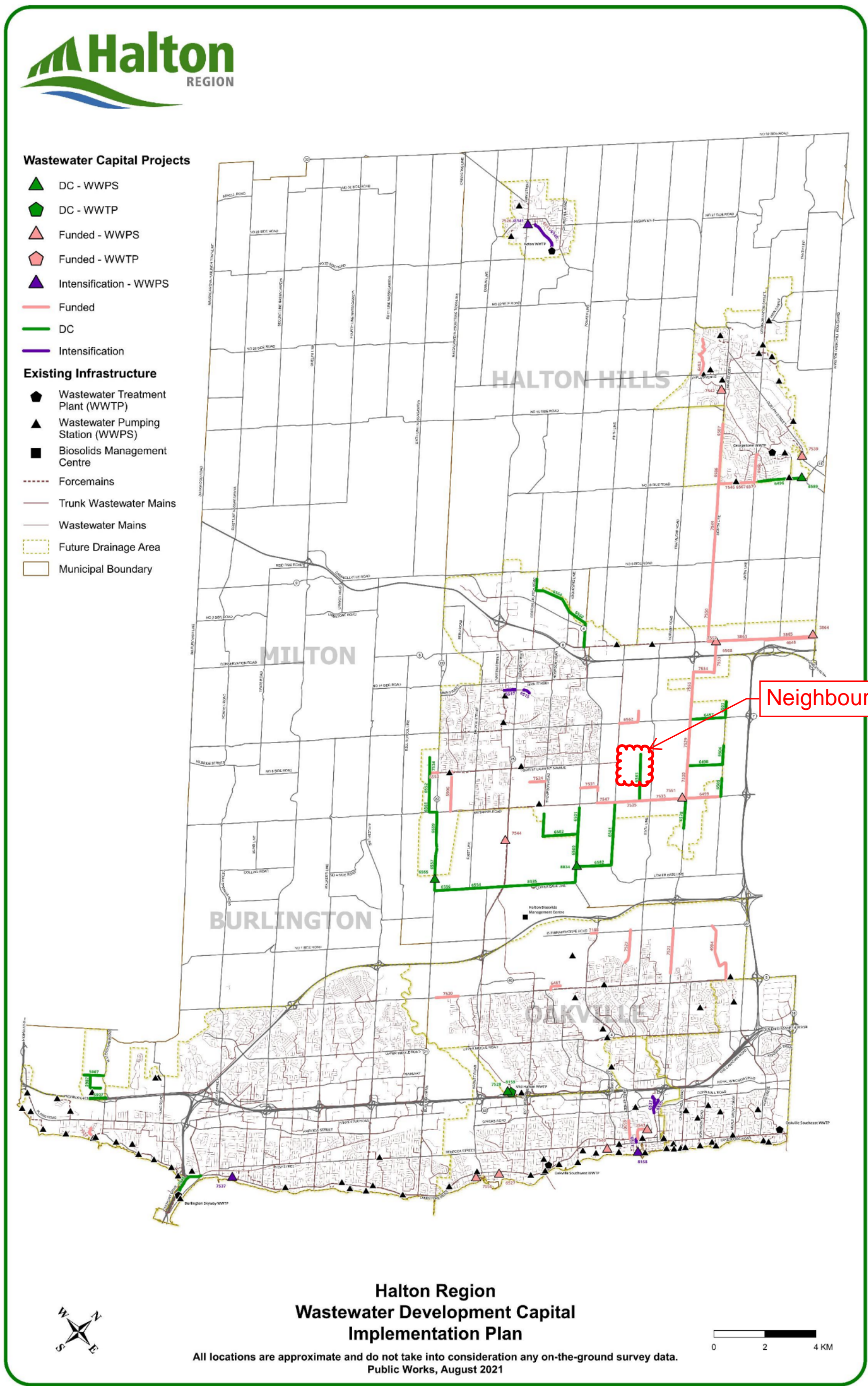
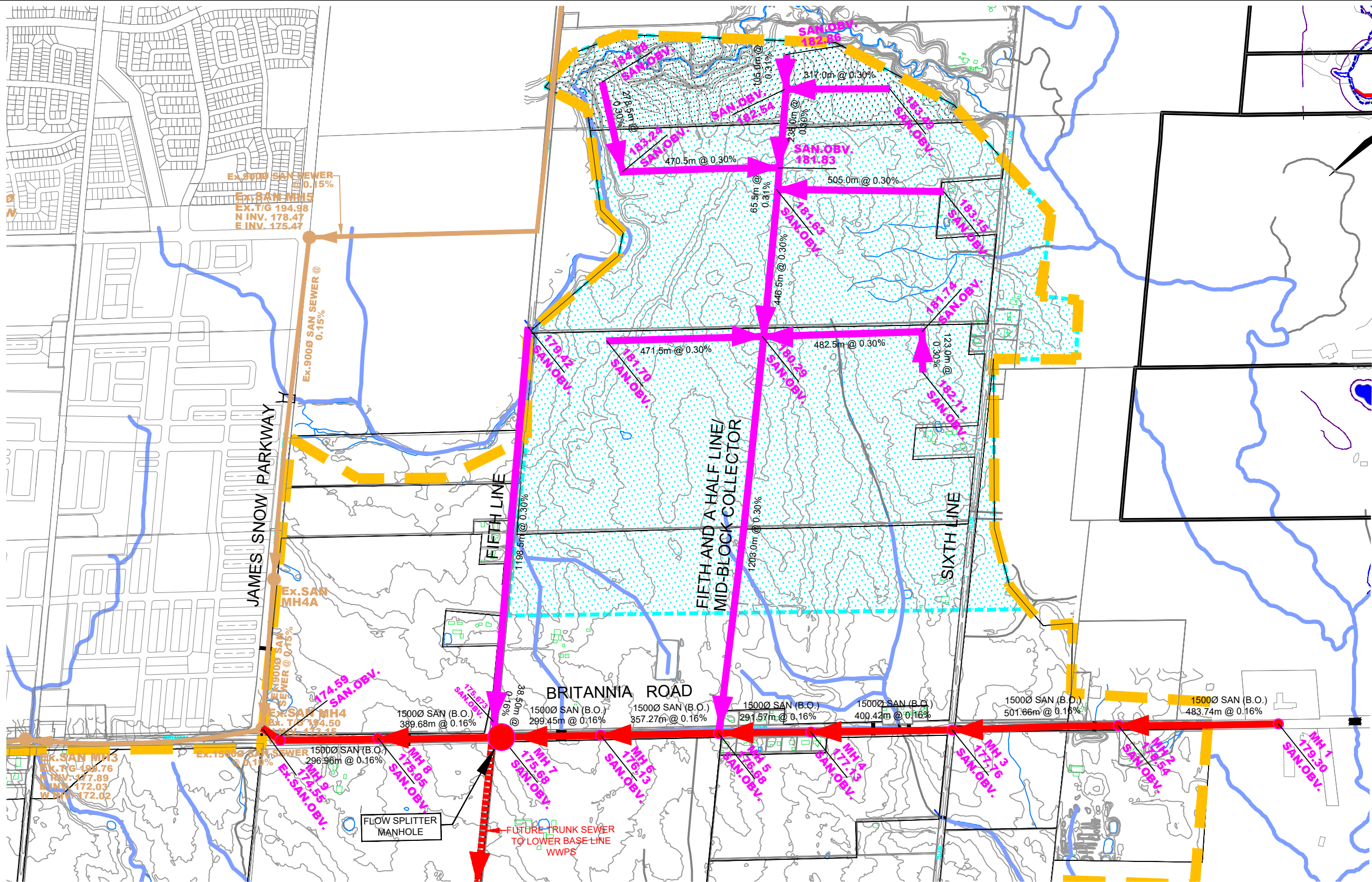


