The Corporation of the Town of Milton

Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	December 8, 2025
Report No:	DS-069-25
Subject:	We Make Milton Official Plan – Public Engagement
Recommendation:	THAT Council direct Staff to seek feedback on the Consultation Draft of the Milton New Official Plan; THAT Council direct Staff to complete a final draft Official Plan taking into account the feedback received through the consultations, where appropriate; and THAT new user fees of $275,422 and $87,634, plus peer review costs, be introduced effective December 9, 2025 to recover the cost of privately initiated Secondary Plan applications and Urban Boundary Expansion applications respectively, and that these fees be added to the Town's User Fee By-law at the next available opportunity.

EXECUTIVE SUMMARY

- Staff has completed a comprehensive draft of Milton's New Official Plan for consultation.
- Milton's New Official Plan was drafted in two phases.
- The first phase was adopted by Council in March 2025 (Official Plan Amendment 92). It established the strategic growth management framework and municipal structure in conformity with Provincial directives and responded to changing local needs.
- This second phase of the policy writing builds on phase 1 by replacing the existing policies and schedules of the old Official Plan (including the former Regional Official Plan) with new policies and mapping to implement the new Official Plan policies.
- This draft document has been informed by extensive consultation throughout all stages of the "We Make Milton" project, together with the policy considerations endorsed by Council in Stage 3 – "Big Questions".
- Further public engagement events will be arranged to provide an opportunity for questions and feedback on the draft Official Plan.

EXECUTIVE SUMMARY

- Council is not being asked to approve the draft Official Plan at this time.
- User fees are being proposed to recover the cost of new official plan amendment applications resulting from changes in legislation.

REPORT

Background

The Official Plan review and update has been completed in phases. Staff commenced a community engagement exercise that led to a new vision statement and guiding principles. Through further consultation, Staff prepared discussion papers to summarize and communicate background information, followed by new policy directions. Subsequently, staff has prepared an updated draft of the Official Plan for consultation purposes.

In March 2025, Council adopted Official Plan Amendment 92 (OPA 92), the first set of updated Official Plan policies. The amendment introduced a new vision statement, guiding principles and objectives to guide growth to the year 2051. The amendment also updated the Town's population and employment targets, instituted new development density and intensification targets, carried forward applicable Halton Region Official Plan policies and set the foundation for full conformity with the Provincial Policy Statement, 2024. All of the policies have been informed by extensive consultation throughout all stages of the "We Make Milton" project.

Following Council adoption, OPA 92 was submitted to the Province for Ministerial approval. It is anticipated that the Minister of Municipal Affairs and Housing will approve the policies with any necessary modifications. Based on discussions with provincial Staff, the majority of the modifications appear to be minor in nature, clarifying or strengthening existing policy directions that the Town proposed. These modifications will be inserted directly into OPA 92 through the Minister's decision. Other potential modifications under consideration by provincial Staff will be addressed by Town Staff through the current policy development phase.

In parallel with the OPA 92 provincial approval process, Staff has prepared an updated comprehensive draft of Milton's New Official Plan for consultation.

Discussion

Draft Official Plan Consultations

Staff are seeking Council's endorsement to hold public consultations on the new draft policies. The completed draft for consultation builds upon the high-level strategic planning policy objectives as approved through OPA 92 and incorporates new detailed implementation direction and updated mapping. Policies relevant to Milton that were previously in the Halton Region Official Plan have been integrated where appropriate. Removed from the new plan are outdated policies that are no longer required.

The new policies have been informed by multiple Town studies and strategies including: the Residential and Non-residential Land Needs Analysis, Transportation Master Plan, Transit Service Plan and Master Plan, Housing Strategy, Retail Commercial Needs Analysis, Parks and Recreation Master Plan and the Infrastructure Compliance Approval policies.

Informed by these plans and studies and reflecting best practice, the consultation draft is positioning Milton to meet current and future land use needs through new planning policy approaches including:

Creating Complete Communities

- The proposed plan encourages a broader range and mix of land uses to be integrated within complete communities by refining land use typologies, establishing clear performance criteria and setting locational land use conditions. For example, the new policies permit a range of residential, commercial and institutional uses within various designations, subject to criteria such as built form, size and location.

Evaluating Urban Area Boundary Expansion Requests

- In response to new provincial requirements, the draft plan puts in place a framework for evaluating privately initiated requests to expand the Urban Area Boundary outside the Greenbelt and the Niagara Escarpment Plan areas. Applicants requesting an expansion to the Town's approved Urban Area Boundary will be required to address a series of considerations including demonstrating the need for the additional land, demonstrating that there is no financial impact to the Town and Region and demonstrating adherence to the policies of the Official Plan such as protecting the environment and agricultural lands.

Initiating Secondary Planning Processes

- To more efficiently plan for the phasing of development, new policies have been proposed to facilitate privately initiated area specific planning processes, such as secondary plans. This recognizes that as and when existing secondary plan areas need to expand into adjacent new growth areas the development community may take

Discussion

a lead role. Development community led secondary planning, in collaboration with Town Staff, may be appropriate for the sequencing and timely delivery of development.

Facilitating Affordable Housing

- The proposed plan inserts new targets for the delivery of housing units that are affordable to purchase and affordable to rent based on Milton's population needs. The targets provide a clear evidence-based measure to work towards when communicating with the development community and a metric for monitoring the Town's success of providing a range and mix of housing.

Protecting Commercial Space

- The proposed new policies respond to the need to protect commercial space from conversion to other uses. The policies are flexible enough to support new retail development in mixed-use development and to facilitate the redevelopment and intensification of existing commercial sites by introducing other complementary uses.

Accommodating Multi-modal Transportation

- The proposed plan promotes a land use pattern and densities that can efficiently be served by public transit and requires that transit infrastructure be integrated into the community design. These policies implement the recommendations of the Transportation Master Plan and the Transit Master Plan.

At this time, Council is not being asked to approve the draft Official Plan. Staff are proposing to post the draft new Official Plan to the Town's website for public review starting in December 2025 and to hold a series of public consultation events in January 2026. The public consultations are intended to give members of the public the opportunity to follow-up on the posted new material and ask questions or provide direct feedback to Staff. The feedback received will inform final refinements to the document.

It is anticipated that a statutory open house will be held in Spring 2026, to satisfy the requirements under the *Planning Act*. This open house will allow members of the community to see how comments have been addressed. The statutory open house will be followed by a public meeting, as required under the *Planning Act*, prior to Council's adoption of the new Official Plan.

Discussion

User Fees Resulting from Legislative Changes

Recent provincial legislation, including the *More Homes Built Faster Act, 2022* (Bill 23) and Bill 17, provide opportunities for developers to initiate the secondary planning process and associated studies and bring forward an application for an Official Plan Amendment (OPA) to support the development of the secondary plan. A Secondary Plan OPA is significantly more involved and extensive than traditional OPA applications and as such, will require a new user fee to recover the cost of accepting, reviewing and processing these types of applications. Staff have calculated a full cost recovery fee for Developer Initiated Secondary Plan Applications to be $275,422. This amount represents the cost of average direct staff time requirements and an application of indirect costs consistent with other Town Planning fees. Any associated peer review costs would also be charged back to the developer initiating the application.

A further legislated change, through Bill 185, provides private landowners with the opportunity to propose urban boundary expansions of any size and location. To recover the costs associated with processing those types of applications, staff recommend establishing a new fee for Urban Boundary Expansion applications. This fee is intended to cover the cost of Official Plan Amendment applications that are proposing to expand and bring new lands into the Town's Urban Boundary. It is recommended that this fee be set at $87,634 which is the combination of the Town's local and regional official plan amendment fees as it is expected that similar staff positions and time requirements would be involved in an urban boundary expansion application. Again, any associated peer review costs would also be charged back to the developer.

As the legislative changes associated with these fee changes are relatively new, there are limited benchmarking opportunities. However, of the municipalities scanned, the fees proposed by the Town of Milton are on the lower end.

Next Steps

Following the consultation, Staff will amend the draft plan based on the feedback received. The amended document would then be made available for public review, followed by a public meeting, as required under the *Planning Act.* The public meeting would give the public an opportunity to delegate before Council in respect to the proposed plan prior to Council making a decision.

Upon adoption by Council the Official Plan which was adopted through OPA 92 would be repealed in its entirety and replaced with the new Official Plan. Following adoption by Council, the new Plan will require approval by the Province before coming into effect. Once

Discussion

the new Plan is brought into full force and effect, Staff will commence the Comprehensive Zoning By-Law Review to conform to the new Plan.

Financial Impact

The new user fees proposed through this report are intended to recover costs associated with the services provided, thereby mitigating pressure on property tax rates.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Gail Anderson Phone: Ext.2332

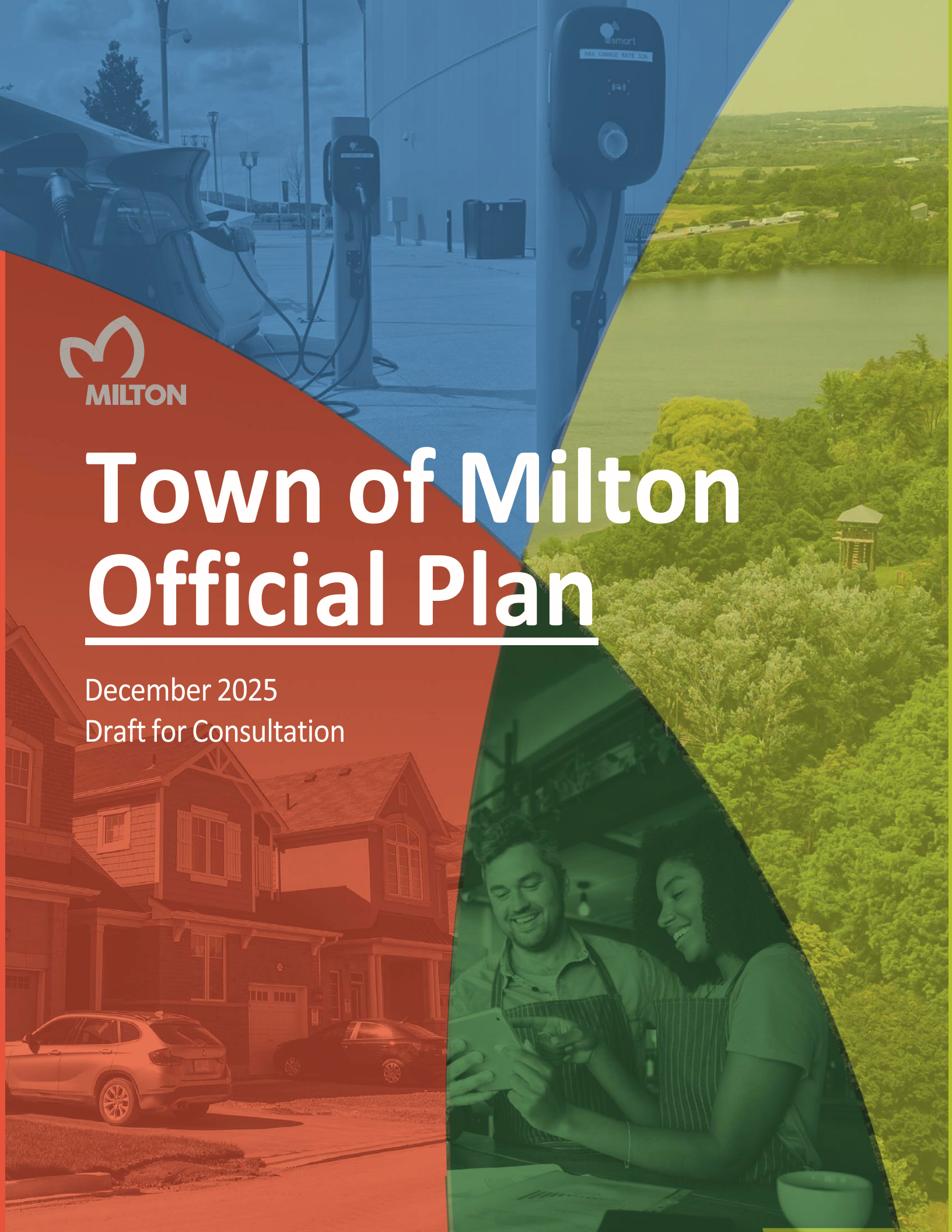
Attachments

Consultation Draft of the Milton New Official Plan

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.



MILTON

Town of Milton Official Plan

December 2025
Draft for Consultation

Town of Milton
Official Plan
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PART A.

SECTION 1. Context and Vision
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Town of Milton
Official Plan
December 2025

Draft for Consultation

SECTION 1. CONTEXT AND VISION

Indigenous Land Acknowledgement

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.

Indigenous Past, Present and Future in Milton

The Anishnabeg Nation encompassed a vast area of what is now known as Southern Ontario. Milton is situated within the ancestral homelands and territory of the Michi Saagiig (Mississauga Anishnabeg) and sits within the Head of Lake, Treaty 14, and the Ajetance Purchase, Treaty 19.

We are committed to ensuring that Aboriginal and treaty rights are reflected in the Official Plan. Aboriginal and treaty rights fundamentally entitle the Indigenous community to be sustained throughout their Territory, including the area that is covered by the Town of Milton Official Plan. The *Town* acknowledges the relationship that Indigenous Peoples, Communities and First Nations of the past, present, and future have with the earth and the stewardship of its natural resources, including land and water. Stewardship includes the responsibility to sustainably manage the lands, waters, and other resources, for the benefit of today's indigenous communities and for generations to come.

The responsible management of cultural heritage and *archeological resource*s is also important. We will continue to work together to achieve the goals of sustainable conservation, development and enhancement, while respecting the inherent Aboriginal and treaty rights and interest of these lands. Milton is committed to engaging with Indigenous Peoples, Communities and First Nations on land use planning matters that may affect their rights and interests.

Engage with First Nations and Indigenous Communities

The *Town* will work with First Nations and Indigenous Communities when identifying, protecting and managing First Nation and Indigenous *cultural heritage* and *archaeological resources*. This includes promptly informing the appropriate First Nations, Indigenous and government agencies of *development* applications that may affect defined *cultural heritage resources* and known archaeological sites.

The *Town* shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

Together, we will work to explore opportunities to commemorate First Nation and Indigenous cultural history through place making, public art, signage, or other appropriate actions.

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1.1 Introduction and Overview

About Milton

Milton is a dynamic fast-growing community. By 2051, Milton is anticipated to be home to a diverse population with more than 400,400 residents.

Milton is a family-oriented place to live and will continue to be an attractive home for newcomers, young families and older residents. By design, our communities will meet the needs of residents at all stages of life.

Milton's Urban Area is the place where most residents live, work and play. Once centered around the historic downtown core, the Urban Area has since expanded. New neighbourhoods have been created, economic growth areas have developed, the *transportation system* has expanded, and the *natural environment* has been protected. As Milton grows, new areas will be planned to achieve livable flourishing communities.

Milton's success is owed to its diverse, thriving communities, combined with its cultural, economic, and natural assets. The *Rural Area* is a big part of Milton's identity. The *Rural Area* is a mix of agricultural, rural residential, and natural resources. Almost all the *Rural Area* is protected by either the Provincial Greenbelt Plan and/or the Niagara Escarpment Plan. The Niagara Escarpment, a defining feature of Milton's *natural environment*, is a United Nations (UNESCO) World Biosphere Reserve and nationally significant *landform*.

Within the hamlets of Campbellville, Brookville and Moffat and across the rural landscape, there are smaller communities with distinct identities. Milton's rural communities are important. Although new growth will be limited within the hamlets, their social, economic and cultural significance remains. Opportunities for sustainable economic growth will be important for the rural community to thrive and prosper.

By 2051, Milton is anticipated to have 156,300 jobs. A diverse supply of lands and services will be available for a variety of businesses to locate and grow in Milton. Connecting people, goods and services to workplaces through a variety of transportation or wireless telecommunications *infrastructure* are also key components.

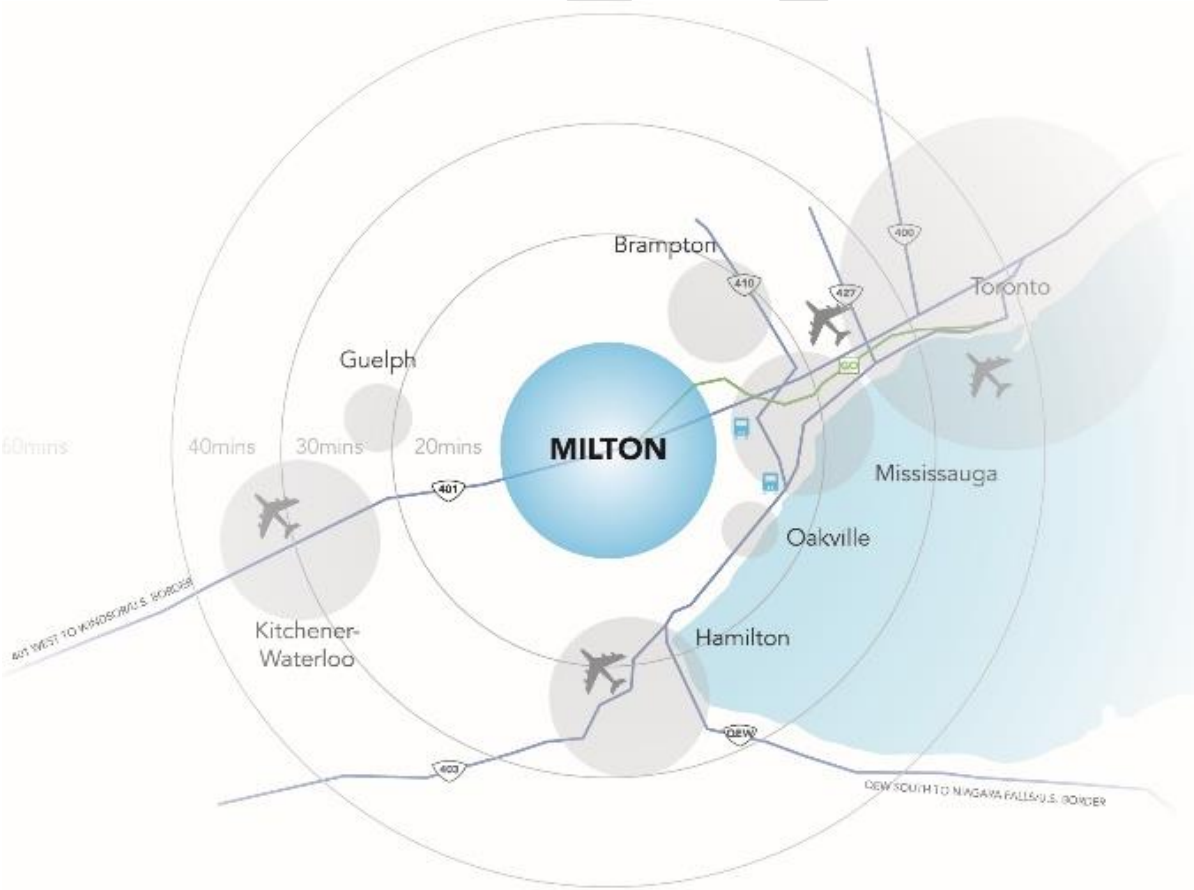
The Official Plan (the Plan) responds to the challenges and opportunities of managing growth. This means identifying specific locations where growth will be concentrated and those where conservation or enhancement of the *environment* will prevail. *Strategic Growth Areas*, such as the Milton Education Village and Uptown, will all have a mix of residential, office and commercial spaces. However, each will have unique characteristics and identity allowing for variety and choice to suit the needs of future residents and

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businesses. The Downtown will remain a civic and cultural hub. A place for the community to gather and celebrate being Miltonians.

Milton's *sustainable development* will be a hallmark of its success. The Plan is based on *sustainable development* practices to mitigate the *impacts of a changing climate* on the community. Milton will be a low-carbon, walkable and *transit-supportive* town where trips by car are a choice and not a necessity. Milton's dynamic growth is an opportunity to work with our community building partners to create a sustainable and *complete community*.

Figure 1. Milton's Strategic Location.



1.1.1 The Town of Milton Official Plan

The Town of Milton Official Plan (the Plan) sets out the vision for long-term development and the policies to achieve this vision. The Plan clearly facilitates growth to shape

neighbourhoods, while being flexible to respond to future emerging opportunities. Land use decisions are based on the policies found in the Plan.

The Plan reflects our community's long-term aspirations. Prepared with extensive community input, this Plan addresses the specific needs of the Milton community.

The Plan works hand in hand with other *Town* plans and strategies to advance outcomes. It provides a framework for supporting, developing or implementing complementary plans and strategies.

The Plan implements relevant provincial legislation, plans and policies. The Zoning By-law and other development management processes provide the statutory mechanism for implementing the policies.

1.1.2 Official Plan Structure

This Town of Milton Official Plan, referred to as the Plan, consists of the following parts:

PART A

SECTION 1 **INTRODUCTION AND OVERVIEW.** This section describes the community's vision for Milton's future and the principles on which the vision and policies are based.

SECTION 2 **SUSTAINABLE GROWTH.** This section establishes the strategy for growth. This includes the Municipal Structure, Urban Structure and Rural Structure, and the systems that support their functions, including the Environmental System and the *Transportation System*. These policies direct how the *Town* will accommodate residents and jobs, support modes of transportation, ensure the protection of the *natural environment* and address climate change.

SECTION 3 **HEALTHY ENVIRONMENTAL.** This section contains policies that protect the natural environment impacts of *development* and also promote environmental restoration and stewardship.

SECTION 4 **SUSTAINABLE TRANSPORTATION.** This section supports the movement of people and goods through policies that create an integrated, *multimodal* network for all users.

SECTION 5 **LIVABLE COMMUNITIES.** This section contains a range of policies that apply town-wide, relating to topics such as housing, parks and recreation, transportation, sustainability, economic development, urban design, and *infrastructure*.

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PART B

SECTION 6 **DEVELOPMENT DIRECTIONS.** This section provides information on the land use purpose and physical characteristics for building that are used to assess development applications in locations throughout Milton.

SECTION 7 **IMPLEMENTATION.** This section includes the enabling policies, provisions and processes to support the realization of this Plan.

SECTION 8 **SPECIFIC POLICY AREAS.** This section contains policies that apply to an identified geographic area in addition to the policies of this Plan.

SECTION 9 **OFFICIAL PLAN DEFINITIONS.** This section provides the meaning for the terms that have been italicized in the Plan.

SECTION 10 OFFICIAL PLAN SCHEDULES**.** The Schedules provide graphic information to aid in the interpretation and application of the applicable policies.

PART C

SECONDARY PLANS. Secondary Plans consist of detailed policies for specific areas within the Town and which constitutes a part of the Official Plan.

1.1.3 How to Read the Official Plan

The Plan should be read as a whole. Individual sections and policies should not be read out of context. There are three Parts that make up the Town of Milton Official Plan. References throughout the three Parts that state "this Plan" are referring to the Part of the Plan in which the reference is being made.

The Plan should be used by residents, businesses, developers, organizations and public institutions to inform decisions, direct further actions and measure progress.

The Plan consists of planning outcomes, objectives and policies.

Outcomes	**describe the desired future condition or goal that is being planned for by 2051.**
Objectives	**are statements of what needs to be accomplished in order to achieve the outcome.**
Policies	provide specific courses of action, which contribute to meeting the relevant outcomes and objectives.

Outcomes, objectives and policies are supported by tables, figures, schedules, and appendices. All relevant outcomes and objectives should be considered when making decisions and all relevant policies should be applied. Policies that use words such as “will”, “shall”, or “require” are mandatory. Other words such as “encourage” or “should” allow for flexibility when meeting the overall policy intent.

Figures and appendixes are provided for illustrative purposes to aid in understanding the Plan and are not policy direction. Information shown on figures may be changed or updated without requiring an amendment to this Plan.

In the event of a conflict between the provisions of the Plan and the applicable provincial legislation, plans or policies, the applicable provincial legislation, plan or policy shall take precedence. However, the provincial policies may in some cases represent the minimum standard and the Plan may go beyond these minimum standards to address matters of local importance.

Terms that are defined in the glossary have been *italicized.* For terms that are italicized in this Plan and have a definition in the *Planning Act*, Provincial Planning Statement, Greenbelt Plan for the Greater Golden Horseshoe or the Niagara Escarpment Plan; the reader should refer to the definition that is provided in the relevant Provincial plan or policy.

Changes to correct grammatical, spelling or reference errors or updates, punctuation, formatting, numbering or sequencing may be made from time to time without requiring an amendment to this Plan.

1.1.4 Measuring and Monitoring

The *Town* will monitor its progress towards reaching the vision for growth to the year 2051. Throughout the Plan, targets and milestone have been set. As the *Town* works towards these targets, indicators can be used to measure the progress. Monitoring and measuring will be done to track the progress. As new information becomes available or circumstances change, the Plan can be reviewed and amended, as required.

1.1.5 Legal Authority

The Town of Milton Official Plan has been prepared and adopted under Section 17 and Section 26 of the *Planning Act*, *1990*.

1.2 Vision and Guiding Principles

1.2.1 The Community Vision

Miltonians have identified the things that are important to the community today, and as we move into the next phase of Milton's evolution. These values have led to a community vision:

CHOICE SHAPES US:

"In 2051, Milton offers a diversity of options for how and where we live, work, move and grow. As we evolve, choice is what shapes us."

The Vision expresses an aspirational dynamic and ambitious future for Milton. By 2051, Milton will be home to an increasingly diverse community of residents and businesses. Milton will need to provide its community with a variety of choices. The Plan takes the community's vision and turns it into directions that enable these opportunities for choice.

1.2.2 Guiding Principles

To support the vision statement a set of guiding principles have been developed. Together the vision and guiding principles form a pathway for future change. These principles inform the policy directions of the Plan in order to achieve the vision. The following guiding principles are applied in planning Milton's future growth and development:

GUIDING PRINCIPLES

1. **Be Creative and Provide Choice**
2. **Mix Uses**
3. **Move Efficiently and Safely**
4. **Diversify and Prosper**
5. **Prioritize the Public Realm**
6. **Support Arts, Culture and Recreation**
7. **Make Connections**
8. **Protect Our Environment**
9. **Promote the Countryside**
10. **Encourage Good, Green Design**
11. **Collaborate**
12. **Think Local**

1.3 Policy Pillars

Complete, equitable, resilient, healthy, and attractive communities are foundational land use planning concepts that underpin the Plan. The *Town* is committed to intentionally ensuring the following policy pillars are embedded in all aspects of growth management and development. The policies in the Plan build upon these pillars.

1.3.1 Complete Communities

A *complete community* provides a choice of housing, employment, amenities and services. Within *complete communities,* needs are met and accommodated for people of all ages and abilities. People living in a *complete community* can easily access most of their daily and weekly needs within a short walk. People can reach their place of work, study, entertainment, other services and amenities using a variety of transportation options.

Not only are *complete communities* vibrant and livable places; they also represent a wise and sustainable use of resources. For example, when people live within walking distance to their everyday needs and use transit, they are able to make healthier and more sustainable transportation choices.

Complete communities are well connected to open spaces and nature. Well-connected places offer options for active living with accessible, safe, and inclusive public spaces. They enhance health and well-being, quality of life, and social interaction. Through the policies of this Plan, the *Town* will create *complete communities*.

1.3.2 Equitable Communities

An accessible, diverse and equitable community provides benefits for all. The choices that will shape our community must be open and inclusive for all Miltonians. Some Miltonians may face barriers to fully enjoying the benefits of sustainable growth. Land use policies can help to reduce these barriers so that all enjoy a high quality of life in Milton. The Plan can help to ensure that people of all ages and abilities have an opportunity to participate, prosper, and reach their full potential in Milton.

1.3.3 Healthy Communities

Community design can support the health and wellbeing of Miltonians of all ages and abilities. There are health implications associated with how and where we live, work, learn, play and move around. Neighbourhoods that feature safe and convenient access to nature and to everyday necessities can promote mental well-being, regular physical activity and social interaction as part of a daily routine.

As people in our community face health challenges, such as social isolation and loneliness, the Plan can be used to create places that nurture social interactions, foster community involvement and encourage a sense of belonging.

1.3.4 Resilient Communities

Climate change is the long-term change in the average weather patterns. The result is increased frequency and severity of weather events that are harmful to *natural environment*s and human settlements. Climate change impacts community health and safety, *infrastructure*, the economy and the environment.

A climate resilient community is one that can cope with a hazardous event or trend by responding or reorganizing in ways that maintain essential functions, identity and structure. Land use policies are one tool that can be used to adapt to and mitigate the *impacts of a changing climate*. Adaptation encourages actions to prepare Milton for the *impacts of climate change*. Mitigation involves actions that lower the amount of or help to capture and contain the carbon from harmful greenhouse gas emissions. By considering the causes, impacts and solutions of climate change when planning for and managing growth, Milton can be better prepared and more resilient to the *impacts of a changing climate*.

1.3.5 Attractive Communities

A great town is one that consists of remarkable buildings, high-quality architecture and urban places. Promoting good urban design practices in Milton will contribute to the quality of life and everyday experiences of residents. These practices will facilitate built forms that are contextually appropriate, through size, shape, scale, and building features; and people-friendly places that are attractive, functional, and sustainable.

The application of urban design principles and guidelines will contribute to a healthy community by providing opportunities for physical activity and community gathering. Likewise, good design practice can benefit the town's long-term economic prosperity where 'a place' plays a key role in fostering innovation and, social and economic interactions. Achieving design excellence will require a coordinated and collaborative effort from the public and private sectors to maximize the benefits of *development* and add value to the community.

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1.4 Policy Context

The Plan implements provincial policies and legislation that provide direction on provincial priorities. Its policies support provincial goals and direction found in the *Planning Act*, the Provincial Planning Statement and other provincial legislations, plans and guidance documents. The Plan may be more *restrictive* than provincial plans.

Provincial plans such as the Greenbelt Plan, the Niagara Escarpment Plan, and the Parkway Belt West Plan, shown on Schedule 1 - Provincial Land Use Context, provide geographic specific policies that protect important environmental areas and farmlands, and multi-purpose *utility* corridors.

The Greenbelt Plan and Niagara Escarpment Plan work together to identify locations where major urban growth cannot take place and provide direction for the long-term protection and enhancement of agricultural land base and the *natural environment*. These plans strike a balance between *development*, protection and enjoyment of these important *landform* features and the resources they support.

The Parkway Belt West Plan applies to specific areas to the south and east of the Urban Area and pertains to lands identified by the Province to create a multi-purpose *utility* corridor, a permanent urban separator and a linked open space system.

Additional local plans, strategies, guidelines and studies may be created by the *Town* to support the implementation of the Official Plan. These documents will work together, mutually supporting and informing one another to accomplish shared objectives.

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1.5 Provincial Plans and Policies

Objective 1. Work with the Province to support long-term prosperity and well-being.

It is the policy of the *Town* to:

1.5.1.1 In the event of a conflict between the provisions of this Plan and those of the Niagara Escarpment Plan, the Greenbelt Plan, or the Parkway Belt West Plan, the provincial plans shall prevail. However, provisions of this Plan that are more *restrictive* than those of the provincial plans shall apply unless doing so would conflict with the provincial plans.

Niagara Escarpment Plan

1.5.1.2 Recognize that the Niagara Escarpment Plan protects the geologic features of the Niagara Escarpment and the lands in its vicinity substantially as a continuous natural environment by only allowing for *compatible development*.

1.5.1.3 Implement the provincial direction by requiring all *development* within the Niagara Escarpment Plan Area to be subject to the provisions of the *Niagara Escarpment Planning and Development Act*, the Niagara Escarpment Plan, and applicable policies of this Plan.

Greenbelt Plan

1.5.1.4 Recognize that the purpose of the Greenbelt Plan is to enhance the spatial extent of agriculturally and environmentally protected lands while at the same time improving linkages between these areas and the surrounding major lake systems and watersheds.

1.5.1.5 Implement the provincial direction by requiring all *development* within the Greenbelt Plan Protected Countryside Area and Greenbelt Natural Heritage System to be subject to the provisions of the *Greenbelt Act* and the Greenbelt Plan, and applicable policies of this Plan.

Parkway Belt West

1.5.1.6 Lands identified as being in the Parkway Belt West Plan area as shown on Schedule 1, will be subject to the provisions of the Parkway Belt West Plan.

1.5.1.7 Implement the provincial direction by requiring *development* within the Parkway Belt West Plan Area to be subject to the provisions of the Parkway Belt West Plan, *Ontario Planning and Development Act*, applicable Provincial land use regulations and applicable policies of this Plan.

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1.5.1.8 Recognize that the Provincial Parkway Belt West Plan identifies lands that are intended to be used as a multi-purpose corridor for the purpose of:

a. Future linear facilities and activities requiring sites of high accessibility and substantial land area.

b. A system of open space and recreational facilities that may be linked with each other and with the nearby communities.

1.5.1.9 Consult with the Province prior to approval of an application when the subject lands are identified as being in the Parkway Belt Werst Plan Area.

1.5.1.10 Apply the policies of the underlying land use designation the where lands have been removed from and are no longer subject to the policies of the Parkway Belt West Plan.

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SECTION 2. SUSTAINABLE GROWTH

2.1. Town-Wide Growth Management Framework

The Plan's growth management framework forms the basis for all planning and *development* in Milton. It provides direction for how and where growth is to occur, while implementing planning direction from upper-levels of government.

The growth management framework, informed by Schedule 2 - Growth Phases and Planning Policy Areas, guides the Municipal Structure, shown on Schedule 3 - Municipal Structure. It informs the planned Structure for the Urban Area until 2051, shown on Schedule 4 - Urban Structure.

The growth management framework directs growth primarily towards the *Settlement Areas*. Using tools such as land use patterns, density and *intensification*, the *Town* will create distinct *Strategic Growth Areas* within the *Settlement Areas* where a significant amount of growth will occur.

The framework was developed by first understanding how population and employment could increase. These trends inform the amount of land needed to accommodate the new residents and businesses. The *Town* then identified the lands where *development* will occur and the *natural environment* to be protected. Policies are developed to direct future growth in a manner that efficiently uses land and transports people and goods. Policies are developed to protect the *natural environment*, support *farming* and manage natural resources. The policies give direction when deciding where and how to build.

2.1.1 Growth Targets and Phasing of Growth

Milton's population is projected to grow to 333,900 people by 2041 and 400,400 people by 2051. The population structure is diverse. Various housing types, services and amenities will be needed to provide choices for future residents. Likewise, employment opportunities are expected to grow and diversify along with population growth.

To manage population and employment growth, the *Town* has set density targets for the amount of residents and jobs in the *Strategic Growth Areas* and Future Development Areas.

The population, employment and housing forecasts, and *intensification* and *development density* targets described in Tables 1, 3 and 4 will guide policy and land use decision-making, including coordinating growth with provision of *infrastructure* and *public service*

facilities. The phasing in of new *development* will allow the *Town*, in partnership with the *Region*, to provide *infrastructure* in an efficient and fiscally responsible manner.

By 2051, enable a sufficient supply of serviced land to accommodate the *development* requirements associated with the projected population and employment growth.

Objective 2. Apply the population and employment projections contained in Table 1 to inform land use planning decisions, *infrastructure* planning and service delivery.

It is the policy of the *Town* to:

2.1.1.1 Make sufficient land available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years; recognizing that planning for *infrastructure*, *public service facilities*, *strategic growth areas* and *employment areas* may extend beyond this time horizon.

2.1.1.2 Maintain the ability to accommodate residential growth for a minimum of 15 years through lands, which are *designated and available* for residential *development*.

2.1.1.3 In *Settlement Areas*, maintain sufficient lands with *infrastructure* servicing capacity to accommodate a minimum of 3 years supply of residential units through lands suitably zoned, including units in draft approved or registered plans.

2.1.1.4 Ensure that a minimum 5-year supply of serviced Economic Growth Areas, inclusive of *Employment Areas*, are maintained and available to meet market needs.

2.1.1.5 Monitor the supply of urban land and *development* on a regular basis to track the progress towards achieving the population, employment and density targets, and ensure that the supply of urban lands reflects the population and employment growth forecast.

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Table 1. Population and Employment Forecast and Growth Targets.

Table 1a.

POPULATION [1]				EMPLOYMENT [2]			
2021	**2031**	**2041**	**2051**	**2021**	**2031**	**2041**	**2051**
137,300	245,900	333,900	400,400	47,800	86,600	124,400	156,300

FOOTNOTES TO TABLE 1A:

(1) Population numbers are "total population" numbers including approximately 3.3 per cent undercoverage from the official "Census population" numbers reported by Statistics Canada.

(2) Employment numbers include primary, industrial, retail, non-retail commercial, institutional, work from home, and no fixed place of work jobs.

Table 1b.

POPULATION GROWTH IN 15-YEAR PERIODS [1]			
2021-2036	**2026-2041**	**2031-2046**	**2036-2051**
154,700	142,300	124,300	108,400

FOOTNOTE TO TABLE 1B:

(1) Population numbers are "total population" numbers including approximately 3.3 per cent undercoverage from the official "Census population" numbers reported by Statistics Canada.

Table 1c.

EMPLOYMENT GROWTH IN 15-YEAR PERIODS [1]			
2021-2036	**2026-2041**	**2031-2046**	**2036-2051**
57,400	58,600	54,700	51,100

Footnote to Table 1c:

(1) Employment numbers include primary, industrial, retail, non-retail commercial, institutional, work from home, and no fixed place of work jobs.

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By 2051, a sufficient supply of land will be available to support future neighbourhood building where a diverse mix of land uses, densities, urban forms and transportation options come together to create complete and healthy communities.

Objective 3. Coordinate residential and commercial *development* in *Strategic Growth Areas* to meet present and future retail commercial needs.

2.1.1.6 Monitor commercial *development* on a regular basis to track the progress towards achieving the additional commercial space needed by 2051 in *Strategic Growth Areas* shown in Table 2.

2.1.1.7 Ensure *development* within *Strategic Growth Area* contributes to achieving the additional retail commercial space needed by 2051.

2.1.1.8 Consider modification to the commercial floor area targets shown in Table 2 through the completion of a Retail and Commercial Needs Assessment.

Table 2. Additional New Additional Retail Commercial Space Targets for Strategic Growth Areas.

STRATEGIC GROWTH AREA	NEW RETAIL/COMMERCIAL TARGET IN 2051 (SQUARE METRES)	PROJECTED NUMBER OF DWELLING UNITS	NEW COMMERCIAL FLOOR AREA/DWELLING UNIT REQUIRED (SQUARE METRES)
Uptown/Milton GO PMTSA	23,400	8,430	2.8
Milton Trafalgar GO Village	18,800	6,570	2.9
Education Village Centre	9,490	2,690	3.5
Bronte - Steeles	6,400	2,570	2.5
Britannia Village Centre	34,000	2,250	15

Objective 4. Direct new residential and employment *development* into the *Settlement Area* to achieve the *intensification* and *development density* targets contained in Table 3 and number of dwelling units and jobs contained in Table 4.

It is the policy of the *Town* to:

2.1.1.9 Identify on Schedule 2 - Growth Phases and Planning Policy Areas, areas within the Urban Area that are to be the focus for accommodating population and employment growth and *intensification*.

a. Existing Complete Neighbourhoods make up a significant proportion of the Urban Area, and comprise the *Mature Neighbourhood Areas*, the Major Urban Centre, Community Hubs, and the Bristol Survey, Sherwood Survey and Boyne Survey Secondary Plan Areas, where *development* and *redevelopment* are underway in accordance with the policies of this Plan.

b. Existing Economic Growth Areas comprise the designated *Employment Areas* within the 401 Industrial/Business Park and Derry Green Corporate Business Park Secondary Plan Areas, and other supporting lands in proximity to *Employment Areas* where *development* and *redevelopment* are underway in accordance with the policies of this Plan.

c. New Complete Neighbourhoods are represented by the Milton Education Village (MEV), Trafalgar and Britannia Secondary Plan Areas and the Milton Trafalgar GO Protected *Major Transit Station Area*, and are subject to an *Area-Specific Plan*.

d. New Economic Growth Areas include the designated *Employment Areas* within the Agerton Secondary Plan Area and the lands located south of Britannia Road, on Tremaine Road.

e. Future Complete Neighbourhoods will be planned to contribute towards achieving the *development density* target established in this Plan, and creating complete and healthy communities, with a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods.

f. Future Economic Growth Areas will be planned to allow for a full range of scales and intensities of *development* and offer opportunities for employment *development* and *intensification* for employment purposes that are required for the Town's long-term economic prosperity.

2.1.1.10 Promote *intensification* to support the *development* of compact, efficient and vibrant communities using the population, employment, intensification and *development density targets* in Tables 3, 4a and 4b.

2.1.1.11 Achieve the minimum *development density* targets that apply to the *Strategic Growth Areas* and the Protected *Major Transit Station Areas* in Table 3.

2.1.1.12 Work with the *Region* to ensure adequate water supply and wastewater services are available to accommodate future *development*.

Objective 5. Facilitate the phasing of residential and employment growth to ensure the logical and orderly progression of development in a fiscally sustainable manner.

It is the policy of the *Town* to:

2.1.1.13 Comprehensively phase the development of Complete Neighbourhoods and Economic Growth Areas to align with the provision of *infrastructure* and *public service facilities*.

2.1.1.14 Monitor the supply of urban land on a regular basis to ensure that the population and employment targets are achieved and that the supply of urban lands reflects the population and employment growth forecast contained in Table 1.

2.1.1.15 Appropriately fund municipal services, *infrastructure* and *public service facilities* through a combination of fiscally responsible operating budgets, capital budgets, effective reserves and reserve fund management.

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Table 3. Minimum Intensification and Development Density Targets.

INTENSIFICATION TARGET			
New Housing Units in Existing Complete Neighbourhoods	27,000 units	30 per cent of all new housing units	
***DEVELOPMENT DENSITY* TARGETS FOR NEW AND FUTURE AREAS**			
	GROSS DENSITY	**NET DENSITY** (1)	
New and Future Complete Neighbourhoods	75 residents and jobs combined per hectare	95 residents and jobs combined per hectare	-	-
DEVELOPMENT DENSITY* TARGETS FOR *STRATEGIC GROWTH AREAS **(2) (3)**			
Uptown/ Milton GO PMTSA	200 residents and jobs combined per hectare	55 per cent residents	45 per cent jobs
Milton Trafalgar GO Village	180 residents and jobs combined per hectare	60 per cent residents	40 per cent jobs
Education Village Centre	130 residents and jobs combined per hectare	65 per cent residents	35 per cent jobs
Bronte - Steeles	100 residents and jobs combined per hectare	75 per cent residents	25 per cent jobs
Britannia Village Centre	100 residents and jobs combined per hectare	80 per cent residents	20 per cent jobs

Footnotes to Table 3:

(1) The applicable *development density* target is measured by excluding the following areas from the calculation:

i) The Local Natural Heritage System;

ii) Rights of way for hydro corridors, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;

iii) Economic Growth Areas; and

iv) Cemeteries.

(2) The applicable *development density* target is measured across the Strategic Growth Areas in their entirety.

(3) For Strategic Growth Area and the Protected Major Transit Station Areas.

Table 4. Projected Growth Timing.

Table 4a. Number of Units.

	2022 - 2026	2027 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	TOTAL
EXISTING COMPLETE NEIGHBOURHOOS							
Low and Medium Density Units	7,400	1,800	600	300	200	100	10,400
High Density Units	4,000	3,200	2,200	2,500	2,400	2,300	16,600
Sub-Total	11,400	5,000	2,800	2,800	2,600	2,400	**27,000**
NEW COMPLETE NEIGHBOURHOODS							
Low and Medium Density Units	2,400	9,000	6,400	6,000	4,300	2,800	30,900
High Density Units	500	1,600	2,700	2,600	2,400	2,500	12,300
Sub-Total	2,900	10,600	9,100	8,600	6,700	5,300	**43,200**
FUTURE COMPLETE NEIGHBOURHOODS							
Low and Medium Density Units	0	0	3,400	3,200	4,600	5,700	16,900
High Density Units	0	0	100	100	200	100	500
Sub-Total	0	0	3,500	3,300	4,800	5,800	**17,400**
HAMLETS AND RURAL AREA							
Units	50	50	50	50	50	50	**300**
TOTAL TOWN OF MILTON	**14,350**	**15,650**	**15,450**	**14,750**	**14,150**	**13,550**	**87,900**

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Table 4b. Number of Jobs.

	2022 - 2026	2027 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	SUB-TOTAL
JOBS IN ECONOMIC GROWTH AREAS							
Existing Economic Growth Areas	7,100	6,600	4,300	3,500	2,900	1,700	26,100
New Economic Growth Areas	200	1,500	3,200	3,700	3,100	2,000	13,700
Future Economic Growth Areas	0	0	0	500	1,400	3,400	5,300
Sub-Total	7,300	8,100	7,500	7,700	7,400	7,100	**45,100**
JOBS IN MAJOR URBAN CENTRE, URBAN VILLAGE CENTRES AND COMPLETE NEIGHBOURHOODS							
Existing Complete Neighbourhoods	8,200	4,800	3,200	2,700	2,500	1,500	22,900
Urban Village Centres and New Complete Neighbourhoods	2,400	7,800	4,900	5,800	4,800	4,000	29,700
Future Complete Neighbourhoods	0	0	2,900	2,600	2,300	2,200	10,000
Sub-Total	10,600	12,600	11,000	11,100	9,600	7,700	**62,600**
JOBS IN HAMLETS AND RURAL AREA							
Sub-Total	300	100	100	100	100	100	**800**
TOTAL TOWN OF MILTON	**18,200**	**20,800**	**18,600**	**18,900**	**17,100**	**14,900**	**108,500**

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Objective 6. Contribute to achieving *complete communities* that provide a diverse mix of land uses, including clusters of business and economic activity, and an urban form that supports *active transportation* and transit in future *development* areas.

2.1.1.16 Establish land uses and detailed official plan policies for New and Future Complete Neighbourhood and New and Future Economic Growth Areas that have not been planned, through a *Planning Act* process such as an *Area-Specific Plan*, and supported by appropriate phasing and financial plans as determined by the *Town* and *Region*.

Objective 7. Monitor residential and employment *development* to assess progress towards achieving the targets.

It is the policy of the *Town* to:

2.1.1.17 Monitor the population and employment growth targets and phasing of growth to ensure the achievement of *complete communities*.

2.1.1.18 Evaluate the performance and success for the growth, density and *intensification* policies.

2.1.1.19 Develop recommendations that can be implemented to achieve the targets, when warranted.

Objective 8. Comprehensively consider amendments to the Urban Area Boundary.

It is the policy of the *Town* to:

2.1.1.20 Permit an expansion to the urban boundary only through an amendment to this Plan.

2.1.1.21 Require that a proposal for an urban boundary expansion be evaluated through a comprehensive study.

2.1.1.22 Evaluate the need for proposed urban boundary expansion subject to following criteria:

a. The need to designate additional land to accommodate the distribution of population and employment growth as presented in Table 1a, 1b and 1c and to achieve *intensification* and *development density* targets as presented in Table 3;

b. The need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;

c. If there is sufficient capacity in existing or planned *infrastructure*, *public service facilities* and *human services* required to accommodate the proposed expansion and can be provided for in a financially and *environmentally sustainable* manner, based on a financing plan, demonstrating financial viability over the full life cycle of these assets subsequently approved by Council;

d. The proposed expansion is informed by applicable sewage and water services master plans or the equivalent, and stormwater master plans or the equivalent, Watershed Study or Subwatershed Study or the equivalent, as appropriate;

e. The proposed expansion, including associated water, wastewater and stormwater servicing, are planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential *negative impacts* on watershed conditions and the *Water Resource System*, including the *quality and quantity of water*;

f. The evaluation of alternative locations which avoid *Prime Agricultural Areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *Prime Agricultural Areas*;

g. Whether the new or expanded area complies with the *minimum distance separation formulae*;

h. Whether impacts on the *Agricultural System* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance;

i. The expanded Urban Area provides for the logical phased progression of urban *development*;

j. The proposed expansion avoids *key hydrologic areas;*

k. Protection, maintenance or enhancement of the Natural Heritage System;

l. Avoidance of potential natural hazards;

m. The proposed expansion is consistent with the Provincial Planning Statement;

n. The proposed expansion is located outside of and will meet the policies of the Niagara Escarpment Plan and the Greenbelt Plan, and will meet the requirements of the applicable source protection plans;

o. The proposed expansion is financially sustainable for the *Town* and *Region*, taking into account the cost of *infrastructure*, public services and overall impact on the Town's and Region's finances; and

p. The proposed expansion is consistent with the fiscal impact analysis of the new growth on the *Town* and the *Region*.

2.1.1.23 Require the development industry to absorb its share of the cost of the provision of *infrastructure*, *public service facilities*, and *human services* as permitted by applicable legislation and that any financial impact of new *development* or *redevelopment* on existing taxpayers be based on a financing plan communicated to the taxpayers and subsequently approved by Council. Such a financing plan may provide measures such as staging or contingent provisions to demonstrate that the provision of *infrastructure* and *public service facilities* by Provincial and Federal Governments and other service providers are coordinated with those by the *Region* and the *Town* so that the health and well-being of the community is advanced in a fiscally responsible manner.

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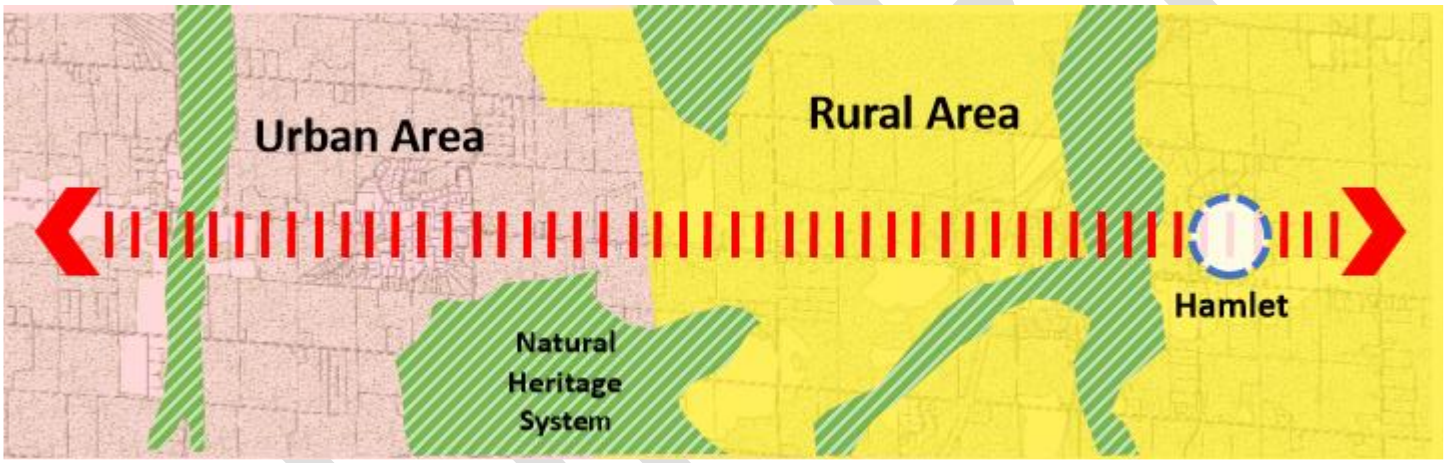
2.2. The Municipal Structure

The Municipal Structure establishes a framework for where and how growth will be accommodated, while protecting and enhancing the *natural environment* and the quality of life in the communities.