Figure 7 – Wastewater Development Capital Implementation Plan



LEGEND

- SITE BOUNDARY
- - - NEIGHBOURHOOD 5 BOUNDARY
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER ON BRITANNIA ROAD
- PROPOSED SANITARY SEWER



600 Alden Road, Suite 700
Markham, Ontario, L3R 0E7
Tel. (905) 475-3080
Fax. (905) 475-3081
www.DSEL.ca

MP4 - BRITANNIA

TOWN OF MILTON

CONCEPTUAL SANITARY SERVICING NORTH OF BRITANNIA ROAD

SCALE:	1:12,000	PROJECT No.:	16-840
DATE:	JULY 2022	FIGURE:	1



Technical Memorandum

To:	Jon Rafter – Mattamy Homes	Date:	2022-07-27
Cc:	Karen Ford – Mattamy Homes Clio Templeton – Mattamy Homes		
From:	Mark Crockford, P. Eng.	Project Number:	2022-096

Re: Milton Britannia Secondary Plan Transportation Timing Review

This letter has been prepared to review the transportation infrastructure within the Britannia Secondary Plan and the proposed timing of those elements. In order to do this, the Capital Budget Forecast (Town of Milton), 2021 Milton DC By-law, Transportation Existing Conditions Report – Britannia Secondary Plan, Britannia Secondary Plan, Halton Region Transportation Master Plan, Milton Official Plan, and the GO Expansion Full Business Case have been analyzed.

Context

The Milton Britannia Secondary Plan is a framework for the area to facilitate development of a complete community. The plan is split into two phases; phase one is comprised of the lands surrounding James Snow Parkway and Britannia Road from where they intersect to Lower Baseline Road and 6th Line respectively, with phase 2 comprised of the lands north of Britannia Road, and west of 4th Line.

Phase 1 Transportation Infrastructure

The southern portion of the lands assigned to Phase 1 of the Milton Britannia Secondary Project have three key transportation corridor projects that will support them. These include improving and widening 5th Line, extending James Snow Parkway, and widening Britannia Road. Although not noted as an infrastructure project in the Capital Budget Forecast, 4th Line is a major north south corridor on the western border of the subject lands; the condition and capacity of which should be monitored during the development period. The improvements scheduled for 5th Line are to occur from Britannia Road to Lower Base Line West, between 2031 and 2035, and are expected to cost \$7.8 million. The widening of 5th Line will occur between 2036 and 2041, widening from 2 lanes to 4 lanes from Britannia Road to Lower Base Line West with an expected cost of \$18.8 million. James Snow Parkway will be extended from its present terminus at Britannia Road to Highway 407 and Neyagawa Boulevard. The extension will be six lanes. The Halton Region Capital Improvements Map (2012 – 2031) includes the extension of James Snow Parkway with an implied opening year of 2031, however, the Transportation Master Plan Roads Capital Projects Map places the construction start year as 2031. This is further outlined in the budget, as all funds allocated to the extension project are for non-construction aspects, including environmental assessment and design. A large portion of the widening of Britannia Road will be within the study area boundary. Britannia Road will be widened from 2 lanes to 6 lanes by 2024, between Tremaine Road and Highway 407.

Phase 2 Transportation Infrastructure

The northern section of Phase 2 of the Milton Britannia Secondary Plan will be supported by four transportation corridor projects. These infrastructure projects include widening 5th Line, improving 6th Line, extending Louis St Laurent Avenue, and creating a southern collector road parallel to Louis St Laurent Avenue for the lands. The widening of 5th Line from 2 lanes to 4 lanes is set to occur between 2023 and 2025. The project will occur along 5th Line between Derry Road and Britannia Road and is expected to cost \$42.3 million. General improvements to 6th Line between Derry Road and Britannia Road are expected to take place between 2027 and 2029, and cost \$7.6 million. The extension of Louis St Laurent Avenue is set to occur in two stages. The first stage will include the extension of Louis St Laurent Avenue from its present terminus at James Snow Parkway to 5th Line; the second stage will continue the extension to 6th Line. The first stage of the project is expected to start and finish in 2023 with a cost of \$8.3 million; the second stage of the project is expected to take place between 2024 and 2026 and cost \$28.6 million.

Despite plans for the construction of 5th ½ Line through the desired lands between 5th Line and 6th Line from Britannia Road to a new interchange at Highway 401, as presented in the current policy documents reviewed in this memo, Halton Region staff have indicated that 5th ½ Line should no longer be considered. Instead, Halton Region staff have indicated that 5th Line will ultimately be widened to six lanes, with this additional capacity expected to replace the function and need for the previously proposed 5th ½ Line. The timing and exact details of this widening are not yet established however the timing is expected to be the same or after the timelines planned for the widening to four lanes.

Summary and Conclusions

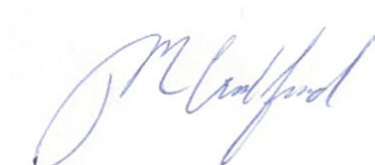
Table 1 summarizes the timing of each transportation corridor for Phase 1 and Phase 2.

Table 1: Transportation Corridor Timing Comparison

Phase 1		Phase 2	
Project	Time Frame	Project	Time Frame
Britannia Road Widening	2024	Louis St Laurent Avenue Extension (JSP-5 th)	2023-2023
James Snow Parkway Extension (Britannia-Hwy407)	2031-203?*	Louis St Laurent Avenue Extension (5 th -6 th)	2024-2026
5 th Line Improvements	2031-2035	5 th Line Widening (4 Lanes)**	2023-2025
5 th Line Widening (4 Lanes)**	2036-2041	-	-
-	-	6 th Line Improvements	2027-2029
Notes:	*Construction timeline not yet released		
	**Timing and extent of ultimate widening to six lanes unknown. As such, only the known timing of the widening of 5 th Line to four lanes is presented.		

As shown, the transportation corridor upgrades supporting Phase 1 primarily occur at or beyond 2031, whereas the upgrades supporting Phase 2 are anticipated to occur prior to or during 2031. Additionally, the widening of Britannia Road, the first project anticipated to be complete that supports Phase 1, would also serve to improve connectivity to the northeastern portions of Phase 2, in advance of the completion of James Snow Parkway, which would serve the southernmost portions of Phase 1. The elimination of a new 5th ½ Line along with improvements to 5th Line further supports the development of the northeastern portion of Phase 2, as well as surrounding developments

If you have any questions or comments, please do not hesitate to contact the undersigned.



Mark Crockford, P.Eng.