The main components of the Municipal Structure are the Urban Area and *Rural Area.* Overlapping these two areas are the Environmental System, and the *Transportation System* that connects the entire municipality. The Agricultural System is an important land use component, predominately located in the Rural Area. These components perform different functions and are the foundations for more specific land use planning directions.

Milton's Municipal Structure is shown on Schedule 3 - Municipal Structure.

Figure 2. The Municipal Structure Continuum.



By 2051, Milton's urban and rural communities will be socially, economically and *environmentally sustainable* places to live, work, learn and play.

2.2.1 The Urban Area

The Urban Area is where the majority of population and employment growth will be accommodated. The Urban Area will have a concentration of existing and future *development*, in a range of densities and mix of uses, in accordance with the policies of this Plan.

2.2.2 The Rural Area

The lands outside of the Urban Area represent the *Rural Area*. The *Rural Area* comprises the *Rural Lands*, *Prime Agricultural Areas*, Hamlets, and *Mineral Aggregate Operations*. The *Rural Area* supports the rural community, a thriving rural economy and *agriculture*. The *Agricultural System* is made up of the agricultural land base and the *agri-food network* that contribute to a viable, thriving agri-food sector. An agricultural "system" approach to planning expands the focus beyond farmland protection to recognize and support the other services and assets that the rural community relies on to thrive.

There are three Hamlets in the *Rural Area*: Campbellville, Moffat and Brookville. Limited *development* will occur within the Hamlets, primarily to serve the needs of the rural community and sustain the rural *character* and amenity of the area.

2.2.3 The Environmental System

The Environmental System crosses the Urban Area and *Rural Area*. It represents an integrated and complementary mosaic of green and blue spaces. The Environmental System is made up of the natural areas, parks and open spaces, the urban *tree* canopy, and storm ponds. These systems provide a host of ecological services, recreational opportunities, and human health benefits. The Environmental System plays an important role in addressing climate change and managing natural hazards.

2.2.4 The Transportation System

The *Transportation System* crosses the Urban Area and *Rural Area* and is critical for the movement of people and goods, supporting Milton's growth and economic prosperity. The *Transportation System* consists of provincial, regional and local *infrastructure*. Major transportation facilities are shown on Schedule 3 - Municipal Structure.

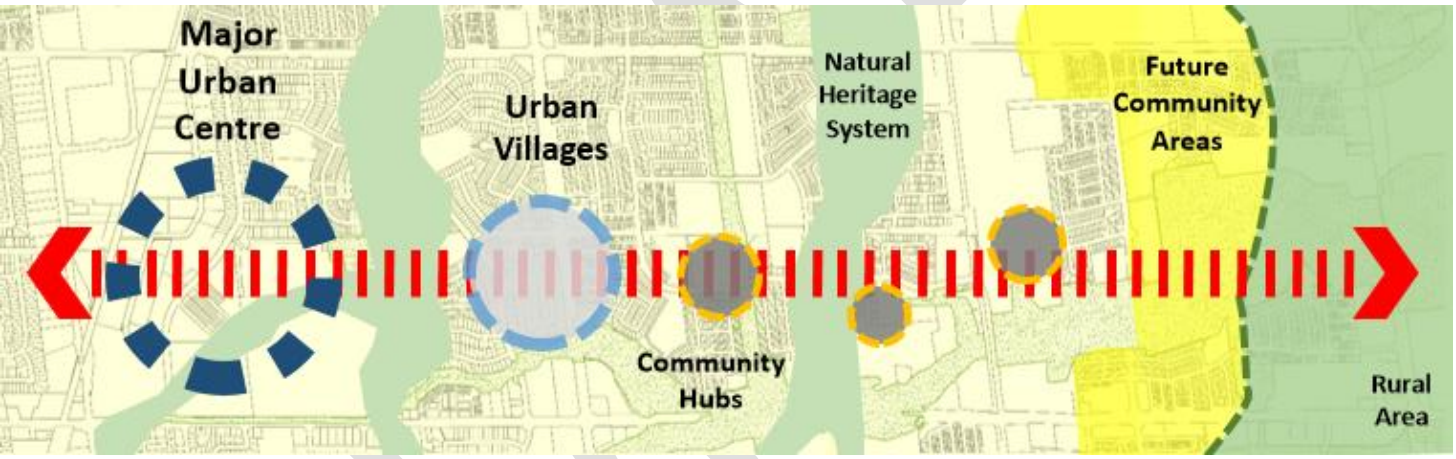
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2.3. The Urban Structure

The *Town* has developed an Urban Structure to efficiently use land and resources. The Urban Structure illustrates how the Urban Area will accommodate the distribution of growth and *development* through a mix of land uses and mobility options, while conserving and enhancing the *natural environment*. The Urban Structure is designed to complement existing and future transit, by establishing the level of intensity of land uses which will be supported by transit at various locations within the Urban Area.

The Urban Structure also builds on the strengths and opportunities provided by the existing urban fabric while envisaging the *complete communities* and places of the future. It provides a foundation for consistent decision-making, a basis for investments in transit, *infrastructure*, community services, and directions for specific land use designations. Milton's Urban Structure is shown on Schedule 4 - Urban Structure.

Figure 3. The Urban Structure Continuum.



By 2051, Milton's Urban Area provides a variety of opportunities to live, work, learn and play in distinctive *complete communities*.

2.3.1 Urban Area

Objective 9. Identify the elements of the Urban Structure that establishes the community vision for the Urban Area.

It is a policy of the *Town* to:

2.3.1.1 Establish an Urban Structure that is comprised of the following major structural components and systems that are critical to the health and sustainability of the Urban Area, identified on Schedule 4 - Urban Structure of this Plan:

a. Major Urban Centre:
   i) Downtown
   ii) Uptown
   iii) Bronte - Steeles
b. Urban Village Centres:
   i) Education Village Centre
   ii) Milton Trafalgar GO Village
   iii) Britannia Village Centre
c. Community Hubs:
d. Complete Neighbourhoods
e. Economic Growth Areas
f. Environmental System; and
g. *Transportation System*.

Objective 10. Support the achievement of *complete communities* in the Urban Area.

It is the policy of the *Town* to:

2.3.1.2 Encourage *intensification* and re*development* to support the achievement of *complete communities*.

2.3.1.3 Create a land use pattern with a range of land uses, densities and built forms.

2.3.1.4 Plan for a range and mix of *housing options*, including *affordable housing*.

2.3.1.5 Use land and resources efficiently through *compact built forms* and standards and promoting co-location of facilities.

2.3.1.6 Support *active transportation* through the development of complete and walkable neighbourhoods.

2.3.1.7 Plan a *transit-supportive* community through transit-oriented design.

2.3.1.8 Ensure *development* is well served by existing and planned *infrastructure* and *public service facilities*.

2.3.1.9 Prioritize planning and investment in the necessary *infrastructure* and *public service facilities* to support S*ettlement Areas*.

2.3.1.10 Foster a lively *public realm.*

2.3.1.11 Ensure the conservation and enhancement of the Environmental System.

2.3.1.12 Prepare for the *impacts of a changing climate,* by incorporating climate change mitigation and adaptation in the planning and design of urban development, including approaches to minimize the carbon footprint of the Urban Area and build climate resiliency.

Objective 11. Identify *Strategic Growth Areas* and focus a significant proportion of population and employment growth within *Strategic Growth Areas* through mixed-use *intensification*.

It is the policy of the *Town* to:

2.3.1.13 Promote and support appropriate *intensification* throughout the Urban Area with attention to *development* in *Strategic Growth Areas*.

2.3.1.14 Recognize as *Strategic Growth Areas* the following components of the Urban Structure:

a. Uptown;
b. Bronte - Steeles;
c. Milton Trafalgar GO Village;
d. Education Village Centre; and
e. Britannia Village Centre.

2.3.1.15 Consider *intensification* and development of *Strategic Growth Areas* as the highest priority of urban development.

2.3.1.16 Direct *development* with higher densities and mix of uses to *Strategic Growth Areas,* where appropriate, to support transit and *active transportation* for everyday activities.

2.3.1.17 Achieve the appropriate transition of *built form* between the *Strategic Growth Areas and* adjacent areas.

2.3.1.18 Ensure the integration of *Strategic Growth Areas with* surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes.

2.3.1.19 Work with the *Region* to make available at the earliest opportunity *municipal sewage service* and *municipal water service* capacities to support the *development densities* prescribed for *Strategic Growth Areas.*

2.3.1.20 Monitor the performance of *Strategic Growth Areas* in achieving their objectives and implementing the policies and targets of this Plan.

2.3.1.21 Permit the addition of new *Strategic Growth Area*s to the Urban Structure only through a *municipal comprehensive review* of this Plan.

2.3.1.22 *Development* on lands within *Strategic Growth Areas* is subject to minimum *development density* targets and general targets for an overall proportion of residents and jobs in Table 3 and the applicable policies of this Plan.

Objective 12. Protect designated *Employment Areas* for long-term employment use.

It is the policy of the *Town* to:

2.3.1.23 Identify *Employment Areas* and protect them for long-term employment use.

2.3.1.24 Maintain an adequate supply of zoned and serviced *Employment Areas* in various locations to meet the town's projected employment growth forecast and to promote economic development and competitiveness.

2.3.1.25 Minimize land use conflicts between certain types of employment uses and *sensitive land uses*.

Objective 13. Achieve land use patterns and built form that use land efficiently, optimize existing *infrastructure*, and is complementary to existing and planned developed areas.

It is the policy of the *Town* to:

2.3.1.26 Create a vibrant, diverse and pedestrian-oriented urban environment with high quality public open spaces.

2.3.1.27 Adopt alternative design standards for roads to promote *active transportation*, pedestrian-oriented and *transit-supportive development*.

2.3.1.28 Encourage high quality and innovative urban design.

2.3.1.29 Promote forms of *development* that achieve an appropriate transition of built form to adjacent areas and that is respectful of existing *character*.

2.3.1.30 Ensure, in consultation with the *Region*, sufficient *infrastructure* capacity in existing or planned *infrastructure* and *public service facilities* are available.

2.3.2 Major Urban Centre

The lands identified as "Major Urban Centre" on Schedule 4 are intended to serve as town-wide destinations. The Major Urban Centre is made up of three distinct and identifiable areas: Downtown, Uptown and Bronte – Steeles. These three areas are located adjacent to each other. Although they are distinct places, they interact, support each other and create an overall vibrancy. Their location in the heart of Town, along with their concentration of amenities, proposed jobs, and residents, establishes the area as the Major Urban Centre of Milton.

Downtown

The Downtown is shown on Schedule 4 - Urban Structure. It is the historic town centre. Downtown is a vibrant area that has unique *character* and is the civic and cultural centre of Milton. The area provides a unique experience because of its concentration of specialty retail, *cultural heritage resources*, streetscapes, cultural events, and residential neighbourhoods. It is walkable and *transit-supportive* because of its mix of land uses and *compact built form*. It is important to Milton's identity to continue to protect and enhance the *character* of Downtown while supporting its vibrancy and local economy.

By 2051, Downtown is a recognizable vibrant civic and cultural centre, and an important destination and place for residents and visitors to celebrate history and special community identity.

Objective 14. Establish a lively, vibrant Downtown that is a destination for the entire community taking advantage of the unique qualities that contribute to its distinct *character*.

It is the policy of the *Town* to:

2.3.2.1 Accommodate a range and mix of uses while preserving, promoting and enhancing the function of Downtown as the town's primary civic and community destination.

2.3.2.2 Prioritize community-gathering spaces such as town squares and plazas within Downtown.

2.3.2.3 Create a distinct cultural, economic and institutional destination that is attractive and welcoming.

2.3.2.4 Achieve high quality pedestrian-oriented *development* with visually interesting surroundings and *active transportation* facilities.

2.3.2.5 Ensure *development* contributes to the creation and enhancement of a distinctive urban *character*.

2.3.2.6 Develop a Master Plan for the Downtown in consultation with the Business Improvement Area, individual business owners, property owners, residents, *public agencies* and other interested groups. The Downtown Master Plan shall be consistent with the policies of this Plan and shall establish the vision of how the Downtown can continue to thrive, and the directions for land use, built form, open spaces, transportation, servicing, development guidelines, economic improvement, and other related issues that are needed to support the vision.

Objective 15. Distinguish and enhance Downtown as the historic and civic centre of the town.

It is the policy of the *Town* to:

2.3.2.7 Maintain a strong civic presence and identity by consolidating civic and cultural activities in Downtown.

2.3.2.8 Prioritize improvements to the *public realm* that revitalize and enhance the character of the Downtown.

2.3.2.9 Encourage the conservation, preservation and adaptive re-use of *built heritage resources* to celebrate the local history.

2.3.2.10 Support residential *intensification* in Downtown, where appropriate.

2.3.2.11 Ensure *development* is sympathetic to the existing *cultural heritage resources* and neighbourhood *character* and is integrated with *adjacent land* uses, especially *Mature Neighbourhood Areas*.

Objective 16. Maintain the unique commercial experience and residential *character* of Downtown to contribute to its distinct sense of identity, vibrancy and economic viability.

It is the policy of the *Town* to:

2.3.2.12 Provide local commercial uses that support and contribute to the continued vibrancy of Downtown.

2.3.2.13 Ensure *development* within Downtown's *Mature Neighbourhood Areas* is *compatible* and respectful of the *character* of the neighbourhood.

2.3.2.14 Encourage residential density in locations adjacent to Downtown, where feasible, to increase the customer base and support Downtown businesses.

Uptown

Uptown is the Milton GO Protected *Major Transit Station Area* (PMTSA), the area within an approximate 500 to 800-metre radius from a transit station, representing about a 10-minute walk to the Milton GO Station. It is the primary focus for *intensification* and a focal area for investment in residential, *institutional*, commercial, *major office*, recreational, *cultural* and *entertainment uses*. Its intensity of mixed uses, high density and *tall buildings* is what will distinguish this area from other neighbourhoods in Milton.

Uptown will develop as a vibrant, mixed-use, high-density centre and destination for residents and visitors. Located within Uptown, the Milton GO Station creates a hub for inter-regional travel to and from Milton.

By 2051, Uptown will be a complete, walkable and *transit-supportive* destination. It will accommodate a mix of uses, the tallest buildings in Milton, and welcoming public spaces, complementing the *character* of Downtown while featuring innovative design excellence.

Objective 17. Establish a mixed-use *complete community* in Uptown that accommodates a significant share of population and employment growth.

It is the policy of the *Town* to:

2.3.2.15 Achieve a minimum *development density* target of 200 residents and jobs combined per gross hectare by 2051, or beyond, in Uptown, subject to the availability of appropriate *infrastructure*.

2.3.2.16 Plan to achieve an overall proportion of 55 per cent residents and 45 per cent jobs in Uptown.

2.3.2.17 Direct the highest densities and tallest buildings in the Urban Area to Uptown, where appropriate. Mid-rise buildings shall also be encouraged.

2.3.2.18 Encourage additional density beyond the minimum requirement subject to the maximum building heights and densities established in this Plan.

2.3.2.19 Promote Uptown as a multi-functional centre and focal point for a variety of activities that are characterized by a mix of uses and *compact built form* of *development*.

2.3.2.20 Direct *major office*, retail, cultural uses and major *institutional uses* to Uptown.

2.3.2.21 Implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Uptown under the *Planning Act*, to promote and support *intensification* and further the development of *affordable housing*.

Objective 18. Create an innovative, *transit-supportive* and pedestrian-oriented, vibrant centre and destination that supports a variety of amenities, employment, housing and transportation options and mixed land uses.

It is the policy of the *Town* to:

2.3.2.22 Provide for a broad range and mix of uses, designed in a *compact built form*, oriented to support transit and facilitate *active transportation*.

2.3.2.23 Provide *infrastructure* to accommodate a range of mobility needs and support *active transportation*.

2.3.2.24 Support major transit *infrastructure* through *transit-supportive development* and *multimodal* access to the Milton GO Station and *major trip generators*.

2.3.2.25 Leverage the Milton GO Station and local transit service when accommodating increased densities and *transit-supportive development*.

2.3.2.26 Consider contextually appropriate *intensification* opportunities adjacent to established low-rise residential areas.

2.3.2.27 Create a network of streets, urban squares and open spaces that creates a more walkable and vibrant *public realm*.

2.3.2.28 Design Main Street East to include active pedestrian boulevards, wide sidewalks, consistent paving treatments, street *tree* planting and *active frontages*.

2.3.2.29 Encourage the provision of recreational and *cultural uses* that provide entertainment and social interaction.

Bronte - Steeles

Bronte - Steeles is located to the north-west of Downtown and is identified on Schedule 4. Highlighted by an environmental system that forms a natural pathway through the centre of the community, Bronte - Steeles will have urban *redevelopment*. Its location creates an opportunity to reinforce active connections with Downtown and support the economic and social viability and vitality of the area.

By 2051, Bronte - Steeles will be a thriving mixed-use neighbourhood integrated with the *natural environment* and complementing Downtown and Uptown.

Objective 19. Establish a mixed-use complete neighbourhood that accommodates population and employment growth.

It is the policy of the *Town* to:

2.3.2.30 Achieve a minimum *development density* target of 100 residents and jobs combined per gross hectare in Bronte - Steeles, subject to the availability of appropriate *infrastructure*.

2.3.2.31 Plan to achieve an overall proportion of 75 per cent residents and 25 per cent jobs.

2.3.2.32 Require *development* proponents to prepare a Comprehensive *Development Plan* in accordance with Terms of Reference, as determined by the *Town*, to determine an appropriate mixture of land uses, built forms and densities.

2.3.2.33 Promote a range of housing types, including *affordable housing*.

Objective 20. Create a vibrant neighbourhood with a variety of amenities, employment, residential, retail, and *service commercial uses* in a mixed-use environment that supports the vibrancy of the adjacent area.

It is the policy of the *Town* to:

2.3.2.34 Plan a complete neighbourhood with densities and patterns supportive of *active transportation* and transit.

2.3.2.35 Integrate *development* with the surrounding Environmental System to create trails and access to open spaces.

2.3.2.36 Create an open space and *active transportation* network to provide linkages to adjacent open space areas and Downtown.

2.3.2.37 Ensure *development* in Bronte - Steeles is accessible by transit.

2.3.2.38 Ensure *development* is respectful of the function and *character* of the adjacent Downtown and contributes to its vibrancy.

2.3.2.39 Provide local commercial uses to meet the needs of residents and employment uses.

2.3.3 Urban Village Centres

Three Urban Village Centres are identified on Schedule 4: the Education Village Centre, Milton Trafalgar GO Village, and Britannia Village Centre. Milton's Urban Village Centres are distinctive destinations and gathering areas at various locations within the Urban Area, that contribute to create a strong sense of place. They are primary centres focused around a unique feature such as an academic institution, an inter-regional transit facility, or retail and service road.

Residential, retail and *service commercial uses*, *public service facilities*, related employment uses, public squares and open spaces are integrated in the Urban Village Centres to promote walkability, social interaction and the vitality of the area.

Education Village Centre

The Education Village Centre is identified on Schedule 4 as a conceptual overlay. The village centre represents the core mixed-use precinct within the Milton Education Village (MEV) Secondary Plan Area. The Milton Education Village is planned to be a unique and innovative neighbourhood focused around post-secondary education, related employment and recreation facilities, and planned regional and local transit services, in a well-connected pedestrian-oriented environment.

The Education Village Centre is the most important gateway to the MEV and a community focal point for the Secondary Plan Area and surrounding neighbourhoods. It is planned as a central place that welcomes and engages residents, students, employees and visitors, with a mix of residential, *office*, *institutional*, retail and *service commercial uses*, *entertainment* and *cultural uses*, and open spaces.

By 2051, the Education Village Centre will be a global centre of creativity, innovation and research. It will represent a focal point and landmark destination within the Milton Education Village (MEV) and surrounding neighbourhoods.

Objective 21. Establish a community focal point and destination within the Milton Education Village that accommodates population and employment growth.

It is the policy of the *Town* to:

2.3.3.1 Achieve a minimum *development density* target of 130 residents and jobs combined per gross hectare in the Education Village Centre, in accordance

with the applicable policies of the Milton Education Village Secondary Plan, subject to the availability of appropriate *infrastructure*.

2.3.3.2 Plan to achieve an overall proportion of 65 per cent residents and 35 per cent jobs.

Objective 22. Create a vibrant central area and gateway to the Milton Education Village that supports a variety of *employment*, housing, recreational, and transportation options in an active street environment.

It is the policy of the *Town* to:

2.3.3.3 Create a network of streets, urban squares and open spaces that creates a walkable and vibrant *public realm*.

2.3.3.4 Encourage the *development* of landmark buildings that contribute to establishing a gateway into the Milton Education Village.

2.3.3.5 Achieve pedestrian-oriented mixed-use *development* with retail and *service commercial uses* at ground level.

2.3.3.6 Ensure the proper integration of the Education Village Centre with the surrounding neighbourhoods.

2.3.3.7 Provide for an *active transportation* and *transit-supportive development* in a pedestrian-oriented urban environment.

Milton Trafalgar GO Village

The Milton Trafalgar GO Village, as shown on Schedule 4, comprises the Milton Trafalgar GO Protected *Major Transit Station Area* (PMTSA) and represents a *Strategic Growth Area* within the Agerton Secondary Plan. The village will be a *transit-supportive* community that will support a higher-order inter-modal transit hub.

The Milton Trafalgar GO Village has been planned to be a *complete community* that will provide a full mix and range of uses, including residential, *office*, retail, and *service commercial uses* and *transit-supportive* high-density *development.*

The village will be recognizable as the core of the community with a cluster of major residential and employment uses with the highest densities in proximity to the Milton Trafalgar GO Station, forming a recognizable focal point and destination.

By 2051, the Milton Trafalgar GO Village will be a complete, walkable and *transit-supportive* destination. The Village will accommodate the greatest

intensity of uses, height and density within the Agerton Secondary Plan Area, and welcoming public spaces.

Objective 23. Establish a mixed-use community around the Milton Trafalgar GO Station that accommodates a significant share of population and employment growth.

It is the policy of the *Town* to:

2.3.3.8 Achieve a minimum *development density* target of 180 residents and jobs combined per gross hectare in the Milton Trafalgar GO Village, in accordance with the applicable policies of the Agerton Secondary Plan, subject to the availability of appropriate *infrastructure*.

2.3.3.9 Plan to achieve an overall proportion of 60 per cent residents and 40 per cent jobs.

2.3.3.10 Promote a cluster of higher density business uses within the Milton Trafalgar GO Village.

2.3.3.11 Accommodate higher density *development*, by encouraging mid-rise and *tall buildings*, to support *higher order transit*.

2.3.3.12 Encourage additional employment and population density beyond the minimum requirement, subject to the maximum *building heights* and densities established in this Plan.

2.3.3.13 Direct *major office*, retail, cultural uses and major *institutional uses* to Milton Trafalgar GO Village.

2.3.3.14 Promote and support *intensification*, including *affordable housing,* by considering the implementation of programs and incentives under the *Planning Act* in the Milton Trafalgar GO Village, such as Community Improvement Plans, Community Planning Permit System and Inclusionary Zoning.

Objective 24. Create an innovative, *transit-supportive* and pedestrian-oriented vibrant area that supports a variety of employment, residential, recreational, and mobility options and mixed land uses.

It is the policy of the *Town* to:

2.3.3.15 Provide for a broad range and mix of uses, designed in a *compact built form*, oriented to support transit and facilitate *active transportation*.

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2.3.3.16 Provide *infrastructure* to support active transportation.

2.3.3.17 Leverage the Milton Trafalgar GO Station and local transit service when accommodating increased densities and *transit-supportive development*.

2.3.3.18 Maximize the number of potential transit users within walking distance of the GO Station.

2.3.3.19 Develop a small-block grid pattern, urban squares and open spaces that create a walkable and vibrant *public realm*.

2.3.3.20 Achieve pedestrian-oriented mixed-use *development* with retail and *service commercial uses* at ground level.

2.3.3.21 Promote a diversity of employment uses in the Milton Trafalgar GO Village.

Britannia Village Centre

The Britannia Village Centre is identified on Schedule 4 as a conceptual overlay. The Village Centre represents a focal point and destination, central to the Britannia Secondary Plan Area that serves as the primary centre of activity and community uses, including a mix of commercial and residential uses, open spaces and *institutional uses*, and planned regional and local transit services.

The Village Centre is intended to provide a full range and mix of uses at *transit-supportive* densities to serve the residents of multiple neighbourhoods in transit accessible locations.

By 2051, the Britannia Village Centre will be a focal point and community destination in transit accessible locations, providing a range and mix of uses, services and open spaces at *transit-supportive* densities.

Objective 25. Establish a community focal point and destination in Southern Milton that can accommodate a significant share of population and employment growth in the area.

It is the policy of the *Town* to:

2.3.3.22 Achieve a minimum *development density* target of 100 residents and jobs combined per gross hectare in the Britannia Village Centre, in accordance with the applicable policies of the Britannia Secondary Plan, recognizing that this will take place over the long term subject to the availability of appropriate *infrastructure* and through the *intensification* and *redevelopment* of the initial phases of *development*.

2.3.3.23 Plan to achieve an overall proportion of 80 per cent residents and 20 per cent jobs.

Objective 26. Create a vibrant central area that supports a variety of housing, *employment*, recreational, and transportation options in a *transit-supportive* and pedestrian-oriented environment.

It is the policy of the *Town* to:

2.3.3.24 Create a walkable and vibrant *public realm* in the Britannia Village Centre.

2.3.3.25 Achieve pedestrian-oriented mixed-use *development* with retail and *service commercial uses* at ground level and with greater height and density than their immediate surroundings.

2.3.3.26 Ensure the proper integration of the Britannia Village Centre with the surrounding neighbourhoods and Omagh.

2.3.3.27 Provide for an *active transportation* and *transit-supportive development* in a pedestrian-oriented urban environment.

2.3.4 Community Hubs

Milton's Community Hubs, identified on Schedule 4, are mixed-use destinations that integrate uses such as retail, *service commercial*, *office*, *institutional* and *entertainment uses* with residential uses, *public service facilities*, *institutional* uses and open spaces.

Community Hubs will contribute to achieving *complete communities* by providing for the day-to-day and weekly goods and services needs of residents in easily accessible locations. While some Community Hubs will achieve higher residential intensities and a full mix of uses, other hubs may permit a more limited range of uses and density to achieve their planned function.

Community Hubs are generally located at the intersections of transit routes, and provide walkable and transit-supportive centres of activity at the neighbourhood scale. They provide access to a multitude of uses that are required for daily living – local shops and restaurants, *public service facilities*, *cultural*, and *entertainment uses*, open spaces as well as a diverse housing stock.

Community Hubs shall be designed and planned to provide a recognized sense of place to adjacent neighbourhoods.

By 2051, Community Hubs will be livable places that provide convenient access to retail, services, facilities, and jobs for the immediate community.

Objective 27. Provide centres of activity that concentrate a mix of uses, including retail and *service commercial uses*, residential uses, *office uses*, *public service facilities* and open spaces.

It is the policy of the *Town* to:

2.3.4.1 Provide a variety of retail and *service commercial uses, office uses*, and *public service facilities* that meet the daily needs of people living and working within the node and in the surrounding neighbourhoods.

2.3.4.2 Accommodate residential uses, while including *compatible* retail, services and facilities.

2.3.4.3 Promote a pedestrian-oriented, *compact built form* of *development*, and higher intensity *development* within Community Hubs.

2.3.4.4 Prohibit *development* that results in a loss of retail and *service commercial* floor space unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

Objective 28. Ensure the *development* of Community Hubs contributes to more vibrant, attractive and walkable communities.

It is the policy of the *Town* to:

2.3.4.5 Locate retail and *service commercial uses* on the ground level to animate streets and public spaces.

2.3.4.6 Provide *development* either as mixed-use buildings or as a mix of uses on the same site.

2.3.4.7 Promote the development of a high-quality *public realm* in Community Hubs.

2.3.4.8 Ensure the proper integration of Community Hubs with surrounding neighbourhoods, protecting the physical *character* of these neighbourhoods.

2.3.4.9 Provide *infrastructure* for *active transportation* access to Community Hubs.

2.3.4.10 Create connectivity between various Community Hubs, the Major Urban Centre, Urban Village Centres, Residential Areas, and *Economic Growth Areas* through *transit supportive* corridors.

2.3.5 Complete Neighbourhoods

Lands designated Complete Neighbourhoods on Schedule 4 represent primarily *Residential Areas* with associated services and facilities and local commercial uses.

Development within Complete Neighbourhoods will be managed to recognize the opportunities to improve the quality of life of residents, while reinforcing and complementing the predominant neighbourhood *character*.

Complete Neighbourhoods will be able to adapt to changing social, economic and physical considerations, over the life of this Plan, as continual enhancement can provide an adequate range and mix of uses including small-scale retail uses, parks, schools, places of worship and a range and mix of housing types.

By 2051, Milton's Complete Neighbourhoods will provide a full range of housing types and tenures, including *affordable housing*, and are supported by parks and open spaces, *public service facilities*, schools, retail and amenities.

Objective 29. Ensure a supply of designated and serviced land is available to accommodate residential growth and *intensification*.

It is the policy of the *Town* to:

2.3.5.1 Accommodate a range of housing types, including *affordable housing* and *additional residential units*, for all life stages, incomes and abilities, with supporting uses to create vibrant complete neighbourhoods.

2.3.5.2 Support contextually appropriate *intensification* opportunities within Complete Neighbourhoods to provide more housing choices, amenities and services to the local community.

2.3.5.3 Consider the impact to existing and planned parks, *infrastructure* and *public service facilities* when encouraging growth and *intensification* in Complete Neighbourhoods.

Objective 30. Make efficient use of land, housing stock and available services while maintaining compatibility with the *character* of existing neighbourhoods.

It is the policy of the *Town* to:

2.3.5.4 Ensure compatibility of new *development* in Complete Neighbourhoods with the *character* of the surrounding area.

2.3.5.5 Maintain or enhance the distinct identities of Complete Neighbourhoods by having regard for the built environment, and natural heritage and cultural heritage features.

2.3.5.6 Promote walkability through the design and retrofit of new and existing Complete Neighbourhoods and appropriate infill in neighbourhoods to support community health, well-being, and quality of life.

2.3.5.7 Support a diverse mix of land uses to support vibrant neighbourhood, where appropriate and applicable.

2.3.5.8 Provide high quality parks and open spaces that support opportunities for transit and *active transportation*, where appropriate and applicable.

2.3.5.9 Integrate access to transit and *active transportation* facilities.

2.3.6 Economic Growth Areas

The *Town* needs to ensure sufficient land and services are available to accommodate the growth in the number of jobs in Milton and consider the needs of a variety of employers and residents when identifying Economic Growth Areas.

Lands designated Economic Growth Areas, identified on Schedule 4, accommodate or will accommodate a cluster of businesses and economic uses such as manufacturing, research and development, warehousing and goods movement within designated *Employment Areas*, and supporting commercial and services, offices, and other uses within lands in proximity to *Employment Areas*. These areas will provide jobs for residents and longer-term *development* opportunities in support of the local and regional economy.

By 2051, a diverse supply of strategically sized and located lands will be available for attracting businesses and supporting Milton's economic success.

Objective 31. Provide an appropriate supply of lands for a variety of employment generating uses to accommodate the *Town's* growth forecasts and to support a sustainable local economy.

It is the policy of the *Town* to:

2.3.6.1 Ensure the availability of sufficient land to accommodate the forecasted employment growth established in Table 1 to support Milton's economic competitiveness.

2.3.6.2 Maintain a range of Economic Growth Areas to support a wide range of economic activities to meet the current and future needs of businesses.

2.3.6.3 Plan and design Economic Growth Areas to be easily accessible by a range of transportation modes, including *active transportation*, transit, and the automobile.

2.3.6.4 Ensure the necessary *infrastructure* is provided to support the development of Economic Growth Areas in accordance with *policies* of this Plan.

2.3.6.5 Promote the *sustainable development* of Economic Growth Areas for long-term viability.

2.3.6.6 Encourage sustainable practices including *low impact development*, district energy and water conservation measures in Economic Growth Areas.

2.3.6.7 Monitor Economic Growth Areas for their ability to accommodate employment.

Objective 32. Provide and protect an appropriate supply of designated *Employment Areas* in order to meet anticipated short and long-term needs.

It is the policy of the *Town* to:

2.3.6.8 Identify and protect *Employment Areas* for long-term employment use.

2.3.6.9 Ensure that sufficient designated lands are available within the Urban Area for the creation of diverse employment opportunities at appropriate strategic locations, particularly in the vicinity of existing major highway interchanges and rail yards.

2.3.6.10 Plan *Employment Areas* at *development density* targets that contribute towards achieving the job targets established in Table 4b, optimizing land use and *infrastructure*.

2.3.6.11 Ensure that the *development* of *Employment Areas* occurs in an orderly manner.

2.3.6.12 Consider the introduction of additional *Employment Areas* within the Urban Area by amendment to this Plan.

2.3.6.13 Consider the removal of lands from *Employment Areas* subject to the criteria established in policy 6.3.7.14 of this Plan.

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2.4. The Rural Structure

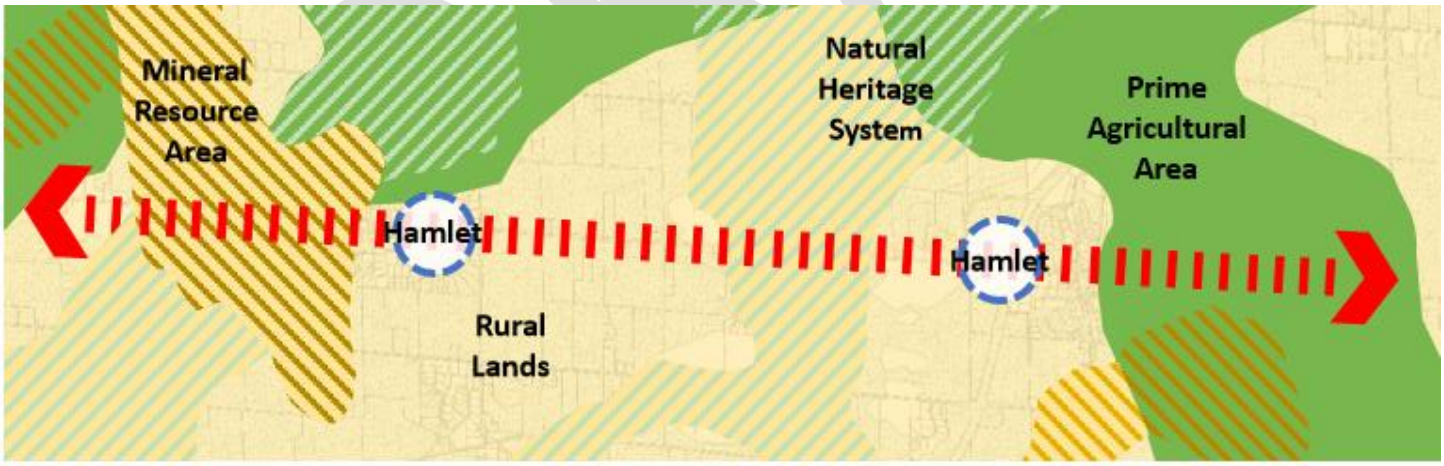
The land outside of the Urban Area is the *Rural Area*, as shown on Schedule 5 – Rural Structure. This area is mainly located in the northern portion of Milton and is 77 per cent of Milton's total land area. The *Rural Area* has a distinct *character* and has a productive agricultural sector. This sector flourishes because of many factors including access to diverse natural resources and businesses that support *agriculture*.

A large portion of the *Rural Area* is covered by natural resources and is protected by the Provincial Greenbelt Plan, the Niagara Escarpment Plan and the *Local Natural Heritage System*.

There are two main land use components within the *Rural Area*: *Rural Lands* and *Prime Agricultural Area*. These two land use components form Milton's agricultural land base as part of the *Agricultural System*. In addition to the land base, the *agri-food network*, that includes the *infrastructure*, services and assets that support the agricultural sector, is an important component of the *Agricultural System*.

Other land uses in the *Rural Area* include Hamlets and *Mineral Aggregate Resources*. The Environmental System and the *Transportation System* also traverse the *Rural Area*. These land uses and supportive systems contribute to the economy and quality of life of the rural community.

Figure 4. The Rural Structure Continuum.



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2.4.1 Rural Area

By 2051, Milton's flourishing *Rural Area* is supported by local amenities and a protected *Agricultural System*.

Objective 33. Create a framework for a strong *Rural Area*.

It is the policy of the *Town* to:

2.4.1.1 Identify a *Rural Area* that is comprised of the following structural components identified on Schedule 5 - Rural Structure:

a. Agricultural System:
   i) *Rural Lands*
   ii) *Prime Agricultural Area*
   iii) *Agri-food Network*
b. Hamlets;
c. Mineral Aggregate Resource Areas;
d. Environmental System; and
e. *Transportation System*.

Objective 34. Support the achievement of complete rural communities.

It is the policy of the *Town* to:

2.4.1.2 Create opportunities for rural residents to have increased access to *housing options*, jobs, services and amenities.

2.4.1.3 Recognize existing rural uses and support their continuation in a manner sensitive to *natural environment* and the agricultural community.

2.4.1.4 Accommodate new *development* that is appropriate for the *infrastructure* which is planned, available, or feasible and avoid the need for the uneconomical expansion of *infrastructure*.

2.4.1.5 Use rural infrastructure and public service facilities efficiently.

2.4.1.6 Promote the unique sense of place in the *Rural Area*, including rural *character* and amenities.

2.4.1.7 Encourage a diversified *rural land* base for economic activities and rural employment opportunities.

Objective 35. Support an economically viable rural economy.

It is the policy of the *Town* to:

2.4.1.8 Promote a diverse economic base and employment opportunities through goods and services, including value-added products.

2.4.1.9 Recognize the value and provide opportunities for new natural resource related businesses.

2.4.1.10 Foster diversity, innovation and economical agricultural practices by working with the *agricultural industry*.

2.4.1.11 Recognize and protect the elements of the *agri-food network* that are important to the viability of the agricultural sector.

2.4.1.12 Support agriculture-related tourism and direct sales of agricultural produce and accessory products.

2.4.1.13 Provide opportunities for sustainable tourism that leverages historical, cultural, and natural assets.

2.4.1.14 Balance the protection of scenic resources and open space landscape *character* of the Niagara Escarpment with economic development.

Objective 36. Conserve biodiversity to take advantage of the ecological benefits provided by nature.

It is the policy of the *Town* to:

2.4.1.15 Avoid adverse impacts from *development* on *key features* and *areas of natural and scientific interest* of the Environmental System.

2.4.1.16 Ensure that *key features* and *areas of natural and scientific interest* that may exist outside of the Environmental System are protected in accordance with the policies of this Plan.

2.4.1.17 Require the *development* proponent to complete the appropriate environmental study, if deemed necessary by the *Town*, in consultation with the *Region* and *Conservation Authority*.

Objective 37. Mitigate the impacts of *development* along the interface between *Rural Area* and Urban Area.

It is the policy of the *Town* to:

2.4.1.18 Protect agricultural operations from adjacent urban development.

2.4.1.19 Support programs to reduce trespassing on *agricultural operation*.

2.4.1.20 Use tools including, but not limited to, zoning and setbacks, to minimize the potential impacts from future urban *development* on the adjacent *Rural Area*.

2.4.1.21 Require applicable studies including *agricultural impact assessments* for *development* adjacent to the *Rural Area* to identify and assess potential impacts from *development* on the *Rural Area*, where applicable.

2.5.1 Agricultural System

Objective 38. Protect and enhance agricultural lands and operations.

It is the policy of the *Town* to:

2.5.1.1 Identify agricultural land base as part of the *Agricultural System*, consisting of *Rural Lands* and *Prime Agricultural Areas*, on Schedule 5 - Rural Structure.

2.5.1.2 Recognize agriculture as the primary activity and land use in the agricultural land base.

2.5.1.3 Promote and protect all types, sizes and intensities of *agricultural uses* and *normal farm practices*.

2.5.1.4 Work with the agricultural community to encourage advanced agricultural practices that increase productivity, reduce greenhouse gas emissions, and sequester atmospheric carbon.

2.5.1.5 Recognize *agricultural uses, agricultural-related uses, on-farm diversified uses* and *normal farm practices* as being *compatible* with the Environmental System.

2.5.1.6 Reduce the fragmentation of agricultural lands and encourage their consolidation.

2.5.1.7 Protect *agricultural operations* from incompatible land uses that would limit agricultural production or efficiency.

2.5.1.8 Promote *environmentally sustainable* and sensitive agricultural practices.

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2.5.2 Rural Lands

Rural Lands are a component of the *Agricultural System*. They are located outside of the *Settlement Area* and outside of the *Prime Agricultural Area*. These lands can be used for *agricultural operations,* but tend to provide important linkages among *Prime Agricultural Area*s. *Rural Lands* help to create a continuous agricultural land base. *Rural Lands* may also accommodate uses that may not be appropriate in the Hamlets or on *Prime Agricultural Areas*. An example would be resource-based recreation (i.e. hiking trails). *Rural Lands* provide opportunities to locate rural, non-*agricultural uses,* where appropriate, protecting the *Prime Agricultural Area*s for agriculture while creating jobs and complete rural communities.

By 2051, Milton's *Rural Lands* are developing with uses that boost the surrounding *agricultural operation* and Hamlets.

Objective 39. Capitalize on the distinct function of the *Rural Lands*.

It is the policy of the *Town* to:

2.5.2.1 Identify and designate *Rural Lands* on Schedule 5 - Rural Structure.

2.5.2.2 Recognize the function of *Rural Lands* to maintain and enhance a continuous agricultural land base for agriculture and provide important linkages between *Prime Agricultural Areas* as part of the overall *Agricultural System*.

2.5.2.3 Allow strategic *development* that is *compatible* with *agricultural operations* and other resource-related uses, in accordance with the policies of this Plan, the Niagara Escarpment Plan and the Greenbelt Plan.

2.5.2.4 Permit *agricultural uses* and *normal farm practices*, *agriculture-related uses* and *on-farm diversified uses*, in accordance with the policies of this Plan, Niagara Escarpment Plan, Greenbelt Plan and applicable provincial guidance.

2.5.2.5 Support a diversified rural economy, subject to the applicable policies of this Plan, and in accordance with the policies of the Niagara Escarpment Plan and the Greenbelt Plan.

2.5.2.6 Ensure *development* can be sustained by rural service levels, including *infrastructure* servicing.

2.5.2.7 Prevent, or minimize, adverse impacts from new *development* on surrounding properties and *agricultural operations*.

2.5.2.8 Prohibit the creation of new *lots* for residential purposes.

2.5.3 Prime Agricultural Area

Prime Agricultural Lands are a limited, non-renewable resource. These lands are the foundation of agriculture, the local rural economy and associated agricultural-food industry. Prime agricultural soils have the highest capacity for agricultural production.

Due to high quality soils, a favorable climate and a community of farmers that have an active and passionate interest in *farming*, Milton is home to a productive agricultural sector. In 2021, there were 182 farms in Milton (Census Canada). The majority of these farms are between 10 and 70 acres in size. Farms in Milton produce a variety of crops from hay to fruits and vegetables and raise livestock such as poultry and cattle. As with all industries, *farming* is evolving and changing.

As the *agricultural industry* evolves, Milton's farms are adapting and evolving too. According to Census Canada, Milton's farms are investing in new technologies and *renewable energy systems*. This also means the businesses that support *agricultural operations* are changing. The Plan must recognize the changing nature of the *agricultural industry* and provide policies that protect existing *agricultural lands* and operations while allowing for their evolution.

By 2051, Milton's agricultural sector is flourishing on protected *Prime Agricultural Areas*.

Objective 40. Protect, maintain and enhance Prime Agricultural Areas to support agricultural uses, agriculture-related uses and on-farm diversified uses.

It is the policy of the *Town* to:

2.5.3.1 Identify and designate *Prime Agricultural Areas* as shown on Schedule 5 - Rural Structure.

2.5.3.2 Protect *Prime Agricultural Areas* for long-term agricultural uses.

2.5.3.3 Permit *agricultural uses* and *normal farm practices*, *agriculture-related uses*, *on-farm diversified uses* and *additional residential units*, in accordance with the policies of this Plan, Niagara Escarpment Plan, Greenbelt Plan and applicable provincial guidance.

2.5.3.4 Require proposed agriculture-related uses and on-farm diversified uses to be *compatible* with, and not hinder, surrounding agricultural operations.

2.5.3.5 Permit *mineral aggregate resource* extraction and limited non-residential uses in *Prime Agricultural Areas,* in accordance with the policies of this Plan, the Niagara Escarpment Plan and the Greenbelt Plan, when appropriate.

2.5.3.6 Avoid, or where avoidance is not possible, minimize and mitigate the impacts of development on the Agricultural System through an agricultural impact assessment.

2.5.3.7 Prohibit *lot* creation in the *Prime Agricultural Area* except in accordance with the applicable policies of this Plan.

2.5.3.8 Prohibit the removal of lands from the prime agricultural designation, except in accordance with the policies of this Plan and the Greenbelt Plan.

2.5.4 Hamlets

Hamlets are neighbourhoods that are located in the *Rural Area*. In Milton, the Hamlets are the long-established communities of Brookville, Campbellville and Moffat. The cultural and economic activities that occur in the Hamlets meet the needs of the rural residents and businesses. To promote their continued success, a strategic amount of *development* will be encouraged and integrated into the Hamlets.

Objective 41. Promote growth and vitality in the Hamlets.

It is the policy of the *Town* to:

2.5.4.1 Provide a range and mix of residential, services, cultural and economic opportunities.

2.5.4.2 Encourage appropriate *intensification* to use land and *infrastructure* efficiently.

2.5.4.3 Promote regeneration, including the *redevelopment* of *brownfield sites*.

2.5.4.4 Ensure new *development* is only permitted in accordance with the applicable policies of this Plan, Greenbelt Plan and Niagara Escarpment Plan.

2.5.4.5 Require any *development* with three or more residential *lots* or their equivalent to provide a hydrogeological study in accordance with applicable guidelines and *best management practices*.

2.5.4.6 Encourage business opportunities that support the rural community.

2.5.4.7 Consider the local rural characteristics, scale of *development* and the provision of appropriate service levels when directing *development* to the Hamlets.

2.5.4.8 Ensure *development* is *compatible* and complimentary to existing built environment, maintaining the rural *character*.

2.5.4.9 Prohibit the expansion of Hamlets into the Greenbelt Plan Area.

2.5.4.10 Develop an Area Specific Plan for the Hamlets to enable the following:

a. Opportunities to facilitate/improve the viability of residential, mixed-use, commercial and employment areas;

b. Opportunities for placemaking improvements;

c. Opportunities to enhance or facilitate economic activity; and

d. Opportunities for *cultural heritage resource* conservation.

2.5.4.11 Prior to commencing the preparation of an Area Specific Plan, terms of reference for the secondary planning process will be prepared, in consultation with the community, to address the:

a. Process and timeline;

b. Goals, objectives, outcome;

c. Required supporting studies; and

d. Opportunities for public participation and involvement.

2.5.4.12 Through the Area Specific Plan process the *Town* in consultation with the community will achieve the following outcomes:

a. A long-term vision for the area;

b. Overarching goals;

c. A land-use framework and designations that will guide *development* and encourage positive land use change in the Hamlets; and

d. Strategic policies to implement *development.*

2.5.5 Mineral Aggregate Resources and Petroleum Resources

Mineral aggregate resources are stone, sand and gravel used in the construction industry and in the construction of other everyday items. It is beneficial to extract aggregate resources from sources that are close to the location where they will be used.

Loose material, such as sand and gravel, are removed from a “pit”. Solid bedrock, such as shale, is removed from a *quarry*. Milton has both types of *mineral aggregate resources*.

The Ministry of Natural Resources is responsible for the licensing and regulating of pits and quarries. Municipalities have the responsibility to identify where *mineral aggregate resources* can be found, protect the resource for long-term, make the resource available

for extraction, and work with the Province to minimize impacts to the community and the *natural environment*.

If left unmanaged, the extraction of *mineral aggregate resources* can have a negative impact on the social and environmental well-being of the neighbouring community. This Plan allow for extraction, while protecting the community and *natural environment* from potential impacts. The *Town*'s policies are intended to ensure that *mineral aggregate operations* occurs in a manner that minimizes social, environmental and human impacts.

By 2051, *mineral aggregate resources* form an important part of Milton's economy and are extracted with minimal impact to the surrounding community.

Objective 42. Apply a balanced approach to manage *mineral aggregate operations*.

It is the policy of the *Town* to:

2.5.5.1 Identify known deposits of *mineral aggregate resource* areas and mineral aggregate operations on Official Plan Schedule 5.

2.5.5.2 Protect high potential *mineral aggregate resource* areas consisting of primary and secondary sand and gravel resource areas and selected bedrock/shale resource areas, except for those areas considered unsuitable for extraction based on the policies of this Plan and provincial policies and plans.

2.5.5.3 Make available as much of the *mineral aggregate resources* as is realistically possible.

2.5.5.4 Protect legally existing *mineral aggregate operations* from *development* and activities that would preclude and hinder their expansion or continued use, or which would be incompatible for public health, public safety or environmental impact reasons.

2.5.5.5 Permit *development* and activities that would otherwise preclude or hinder the establishment of new *mineral aggregate operations* or access to the resources, in known *deposits of mineral aggregate resources* and on *adjacent lands*, only if:

a. Resource use would not be feasible; or

b. The proposed land use or *development* serves a greater long-term public interest; and

c. Issues of public health, public safety and environmental impacts are

addressed.

2.5.5.6 Require an amendment to this Plan to designate any new *mineral aggregate resource* areas or *mineral aggregate operations*.

2.5.5.7 Establish clear criteria for the evaluation of applications for new or expansions to *mineral aggregate operations* that will contribute to achieving the objectives of this Plan.

2.5.5.8 Ensure coordination among the *Region*, local municipalities, Ministry of Natural Resources, affected conservations authorities, Niagara Escarpment Commission and other agencies in the review and public consultation of proposals to designate new or expanded *mineral aggregate operations*.

Objective 43. Facilitate socially, economically and environmentally responsible *mineral aggregate operations* and petroleum resource operations.

It is the policy of the *Town* to:

2.5.5.9 Require that all resource extraction and accessory operations be conducted in a manner that minimizes social, transportation, economic and environmental impacts in accordance with provincial standards, the requirements of this Plan and the recommendations from applicable studies.

2.5.5.10 Require proponents for new or expansion to existing *mineral aggregate operations* to demonstrate through an appropriate study(ies), in accordance with Terms of Reference approved by the *Town*, how the protection of social, human health and *natural environment* will be achieved, in accordance with the policies of this Plan.

2.5.5.11 Prohibit mineral aggregate resource extraction in the *provincially significant wetlands*, *significant* habitat of endangered species and threatened species and for quarries, within 200 metres of the *Escarpment Brow*.