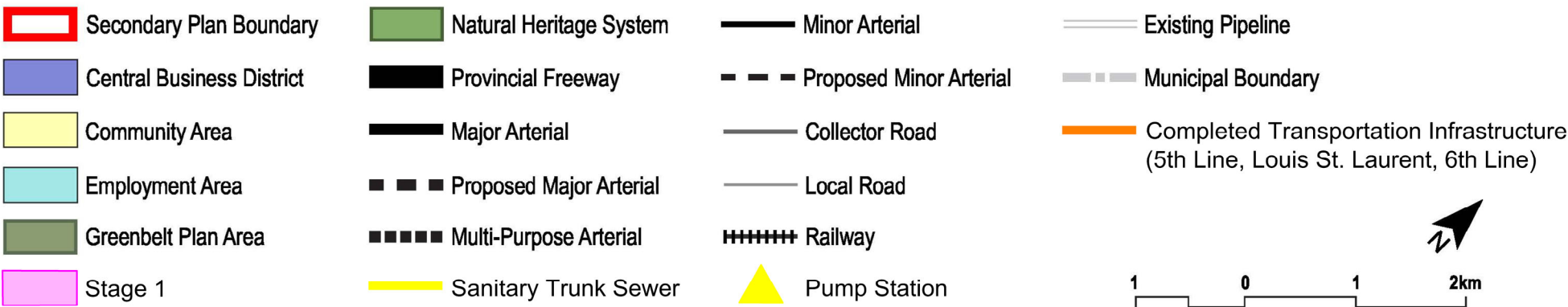
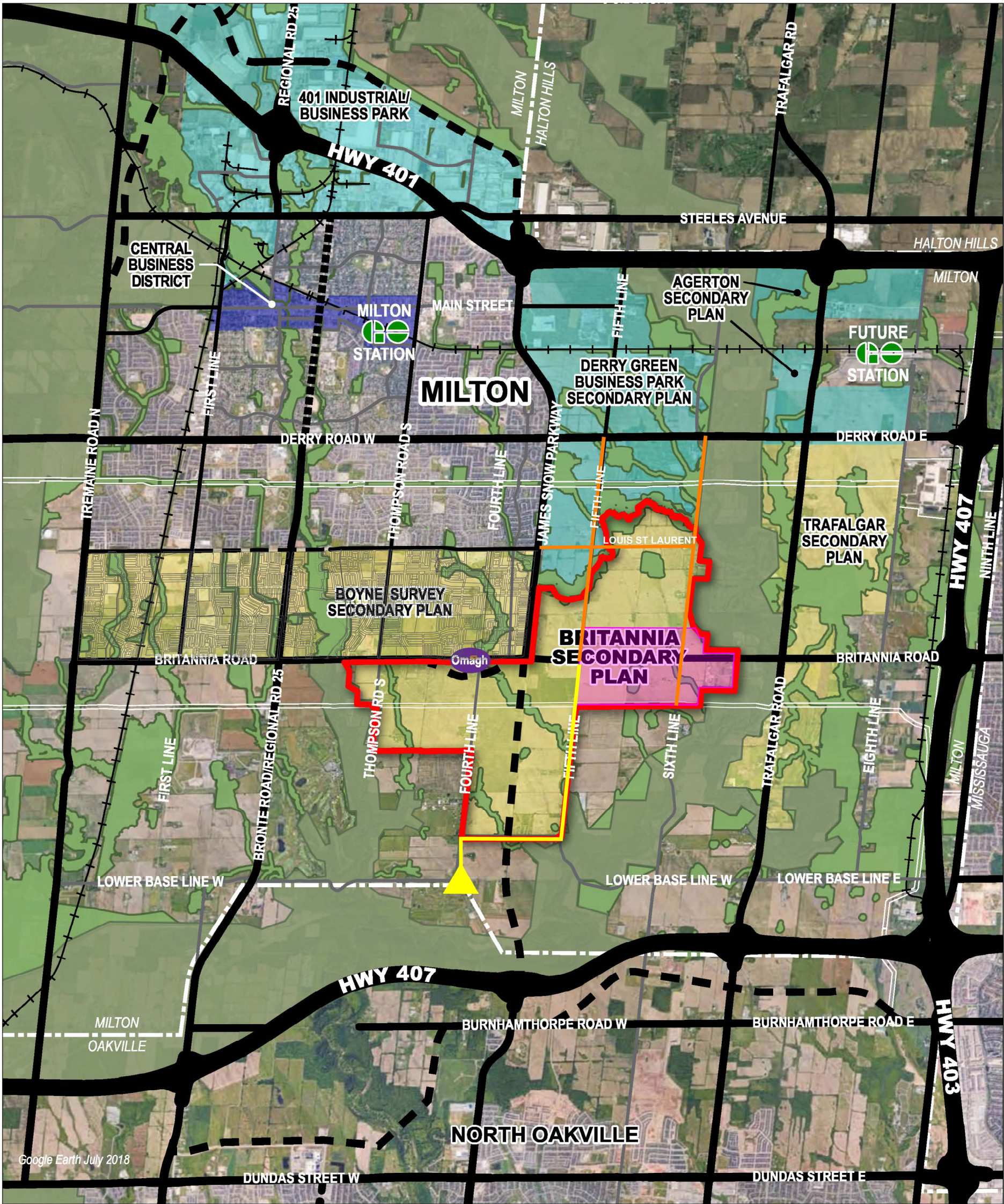
CGH Transportation Inc.

P: 905-251-4070

E: Mark.Crockford@CGHTransportation.com

2030
INFRASTRUCTURE DELIVERY TIMING &
TOWN'S PHASING PLAN

FIG 1.1 CONTEXT MAP





July 14, 2022

Mayor Kratz and Members of Council
Town of Milton
150 Mary Street,
Milton, ON
L9T 6Z5

Dear Mayor Krantz and Members of Council:

**RE: Town of Milton – Draft Britannia Secondary Plan Public Meeting
MP4 West Landowners Group – Initial Comments**

Delta Urban is currently retained by the Milton Phase 4 (MP4) West Landowners Group with respect to their holdings in the Britannia Secondary Plan Area in the Town of Milton. As a member of the Technical Advisory Committee, we have been engaged in the Secondary Plan process since its commencement and appreciate all the work being completed by Town staff and the Town's consulting team led by Malone Given Parsons (MGP).

As you know, the Britannia Secondary Plan Area represents approximately 900 hectares of developable land within the Town's urban boundary. The MP4 Landowner Group lands make up over 75% of the Secondary Plan's developable area. The Britannia Secondary Plan Area and its planning is critical in providing for the development of land to accommodate much needed growth to 2031 as set out in the Town and Halton Region's current Official Plans.

The MP4 West Landowners Group has, through its consulting team, been working with Town staff and MGP throughout the process and has provided comments at each stage of the process, including the provision of detailed comments on the previously released Preferred Land Use Concept in February of 2022. We also appreciated the opportunity for our consulting team to meet regularly with Town staff and MGP throughout the process, and specifically in March and April to discuss a number of policy areas.

The MP4 Landowner Group and our consulting team have been in the process of reviewing the recently released (June 2022) background reports and plans:

1. Archeological Assessment, Archeoworks;
2. Air Quality Assessment, WSP;
3. Agricultural Impact Assessment, DBH Soil Services;
4. Parks, Recreation & Library Needs Assessment, Monteith Brown;
5. Real Estate Market and Assessment Value Update, NBLC;
6. Retail Commercial Assessment, Ward Land Economics;
7. Transportation Master Plan, WSP;
8. Community Facilities Strategy, MGP;
9. Population, Employment, and Housing Report, MGP;
10. Urban Design Guidelines, MGP;
11. Area Servicing Plan, WSP;
12. Policy Directives Report, MGP;
13. Britannia Secondary Plan, Town of Milton/MGP;



Given the detailed nature of these reports, we are still in the process of finalizing our comments which we will provide in detail under separate cover to Town staff over the next few months. We would like to point out that a significant number of the Group's comments and questions have been addressed in the most recent updated reports and we are appreciative of the Town's recognition of our comments and responses.

At this time, we are providing Council with a summary of those areas and issues that we believe need further discussion and consideration and on which we hope to have continued discussion as the Secondary Plan moves forward through the public consultation stage. We would note that this list is not intended to be exclusive but a reflection of our initial, high level comments at this time.