2.5.5.12 Protect water resources from potential adverse impacts of *mineral aggregate operations* by requiring appropriate hydrologic and hydrogeological studies, in accordance with Terms of Reference approved by the *Town* and implementing the study findings to the satisfaction of the *Town*.

2.5.5.13 Minimize conflicts with all road users by identifying safe routing and site access options for *mineral aggregate operations* and mitigating adverse transportation impact as determined through appropriate studies.

2.5.5.14 Recognize *mineral aggregate operations* as an interim use in *Prime Agricultural Areas* in accordance with the following:

a. Impacts to *prime agricultural areas* are addressed by avoiding, and where avoidance is not possible, minimizing and mitigating as determined through an *agricultural impact assessment* or equivalent analysis; and

b. Rehabilitation is carried out so that substantially the same area and average soil quality for agriculture are restored.

2.5.5.15 Require mineral aggregate resource conservation through resource recycling and support the use of accessory recycling facilities within operations, where feasible.

2.5.5.16 Amend this Plan following the surrender of a license issued pursuant to the *Aggregate Resources Act*, that will change the land use designation of the *lot* from *Mineral Resources Extraction Area* to a land use designation that is consistent with the rehabilitation completed on the property.

2.5.5.17 Support *comprehensive rehabilitation* planning where there is a concentration of *mineral aggregate operations*, when feasible.

2.5.5.18 Require progressive and final rehabilitation of *mineral aggregate operations* that accommodates future *compatible* land uses.

2.5.5.19 Notwithstanding 2.5.5.13 complete rehabilitation to an *agricultural condition* is not required if:

a. The depth of the planned extraction makes restoration to pre-extraction agricultural condition unfeasible; and

b. Agricultural rehabilitation in the remaining areas is maximized.

2.5.5.20 Protect for the exploration and long-term use of petroleum resources by requiring studies, where appropriate to:

a. Determine the feasibility of the resource use in Milton;

b. Facilitate the establishment of new operations or access to petroleum resources; and

c. Ensure public health, safety and environmental impacts are addressed.

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SECTION 3. HEALTHY ENVIRONMENT

3.1 Environmental System

Milton's Environmental System, made up of a 'Green System' and a 'Blue System', is a defining feature of the *Town*. The Environmental System consists of an inter-connected network of natural features and areas such as *wetlands*, woodlands, *valleylands*, rivers, creeks and their *flood plains*, aquifers and associated buffers, linkages and enhancement areas. Milton is traversed by multiple creeks and valley corridors that form part of, or connect to, some of Ontario's most significant environmental features, including the Niagara Escarpment, the Greenbelt and Lake Ontario. These watercourses and valleys form the backbone of the Town's *Local Natural Heritage System*.

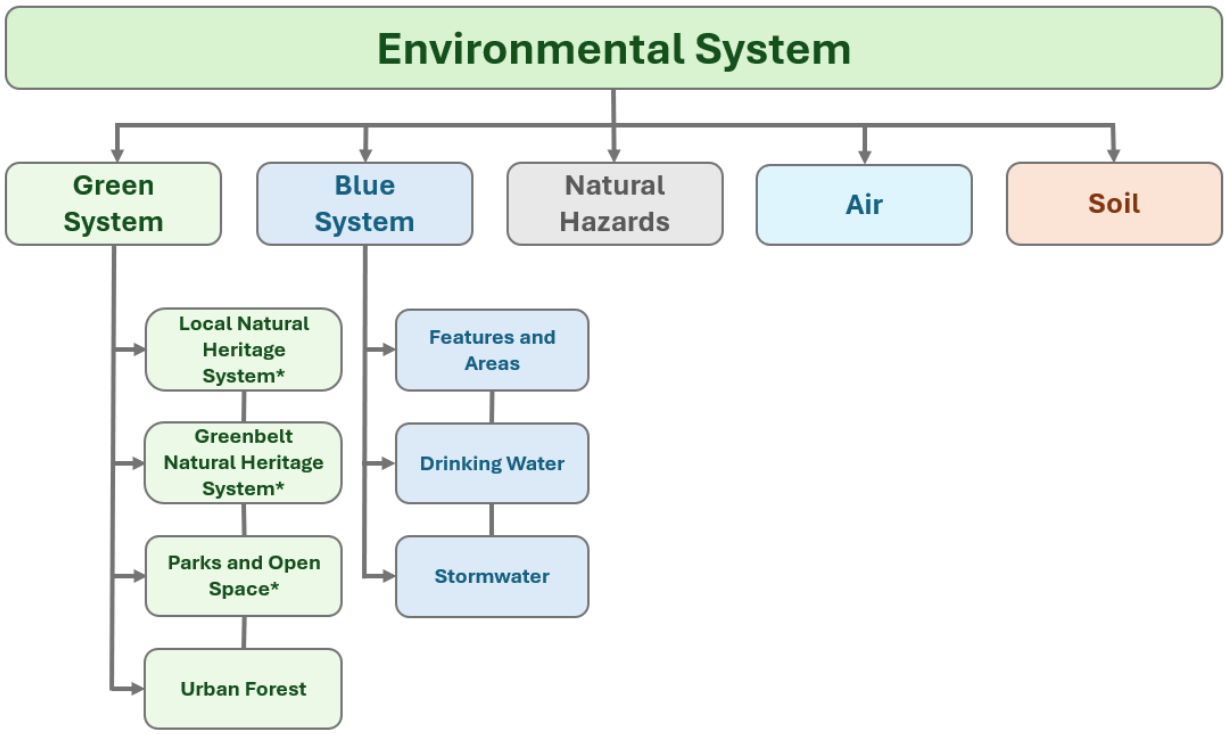
The 'Green System' includes provincial and local natural features and areas, hydrologic features, provincial parks, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrological functions, and working landscapes that enable ecological functions to continue. The policies contained within this chapter are intended to promote a systems approach to identify, protect, enhance, and restore Milton's Environmental System.

The 'Blue System' consists of *groundwater features* and *surface water features* that overlaps with and supports some components of the 'Green System'. These systems are ecologically linked and function together to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems.

Natural resources are important to the First Nations and Indigenous Communities for whom Milton is the ancestral homelands. This Plan sets out policies for the ongoing stewardship of these resources. Together with the policies of the *Conservation Authorities* and other levels of government that address human-made hazards and natural resources, this Plan works to ensure that the Town's Environmental System and the services it provides to the community are protected. This will support a net gain in ecological features and functions while also directing incompatible *development* away from areas of natural or human-made hazards or natural resources.

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Figure 5. The Environmental System.



3.1.1 Environmental Planning

By 2051, Milton's *natural environment* is a healthy self-sustaining system that has been protected for future generations.

Objective 44. Implement a systems approach to protecting and enhancing a healthy *natural environment*.

It is policy of the *Town* to:

3.1.1.1 Recognize an Environmental System comprised of:

a. Green System;

b. Blue System;

c. Natural Hazard;

d. Air; and

e. Soil.

3.1.1.2 Protect, enhance or restore the diversity of the *natural features*, areas and their ecological functions for the long-term and recognize the linkages between and within the natural features.

3.1.1.3 Recognize the importance of the *watershed* as the meaningful scale for identifying, protecting and maintaining the Environmental System.

3.1.1.4 Provide for the protection of the Niagara Escarpment as a continuous *natural environment*.

3.1.1.5 Protect or enhance the *linkages* and functions between *natural heritage features and areas*, *surface water* and *ground water features* by retaining, restoring or creating new natural *linkage* corridors.

3.1.1.6 Preserve biodiversity and ecological functions, especially native species, that contribute to a healthy watershed for the long-term.

3.1.1.7 Encourage ecological net-gains that enhance the *natural environment* and establish a resilient and interconnected Environmental System.

3.1.1.8 Promote, in conjunction with other public agencies and through stewardship programs, the donation of privately owned lands in the *Local Natural Heritage System* or the transfer of the responsibilities for the protection of the *ecological functions* and features on such lands to a *public agency* or charitable organization through a conservation *easement* agreement and other mechanism by which natural landscapes can be enhanced or preserved for future generations.

3.1.1.9 Recognize the important role the Environmental System plays in mitigating the *impacts of a changing climate* by protecting and enhancing natural features and areas, ecological functions, and connections within the system.

3.1.1.10 Ensure that adverse effects on the Environmental System are assessed and are prevented or mitigated.

3.1.2 Watershed Planning

3.1.2.1 The *Town* will undertake *watershed planning,* subwatershed planning or equivalent to comprehensively characterize the watersheds within Milton, as shown on Appendix A, and to establish the goals, objectives and direction for their protection, improvement and restoration.

3.1.2.2 The *Town* will determine the study scope to develop the subwatershed plan in consultation with the *Conservation Authority*, and *development* proponents.

3.1.2.3 The *impacts of a changing climate* will be considered when undertaking *watershed studies* and sub-watershed studies.

3.1.2.4 *Watershed plans* and sub-watershed plans will be used to inform land use and *infrastructure* planning and to consider the cumulative impacts of *development* on the Green and Blue Systems.

3.1.2.5 The *Town* will collaborate with the *Conservation Authority* to work towards implementing the applicable recommendations for the *watershed plans*, subwatershed plan or Environmental Impact Assessment through the *development* application approval process.

3.1.3 Study Requirements

3.1.3.1 The proponent of *development* and *site alteration* located wholly or partially within 120 metres of the *Local Natural Heritage System* is required to submit an Environmental Impact Assessment, or equivalent, to assess the impacts of the proposed *development* on the *Local Natural Heritage System*, the *Water Resource System* and the wildlife that are supported by these systems.

3.1.3.2 The *Town* will specify the requirements for the Environmental Impact Assessment in a Terms of Reference approved by the *Town*, in collaboration with the *Conservation Authority*, if required.

3.1.3.3 The *Town* will recognize that the Environmental Impact Assessment may be carried out to fulfill requirements under the *Environmental Protection Act* and the *Provincial Planning Statement*.

3.1.3.4 The Environmental Impact Assessment will achieve the following:

a. Identify components of the *Local Natural Heritage System* and *Water Resource System* as listed in policies 3.2.2.9 and 3.3.1.1, including key features not mapped on a Schedule 6 - Green System and Schedule 7a – Blue System Water Resources System, and their associated ecological functions;

b. Evaluate and determine the exact limit of the components of the *Local Natural Heritage System* and *Water Resource System*.

c. Assess the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement; and

d. Demonstrate adverse effects will be prevented or mitigated to the *Local Natural Heritage System* and *Water Resource System* or unmapped key features affected by the *development* or *site alteration*.

3.1.3.5 Notwithstanding policy 3.1.3.1, new buildings or structures for *agricultural*, *agricultural related* and *on-farm diversified uses* that are greater than 1,000 square metres are only required to submit an Environmental Impact Assessment when the proposed building is located wholly or partially within 30 metres of the *Local Natural Heritage System*, *Water Resources System* or unmapped drainage feature.

3.1.3.6 Notwithstanding policy 3.1.3.1, new buildings or structures for *agricultural, agricultural related* and *on-farm diversified uses* that are less than 1,000 square metres or a *single detached dwelling* on an existing lot, and its incidental uses, are not required to submit an Environmental Impact Assessment when a minimum 30 metre *vegetation protection zone* is provided from a key feature or key hydrologic feature or if the *key feature* is a *woodland*. If the proposed agricultural building or structure is located entirely within the boundary of an existing farm building cluster surrounded by *woodlands*, no Environmental Impact Assessment is required as long as there is no tree removal involved within the woodlands and no changes to the overall pre-*development* drainage pattern.

3.1.3.7 The *Town* will not require an Environmental Impact Assessment for a proposed agricultural building when the only key feature is a significant *area of natural and scientific interest*.

3.1.3.8 The *Town* may assist the proponent in carrying out the Environmental Impact Assessment for *development* in connection with an *agricultural operation* by scoping the assessment requirements.

3.1.3.9 When applicable, the *Town* will work with the *development* proponent or landowner to complete a Master Environmental Serving Plan or equivalent, to be *Town*-initiated or undertaken by a private land owner(s), when deemed appropriate by the *Town*, prior to or as part of an area specific planning process.

3.1.3.10 Through the Master Environmental Servicing Plan, or equivalent, the *Town* will comprehensively examine the environmental and engineering requirement, as specified in a Terms of Reference approved by the *Town* in consultation with the *Conservation Authority* and the *Region*, including but not limited to, infrastructure systems servicing levels recognizing the inter relationship with the Green System, *Water Resource System* and natural hazards.

3.1.3.11 *Development* is required to be in accordance with the recommendations of the Environmental Impact Assessment, or equivalent, Best Management Practices, the *Town's* Stormwater Master Plan and the *Town's* Consolidated

Linear Infrastructure-Environmental Compliance Approval when a Master Environmental Servicing Plan, or equivalent, is not required or has been completed.

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3.2 Green System

The Green System consists of the *Local Natural Heritage System*, Greenbelt Natural Heritage System, Parks and Open space and *Urban Forest*. These natural areas provide places for wildlife to live, clean air and create recreation and health benefits for residents. In order to obtain these benefits the features and areas need to be linked together as an environmental network and able to function. Through the *development* process, the *Town* is taking the opportunity to protect, enhance and integrate the Green System.

3.2.1 Green System Management

By 2051 Milton's natural areas standout as natural assets that are valued by the community.

Objective 45. Develop a system of natural areas and open spaces to preserve and enhance biological diversity.

It is policy of the *Town* to:

3.2.2.1 Identify the following areas, as identified on Schedule 6 - Green System, as components of the Green System:

a. *Local Natural Heritage System*;

b. Greenbelt Natural Heritage System; and

c. Parks and Open Spaces.

3.2.2.2 Recognize the *Local Natural Heritage System* as an overlay land use designation when applying the policies of this Plan.

3.2.2.3 Recognize the *urban forest* as a component of the Green System.

3.2.2 Local Natural Heritage System

Objective 46. Maintain, restore or where possible, enhance features and areas as protected greenspaces to contribute to a healthy ecosystem and community well-being.

It is policy of the *Town* to:

3.2.2.4 The designation of lands in the *Local Natural Heritage System* does not imply that the lands are open to the public nor that they will necessary be purchased by a *public agency*.

3.2.2.5 Apply a Systems Approach to identifying and protecting the *Local Natural Heritage System*'s features, areas, and their functions.

3.2.2.6 Maintain and enhance the unique ecologic areas of the Niagara Escarpment Plan.

3.2.2.7 Circulate to the Niagara Escarpment Commission *Planning Act* applications and site alteration permits within the Niagara Escarpment Plan Area.

3.2.2.8 Apply the applicable policies of the Niagara Escarpment Plan within the Niagara Escarpment Plan Area, recognizing that some of the policies of this Plan may be more stringent than the requirements of the Niagara Escarpment Plan, provided that they do not conflict with the Niagara Escarpment Plan.

3.2.2.9 Recognize the following features and areas as components of the *Local Natural Heritage System*:

a. Key Features including:
   i) significant habitat of endangered and threatened species;
   ii) *significant wetlands;*
   iii) *significant woodlands*;
   iv) significant *valleylands*;
   v) significant wildlife habitat;
   vi) significant areas of natural and scientific interest; and
   vii) *fish habitat*;
b. Enhancement areas to key features;
c. Linkages;
d. Buffers;
e. Watercourses within the *Conservation Authority* regulation limit or watercourses that provide a linkage to a wetland or a woodland;
f. *Wetlands* other than those considered *significant* under 3.2.2.9 a.; and
g. Escarpment Natural Area and Escarpment Protection Area as identified in the Niagara Escarpment Plan.

3.2.2.10 Require *development* proponents to carry out an Environmental Impact Assessment in accordance with policies of this Plan and, undertake where appropriate, studies to protect, enhance or restore such features and areas.

3.2.2.11 Recognize the parts of the *Agricultural System*, that are within the *Local Natural Heritage System*, outside of the *key features*, or where the only *key feature* is a *significant* earth science *area of natural and scientific interest*, as

areas where *agricultural uses* are promoted and supported as *compatible* and complementary uses in accordance with the policies of the *Agricultural System*.

3.2.2.12 Support and promote existing and new agriculture, *agricultural-related* and *on-farm diversified uses* and *normal farm practices* on those parts of the *Local Natural Heritage System* that are also a part of the *Agricultural System*.

Local Natural Heritage System Management

3.2.2.13 The policies of this Plan prevail over the mapping shown on Schedule 6 when determining the presence of the *Local Natural Heritage System*. There may exist other key features within the *Local Natural Heritage System* and Greenbelt Natural Heritage System that are not shown on Schedule 1 or that may exist in other land use designations. These key features will be identified and evaluated through the appropriate study supporting an area-specific plan or *development* application process.

3.2.2.14 The alteration of any components of the *Local Natural Heritage System* shall not be permitted unless it has been demonstrated that there will be no *negative impacts* on the features and areas or their ecological functions.

3.2.2.15 Approved alterations or refinement to the boundaries of the *Local Natural Heritage System* with additions, deletions and/or boundary adjustments shall be in accordance with the recommendations of the subwatershed study, environmental impact study or equivalent.

3.2.2.16 The *Town* will implement boundary adjustments to the *Local Natural Heritage System* designation through a *Planning Act* process without further amendment to this Plan once the *Town* is satisfied that the designation can be altered.

3.2.2.17 Where *development* and *site alteration* are essential within features, the following hierarchy of actions shall apply:

a. Avoid, where possible, locating *development* or *site alteration* within the feature; and

b. Minimize impacts *development* or *site alteration*, when avoidance is not possible, by undertaking measures to reduce or eliminate the anticipated impacts.

3.2.2.18 The *Town* may consider ecological compensation to mitigate the negative impacts of *development* on biodiversity in accordance with best practices for ecological compensation.

3.2.2.19 *Development* and *site alteration* within *significant wetlands*, *significant habitat of endangered and threatened species* and *fish habitat* shall not be permitted except in accordance with provincial and federal legislation or regulations.

3.2.2.20 *Development* and *site alteration* in *significant woodlands*, and the associated *buffer* or *vegetation protection zone* shall not be permitted unless it has been demonstrated through an appropriate study, that there will be no *negative impacts* on the feature or its ecological function.

3.2.2.21 *Development* or *site alteration* in significant valley and stream corridors, and their *buffer* or *vegetation protection zone* shall not be permitted except in accordance with the *Conservation Authority Act*.

3.2.2.22 The *Town* will encourage the protection, enhancement and connectivity of any non-*significant woodland* to create *wildlife habitat* and other ecological functions.

3.2.2.23 *Development* or *site alteration* in Significant *Wildlife Habitat* and their buffer or vegetation protection zone shall not be permitted unless it is demonstrated through an Environmental Impact Assessment, or equivalent, that there shall be *no negative impacts* on the significant *wildlife habitat*.

3.2.2.24 The *Town* will consider the impact of *development* and site alteration on fish habitat and ensure compliance with the *Federal Fisheries Act*.

3.2.2.25 Proponents of *development* or *site* alteration in an Earth Science ANSI shall ensure protection of the geological or geomorphological attributes for which the *area of natural and scientific interest* was identified.

3.2.2.26 The *Town*, in collaboration with the *development* proponent, will seek opportunities to provide restoration, re-naturalization or support existing ecological features, areas and functions within enhancement areas.

3.2.2.27 The precise limits of the enhancement areas that may be incorporated into the *Local Natural Heritage System* as a key feature or suitable designation will be determine through appropriate studies, when appropriate.

3.2.2.28 The *Town* will encourage the use of native and non-invasive species to enhance the lands within the *buffer* vegetative protection zone.

3.2.2.29 Linkages will be identified and protected as natural areas within the landscape to connect the key features and hydrologic features, in order to support ecologic functions.

3.2.2.30 The *Town* will determine the final boundary of the linkage through an Environmental Impact Assessment or equivalent study approved by the *Town.*

3.2.2.31 The *Town* encourages the protection and retention of non-*significant wetlands* for their continued environmental functions.

3.2.2.32 The *Town* will encourage connection to nature through the development of trails within the *Local Natural Heritage System* provided that:

a. The trails are located on publicly owned lands or are a part of the Bruce Trai;

b. The trails and associated activities do not negatively impact the ecologically sensitive areas or resources such as *agricultural uses*;

c. The trails avoid key features;

d. Proper regard is given to the issue of trespassing on private property and liability in the event of property damages or personal injuries; and

e. Adjacent landowners who may be potentially affected by the trails are consulted.

3.2.2.33 The Town will generally require that the *Local Natural Heritage System* be transferred into public ownership through the *development* approval process, as permitted by legislation.

3.2.2.34 The *Town* will promote stewardship of the *Local Natural Heritage System* by encouraging:

a. Landowners and local residents to participate in its identification, protection, enhancement and maintenance;

b. Landowner to donate privately owned lands in the *Local Natural Heritage System* to public agencies or charitable organizations, and

c. Landowners to transfer the protection of the ecological functions and features on lands in the *Local Natural Heritage System* to a public agency or charitable organization through a conservation easement agreement.

3.2.2.35 The *Town* will promote the enhancement of the *Local Natural Heritage System* by supporting interconnections with those of adjacent municipalities.

3.2.3 Greenbelt Natural Heritage System

Objective 47. Support the implementation of the Greenbelt Plan to protect the features, areas and functions within Milton.

It is policy of the *Town* to:

3.2.3.1 Identify the Greenbelt Natural Heritage System on Schedule 6 – Green System.

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3.2.3.2 Implement a systems approach to protecting the Greenbelt Natural Heritage System, as identified in the Provincial Greenbelt Plan.

3.2.3.3 Apply the policies of the Greenbelt Plan within the Greenbelt Plan Area, recognizing that some of the policies of this Plan may be more stringent than the requirements of the Greenbelt Plan, provided that they do not conflict with the Greenbelt Plan.

3.2.3.4 Promote securing Greenbelt lands within the Town's land holdings to develop parklands, ensure environmental enhancement and preservation and to preserve such lands indefinitely.

Greenbelt Natural Heritage System Management

3.2.3.5 The *Town* will protect the following key features within the Greenbelt Natural Heritage System that are in addition to the Key Features of the *Local Natural Heritage System* identified in policy 3.2.2.9 a. and Water Resources identified in policy 3.3.1.1 a:

a. Sand barrens, savannahs and tall grass prairies;

b. Alvars; and

c. Significant habitat of special concern species.

3.2.3.6 *Agricultural uses*, as permitted in the Greenbelt Plan, that are located within those parts of the Greenbelt Natural Heritage System that are also a part of the *Agricultural System* will be consider *compatible* and complementary.

3.2.3.7 *Development* and *site alteration* within the Greenbelt Natural Heritage System may be permitted subject to policies of the Greenbelt Plan and to implementation policies of this Plan.

3.2.3.8 Refinements to the boundaries of the Greenbelt Natural Heritage System are not permitted unless as a result of an amendment to the Greenbelt Plan.

3.2.3.9 Proponents *of development* or *site alteration* in the Greenbelt Natural Heritage System, as permitted by the policies of the Greenbelt Plan, shall demonstrate that:

a. There will be no negative impacts on key natural heritage features or key hydrologic features or their functions;

b. Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced;

c. The removal of other natural features not identified as key natural

heritage features and key hydrologic features is avoided. Such features should be incorporated into the planning and design of the proposed use where possible;

d. For permitted uses, other than those exempted through the policies of the Greenbelt Plan:

   i) the disturbed area, including any buildings and structures, of the total developable area will not exceed 25 per cent (40 per cent for golf courses); and

   ii) the impervious surface of the total developable area will not exceed 10 per cent.

e. At least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, recognizing that Section 4.3.2 of the Greenbelt Plan establishes specific standards for the uses described there.

3.2.3.10 The *Town* may consider refinements to the boundaries of the Key Features within the Greenbelt Natural Heritage System through a subwatershed study, an individual Environmental Impact Assessment, or similar studies to the satisfaction of the *Town*.

3.2.3.11 *Development* or *site alteration* in the Key Natural Heritage Features of the Greenbelt Plan Natural Heritage System, including any associated *vegetation protection zones*, shall not be permitted, except in accordance with the policies of the Greenbelt Plan.

3.2.3.12 Where proposed *development* or *site alteration*, including public works, is located wholly or partially within the Greenbelt Natural Heritage System or within 120 metres of a Key Feature, or, in the case of *development* or *site alteration* related to *agricultural uses*, *agricultural-related uses*, and *on-farm diversified* uses within 30 metres of a Key Feature, the proponent is require to carry out an Environmental Impact Assessment (EIA). The EIA will identify a *vegetation protection zone* which:

a. is of sufficient width to protect the key feature and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its function; and

b. is established to achieve and be maintained as natural self-sustaining vegetation.

3.2.3.13 Notwithstanding policy 3.2.3.12 a., the *Town* will require a minimum *vegetation protection zone* of 30 metres wide for *wetlands*, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes, and *significant woodlands*, measured from the outside boundary of the Key Feature.

3.2.3.14 Notwithstanding policies 3.2.3.12 and 3.2.3.13, the *Town* may permit the expansion of existing agricultural buildings and structures, residential dwellings, and accessory uses to both within key features without the requirement of an Environmental Impact Assessment, subject to the following:

a. There is no alternative and the expansion, alteration or establishment is directed away from the key features to the maximum extent possible;

b. The impact of the expansion or alteration on the key feature and its functions is minimized to the maximum extent possible, including the pursuit of best management practices to protect and/or restore key natural heritage features and key hydrologic features and functions; and

c. The expansion is serviced by private individual water services and sewage services.

3.2.4 Parks and Open Space

Objective 48. Leverage the contribution of local parks and open spaces for creating healthy and accessible green spaces.

It is policy of the *Town* to:

3.2.4.1 Identify parks and open space on Schedule 6 - Green System.

3.2.4.2 Develop an open space system of trails and parks to provide places for interaction with nature.

3.2.4.3 Enhance where appropriate, the function of the *Local Natural Heritage System* within the Urban Area by locating parks and open space adjacent to or near the *Local Natural Heritage System*.

3.2.4.4 Create equitable access to nature by ensuring natural areas are accessible throughout Milton, where appropriate.

3.2.4.5 Connect people and places through the open space system by creating an road trail network.

3.2.4.6 Explore opportunities to retain *trees* and preserve native soils when appropriate.

3.2.4.7 Explore opportunities to collaborate with applicable agencies when implementing open space policies.

Parks and Open Space Management

3.2.4.8 The *Town* will promote the use of parks, boulevards and other open spaces to mitigate and adapt to the *impacts of a changing climate* through an increased tree canopy and by incorporating green infrastructure wherever practicable.

3.2.4.9 The *Town* will ensure that parks and other public open spaces are integrated with pathways and recreational trails to provide a continuous and interconnected *active transportation* network.

3.2.4.10 The Town will support biological diversity through the use of native plants, environmental enhancement, and naturalization in appropriate locations.

3.2.4.11 The *Town* may identify appropriate sites in parks and other public opens spaces for *urban agriculture,* such as community gardens and lots for small scale farming.

3.2.4.12 The *Town* will require Tertiary Plans, Plans of Subdivision and Comprehensive *Development* Plans prepared in support of *development* applications to demonstrate a continuous and interconnected green system by providing visual and physical connections between the *Local Natural Heritage System* and other open spaces, including enhanced boulevards with street *trees*.

3.2.4.13 The *Town* will encourage landowners to protect, enhance or restore open spaces on their property by considering the use of *green infrastructure* and/or native vegetation restoration.

3.2.5 Urban Forest

Objective 49. Value the *urban forest* as a natural asset in the Urban Area.

It is policy of the *Town* to:

3.2.5.1 Recognize the *urban forest* as the naturally occurring and planted *trees*, shrubs and other vegetation on private and public property that provides environmental, social and cultural benefits to the town and provides crucial habitat, food source and corridors for birds, insects and other animal.

3.2.5.2 Establish strategies policies and by-laws that protect and enhance the *urban forest*.

3.2.5.3 Restore and enhance the *urban forest* through the planning process and capital projects.

3.2.5.4 Work with stakeholders to identify and protect the *urban forest* from adverse impacts associated with *development*.

3.2.5.5 Encourage landowners and residents to participate in the protection, enhancement, and maintenance of the *urban forest*.

3.2.5.6 Support the continued enforcement of the *Region's* Tree By-law No. 121-05 to preserve and responsibly manage woodlots within the *Town.*

3.2.5.7 Pursue a *Town* Tree By-law to protect *trees* on public lands that are within the Town's jurisdiction.

Urban Forest Management

3.2.5.8 The *Town* will seek to protect, enhance and restore the *urban forest* through an *Urban Forest* Strategy.

3.2.5.9 The *Town* will seek to plant and maintain *trees* and vegetation within parks and open spaces.

3.2.5.10 The *Town* will encourage landowners to plant street *trees* on private property, using methods that help to ensure their long-term health, including but not limited to ensuring adequate soil volumes and quality.

3.2.5.11 The *Town* will support community organizations and private landowners in their efforts to protect and enhance the *urban forest,* in accordance with the *Town's Urban Forest* Strategy.

3.2.5.12 The *Town* will encourage *development* proponents to integrate natural features including the planting of native species into *development plans*.

3.2.5.13 The *Town* will encourage *development* proponents to preserve and enhance the *urban forest* through the *development* application process by:

a. Retaining and integrating existing *trees* into proposed *development* to the greatest extent possible;

b. Considering best locations for the planting of new *trees* and locating vegetation;

c. Providing suitable growing environments in accordance with *Town* standards;

d. Incorporating *trees* with historic or cultural significance; and

e. Integrating a diverse mix of native plant species.

3.2.5.14 Opportunities for replacement of *trees* should be determined where preservation is not feasible, when appropriate.

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3.3 Blue System

The Blue System is made up of the water resources that are found throughout Milton. Water resources are the features and areas found on the landscape such as rivers and stream and below the ground such as aquifers. Water resources form a system that depends on rain or snow infiltrating into the ground or into surface water bodies creating a healthy supply of water. We rely on this system to provide our drinking water, irrigate farm fields, and for recreation. Water sustains our society, *environment* and economy.

In Milton, Bronte Creek and Sixteen Mile Creek are the main *watersheds*. These *watersheds* are the areas of land that catch precipitation and allowing it to seep into the ground or drain into wetlands, creeks, streams, rivers and lakes.

Development can hamper the functions of the Blue System by reducing the amount of green spaces available to sequester water. Less water enters into the ground and more water runs-off through the urban environment into creeks, streams, rivers and lake – taking with it pollutants from the ground.

Climate change and urbanization can create challenges to the health of the *water resources system*. Hotter or dryer weather can reduce water supply. While urbanization can impact the ability for water to seep into the ground or create runoff that pollutes the resource.

The policies of this Plan are intended to protect water resources, ensuring Milton has an abundant and healthy supply.

By 2051, Milton's water resources are sustaining aquatic and terrestrial life and available for human consumption.

3.3.1 Water Resources Features and Areas

Objective 50. Safeguard water resources for the long-term.

It is policy of the *Town* to:

3.3.1.1 Identify and provide for the long-term protection of key hydrologic areas and features of the *Water Resource System* identified on Schedule 7a – Blue System Water Resources System:

Key hydrologic areas:

a. Significant Groundwater Recharge Area

b. Highly *Vulnerable* Aquifers

Key hydrologic features:

c. *Significant* surface water contribution areas

d. Seepage areas and springs

e. Rivers

f. Permanent and intermittent streams

g. Inland lakes (and their littoral zones)

h. Wetlands

3.3.1.2 Protect, enhance or restore ground water features and areas, surface water features and hydrologic functions to ensure the *quality and quantity of water* resources by:

a. Using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, including for considering *cumulative impacts* of *development* and the *impacts of a changing climate*;

b. Implementing the recommendations from *Watershed Plans* and studies;

c. Implementing necessary restrictions on development and site alteration in, or near sensitive surface water features and sensitive ground water features;

d. Maintaining or enhancing features, *linkages* and functions of *Water Resource Systems*; and

e. Minimizing potential *negative impacts*, including cross jurisdictional and cross *watershed* impacts.

3.3.1.3 Work with the appropriate *public agencies*, including the appropriate *Conservation Authority* to undertake *watershed* and sub-*watershed planning* that will inform growth management, *infrastructure* planning, stormwater management, the protection, enhancement or restoration of the *quality and quantity of water* during the *development* process, climate change resiliency and natural hazard management.

3.3.1.4 Require proponents of *development* to carry out an Environmental Impact Assessment in accordance with policies of this Plan and undertake, where appropriate, hydrogeological and hydrological studies to protect, enhance or restore such features and areas.

3.3.1.5 Promote the efficient and sustainable use of water resources, through water conservation and sustainable water quality practices.

Water Resources Management

3.3.1.6 The *Town* will require *development* proponents on areas adjacent to watercourses and/or within the related groundwater recharge or discharge function area, to carry out an Environmental Impact Assessment in accordance with the policies of this Plan and any applicable guidelines.

3.3.1.7 The *Town* may require *development* proponents to apply mitigation measures to protect, improve, or enhance key hydrologic areas, key hydrologic features, and their functions, including, but not limited to the following:

a. Regeneration of natural areas near *watercourses*; and

b. Restoration of natural stream form and flow characteristics, where appropriate.

3.3.1.8 The *Town* may restrict *development* and *site alteration* on lands in or adjacent to key hydrologic features and key hydrologic areas subject to a hydrogeological assessment demonstrating impacts on:

a. The quantity and quality of water resources;

b. The hydrologic functions of key hydrologic areas and hydrologic features;

c. The interaction and linkage between key hydrologic areas and hydrologic features and other components of the *Local Natural Heritage System*; and

d. Headwater drainage areas, flooding or erosion.

3.3.1.9 The *Town* will encourage the protection and enhancement of headwaters areas as an integral component for maintaining natural hydrological processes within a watershed.

3.3.1.10 The *Town* will encourage water conservation measures including the use of *low-impact development* and *green infrastructure*.

3.3.1.11 The policies of the Greenbelt Plan will be applied to *development* and *site alterations* within, or adjacent to the key hydrologic features of the Greenbelt Plan Area.

3.3.2 Municipal Drinking Water: Source Water Protection

Objective 51. Protect municipal drinking water supplies.

It is policy of the *Town* to:

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3.3.2.1 Source water protection areas are identified on Schedule 7b - Wellhead Protection Areas and Intake Protection Zones, Schedule 7c – Highly *Vulnerable* Aquifers, and Schedule 7d - Significant Groundwater Recharge Areas, in accordance with the applicable Source Protection Plan.

3.3.2.2 Prohibit or restrict all land uses, except residential uses, when they are a significant threat activity and have the potential to negatively impact the quality or quantity of municipal drinking water supplies within vulnerable area in accordance with the applicable Source Water Protection Plan.

3.3.2.3 Designate, for the purpose of Section 58(1) – Regulated Activities, of the *Clean Water Act,* and require an impact assessment to assess the potential of a proposed *development* to affect the quality and quantity of groundwater resources and the need for a risk management plan to mitigate any potential impacts.

3.3.2.4 Require a risk management plan, as specified in the Halton Hamilton Source Water Protection Plan, CTC Source Water Protection Plan or the Lake Erie Source Protection Plan, where there could be a significant drinking water threat associated with the following activities:

a. The application of agricultural source material on farms not phased-in under the *Nutrient Management Act*;
b. The storage of agricultural source material on farms not phased-in under the *Nutrient Management Act*;
c. The application of commercial fertilizer on farms not phased-in under the *Nutrient Management Act*;
d. The handling and storage of commercial fertilizer;
e. The handling and storage of pesticides;
f. The handling and storage of road salt;
g. The handling and storage of fuel under Ontario Regulation 213/01 and under Ontario Regulation 217/01, except home fuel oil tanks;
h. The handling and storage of dense non-aqueous phase liquid;
i. The handling and storage of an organic solvent; and
j. The use of land as a confinement area or a farm-animal yard on farms not phased-in under the *Nutrient Management Act* and the use of land as livestock grazing or pasturing land.

3.3.2.5 Work with the *Region* and to review and assess any *development* application that has the potential to negatively affect municipal drinking water sources.

Source Water Protection Management

3.3.2.6 The *Town* will protect existing and future municipal drinking water resources.

3.3.2.7 Recognize, in accordance with the *Clean Water Act*, 2006, all land uses, except solely residential uses, as designated restricted land uses, where significant drinking water threat activities have been designated for the purpose of restricting or prohibiting the use.

3.3.2.8 Require written notice from the Risk Management Official prior to the approval of a *Planning Act* application when a restricted land use is proposed within a *vulnerable* area.

3.3.2.9 Prohibit waste disposal sites, as defined in Part V of the *Environmental Protection Act*, where waste disposal sites would be a significant drinking water threat, in accordance with applicable source protection plans.

3.3.2.10 Require *development* proponents to locate stormwater management facilities outside of *vulnerable* areas, when the discharge of stormwater effluent would be a significant drinking water threat, in accordance with applicable source protection plans.

3.3.2.11 Require *development* proponents to locate septic systems outside of the *vulnerable* areas, in accordance with applicable source protection.

3.3.2.12 Require *lot* sizes be sufficient to accommodate a septic system that required approval under the Ontario Building Code, when the system is proposed in *vulnerable* areas, and the septic system would be a significant drinking water thereat, in accordance with applicable source protection.

3.3.2.13 The *Town* shall not permit salt storage facilities with capacity greater than 5,000 tonnes.

3.3.2.14 Snow storage facilities that are at or above grade and greater than one hectare in size or, below grade, and or greater than 0.01 hectare in size shall not be permitted in *vulnerable* areas, in accordance with applicable source protection plans.

3.3.2.15 Require the use of best management practices for the site design of snow storage facilities, when the use is permitted, to manage snow storage and the associated melt water at snow storage facilities that or above grade between 0.01 and 1 hectare in size, in *vulnerable* areas in accordance with applicable source protection.

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3.3.2.16 Gas stations shall not be permitted in locations where the future handling and storage of fuel would be a significant drinking water threat, in *vulnerable* areas in accordance with applicable source protection plans.

3.3.2.17 The *Town* will require *development* proponents to disclose:

a. whether any drinking water threat activities are expected to occur on the property;

b. where they would be significant drinking water threats;

c. proposed storage location, where applicable; and

d. as well as the substances utilized or stored and their volume.

3.3.3 Stormwater Management

Objective 52. Recognize stormwater management as an opportunity to improve *quality and quantity of water*.

It is policy of the *Town* to:

3.3.3.1 Manage stormwater in a manner that is integrated with the planning for *municipal sewage services* and *municipal water services*.

3.3.3.2 Use the guidance and recommendations from *Watershed Plans* to inform stormwater management planning.

3.3.3.3 Use best management practices, including low impact development, to promote sustainable management of *quality and quantity of water*.

3.3.3.4 Use stormwater management *infrastructure* to mitigate flooding and erosion risks.

3.3.3.5 Require the *development* proponent to complete a stormwater management report in accordance with the policies in policy 5.7.5.9.

3.3.3.6 Use stormwater management practices to maintain the natural hydrologic cycle, reduce flooding and stream erosion, replenish ground water resources and protect water resources.

3.3.3.7 Encourage the use of site-specific water conservation systems in all *developments* to promote recycling and reuse of water, when supported by a water reuse feasibility study.

3.3.3.8 Encourage the use of natural vegetation drainage corridors and headwater areas for infiltration and groundwater recharge systems.

3.3.3.9 Encourage *development* to be configured to create an efficient stormwater management system that protects the health and safety of the community and the natural environment, such that the system is financially viable over its life cycle.

3.3.3.10 The *Town* will undertake a Stormwater Master Plan as a long-term strategy for managing stormwater runoff in the community to reduce flooding, improve water quality and protect the natural environment.

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3.4 Soil

Healthy soil is the foundation of a sustainable growing environment. *Development* can negatively impact soil in several ways. It can cause erosion, which pollutes water, makes some lands unstable and damages vegetation by exposing the roots. Some land uses can cause soil to become contaminated when harmful chemicals leak into the soil.

During construction, soil may need to be dug up moved off-site. This is called excess soil. Some of this soil can be successfully reused. However, the improper management of excess soil can negatively affect water resources, natural areas and agricultural lands.

By 2051, Milton's soils function as a vital part of the ecosystem that sustains plants, animals and humans.

Objective 53. Protect public safety and prevent damage to the *environment* through soil management best practices.

It is policy of the *Town* to:

3.4.1.1 Implement the Site Alteration By-law to manage topsoil removal.

3.4.1.2 Require the removing, transporting and depositing of excess soil and fill to be done in a manner that complies with the applicable Ministry of the Environment's rules, standards, policies and guidelines.

3.4.1.3 Require the use of best practices for managing excess soil that is generated during the land *development* process and fill that is received, through *development* and *site alteration* including:

a. reusing excess soil on-site or locally;

b. tracking excess soil that is transported beyond the project site on the Provincial Excess Soil Registry;

c. identifying appropriate sites for excess soil storage and processing particularly, in areas where proposed *development* is concentrated; and

d. working with a qualified person to confirm the quality of fill received and the soil/fill placement at a site to meet the applicable standards.

Objective 54. Ensure *development* takes place on sites that are safe from soil contamination.

It is policy of the *Town* to:

3.4.1.4 Facilitate *redevelopment* on *brownfield sites* only when the site is safe from soil contamination.

3.4.1.5 Support the use of the Halton Region Guidelines (Protocol) for Reviewing *Development* Applications with Respect to Contaminated or Potentially Contaminated Sites applicable guidelines.

3.4.1.6 Require conformity with applicable provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.

Soil Management

3.4.1.7 The *development* proponent shall obtain an alteration permit, where deemed necessary governing the timing and extent of topsoil stripping, stockpiling, importing and exporting of fill and implementation of erosion and siltation control, prior to the approval of a *development* agreement.

3.4.1.8 The *development* proponent shall submit a grading plan and a sedimentation/erosion plan as part of the Site Plan approval process, where deemed necessary, prior to initiating any grading or servicing of a site which is not subject to a current subdivision agreement, or which is not a mineral extraction site under the *Aggregate Resources Act*, setting out:

a. The measures to be taken to prevent soil erosion; and

b. The resulting siltation/sedimentation of surface waters.

3.4.1.9 Require *development* proponents to comply with all applicable Ontario regulations for the management of excess soil generated and fill received during *development* and *site alteration*, to ensure that:

a. Any excess soil is beneficially reused on-site or locally to the maximum extent possible and excess soil reuse planning is undertaken concurrently with *development* planning and design;

b. Any excess soil that is transported beyond the project site is tracked on the provincial excess soil registry to the final destination reuse site;

c. Appropriate sites for excess soil storage and processing or beneficial reuse sites are permitted in proximity to areas where proposed *development* is concentrated, where feasible and where permitted; and

d. Soil or fill quality received and soil or fill placement at a site will be

sufficiently characterized by a qualified professional, so that it will meet the applicable standards set out under provincial regulations.

3.4.1.10 The *Town* shall require the proponent of *development* on contaminated to undertake a site assessment process, in accordance with any applicable legislation, regulations and guidelines, to determine whether there is any potential contamination on the site and the steps necessary to bring the site into a condition suitable for its intended proposed use, to the satisfaction of the *Town*.

3.4.1.11 The *Town* will monitor *development* and update the Site Alteration By-law as needed.

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3.5 Air

Air quality is the extent to which the air in a particular area is pollution-free. Air quality is reduced by the release of pollution into the atmosphere. Much of these pollutants comes from human activities such as transportation and the burning of fuels for heating and cooling buildings or operating industrial uses. How communities develop has a great influence on the amount of fuel that residents use. The *Town* is planning for communities that promote clean air by reducing the need to burn fossil fuels and promoting the use of new technologies that are less harmful to the environment.

By 2051, Milton's healthy communities benefit from improved air quality.

Objective 55. Improve air quality and reduce greenhouse gas emissions.

It is policy of the *Town* to:

3.5.1.1 Promote *sustainable development* and land use patterns that facilitate sustainable mobility, sustainable energy use and low-carbon communities.

3.5.1.2 Support the implementation of the *Town's* climate actions, initiatives, strategies.

3.5.1.3 Encourage the use of applicable guidelines to assess *development* applications and recommend air quality improvement measures, when appropriate.

3.5.1.4 Work with the *Region* to monitor, report on, and raise awareness of local air quality.

Strategic Directions

3.5.1.5 The *Town* will coordinate with appropriate partners to develop tools and guidelines to assess the air quality implications of *development* and support reduction of harmful emissions.

3.5.1.6 The *Town* will establish community-wide and corporate emission reduction targets to improve air quality.

3.5.1.7 The *Town* will assess opportunities to use *green infrastructure* to improve air quality.

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3.6 Natural Hazards

Hazardous lands are places that can be unsafe because of natural occurrences such as flooding, erosion, unstable soils and bedrock and wildland fires. Some *hazardous lands* like the areas next to *watercourses* and *valleylands* may be subject to flooding and erosion and are important parts of the Environmental System, they can also be a risk to public health and safety. The purpose of identifying and managing *hazardous lands* is to minimize impacts and allow best practices to protect and reduce any associated risks to human health and safety through the land use planning process.

By 2051, continue to protect, manage and mitigate risks associated with natural hazards for the health and safety of residents.

Objective 56. Avoid unacceptable risks to public health, safety, property and not create new hazards.

It is policy of the *Town* to:

3.6.1.1 Work with the Region and the appropriate Conservation Authority to identify hazardous lands and hazardous sites.

3.6.1.2 Assess and manage development on hazardous lands and hazardous sites, including hazardous forest types for wildland fires, in accordance with provincial guidance.

3.6.1.3 Account for the *impacts of a climate change* when determining the risk and mitigation measures associated with natural hazards.

3.6.1.4 Direct *development* away from areas of *hazardous lands* and *hazardous sites* where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

3.6.1.5 Work with the appropriate *Conservation Authority* to manage *development* that is permitted in or adjacent to flood and *erosion hazards,* including providing regulatory allowances.

3.6.1.6 Require approval from the appropriate *Conservation Authority* prior to allowing *development* within lands that are regulated under the *Conservation Authority Act*.

3.6.1.7 Encourage the use of *low impact development* and *green infrastructure* practices to reduce the risks from natural hazards.

Objective 57. Protect people and property in Downtown from *flooding hazards*.

It is policy of the *Town* to:

3.6.1.8 Recognize the flood susceptible areas of Downtown.

3.6.1.9 Consider and apply potential flooding mitigation options when reviewing *development* applications within Downtown.

3.6.1.10 Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and not create new or aggravate existing hazards.

3.6.1.11 Development and site alteration shall not be permitted within, nor create areas that would be rendered inaccessible to people and vehicles during times of flooding or erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

Natural Hazards Management

3.6.1.12 The *Town* will use the one zone concept approach to flood plain management whereby the entire *regulatory flood* plain is treated as one unit and all *development* is prohibited or restricted.

3.6.1.13 The proponent of *development* and *site alteration*, including minor additions on hazardous lands that are regulated by the *Conservation Authority* shall obtain a permit from the appropriate *Conservation Authority* pursuant to applicable provincial legislation.

3.6.1.14 The proponent of *development* and *site alteration* may be required to submit technical studies to delineate or refine the limit of the *hazardous lands*.

3.6.1.15 *Development* or *site alteration* shall not be permitted in:

a. Areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and

b. The *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

3.6.1.16 *Development* and *site alteration* shall not be permitted on hazardous lands and hazardous sites where the use is:

a. An *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;

b. An essential emergency service such as that provided by fire, police and ambulance stations and electrical substations;

c. Uses associated with the disposal, manufacture, treatment or storage of hazardous substances;

d. New residential, commercial or industrial uses unless designed for floodproofing in accordance with the policies of the appropriate *conservation authority* and the Province; and

e. The introduction of fill into the *Regulatory Flood* Plain.

3.6.1.17 New construction and the expansion or replacement of existing non-conforming uses within hazard lands shall not be permitted, except where specifically exempted in consultation with the *Conservation Authority*.

3.6.1.18 The *Town* shall require higher level of flood protection and/or additional flood proofing for any renovation, *redevelopment* or replacement of existing structures, where such uses, as described in policy 3.6.1.16, already existed in the *Regulatory Flood* Plain. Notwithstanding the foregoing, such uses are strongly encouraged to relocate outside of the flood hazard.

3.6.1.19 *Development* and *site alteration* may only be permitted in areas associated with the flooding hazard when the *development* is limited to uses which by their nature must be located within the floodway, including flood and erosion control works or passive non-structural uses which do not affect flood flows.

3.6.1.20 *Development* shall be directed to areas outside of lands that are unsafe due to the presence of hazardous forest types for wildland fire, when feasible and appropriate.

3.6.1.21 The risks to *development* that is permitted in lands with hazardous forest types for wildland fires shall be mitigated in accordance with the wildland fire assessment and mitigation standards, when feasible and appropriate.

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3.7 Human-made Hazards

Property or lands can be made unsafe because of human actions. When lands or property is not properly rehabilitated, it can result in unsafe future conditions. Locating new land uses that may not be *compatible* in proximity to each other may also create a hazardous situation. Milton is preventing and minimizing the negative effects from incompatible land uses.

By 2051, Milton's residents and businesses are not exposed to human-made hazards.

Objective 58. Prevent *development* on lands containing known hazards.

It is the policy of the *Town* to:

3.7.1.1 Restrict *development* on, abutting, or adjacent to lands affected by human-made hazards such as mine hazards; oil gas and salt hazards; or former mineral mining operations, *mineral aggregate operations* or petroleum resource operations.

3.7.1.2 Require lands to be rehabilitated or other measures to address known or suspected hazards prior to permitting *development* on, abutting, or adjacent to the lands.

Objective 59. Minimize the risk to public health and safety while safe guarding the operation of *major facilities*.

It is the policy of the *Town* to:

3.7.1.3 Avoid, or if not possible, minimize and mitigate the potential effects of *major facilities* on *sensitive land uses* while ensuring the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

Objective 60. Consider land use compatibility with new adjacent *development*.

It is policy of the *Town* to:

3.7.1.4 Minimize and mitigate any potential *adverse effects* from noise to public health and safety.

3.7.1.5 Apply the applicable Land Use Compatibility Guidelines to mitigate and minimize *adverse effects* of noise from industrial, transportation and *utility* sources on *sensitive lands uses*.

3.7.1.6 Undertake appropriate studies and implement the study recommendations when undertaking *development*.

3.7.1.7 Implement separation distances between non-*compatible* uses when required.

3.7.1.8 Implement noise abatement guidelines to reduce the impact of noise from roads/traffic on adjacent residential and *sensitive land uses*.

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SECTION 4. SUSTAINABLE TRANSPORTATION

4.1 Transportation System

Transportation connects people and places, influencing our quality of life, *environment* and economy. As Milton grows, viable transportation options that support goods movement and people will be provided. The Milton *Transportation System* is comprised of Town, regional and provincial *infrastructure*. The vision for Milton's future *Transportation System* is an integrated, *multimodal* network that includes modes such as buses, trains, and biking to provide viable travel alternatives to the personal automobile.

To achieve this vision, the *Town* needs to adapt its transportation *infrastructure* and policies to meet the current and future needs of transit users, pedestrians, cyclists, and drivers in a variety of urban and rural settings. This will involve policies that integrate *infrastructure* for all users (i.e. trails and bike lanes) into the design of neighbourhoods.