Secondary Plan Policy Area/Issue	Summary Comment
Implementation of the Secondary Plan through the Tertiary Plan/Neighbourhood Design Plans/Node Plans and Draft Plans	<p>Clear policies are needed regarding who is leading and preparing the various plans and how these plans can be concurrently prepared and processed. There are concerns around added duplicative processes, timing, delays and approvals associated with the Tertiary Plans and the Neighbourhood Design Plans.</p> <p>While preliminary discussions with Town Staff regarding implementation of the Tertiary Plans and Neighbourhood Development Plans have been very productive and it has been confirmed that they will be lead by the landowner group, further discussion around these plans and processes and added clarification in the policy language is needed with the objective of resolving concerns and streamlining this work for all.</p> <p>A clear process needs to be set. The intent of the Secondary Plan is to provide flexibility. As noted, the Tertiary Plan is to be led by the landowners. Neighbourhood Plans are to accompany the Draft Plan of Subdivision applications and are not intended to add extra process to development.</p> <p>The policy language around the various processes and the NHS work (SWS, MESP, DAEFSS, EIAs) also needs further clarification and refinement.</p>



Land Use Policies Nodes: Community and Neighbourhood Mixed Use Areas	<p>The flexible policies in the mixed use areas are beneficial to allow for stand alone and mixed uses.</p> <p>Further discussion on the allocation of uses and minimum required commercial space and implementation is needed to understand how to meet the multiple objectives in the mixed use nodes given their fixed boundaries. The fixed areas for the mixed use areas should be removed and replaced with general node symbols until further discussions take place through the Tertiary plan exercise to delineate boundaries.</p> <p>Further discussion around the maximum heights and land uses in the mixed use areas including the provision for private institutional and recreational uses is required.</p>
Land Use Policies: Evolving Neighbourhoods	<p>It is good to see flexibility and a full range of residential uses and built forms permitted throughout the neighbourhoods. It is noted however that higher density uses (apartments) are not permitted. Some additional policies related to opportunities for high density uses outside of nodes adjacent to the corridor should be added.</p> <p>The requirements for stand alone sites for major Places of Worship in the policies is an area of past discussion that we believe needs further consideration and revisions to address the implementation concerns we have previously raised.</p>
Parks	<p>As we have previously noted, the Town's parkland target is above Planning Act requirements which presents a challenge to provide the parks throughout the neighbourhoods based on the number and sizes. The Group hopes to continue discussions with the Town on how to meet the parks objectives.</p>
Schools	<p>Similar to the challenges with parks, the provision of the number and size of schools is an area for continued discussion with the</p>



	Town and the School Boards and we hope to identify several co-location opportunities.
Phasing	Phasing is an area that the Group needs more clarification and justification on in relation to the phases and staging and the related schedules and policies. We would appreciate the coordination of these discussions with the Region of Halton as it relates to the availability of services.
Roads and Active Transportation	The proposed road network and active transportation plan is still under review by our team. Our team has some initial comments related to the extent of the road network and crossings for which we have questions and need clarification including the inclusion of 5 ½ Line and its function.
Natural Heritage System	We are appreciative of the work done on the mapping and the refinements included. There are a number of related NHS matters that we would appreciate continued discussion on with Town staff, the Region and Conservation Halton to confirm clarification around processes and implementation.
Urban Design Guidelines	While a very thorough document that is to be “regarded” under the Secondary Plan, there are some areas that appear more reflective of policy while others are highly prescriptive in their descriptions and others may be more suited in implementing zoning. Many of the more prescriptive guidelines also appear challenging in terms of implementation. A discussion of refinements and enhancements related to this document would be beneficial.

As noted, our team are in the process of completing our detailed comments and questions on the reports and the Draft Plan and we will provide these comments in detail which will also assist in guiding the discussions with staff around the key areas of our comments as noted above. Individual landowners may also provide detailed comments specific to their lands under separate cover through the process.

The Britannia Secondary Plan is an important community plan for the Town and the MP4 Landowner Group. Over the next few weeks, we look forward to the opportunity to meet and consult with Town staff and the MGP team to discuss and address our comments to move the plan forward within a policy framework that meets our collective objectives.



Should you have any further questions, please do not hesitate to contact the undersigned.

Regards,

Michael May, P. Eng.,
General Manager, Delta Urban Inc.

Cc: MP4 Landowners Group
Jill Hogan, Commissioner, Development Services, Town of Milton
David Twigg, Director, Planning Policy and Urban Design, Town of Milton
Megan Lovell, Senior Planner, Policy, Town of Milton
Matthew Cory, Malone Given Parsons
A.Hannaford and D. Anderson, MHBC
D. Leighton, Urbantech
N. Mather, Stoneybrook Consulting
R. Faludi, Urban Metrics,
J. Law, TMIG

**2023743 Ontario Ltd.
Catherine Marchetti and Marek Smieja**

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Megan.Lovell@milton.ca
David.Twigg@milton.ca

Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

December 14, 2022

Attention: Megan Lovell
Senior Planner, Policy
-and-
David Twigg
Director, Planning Policy and Urban Design

Dear Ms. Lovell & Mr. Twigg:

Further to our “in person” meeting with you on July 28, 2022 and your subsequent virtual meeting with our urban planner, Steven Edwards, on September 1, 2022, I do want to thank you for your time and the information you provided to us in answer to our many questions.

I appreciated in our “in person” meeting, that your shaping of the preliminary Britannia Secondary Plan was in part determined by consultation with the “stakeholders”/landowners’ group.

Admittedly, while we are not part of the Delta Urban Landowners group, we are the owners of 40 acres of property on the west side of Sixth Line and south of Britannia and would appreciate your consulting with us as well.

...2/

I do want to take this opportunity to reiterate what I mentioned to you in our in person meeting:

There seems to be a concentration of proposed schools and parks close to, or partially on our property and no school or park in the neighbourhood node to the north and east of our property.

The Community Facilities Plan indicates: “The locations identified represent an equitable distribution of community facilities that adequately serve the population proposed for each neighbourhood”. We note, however, that our property supports at least a portion of a school, a park and natural heritage system and so, we question whether this is an equitable distribution of community facilities.

Your truly,

AM Marchetti*

Anne Marie Marchetti

(Treasurer: 2023743 Ontario Ltd.)

**executed pursuant to the Electronic Commerce Act (Canada)*

cc. Catherine Marchetti, Marek Smieja,
Paul Marchetti

Your ref: [0000]
Our ref: 12589184

13 July 2022

Development Services
150 Mary Street
Milton ON
L9T 6Z5

**Town of Milton Official Plan, Britannia Secondary Plan, Comments on
Behalf of 2023743 Ontario Ltd., Katherine Marchetti and Marek Smieja
Part Lot 5 Concession 6, 6th Line Milton**

Dear Development Services Staff:

GHD have been retained by 2023743 Ontario Ltd. to provide planning advice related to the impacts of the proposed Britannia Secondary Plan on the land noted above. We would respectfully submit the following comments as input for the Public Meeting to be held on July 18, 2022.

The subject property as mapped on Schedule C.X.C is designated Evolving Neighbourhood. We note that there are three symbols that touch on the property along its north limit namely Natural Heritage System, Neighbourhood Park and Elementary School.

Natural Heritage System

There is an indication of Natural Heritage System on the site. This corresponds to a small-wooded area within the northwest corner of the property. In accordance with the parent Official Plan this area would be a Greenland Type B. This vegetation has not been assessed for its quality or function. However, we note that changes to the extent of the natural heritage system can be made without amendment to the plan. Changes may be possible and required once the area is assessed.