Milton will also need to plan for safe and efficient goods movement corridors. Truck movement is a component of the *transportation system* and a part of the local economy. The *Town* can be proactive in identifying and accommodating preferred goods movement routes to minimize congestion and avoid conflicts with *sensitive land uses*.

By 2051, Milton provides a safe and efficient *Transportation System* to move people and goods.

Objective 61. Ensure safe, efficient, equitable, accessible and convenient transportation and mobility choices for all users including planning for existing and future growth.

It is policy of the *Town* to:

4.1.1.1 Recognize that the Milton's *Transportation System* is comprised of Town, regional and provincial *infrastructure*.

4.1.1.2 Support the implementation of Milton's and Halton Region's Transportation Master Plans to create a future *transportation system* that is sustainable, integrated and considers all modes of travel.

4.1.1.3 Identify and protect *planned corridors* and rights of way for transportation and transit facilitates as shown on Schedule 10 - Transportation Plan, Milton's and Halton Region's Transportation Master Plans, Milton Transit Five-Year Service

Plan and Master Plan Update and the regional direction contained in Section 4.4 of this Plan.

4.1.1.4 Identify road classifications in accordance with Schedule 10 - Transportation Plan.

4.1.1.5 Prohibit *development* in *planned corridors* that would preclude or negatively affect the use of the corridor.

4.1.1.6 Integrate existing and planned transportation *infrastructure* and *public service facilities* to create a *multimodal transportation system*.

4.1.1.7 Identify and implement alternative rights-of-way that are identified through area specific plans, Milton's and Halton Region's Transportation Master Plans, or a Municipal Class Environmental Assessment.

4.1.1.8 Provide trail connections, in accordance with Milton's and Halton Region's Transportation Master Plans, to enhance *active transportation* through the town, where feasible.

4.1.1.9 Seek opportunities to provide direct and convenient local transit and *active transportation* connections are provided to higher-order transit stations in Milton.

4.1.1.10 Identify opportunities to implement and support transit opportunities in accordance with the Milton Transit Five-Year Service Plan and Master Plan Update.

4.1.1.11 Support the implementation of *multimodal* transportation and *active transportation* options to accommodate and provide choice to all users and abilities.

4.1.1.12 Encourage and support *Town*-wide *transportation demand management* programs that reduce single-occupant vehicle travel.

4.1.1.13 Encourage the use of special transportation management strategies which promote more efficient use of existing road facilities and transit including staggered and hybrid work hours, carpooling and High Occupancy Vehicle (HOV) lanes.

4.1.1.14 Work co-operatively with the Province, the *Region* and adjacent municipalities to integrate the planning of the municipal road network with the roads under provincial and regional jurisdiction and in the planning of roads which cross municipal boundaries.

4.1.1.15 Undertake transportation studies, including network monitoring and updates to the Town Transportation Master Plan, to inform decision-making and the

planning and scheduling of *transportation system* improvements as well as necessary amendments to this Plan.

4.1.1.16 Coordinate with the Province, Metrolinx and the *Region* the planning, *development* and funding of both *highway* and inter-regional *higher order transit* projects to ensure the provision of a balanced *transportation system* with an acceptable level of service.

4.1.1.17 Support the adaptation of the *transportation system* to make it fully accessible to persons with a physical *disability*.

4.1.1.18 Ensure that appropriate parking facilities are provided in all public and private *development*.

Objective 62. Promote land use patterns and densities that can be easily and effectively served by public transit and *active transportation* facilities.

It is policy of the *Town* to:

4.1.1.19 Facilitate the use of *active transportation* and transit to reduce dependency on private automobile through development patterns and neighbourhood design.

4.1.1.20 Facilitate neighbourhood design that supports the implementation of Milton's and Halton Region's Transportation Master Plans and ensure *development* is planned achieve a service standard as defined by Milton's Transit Five-Year Service Plan and Master Plan Update recommendations.

4.1.1.21 Use road rights-of-way efficiently, accommodating *active transportation* and public life, while moving people and goods.

4.1.1.22 Provide safe, convenient and attractive *active transportation* facilities, including sidewalks and trails in accordance with transportation and trails master planning.

4.1.1.23 Provide convenient spaces for local transit facilities, to align with the Milton's Transit Five-Year Service Plan and Master Plan Update.

4.1.1.24 Support the early introduction of public transit service into new *development* to encourage local transit ridership.

4.1.1.25 Ensure *rail facilities* and *sensitive land uses* are appropriately designed, buffered, and/or separated from each other, to mitigate *adverse effects* to adjacent properties and ensure long-term operational and economic viability of *major goods movement facilities and corridors*.

4.1.1.26 Collaborate with Halton Region to implement *active transportation* facilities, specifically along regional roads.

4.1.1.27 Classify trails as either Passive Trails or Active Trails based on the intent and function of the trail within the *Town*'s Active Transportation Network.

4.1.1.28 Encourage partnerships with local conservation authorities to identify off-road *active transportation* connections or opportunities.

4.1.1.29 Collaborate with school boards to encourage the use of active transportation to schools. implement *active transportation* facilities, specifically along regional roads.

4.1.1.30 Plan for and develop a well-connected *active transportation* network that prioritizes high level of protection for pedestrian and cycling infrastructure, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the *transportation system* of neighbouring municipalities.

4.1.1.31 Work with the Province, Metrolinx, the *Region*, and other municipalities the planning and *development* of an inter-regional *transportation system*, including a *higher order transit* system throughout the Greater Toronto and Hamilton Area.

Objective 63. Support an efficient network to move goods for residents and a variety of businesses, including agricultural.

It is policy of the *Town* to:

4.1.1.32 Work with the *Region* and Ministry of Transportation to identify and protect *major goods movement facilities and corridors* for the long-term.

4.1.1.33 Facilitate efficient goods movement while having regard for the need to protect residential neighbourhoods from potential *adverse effects*.

4.1.1.34 In areas adjacent to industrial transportation facilities, require noise, vibration, odour and air pollution mitigation measures in accordance with appropriate guidelines.

4.1.1.35 Promote railroad safety and the reductions of noise, vibration or other potentially *adverse effects*.

4.1.1.36 Cooperate with the Burlington Executive Airpark Airport and NAV Canada to ensure that proposed *development* that is adjacent to the *airport* complies with applicable requirements.

4.1.1.37 Minimize *negative impacts* and *adverse impacts* of goods movement corridors on the neighbourhoods and the *environment*.

4.1.1.38 Balance the need to protect environmental features and areas with the provision of new roads.

4.1.1.39 Explore options to reduce noise impact of arterial roads on adjacent existing residential uses in accordance with best practices.

4.1.1.40 Discourage heavy truck traffic through residential areas.

4.1.1.41 Leverage road improvement projects to deliver co-benefits transportation, public space and the *natural environment*.

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4.2 Transportation Facilities: Classification, Function and Design Requirements

It is policy of the *Town* to:

4.2.1.1 Provide guidance on functions and classifications of rights-of-way that form Milton's *Transportation System*.

4.2.1 Classification

4.2.1.2 Transportation facilities, including reconstruction of existing roads, shall be developed and planned to generally comply with the classification, function and design requirements outlined in Table 5 - Classification, Function and Design Requirements of Transportation Facilities and with the more specific right-of-way widths outlined in Table 6 - Right-of-Way Widths of Specific Transportation Facilities.

4.2.1.3 The location of transportation facilities shall generally conform with Schedule 10 - Transportation Plan.

4.2.1.4 Transportation facilities identified in a Secondary Plan are shown in Part C of this Plan, and will be planned in accordance with the applicable Secondary Plan.

4.2.1.5 Transportation facilities may be subject to a Municipal Class Environmental Assessment, which may modify the right-of-way requirement outlined in this Plan.

Functions and Design Requirements

4.2.1.6 The function and hierarchy of roads within the *Town* is prescribed in Table 5. Roads are categorized based on the function identified within this table.

4.2.1.7 Functions, classifications and minimum right-of-way widths identified for specific roads within Table 6 shall be adhered to.

4.2.1.8 Transportation facilities shall avoid or, where avoidance is not possible, mitigate impacts to flood conveyance and/or flood storage of any watercourse and shall meet the requirements of the *Conservation Authority* where required.

4.2.1.9 The Town will design boulevards to support coordinated landscaping, amenity spaces, setbacks, pedestrian-scale lighting, street furnishings, electric vehicle charging infrastructure, where feasible, and appropriate *green infrastructure* and low impact *development* measures.

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4.2.1.10 Transportation facilities shall adhere to standards and have regard for guidelines as applicable.

4.2.1.11 Transportation facilities shall adhere to standards, as applicable.

4.2.1.12 Transportation facilities within the Rural Area, with the exception of Provincial Highways and Freeways, including the reconstruction of existing roads and construction of new roads, may include shoulders wide enough to accommodate active transportation within the right-of-way, where possible.

4.2.1.13 The *Town* will, in conjunction with the Province and the *Region*, require proposed *developments* to comply with minimum setback standards, parking provision policies, access control policies, and applicable design criteria for transportation facilities consistent with the function and design criteria as described in Table 5.

4.2.1.14 All new and reconstructed transportation facilities within the Niagara Escarpment Plan Area shall be designed and located to minimize the impact on the Escarpment environment consistent with the policies of the Niagara Escarpment Plan and subject to the approval of the Niagara Escarpment Commission.

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Table 5. Classification, Function and Design Requirements of Transportation Facilities.

FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
Flexible Street	• Can be closed for event spaces • Can be a road or a pedestrian priority street	• Subject to review based on context.
Public Lane/Laneway	• Traffic movement not a consideration • Unrestricted access • Land access only function	• Connects to Public Lane and Local • Traffic volume <500 vehicle/day • Transit service not permitted
Local Road	• Traffic movement secondary consideration • Unrestricted access • Land access primary function • Accommodate *active transportation* facilities	• Connects to Public Lane, Local and Collector • Traffic volume <1,000 vehicle /day • Transit service generally avoided
Collector Road	• Traffic movement and land access of equal consideration • Increasing use for access • Traffic movement and land access of equal function • Accommodate *active transportation* facilities	• Connects to Local, Collector and Arterial • Traffic volume <8,000 vehicle /day • Transit service permitted
Local Arterial Road	• Traffic movement major consideration • Decreasing degree of access control • Some to rigid access control • Accommodate *active transportation* facilities	• Encompasses Minor and Multi-purpose Arterial Roads • Connects to Collector, Arterial, Expressway and Freeway • Traffic volume 5,000-30,000 vehicles /day • Express and local buses permitted

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FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
Major Arterial - Regional Roads	• Serve mainly inter-regional and regional travel demands through urban and rural areas • Accommodate all truck traffic • Accommodate Transit Priority Corridor Network • Carry high volumes of traffic • Distribute traffic to and from Provincial Freeways and Highways • Accommodate active transportation	• High degree of access control • Right-of-way requirements up to 50m • May include Transit Priority Corridor infrastructure • Pedestrian and cycling infrastructure where possible •
Expressway(1)	• Traffic movement primary consideration • Complete access Control • No land access	• Connects to Arterial, Expressway and Freeway • Traffic volume >10,000 vehicle /day • Express buses only
Freeway(2)	• Traffic movement primary consideration • Complete access Control • No land access	• Connects to Arterial, Expressway and Freeway • Traffic volume >20,000 vehicle /day • Express buses only
Rail Lines	• Serve all types of people and goods movements by rail at the regional or national scale • Accommodate commuter rail movement to MTSA in the Greater Toronto and Hamilton Area and the surrounding region	• Grade separations at intersections with other major transportation facilities, where warranted • Noise- or vibration-sensitive land uses to be discouraged along right-of-way • Transit-supportive, high-density, mixed-use development to be encouraged around Major Transit Stations

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FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
Major Transit Stations	• Part of the higher order transit network • Serve inter-municipal and inter-regional travel demands by public transit • Complements Intensification in Major Transit Station Areas	• Grade separations at intersections with other major transportation facilities, where warranted • Noise- or vibration-sensitive land uses to be discouraged along right-of-way • Transit-supportive, high-density, mixed-use development to be encouraged around Major Transit Stations
Higher Order Transit Corridor	• Serve inter-municipal and inter-regional travel demands by public transit • Serve an Intensification Corridor • Accommodate higher order transit services • Connect Urban Growth Centres and Mixed Use Nodes	• Exclusive right-of-way for transit vehicles where possible • Connection of active transportation facilities and transportation and transit infrastructure, at stations.

Footnote to Table 5:

(1), (2) The geometrics, design and construction of Provincial Expressways and Freeways are under the jurisdiction of the Ministry of Transportation, and descriptions of these facilities are for information purposes only.

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Table 6. Right-of-Way Width of Specific Transportation Facilities.

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
REGIONAL ROADS (1)				
20 Side Road (RR 34)	Guelph Line (RR 1)	Milton/Puslinch Town Line	Major Arterial - Regional Road	35m
32 Side Road (RR 32)	Wellington Boundary	Highway 7	Major Arterial - Regional Road	35m
Britannia Road (RR6)	Tremaine Road (RR 22)	Centre Line of 407 ETR	Major Arterial - Regional Road	47m
Derry Road (RR 7)	Milborough Line (RR 24)	Tremaine Road	Major Arterial - Regional Road	35m
Derry Road (RR 7)	Tremaine Road	Centre Line of 407 ETR	Major Arterial - Regional Road	47m
Guelph Line (RR 1)	Derry Road (RR 7)	32 Side Road (RR 32)	Major Arterial - Regional Road	35m
Regional Road 25 (RR 25)	Burnhamthorpe Road (RR 27)	Derry Road (RR 7)	Major Arterial - Regional Road	47m
Regional Road 25 (RR 25)	Steeles Avenue (RR 8)	5 Side Road	Major Arterial - Regional Road	47m
James Snow Parkway (RR 4)	ETR 407	Dublin Line	Major Arterial - Regional Road	47m
Steeles Avenue (RR 8)	Tremaine Road (RR 22)	Regional Road 25	Major Arterial - Regional Road	35m
Steeles Avenue (RR 8)	Regional Road 25	Town border	Major Arterial - Regional Road	47m
Trafalgar Road (RR 3)	ETR 407	Highway 401	Major Arterial - Regional Road	47m
Tremaine Road (RR 22)	Town Border	Britannia Road	Major Arterial - Regional Road	42m
Tremaine Road (RR 22)	Britannia Road	Campbellville Road	Major Arterial - Regional Road	47m
TOWN ROADS - RURAL				
15 Side Road	Milton/Puslinch *Town* Line	Esquesing/ Nassagaweya *Town* Line	Local Arterial	35m
25 Side Road	Guelph Line (RR1)	Esquesing/ Nassagaweya *Town* Line	Local Arterial	35m

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ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
Appleby Line	Steeles Avenue (RR 8)	Campbelville Road	Collector	26m
Britannia Road	Tremaine Road (RR 22)	Bell School Line	Collector	26m
Campbellville Road	Guelph Line	Tremaine Road (RR 22)	Local Arterial	35m
Kelso Road	Tremaine Road (RR 22)	West Limit of Roadway	Collector	26m
Lower Base Line	Trafalgar Road (RR 3)	Centre Line of 407 ETR	Collector	26m
Milborough Line	Campbellville Road	Highway 401	Collector	26m
Nassagaweya/ Esquesing *Town* Line	*Town*ship of Eramosa Boundary	5 Side Road	Collector	26m
Steeles Avenue	Appleby Line	Tremaine Road (RR 22)	Collector	26m
TOWN ROADS - URBAN				
Campbellville Road	Tremaine Road (RR22)	Regional Road 25	Local Arterial	35m
5 Side Road	Regional Road 25 (RR 25)	0.7 km East of Fourth Line	Local Arterial	35m
Bronte Street South	Derry Road (RR7)	Main Street West	Local Arterial	30m
Bronte Street North	Main Street West	Steeles Avenue (RR 8)	Local Arterial	30m
Bronte Street/First line	Derry Road (RR 7)	Britannia Road (RR 6)	Local Arterial	35m
Childs Drive	Ontario Street South	Nipissing Road	Collector	26m
Childs Drive	Nipissing Road	Thompson Road South	Local	20m
Chisholm Drive	Regional Road 25 (RR 25)	West Limit of Roadway	Collector	26m
Commercial Street	Derry Road (RR 7)	Sydney Street	Collector	26m
Commercial Street	Sydney Street	Main Street East	Collector	20m
Coxe Boulevard	Laurier Avenue	Childs Drive	Collector	26m
Farmstead Drive	Derry Road (RR 7)	Laurier Avenue	Collector	26m
Fifth Line	Main Street East	Lower Base Line	Local Arterial	35- 37.5m

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ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
Fifth Line	Main Street East	Highway 401	Local Arterial	35m
Heslop Road	Commercial Street	Bronte Street South	Collector	23m
Holly Avenue	Derry Road (RR 7)	Laurier Avenue	Collector	26m
Industrial Drive	Steeles Avenue (RR 8)	Market Drive	Collector	26m
Laurier Avenue	Bronte Street South	Thompson Road South	Collector	26m
Louis St. Laurent Avenue	Tremaine Road (RR 22)	Sixth Line	Local Arterial	35m
Main Street East	Bronte Street	James Snow Parkway (RR 4)	Local Arterial	35m
Main Street East	James Snow Parkway (RR 4)	Trafalgar Road	Local Arterial	35m
Main Street West	Tremaine Road (RR 22)	Bronte Street	Local Arterial	35m
Market Drive	Regional Road 25 (RR 25)	Industrial Drive	Collector	26m
Martin Street	Main Street East	Steeles Avenue (RR 8)	Collector	Up to 23m
Mary Street	Hugh Street	Charles Street	Collector	20m
Mill Street	Bronte Street North	Martin Street	Collector	20m
Millside Drive	Martin Street	Main Street East	Collector	20m
Nipissing Road	Childs Drive	Thompson Road South	Collector	26m
Ontario Street	Steeles Avenue (RR 8)	Derry Road (RR 7)	Local Arterial	35m
Pine Street	Commercial Street	Ontario Street South	Collector	20m
Sixth Line	Britannia Road (RR6)	Highway 401	Local Arterial	TBD
Thompson Road	Steeles Avenue (RR 8)	Britannia Road (RR 6)	Local Arterial	35m
3 Sideroad	New Tremaine Road	Existing Tremaine Road	Collector	24m
Wilson Drive	Main Street East	Steeles Avenue (RR 8)	Collector	26m
Woodward Avenue	Martin Street	Ontario Street North	Collector	20m
Woodward Avenue	Ontario Street North	Thompson Road North	Collector	26m

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ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
All other Local Arterials			Local Arterial	35m
All other Collectors			Collector	Up to 26m
All other Local Roads			Local	16-18m
All other Major Arterial - Regional Roads				

4.2.1.15 Notwithstanding Tables 5 and 6, where a road width is shown on Schedule 13e, Schedule 13e rights-of-way prevail.

4.2.2 Roads

It is policy of the *Town* to:

4.2.2.1 Provide a framework for the implementation and reconstruction of roads within the *Town*.

Roads Policies

4.2.2.2 Prior to the *Town* or *Region* assuming developer-built *infrastructure,* confirmation that the works meet the requirements of the applicable Municipal Class Environmental Assessment process shall be required to the satisfaction of the *Town*.

4.2.2.3 The *Town* will work with the Province and the *Region* to plan for and protect *planned corridors* and rights-of-way for transportation facilities, as shown on Schedule 10 and Table 6, to meet current and projected needs.

4.2.2.4 *Development* within or adjacent to planned corridors shall not preclude or negatively affect the planning and/or implementation of *planned corridors* for the purpose(s) for which they are identified.

4.2.2.5 The *Town* will work with the Province and the *Region* to continue to support the completion of Provincial transportation corridor Environmental Assessment Studies.

4.2.2.6 The *Town*, when providing comments on the design of Major Arterial - Regional Roads and in designing its local arterial, collector and local roads, will balance the provision of a safe, functional and attractive pedestrian oriented environment with an acceptable level of vehicular traffic that meets applicable

guidance and conforms to the policies of the Niagara Escarpment Plan, where applicable.

4.2.2.7 The *Town* may accept a level of service which is less than optimum, in return for a modal shift to accommodate transit and *active transportation* along its roads, provided that public safety is not adversely impacted.

4.2.2.8 The *Town* may use a variety of "traffic calming" techniques including:

a. Reduced lane width;

b. Provision of a centre median which may be landscaped;

c. Provision for on-street parking;

d. Provision of transit priority measures;

e. Provision for regular intersections of collector roads with Local Arterials, and Collectors to allow for the creation of a grid or modified grid system; and

f. Use of alternative road geometrics and materials.

4.2.2.9 The *Town* may require as a condition of approval of new *development*, that sufficient lands are conveyed to the *Town*, the *Region* or the Province as applicable, to provide the road right-of-way width established in Table 6. In the acquisition of these rights-of-way, lands will generally be acquired equally on either side of the centre line of the original road allowance.

4.2.2.10 All new and reconstructed transportation facilities within the Niagara Escarpment Plan Area shall be designed and located to minimize the impact on the Escarpment environment consistent with the policies of the Niagara Escarpment Plan and subject to the approval of the Niagara Escarpment Commission. Exceptions to this could occur where it is not possible to acquire rights-of-way due to constraints beyond the *Town*'s control or where an Environmental Assessment or functional design study recommends an asymmetric alignment.

4.2.2.11 The *Town* shall require the conveyance of lands at intersections to provide for exclusive turning lanes, daylighting and other special treatments including the construction of roundabouts, bridges, overpasses and depressed sections of roads. Such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

4.2.2.12 Land dedication for daylight triangles on roads under the *Town*'s jurisdiction will be based on Table 7.

Table 7. Intersection Characteristics.

INTERSECTION	CURB RADIUS	DAYLIGHTING	INTERSECTION SPACING
Local/Laneway	8m	5.0m - Radius	Min. 60m
Local/Local	8m	5.0m - Radius	Min. 60m
Local/Collector	10m	7.5m - Triangle	Min. 60m
Collector/Collector	10m	10.0m - Triangle	Min. 60m
Arterial/ Local	15m	15.0m – Triangle	Min. 400m
Arterial/Collector	15m	15.0m – Triangle	Min. 400m
Arterial/Arterial	15m	15.0m - Triangle	Min. 400m

4.2.2.13 The conveyance of daylight triangles having lesser dimensions than specified in Table 7 will only be accepted where existing *development* prohibits such dimensions.

4.2.2.14 The *Town* will control the number and location of intersections to maintain and protect the traffic capacity of all arterial and collector roadways by:

a. Determining driveway access and on site circulation through the development review process;

b. Encouraging common access for commercial and industrial development;

c. Managing land uses that would have negative impacts on congested roads and intersections; and

d. Requiring the submission of Traffic Impact Studies for development proposals that the *Town* considers significant traffic generators, or that have proposed locations which contribute traffic to roadways which are experiencing congestion problems.

4.2.2.15 Public right-of-way allowance widths and daylighting requirements may be increased to accommodate additional requirements associated with a planned public works project, such as a Municipal Class Environmental Assessment or detailed design. This may include, but not limited to, noise walls, additional

turning lanes at intersections, landscaped medians, elements required to address pedestrian comfort, safety or accessibility, separated bicycle paths, wider roadway cuts or embankments.

4.2.2.16 The *Town* may require Intersection road allowances in excess of the designated road allowances to provide for daylight triangles, lane channelization, or traffic control devices.

4.2.2.17 The *Town* may consider a reduced public right-of-way allowance width and/or daylighting requirements on a site-specific basis in order to address one or more of the following site-specific circumstances:

a. Where appropriate and public safety is not affected

b. A public need arising from the design and alignment of a planned public works project;

c. Accommodation of existing or planned streetscape elements;

d. Accommodation of existing built form and buildings;

e. The presence of the Green System, or Blue System; and

f. The presence of a cultural heritage resource.

4.2.2.18 Where *development* has occurred adjacent to a significant portion of the right-of-way or *natural features* are such that it is not possible to achieve the planned right-of-way width in accordance with the provisions of Table 5 and Table 6, the *Town* shall undertake or require such studies as may be necessary to determine a practical and desirable right-of-way width that serves anticipated traffic volumes, while minimizing any negative impacts of the road right-of-way on the streetscape, *natural features* and *abutting development*.

Future Major Arterial - Regional Road Study Area

4.2.2.19 The *Region* will define a new corridor that may accommodate an additional north-south Major Arterial - Regional Road. This area is conceptually identified between Fifth and Sixth Line, extending from Britannia Road to Provincial Highway 401, as shown on Schedule 10.

4.2.2.20 Prior to the definition of the new corridor that may accommodate an additional north-south Major Arterial - Regional Road, *development* may commence within the area conceptually identified, provided that the *development* does not restrict consideration of alternatives for the location of the corridor and subject to the consent of *the Region.*

4.2.3 Rail

It is policy of the *Town* to:

4.2.3.1 Recognize the importance of rail service to the community and identify measures to address the inherent conflicts between rail and vehicular and pedestrian movements and adjacent land uses.

Rail Development Policies

4.2.3.2 The *Town* will encourage rail service for the movement of people and goods.

4.2.3.3 In co-operation with the appropriate authorities and *public agencies*, the *Town* will review *development* applications as needed to determine the need for:

a. The provision of protective measures such as daylighting corners, signals, gates or combinations thereof; and

b. The elimination of at grade railway crossings by means of grade separations on a priority basis having such regard for such criteria as the frequency of rail traffic, vehicular and pedestrian traffic, road blockage or other hazardous conditions.

4.2.3.4 All proposed *development* adjacent or in proximity to railways/yards/terminals or adjacent to railway rights-of-way shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the *Town* and the *Region,* in consultation with the appropriate railway.

4.2.3.5 In considering applications for *development* or *redevelopment* adjacent to a railway corridor, the *Town* shall apply Section 6.2.16, where appropriate.