Neighbourhood Park

There is a Neighbourhood Park symbol partially within the property. It is recognized that more refinement to location will be developed within the tertiary plan. However, we note that the park size prescribed in the draft is 50% larger than the minimum park size requirement of the Official Plan. There is no explanation provided to set out the reason for this difference.

We do note that the symbols for parks and schools are approximate only and may be adjusted as the planning layout becomes more refined which is the preferred approach.

Elementary School

There is an elementary school symbol adjacent the property northern limit. In checking the location of schools based upon a 1.6-kilometre service distance there is extensive overlap with the site indicated to the northwest. As well there is an area immediately east of the site which is outside of a 1.6-kilometre radius. Consideration could be given to moving the elementary symbol to the east. We note that the plan does not differentiate between public and separate sites, however the shift can better serve areas for either school type.

Archaeology

The draft indicates areas requiring further archaeological assessment have been determined by the Town. We would like to determine whether this information is mapped and available for the secondary plan area.

Collector Road and Open Space Trail

There is a collector road indicated on the south side of the property. We would ask whether there had been any indication of planned width. Otherwise, we assume that the limit is as set out in the parent Official Plan.

Adjacent the collector road there is a Greenspace designation following the pipeline. We would assume that the opportunity exists such that the Greenspace and corresponding trail system can in part be incorporated into the planned road right of way.

Tertiary Plan

Tertiary plan requirements are outlined in section 7.5.2 of the draft. There is a great deal of detail to be provided. The parent policies allow for preparation of tertiary plan covering a group of sites. There are several properties surrounding the subject lands. We would not suggest that the

minimum size of plan area be prescribed however we assume that the Town will work with owners to permit tertiary planning on a logical sub area. And related to this we would also assume that the municipality will assist in the recovery of costs from non-participating property owners.

Implementation

This comment is related to process. The implementation section at 7.1.3 requires several key actions to be completed prior to development. A significant amount of municipal staff resources must be assigned to complete or review this work and we assume that the resources are available. An update of the timing of the tasks related to this section would be helpful.

Notification

We would request that the undersigned be added to the notification list for all future requirements related to this item and or notice of adoption.

We would also request that our client be added as well: 2023743 Ontario Ltd. 1104 Forest Manor Gate, Oakville Ontario, in care of Anne Marie Marchetti.

We thank you for the opportunity to provide input.

Regards



Steve Edwards, R.P.P.
Planning Lead


Steven.edwards@ghd.com

Copy 2023743 Ontario Ltd.
to: Raj Kehar, Weir Foulds

12300 Brit Holdings Ltd.
291 Edgeley Blvd, Suite 1
Concord, Ontario
L4K 3Z4

July 14, 2022

Sent Via Email

Town of Milton
150 Mary Street
Milton, Ontario
L9T 6Z5

Att: Mayor Krantz and Members of Council

RE: **Town of Milton, Britannia Secondary Plan**
12300 Brit Holdings Ltd. – Preliminary Comments

Dear Mayor Krantz,

We greatly appreciate all of the hard work that Town Planning staff have put into the Secondary Plan process to date. I am writing on behalf of 12300 Brit Holdings Ltd, located within the Britannia Secondary Plan (see Attachment 1 for location of property). 12300 Brit Holdings Ltd. has been an active participant within the MP4 West Landowners Group and have attended the regular monthly meetings with Town of Milton since the Secondary Plan process commenced. The purpose of this letter is to provide our preliminary comments and questions related to the Draft Secondary Plan that was released for Public comment on June 15, 2022. We intend to provide additional comments as the Secondary Plan and associated studies are updated.

Policy C.X.4.4.3 – Minimum 10% Target for Secondary Units

1. We would like further clarification on the minimum 10% target on single and semi-detached units to include an option to purchasers to include a secondary unit on a lot, including how this target was determined and the detailed rules associated with this requirement.

Policy C.X.5.2 – Neighbourhoods

1. Clarification on the difference between the Tertiary Plan and Neighbourhood Design Plan is required. Any opportunities to reduce approval process duplication should be discussed.

Policy C.X.6.1.1 – Evolving Neighbourhood Designation

1. Apartment and Live-work units should be included as permitted uses within this designation.
2. Building heights should be set higher than 4 storeys. Heights of 6 – 8 storeys would permit a greater variety of built forms/ heights within this designation.

Policy C.X.7.1.2 – Phasing and Finance

1. The Stages of development should be determined at the Tertiary Plan stage in conjunction with the MESP and DAEFS studies with a focus on utilizing the capacity within the existing Britannia SPS and sanitary sewer.

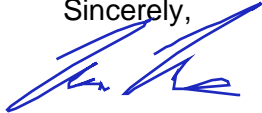
Policy C.X.7.6.1 – Neighbourhood Design Plan

1. Further clarity is required regarding the purpose of this process as it appears to duplicate the Tertiary Plan process but for each of the 5 neighbourhoods.

We request an opportunity to meet with the Town of Milton to discuss these items to ensure the plan is supported by all landowners. 12300 Brit Holdings Ltd. shall continue to provide comments during the ongoing consultation process.

Thanks again and we look forward to working collaboratively with Town staff through the Secondary Plan process.

Sincerely,

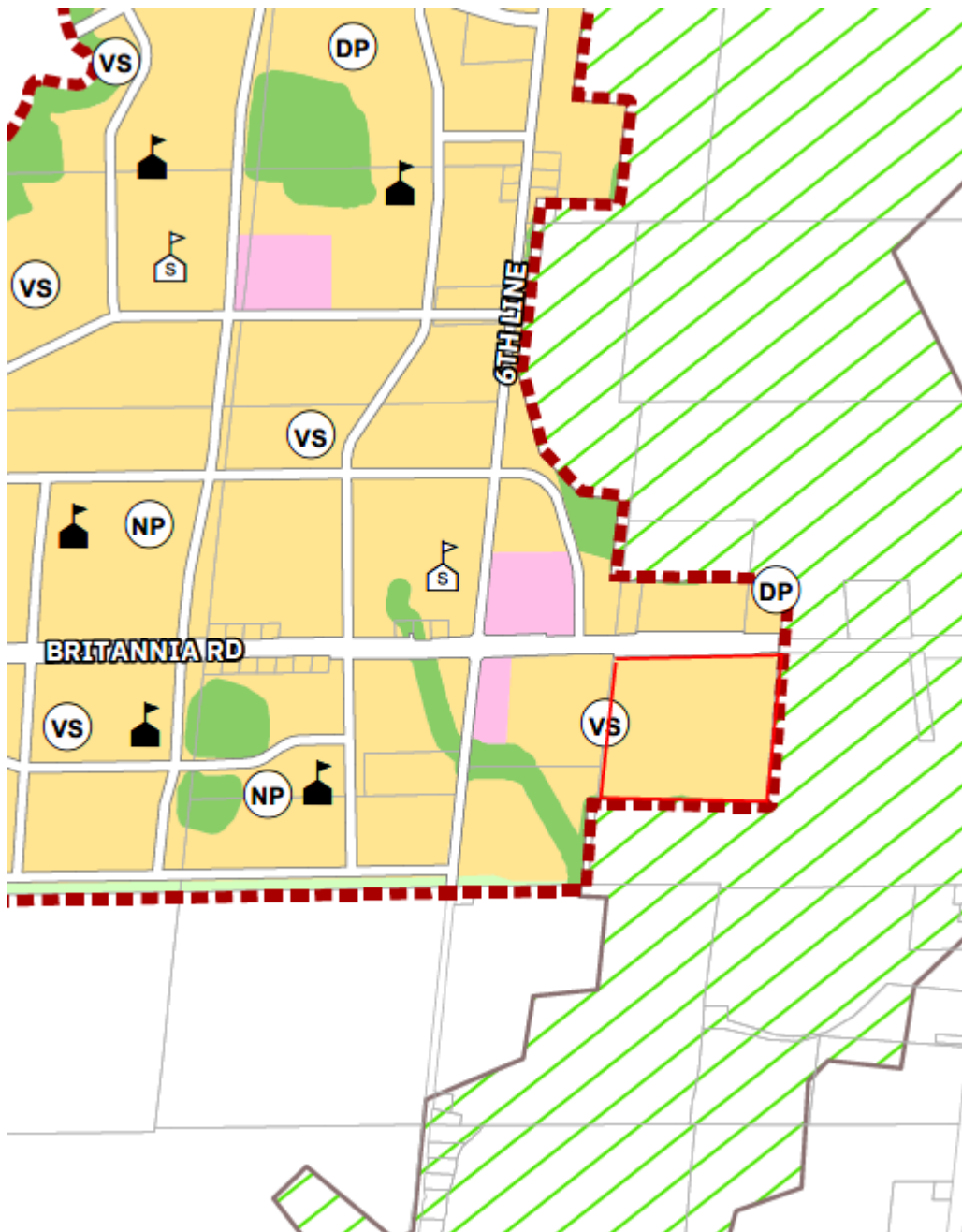


Travis Nolan, BES
Vice President, Development

Cc (By Email): Jill Hogan, Commissioner, Development Services, Town of Milton
David Twigg, Director, Planning Policy & Urban Design, Town of Milton

ATTACHMENT 1: LOCATION OF PROPERTY (RED)

ATTACHMENT 1: LOCATION OF PROPERTY (RED)



**Venturon Development (Milton 90) Inc.
Venturon Development (Milton 46) Inc.**

291 Edgeley Blvd, Suite 1
Concord, Ontario
L4K 3Z4

July 14, 2022

Sent Via Email

Town of Milton
150 Mary Street
Milton, Ontario
L9T 6Z5

Att: Mayor Krantz and Members of Council

**RE: Town of Milton, Britannia Secondary Plan
Venturon Development (Milton 90) Inc. and Venturon Development (Milton 46)
Inc. – Preliminary Comments**

Dear Mayor Krantz,

I am writing on behalf of Venturon Development (Milton 90) Inc. (Milton 90) and Venturon Development (Milton 46) Inc. (Milton 46) which are properties under management by National Homes, located within the Britannia Secondary Plan (see Attachment 1 for location of properties). Venturon have been active participants within the MP4 West Landowners Group since inception and have attended the regular monthly meetings with Town of Milton since the Secondary Plan process commenced. The purpose of this letter is to provide Venturon's preliminary comments and questions related to the Draft Secondary Plan that was released for Public comment on June 15, 2022. We intend to provide additional comments as the Secondary Plan and associated studies are updated.

Milton 90 Acre Site (Milton 90)

Schedule C.X.C Land Use Plan

1. We do not support the number and size of community uses conceptually proposed on the Milton 90 lands. This is the only location in the Secondary Plan where a Secondary School, District Park, and Elementary School are proposed in such close proximity to one another.
2. The Secondary School site can be co-located with a Neighbourhood Park to another location in the Secondary Plan.
3. There are 4 Elementary Schools conceptually illustrated in Neighbourhood 3. We believe that the one Elementary School could be relocated to another Neighbourhood.
4. A note could be added stating that the school site locations are conceptual and locations will be finalized during the future Planning Act process and will not require an Official Plan Amendment.

Schedule C.X.D Phasing Plan

1. We would like further clarification on how the Phasing Plan was determined. Any phasing plan and associated policies require as much future flexibility as possible to determine how lands will be phased during the Tertiary Plan process in order to best support the

construction of the Lower Baseline Sanitary Pumping Station and associated sanitary infrastructure.

Policy C.X.4.4.3 – Minimum 10% Target for Secondary Units

1. We would like further clarification on the minimum 10% target on single and semi-detached units to include an option to purchasers to include a secondary unit on a lot, including how this target was determined and the detailed rules associated with this requirement.

Policy C.X.4.6.2 – Places of Worship

1. We would like clarity on the requirement of 5 major place of worship sites throughout the Secondary Plan and how this was determined, and if there are similar examples in other municipalities where this approach resulted in sites being utilized over the long term.

Policy C.X.4.6.5 – Co-Location

1. Places of Worship should be added to the list of uses that can co-locate within the plan.

Policy C.X.5.2 – Neighbourhoods

1. Clarification on the difference between the Tertiary Plan and Neighbourhood Design Plan is required. Any opportunities to reduce approval process duplication should be discussed.

Policy C.X.6.1.1 – Evolving Neighbourhood Designation

1. Apartment and Live-work units should be included as permitted uses within this designation.
2. Building heights should be set higher than 4 storeys. Heights of 6 – 8 storeys would permit a greater variety of built forms/ heights within this designation.

Policy C.X.6.3.1 – Neighbourhood Commercial Mixed Use Designation

1. Maximum height of buildings should be set higher than 8 storeys within these designations. This designation is illustrated along Arterial Roads which can easily support heights of 15 – 20 storeys with minor shadow/ overlook impacts.
2. The policy should be revised to permit a larger Mixed Use Area at the Planning Approval stage without an Official Plan Amendment, and require the application to complete specific supporting studies to support the expansion (shadow, market impact, etc).

Policy C.X.6.4.7 – School Symbols

1. We request that additional dialogue could occur with the School Boards to determine if the number of school sites could be reduced in number.
2. Wording should be added to note that locations of schools on Schedule “C.X.C” is conceptual and that relocating these school sites during the Tertiary Plan or Planning Act process will not require an Official Plan Amendment.

Policy C.X.7.1.2 – Phasing and Finance

1. The Stages of development should be determined at the Tertiary Plan stage in conjunction with the MESP and DAEFS studies.
2. Multiple neighbourhoods should be permitted to advance Planning Approvals and purchase Regional Allocation concurrently to ensure that critical Regional Infrastructure is being funded and delivered as efficiently as possible.

Policy C.X.7.6.1 – Neighbourhood Design Plan

1. Further clarity is required regarding the purpose of this process as it appears to duplicate the Tertiary Plan process but for each of the 5 neighbourhoods.

Milton 46 Acre Site (Milton 46)

Schedule C.X.C. Land Use Plan

1. We request that the local collector road be shifted slightly southward so that there is not a sliver of Community Commercial Mixed Use on the property

Schedule C.X.D Phasing Plan

1. We would like further clarification on how the Phasing Plan was determined. Any phasing plan and associated policies require as much future flexibility as possible to determine how lands will be phased during the Tertiary Plan process in order to best support the construction of the Lower Baseline Sanitary Pumping Station and associated sanitary

Phasing and Finance (Section C.X.7.1 of Draft Secondary Plan Policies)

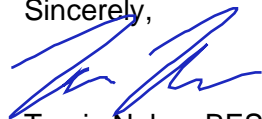
1. The proposed Phasing policies should be revised to permit as much flexibility as possible during the Tertiary Plan stage, so that the Lower Baseline Pumping Station and associated infrastructure can be funded through the next Regional allocation program.

Collector Roads

1. We request flexibility in the policies to ensure that Collector Roads can be realigned, relocated or deleted during Tertiary Plan/ Draft Plan stage without an Official Plan Amendment being required.

We request an opportunity to meet with the Town of Milton to discuss these items to ensure the plan is supported by all landowners. Venturon shall continue to provide comments during the ongoing consultation process.

Sincerely,

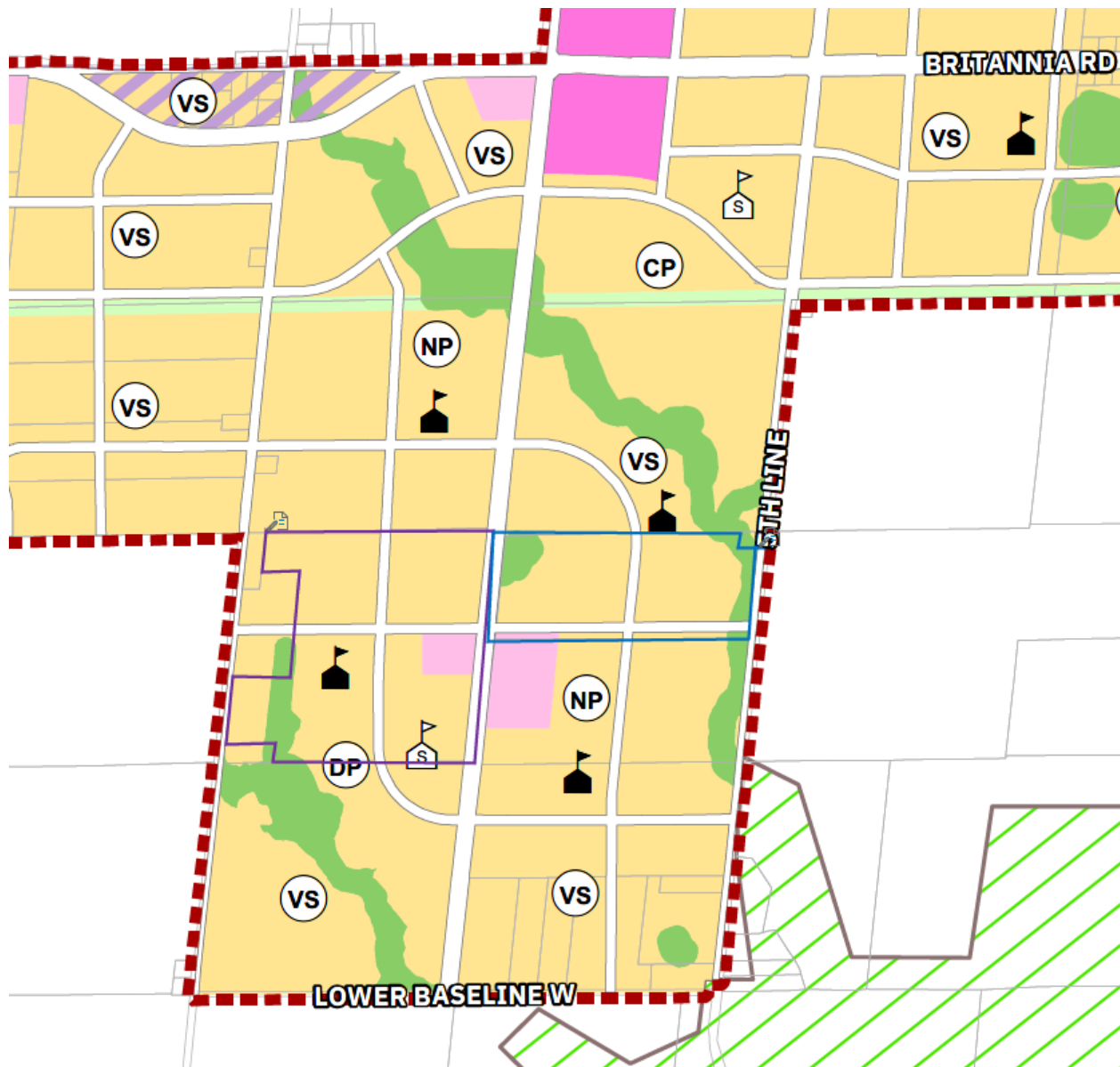


Travis Nolan, BES
Vice President, Development

Cc (By Email): Jill Hogan, Commissioner, Development Services, Town of Milton
David Twigg, Director, Planning Policy & Urban Design, Town of Milton

ATTACHMENT 1: LOCATION OF MILTON 90 (PURPLE) AND MILTON 46 (BLUE)

ATTACHMENT 1: LOCATION OF MILTON 90 (PURPLE) AND MILTON 46 (BLUE)





BARRISTERS • SOLICITORS

232A Guelph Street, Suite 201, Halton Hills, Ontario L7G 4B1
Telephone: 905-873-0204 Facsimile: 905-873-4962

Herbert T. Arnold

HTAesq@aol.com

Ann Clifford, Assistant (ext. 112)

aclifford@arnold-foster.com

March 15, 2023

Town of Milton
Planning and Development
150 Mary Street
Milton, Ontario L9T 6Z5

Attention: Ms. Megan Lovell

Dear Madam:

Re: Robert and Linda Dougherty

We act for Robert and Linda Dougherty in respect of their property municipally known as [REDACTED] Milton. Attached is a map on which we have outlined our client's property.

Further to our meeting in person on Friday last, we make the following comments/submissions in respect of the draft Britannia Secondary Plan:

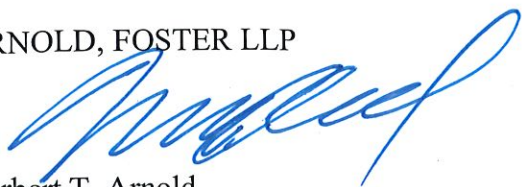
1. In each Schedule, a road is depicted running generally along the Westerly limit of our clients' land. We would like to see the road as straddling the Westerly property line along its entire length with the center line of this road being the Westerly limit of our clients' land. We acknowledge the location of the road is conceptual only in the Secondary Plan.
2. We submit that our clients' land should be considered for inclusion in Phase I. It seems reasonable to include all lands fronting on Britannia Road in Phase I. At our meeting, there was discussion that the phasing was tied to the water/wastewater servicing and we are requesting you provide any information in that regard and keep us updated if there are any changes.

www.arnold-foster.com

Thank you for meeting with us last week and we look forward to participating in the Secondary Plan process as it moves forward.

Yours truly,

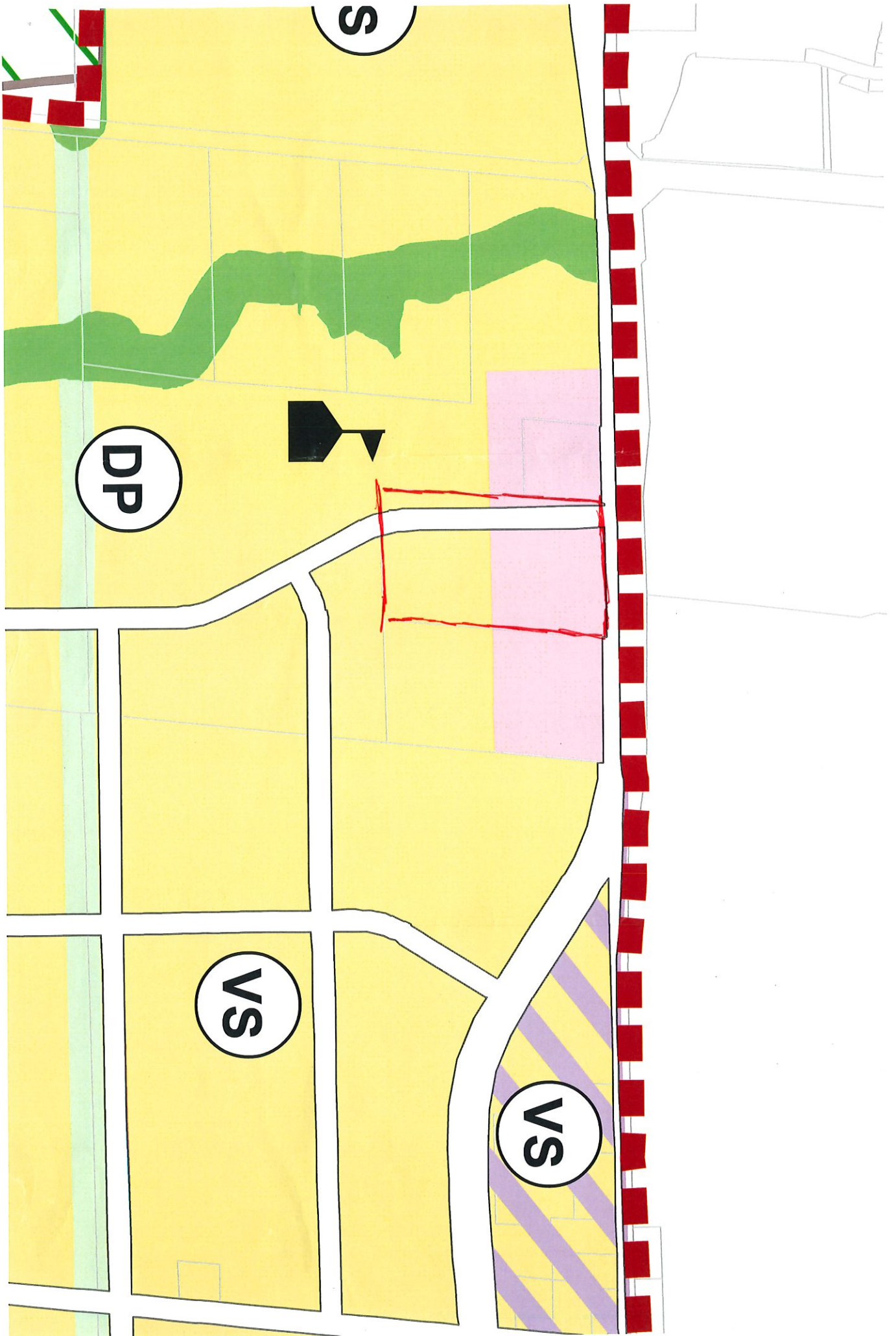
ARNOLD, FOSTER LLP

A handwritten signature in blue ink, appearing to read 'Arnold', is written over the printed name 'ARNOLD, FOSTER LLP'.

Herbert T. Arnold

HTA/ac

Enclosure



Wendy Chen

From: rob gao [REDACTED]
Sent: Monday, May 8, 2023 12:38 PM
To: Megan Lovell; Wendy Chen
Subject: Comment regarding Britannia Secondary Plan

Hi,

We have a comment regarding the Britannia secondary plan about the corner lot, [REDACTED] at the intersection of 5th line and Lower Base Line West. Currently, the location is designated as an evolving neighborhood and the permitted uses consist of single detached dwellings, semi-detached dwellings, secondary units, townhouses, back-to-back townhouses, and may include stacked back-to-back townhouses and multiplexes according to certain policies.

We would like to know, which level of density would an evolving neighborhood be considered? We would like our lot to be considered medium to high density. In addition to the above permitted uses, we also want the option to build 6-8 storey condos. As this is the corner lot of an intersection of arterial roads, it's easier to connect to the major roads, and there is easy access to services like water, sewage, gas line etc.

Thanks for your time and consideration.

Regards,

Bruce Bi & Vivian Zhao

[REDACTED]

[REDACTED]

Wendy Chen

From: Javaid Hanif [REDACTED]
Sent: Wednesday, July 19, 2023 4:18 PM
To: Wendy Chen
Subject: Re: Information about town planning around my home , 5640 Fifth Line

Follow Up Flag: Follow up
Flag Status: Completed

Hi Wendy

I wish to thank you for your time given to me for explaining status of secondary plan.

I have noted that one of the road is overlapping my property at [REDACTED].

I wish to request to arrange this road in a way to be out of our property, if possible.

Please keep me posted about this key request to adjust road.

Thanking again

Best Regards

Javaid Hanif
Owner of [REDACTED]

[REDACTED] 00 AM Wendy.Chen@milton.ca <Wendy.Chen@milton.ca> wrote:

Hi Javaid,

10 am tomorrow works. I'll send a calendar invite. Please come up to the second floor of Town Hall. I'll see you tomorrow then!

Best,

Wendy



CEDAR CITY
DEVELOPMENTS

P: 416.306.9900
F: 416.306.9900
WWW.CEDARCITYDEV.COM

Town of Milton
150 Mary Street
Milton, Ontario
L9T 6Z5

July 29, 2022

Att: Jill Hogan, Commissioner, Development Services, Town of Milton

**RE: Town of Milton, Britannia Secondary Plan
Cedar City Developments Ltd. – Preliminary Comments**

Dear Jill,

I am writing on behalf of Laurier Brown Milton East Developments Inc. (LBMED) (lands are municipally known as 6259 Sixth Line) and Cedar Brown South Milton Inc. (CBSM) (lands are municipally known as 1149 Lower Baseline West) both located within the Britannia Secondary Plan (see Attachment 1 for location of properties). Cedar City Developments Ltd. has been actively participating and working with the MP4 West Landowners Group and the Town of Milton for many years. We are excited to be a part of Milton's next phase of growth and development, including the release of the Britannia Secondary Plan. The purpose of this letter is to thank the Milton Staff and Council for moving the process along and to provide our preliminary comments on some of the policies for Land Uses that are currently designated on our lands.

Policy C.X.6.3.1(a) – Neighbourhood Commercial Mixed Use – Residential Uses

It appears this currently does not contemplate the potential for Townhouses other than "Stacked Back to Back Townhouses". We believe it would be appropriate to include all forms of Townhouses (street towns, rear lane, dual-frontage, back to back, stacked) as part of this land use in order to allow for the greatest flexibility with setting out Draft Plans and Site Plans for the Mixed Use Areas. This will also allow for market demand based housing as it evolves while still maintaining appropriate densities.

Policy C.X.6.3.3 - Neighbourhood Commercial Mixed Use – minimum space

We believe that using this specific measurement of required minimum non-residential uses is not appropriate as the world of commercial and institutional real estate evolves. This Britannia Secondary Plan will be built out over several years and these dynamics will change. If there needs to be a required minimum to confirm that these lands will be "mixed use", we would suggest a significantly lower threshold than 9,300 sqm for each Neighbourhood.



CEDAR CITY
DEVELOPMENTS

P: 416.306.9900
F: 416.306.9900
WWW.CEDARCITYDEV.COM

Policy C.X.6.5 – Natural Heritage

We appreciate and support the language in the policy as follows;

“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 MESP, a DAEFSS, EIA or equivalent study accepted by the Region.”

We have made previous submissions to the Town Planning Staff regarding an area of land that we do not feel is warranted or necessary as part of the Natural Heritage area. We have highlighted this area on Attachment 1 as well. We understand there will be further study through the MESP process, but wanted to make note of our concerns in this letter.

We greatly appreciate all the hard work that staff and council and put into this and we look forward to working together over the coming months and years.

Sincerely,

Steven Silverberg

President

Cc (By Email): David Twigg, Director, Planning Policy & Urban Design, Town of Milton
Megan Lovell, Senior Planner Policy, Town of Milton

Figure 1 - Britannia Secondary Plan Location Map