4.2.3.6 In addition to policies 4.1.1.25, 4.1.1.34, 4.1.1.35, 4.2.3.1 to 4.2.3.5 and 4.2.3.7 to 4.2.3.10 and Section 6.2.16 of this Plan, *development* in proximity to the railway corridor are subject to the following:

a. New or expanded residential uses or other *sensitive land uses* shall not be permitted within 300 metres of a rail yard.

b. Proposed residential *development* or other *sensitive land uses* located between 300 metres and 1,000 metres of a rail yard shall be required to undertake land use compatibility studies to the satisfaction of both the *Town* and rail operator to support the feasibility of the proposed *development* and, if feasible, to include appropriate mitigation measures.

c. Proposed residential or other *sensitive land uses* within 300 metres of a railway right-of-way shall be required to:

i) submit a site plan application.

ii) undertake noise and vibration studies, in consultation with the appropriate railway operator;

iii) provide a rail safety strategy;

iv) undertake appropriate measures to mitigate any adverse effects from noise that were identified; and

v) investigate and implement available options, including alternative site layouts and/or attenuation measures to ensure appropriate sound levels are achieved.

d. Where applicable, any *development* within 300 metres of the Rail Corridor within which there is a Metrolinx Rail Corridor shall:

i) Demonstrate that it aligns with the "Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors" and "Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors";

ii) Be supported by a noise study to the satisfaction of the *Town* and Metrolinx, and

iii) Where requested by Metrolinx, register an Environmental/Operational Easement in favour of Metrolinx over the subject lands.

e. Any *development* within 75 metres of the Metrolinx Rail Corridor shall provide a vibration study to the satisfaction of the *Town* and Metrolinx.

f. *Development* and *site alteration* adjacent to the Metrolinx Rail Corridor shall be subject to the review of Metrolinx and may be subject to conditions issued by Metrolinx, including the execution of agreements with and/or permits from Metrolinx.

4.2.3.7 *Development* may be required to setback buildings a minimum of 30 metres from the property line of the railway right-of way, unless otherwise directed by the property owner of the railway right-of-way,.

4.2.3.8 The *Town* will monitor and anticipate the need for pedestrian crossings at the intersection of the former CNR crossing and the existing CPR corridor north of the Mill Pond.

4.2.3.9 The *Town* may require new *development* to protect for the eventual construction of future grade separations based on projected traffic volumes,

possible increases in future rail traffic, and the potentially limited roadway crossings of the rail lines.

4.2.3.10 *Development* adjacent or in proximity to the railways rights-of-way shall have regard for the Federation of Canadian Municipalities and the Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations.

4.2.4 Trails

It is policy of the *Town* to:

4.2.4.1 Encourage and promote connectivity and trail usage in the Town.

Trails Development Policies

4.2.4.2 The *Town* shall provide and maintain a trail system.

4.2.4.3 The Town's trail 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.

4.2.4.4 The *Town* shall maintain *Active Trails* year-round and will not be required to service *Passive Trails* year-round.

4.2.4.5 The *Town* shall encourage and promote connectivity and trail usage by including wayfinding signage at trail heads to provide clarity on amenities that can be accessed by trails.

4.2.4.6 The preferred location of the trail system components within Area Specific Plans is described in more detail in the applicable Secondary Plan policies.

4.2.5 Parking

It is policy of the *Town* to:

4.2.5.1 Inform parking within *development* and ensure there is appropriate alternatives to address parking needs.

Parking Development Policies

4.2.5.2 The *Town* shall develop a *Town*-Wide Parking Strategy.

4.2.5.3 The *Town* will specify off-street parking requirements and may establish maximum parking requirements in the Zoning By-law, where appropriate.

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4.2.5.4 The *Town* may consider Cash-in-lieu of required parking in accordance with the *Planning Act*.

4.2.5.5 The *Town* may acquire and operate public or shared parking facilities.

4.2.5.6 Parking maximums may be considered within *Strategic Growth Areas,* and high density nodes or for *affordable* housing, or where high levels of transit exist or are planned.

4.2.5.7 The *Town* may develop zoning regulations for shared parking arrangements between multiple facilities to optimize the staggered nature of demand for parking on a time-of day, weekday/weekend and monthly basis.

4.2.5.8 The *Town* will require that all parking lots and structures be developed with emphasis on salt reduction, permeability and safety for pedestrians and cyclists, landscaping and vegetation, stormwater management, appropriate lighting, signage and materials, and a range of parking space types, including electric vehicle charging infrastructure, parking for smaller fuel efficient vehicles and bicycles.

4.2.5.9 The *Town* may require as a condition of *development* or *redevelopment* that adequate off-street parking and loading facilities be provided. In addition, ingress/egress points to such parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged.

4.2.5.10 Parking lot design shall be in accordance with the policies of Section 5.2 and applicable policies of Section 6.

4.2.5.11 The *Town* will ensure adequate on-street and off-street parking facilities are provided to meet the parking demand by:

a. Specifying standards for off-street parking requirements, including accessible parking, for each type of land use type in accordance with the *Town*'s Zoning By-law;

b. Requiring new subdivision *developments* to provide on-street parking spaces in accordance with the *Town*'s Engineering Standards;

c. Encouraging co-location of schools and municipal parks to enable shared parking for efficient use of land, reduction of environmental impacts, and providing options for additional potential student drop-off points.

4.2.5.12 The *development* proponent may be required to submit a parking study where reduced parking requirements for *development* may be considered within a *Strategic Growth Area* and high density nodes, or for *affordable* housing, or where high levels of transit exist or are planned, in accordance with the policies of this Plan.

4.2.5.13 The *Town* may consider reduced parking standards for *development* which demonstrates through a *transportation demand management* plan and implementation strategy that a reduction in the parking standards is appropriate.

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4.3 Mobility Management

Mobility Management encompasses both supply and demand side solutions, including provision *of active transportation* infrastructure as well as programs to reduce single occupant vehicle travel such as carpooling.

Transportation demand management (TDM) is an essential part of an overall integrated and sustainable *transportation system*. TDM measures shall be evaluated in all transportation related studies and new development plans including the degree to which they contribute towards the achievement of the transportation objectives of this Plan. The *Town* recognizes the role of *transportation demand management* in promoting more efficient and sustainable use of transportation facilities.

Active transportation encompasses all forms of movement that are primarily human-powered. This can include walking, cycling, using a wheelchair or other mobility-support device, as well as a variety of other active recreation and transportation modes. *Active transportation* is considered an important part of the *Town*'s *Transportation System* and is a viable transportation alternative for many day-to-day trips.

4.3.1 Sustainable Transportation

It is policy of the *Town* to:

4.3.1.1 Supports the use of active transportation and transportation demand management measures.

Sustainable Transportation Policies

4.3.1.2 The *Town* may require any *development* which contains more than 3000 square metres of either *office or institutional use* or 10,000 square metres of industrial use to establish with the *Town* a *transportation demand management* plan and implementation strategy for their specific development. Priority shall be given to measures which are not capital intensive (e.g. flexible working hours, priority parking for carpool vehicles) and which are feasible given the scale, ultimate ownership and location of the *development*.

4.3.1.3 The *Town* will work with stakeholders to support other *transportation demand management* initiatives appropriate for the *Town*.

4.3.1.4 The *Town* will facilitate choice and flexibility in mobility options by:

a. Supporting or requiring, through the implementation of this Plan, the viability and early delivery of active transportation and transit

infrastructure and services as alternatives to driving;

b. Supporting carpooling and ridesharing programs by establishing standards to be incorporated into new *development*.

c. Investigating the feasibility of implementing alternative mobility options, including e-bikes and e-scooters.

4.3.1.5 The *Town* will develop a *Transportation Demand Management* Policy and Guidelines to inform *development*.

4.3.1.6 Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street will be provided in new and *infill developments*, to establish pedestrian linkages between the sidewalk and building entrances, and improve access for pedestrians, cyclists, and public transit users.

4.3.1.7 The *Town*'s existing and proposed *Active Transportation* Network is shown in the Transportation Master Plan and/or in Area Specific Plans.

4.3.1.8 The *Town* will plan for *active transportation* routes within the public right-of-way in accordance with applicable Transportation Master Plans. Each location will be evaluated on an individual basis and an agreement between the *Town* and the Ministry of Transportation and Region, as applicable, shall be executed prior to implementation.

4.3.1.9 The *Town* will collaborate with *the Region* to implement *active transportation* facilities, specifically along Major Arterial - Regional Roads.

4.3.1.10 The *Town* shall encourage partnerships with local conservation authorities to identify off-road active transportation connections or opportunities.

4.3.1.11 The *Town* will collaborate with applicable agencies to encourage the use of *active transportation* to schools and implement *active transportation* facilities, including along Major Arterial - Regional Roads.

4.3.1.12 The *Town* will develop pedestrian and *active transportation* routing guidance and may require proponents of *development* to provide a Pedestrian and *Active Transportation* Routing Plan as a part of a *development* application that outlines connectivity and safe access between pedestrian generators, such as residential areas, schools, parks, commercial areas and transit facilities.

4.3.1.13 The *Town* will implement, in conjunction with the Province, Metrolinx and the *Region*, a network of *active transportation* facilities that is integrated with public transit services.

4.3.1.14 The *Town* will prepare a transportation related Greenhouse Gas Reduction Strategy that includes recommendations for encouraging and promoting the use of low emission vehicles such as electric and hybrid-electric vehicles, including transit vehicles.

4.3.1.15 In support of green initiatives, the *Town* may require multi-unit residential, commercial, mixed-use and parking lot *developments*, including municipal buildings and facilities, to provide rough-ins for electric vehicle charging infrastructure.

4.3.2 Complete Streets

It is policy of the *Town* to:

4.3.1.16 Support the implementation of *complete streets* which balance the needs of all road users.

Complete Streets Policies

4.3.2.1 The *Town* will develop Complete Streets Guidelines to encourage and guide implementation of *complete streets*. The *Town*'s Complete Streets Guidelines shall be developed per the *Town*'s Transportation Master Plan and designed to:

a. Consider street context and function;

b. Enhance safety and accessibility;

c. Prioritize transit and active transportation;

d. Create attractive, vibrant places; and

e. Prioritize connectivity.

4.3.2.2 The *Town* will develop and implement *complete streets* by:

a. Requiring all streets to be designed to be *complete streets* with appropriate customization in accordance with the *Town*'s Engineering and Right-of-Way Standards, and road classifications as set in Table 5 and Table 6, where appropriate and feasible; and

b. Requiring street cross-sections to be planned, designed, and built with regard to the *Town*'s Complete Streets Guidelines.

4.3.2.3 *Development* shall be required to be in accordance with all applicable By-laws, and have regard for applicable guidelines or strategies.

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Traffic Calming Policies

4.3.2.4 The *Town* may require that roads be designed and built with traffic calming features, as deemed necessary in accordance with the *Town*'s Traffic Calming Policy and Engineering Standards, including but not limited to, curb extensions, raised surface treatments, chicanes, and textured paving.

4.3.2.5 The *Town* will review and update the *Town's* Traffic Calming Policy that provides guidance on where and when traffic calming measures may be installed, as appropriate.

4.3.2.6 The *Town* will design roads for speeds appropriate to their context.

4.3.3 Roundabouts/Intersections

It is policy of the *Town* to:

4.3.3.1 Provide guidance on when and how roundabouts should be used as a functional element of the *transportation system*.

Intersections Policies

4.3.3.2 The *Town* will develop an Intersection Policy that includes guidance on:

a. Measures to mitigate intersection safety concerns;

b. How roundabouts function in relation to pedestrian safety and connectivity;

c. When a roundabout should be considered in replacement of a four-way stop or a signalized intersection; and

d. Types, and functions of each type, of roundabouts.

4.3.4 Public Transit

It is policy of the *Town* to:

4.3.4.1 Expand, develop, maintain and advocate for a network of transit services that provide safe, equitable and convenient access to people of all abilities.

Public Transit Policies

4.3.4.2 The *Town* will advocate for the expansion of existing GO Rail service to and from Milton including increased regional service and two-way-all-day service on the Milton Line to the Milton GO Station.

4.3.4.3 The *Town* will provide local service to GO services to facilitate integration between the systems and to support convenient public access to major destinations surrounding Milton.

4.3.4.4 The *Town* will ensure *development* has regard for Metrolinx planned infrastructure and service delivery network, where applicable.

4.3.4.5 The *Town* will ensure that all on-street public transit stops are designed to:

a. Seamlessly integrate transit facilities within streetscapes and intersections;

b. Facilitate safe, seamless, and convenient transit connections;

c. Be accessible and inclusive;

d. Improve transit efficiency with curbside design; and

e. Be sized to anticipate ridership growth.

4.3.4.6 The *Town* will maintain, and improve, transit efficiency and convenience through transit-supportive land use *development* by:

a. Encouraging a *development* form that is compact, mixed-use and *transit-supportive*;

b. Positioning transit as a first priority for vehicular transportation infrastructure planning and investment, including transit priority and dedicated infrastructure to promote transit as a preferred accessible transportation option for people of all abilities;

c. Ensuring the design of a road network that supports direct pedestrian access to and from transit stops for residential, employment and other surrounding uses;

d. Ensuring that phasing of new *development*s allow for the early provision of transit services to encourage transit use by new occupants.

e. Requiring *development* proponents, in consultation with the *Town*, to plan for the provision of transit in an integrated and comprehensive manner including the location of transit routes and facilities, where applicable; and

f. Considering impacts on transit service delivery when planning locations for high density residential, commercial, employment development and major destinations.

4.3.4.7 The *Town* will provide a high level of transit service, reliability and passenger amenities to encourage greater ridership by:

a. Maintaining efficient transit service through improvements to travel

time, reliability, overall route directness and service regularity, especially for routes that link areas of population and employment concentrations.

b. Providing transit priority measures to mitigate delays caused by traffic congestion and traffic control signals, where appropriate, including but not limited to:

   i) transit signal priority;

   ii) queue jump lanes;

   iii) dedicated transit and/or high-occupancy lanes; and

   iv) associated coordination with intelligent *transportation systems* and real-time passenger information.

c. Ensuring that transit stops are positioned at regular spacing intervals, generally within 400 metres.

d. Providing and maintaining adequate facilities to improve passenger amenities such as transit stop shelters, accessible bus pads and routes and schedule information.

e. Facilitating access to transit for persons with disabilities by providing specialized programs and services where warranted; designing stops, shelters and terminals for accessibility and taking other actions that enable improved transit access.

4.3.4.8 The *Town* will increase connectivity and integration between transit and cycling by locating bus stops adjacent to *active trail* entrance and exits.

4.3.4.9 the *Town* may require the proponent of *development* of major traffic generators and facilities potentially used by transit riders, to provide on-site or off-site facilities, such as transit passenger amenities, roadway allowances/easements, stations, bus loops, platforms, laybys, and/or roadway improvements that will facilitate transit service, as appropriate.

4.3.4.10 The *Town* will develop first-mile/last-mile standards and guidance.

4.3.4.11 The *Town* will develop transit service guidelines and transit accessibility standards to support the implementation of transit expansion and accessibility to transit services.

4.3.4.12 The *Town* will work with the Province, Metrolinx, the *Region*, and other municipalities towards the co-ordination of inter- and intra-regional transit services.

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4.3.4.13 The *Town* will work with the Province, Metrolinx, the *Region*, and other municipalities, in achieving the continuous service and network enhancement of the Provincial GO Transit system.

4.3.4.14 The *Town* will secure, through the *development* process and/or strategic property acquisitions, the necessary rights-of-way and sites for transit stops, transit stations, and commuter parking or mode transfer facilities for the implementation of local and inter- regional transit systems.

4.3.4.15 The *Town* will seek provincial and federal funding and advocate other revenue sources to support a strong local transit system.

4.3.4.16 The *Town* will support, through coordination and/or provision, a transportation service for riders with specialized mobility needs who cannot utilize the conventional transit services.

4.3.5 Goods Movement

It is policy of the *Town* to:

4.3.5.1 Support the safe and efficient movement of goods within and through the Town.

Goods Movement Policies

4.3.5.2 The *Town* shall monitor goods movement activity within the *Town* and update the *Town*'s Uniform Traffic Control By-law as necessary.

4.3.5.3 The *Town* shall ensure the identification of truck routes which meet the needs of local businesses, while having regard for the need to protect residential neighbourhoods from truck noise, pollution, and hazards.

4.3.5.4 The *Town* will work with the *Region* to ensure goods movement within the *Town* is integrated with the regional *transportation system*.

4.3.5.5 To provide for the safe efficient movement of trucks through and within the *Town* and minimize the impact of heavy trucks on residential areas and *Rural Area*, the *Town* will:

a. Discourage land uses that generate heavy trucking activity on roadways where road pavement structure is deemed not structurally adequate through a structural integrity analysis completed by the proponent to the satisfaction of the *Town*; and

b. Encourage the *Region* and Province to:

i) Improve connections between arterials, freeways and intermodal freight facilities;

ii) Ensure that through-traffic is concentrated on major arterials and highways due to their separation from residential areas; and

iii) Address potential conflicts between heavy goods movement and adjacent residential neighbourhoods and the *Rural Area*.

4.3.5.6 The *Town* will, in conjunction with the Province, the *Region* and other municipalities in the Greater Toronto and Hamilton Area, plan and implement an efficient, safe and integrated *transportation system* for goods movement by rail, road, water and air.

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4.4 Regional Transportation Infrastructure

The 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 goal for the regional transportation is to provide a safe, convenient, accessible, affordable and efficient inter-regional transportation system in the *Region*, while minimizing the impact on the environment and promoting energy efficiency.

The policies of Section 4.4 only apply to Major Arterial - Regional Roads and provide a policy framework that supports the planning, construction and maintenance of a safe, accessible, efficicent and convenient regional road network.

4.4.1 Development Policies

It is the policy of the *Town* on behalf of the Region to:

4.4.1.1 Secure through the *development* process and, where necessary, in conjunction with the Region:

a. Major Arterial - Regional Road rights-of-way of widths as shown in Table 6; when securing these rights-of-way, it is the general policy of the *Region* that lands be acquired of equal distance on either side of the centreline of the original road allowance but circumstances such as topographical features, building locations, transit stations or stops, facilities for *active transportation*, *sensitive land uses*, a change in the right-of-way requirement or other factors may result in more lands being secured from one side of the road than the other;

b. daylighting triangles measured 15m by 15m at the intersection of a Major Arterial - Regional Road with another highway;

c. Major Arterial - Regional Road rights-of-way, additional to those under policy 4.4.1.1 a., for:

i) future grade separations at the crossing of a Major Arterial - Regional Road with a rail line, with general dimensions as shown in Figure 6;

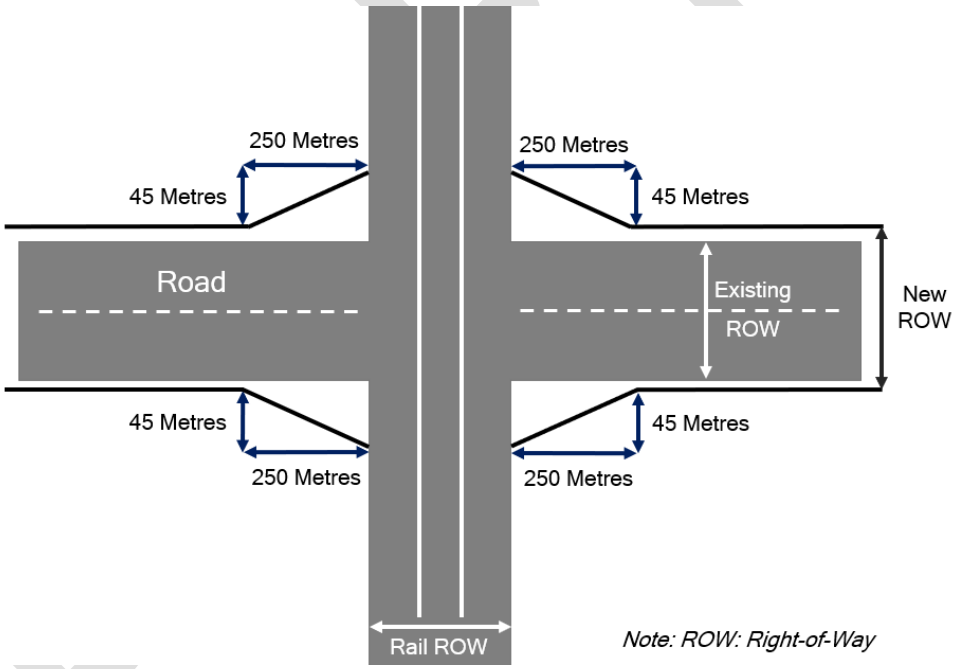
ii) turning lanes and channelization at intersections;

iii) traffic control devices or other utility locations; and

iv) Major Arterial - Regional Road rights-of-way based on engineering studies completed for development approval to the satisfaction of the *Region*.

4.4.1.2 Update regional *infrastructure* requirements shown on Schedule 10 and described on Table 6 to meet current or future travel demands, as recommended by approved regional or provincial *infrastructure* plans. Where the Province through the Environmental Assessment process has identified a preferred transportation route, the *Town,* in consultation with the *Region,* shall undertake the necessary amendments to protect for the route in this Plan.

Figure 6. Minimum Right of Way Requirements For Future Railway Grade Separations.



4.4.1.3 In conjunction with the *Region*, restrict access to Major Arterial - Regional Roads in accordance with any applicable guidelines and policies that balance providing access to land uses, meeting urban design objectives within strategic locations such as Protected *Major Transit Station Areas,* or *Strategic Growth Areas* and maintaining a satisfactory level of service for traffic on Major Arterial - Regional Roads.

4.4.1.4 Consult with neighbouring municipalities and the *Region* in the planning and design of transportation facilities at or near the common boundaries.

4.4.1.5 In conjunction with the Province, Metrolinx and the *Region*, identify and support implementation of a network of high-occupancy-vehicle lanes as part of a connected inter-regional network.

4.4.1.6 Require the environmental assessment of any Major Arterial - Regional Road project to address whether there are other transportation alternatives and how the project would implement the transportation goals, objectives and policies of this Plan and to consider, where appropriate, alternative design standards to mitigate environmental and social impacts.

4.4.1.7 To support the *Region* in maintaining programs to continually improve safety on the regional *transportation system*.

4.4.1.8 To support the *Region* in monitoring on the overall performance of the regional *transportation system*.

4.4.1.9 In conjunction with the Province, and other municipalities in the Greater Toronto and Hamilton Area, plan and implement an efficient, safe and integrated *transportation system* for goods movement by rail, road, water and air.

4.4.1.10 Requiring a land use compatibility study for *sensitive land uses* adjacent to *major facilities* based on applicable guidelines for *development* proposals with *sensitive land uses* located within 30 metres of a Major Arterial - Regional Road or Provincial Highway, or 150 metres of a Provincial Freeway.

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SECTION 5. LIVABLE COMMUNITIES

5.1 Housing

Providing more housing choice is a key component of what makes a complete community, allowing residents of all ages, abilities and income levels to call Milton home. By enabling a wide choice of housing types, tenures and affordability, the Town can help meet the needs of current and future residents. The Plan provides a framework to meet housing needs by working with partners including other levels of government, the development industry, support agencies and other community groups.

By 2051, all residents will have access to safe, suitable and *affordable housing options*.

5.1.1 Housing Targets

Meeting the Town's housing needs means more than ensuring that the supply is aligned with the projected market demand. It also means ensuring that the housing stock is aligned with local housing needs. The housing targets in Tables 4, 5, and 6, are based on future population growth forecasts to 2051 and future housing need. Targets for *affordable* rental housing are divided into "below market" *affordable* and "deeply" *affordable*. Achieving the full range of affordability and meeting the housing targets will require support and financial assistance by all levels of government.

Objective 64. Maintain a balance of primary rental and ownership housing stock as outlined in the *Town's* Housing Strategy.

Table 8. Housing Targets - Town-wide.

TARGET TYPE	PERCENTAGE OF TOTAL ANNUAL TARGET
Urban Area	50 per cent of all new housing units to be in the form of townhouses or multi-storey buildings
Affordability Target	25 per cent of all new units to meet the varying affordability needs of residents
Ownership Housing Target	75 per cent of all new housing units to be ownership tenure 76 per cent should be market ownership 24 per cent should be affordable ownership
Rental Housing Target	25 per cent of all new housing units to be rental tenure 72 per cent should be market rental 28 per cent should be affordable rental

Table 9. Housing Targets - Ownership.

TARGET TYPE	PERCENTAGE OF TOTAL ANNUAL TARGET (75 PER CENT OF TOTAL UNITS TO BE OWNERSHIP)	PRODUCT TO ACHIEVE TARGET	METHODS TO ACHIEVE TARGET
Market Ownership Housing	76 per cent	New and resale homes	Housing market
Affordable Ownership Housing	24 per cent	New and resale homes	Housing market, shared equity housing, low down payment options, first-time buyer programs, co-operatives, land trusts, incentive programs, *Planning Act* tools
Medium Density Sub-target	24 per cent		
High Density Sub-target	76 per cent		
Total New Ownership Housing	100 per cent		

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Table 10. Housing Targets - Rental.

TARGET TYPE	PERCENTAGE OF TOTAL ANNUAL TARGET (25 PER CENT OF TOTAL TARGETS TO BE RENTAL)	PRODUCT TO ACHIEVE TARGET	METHODS TO ACHIEVE TARGET
Market Rental Housing	72 per cent	New rental housing, both primary and secondary market (rented condos, *ARU*s).	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, *ARU*s).
Affordable Rental Housing	28 per cent		
Below Market (80- 100 per cent AMR) Sub-target	17 per cent	New rental housing, both primary and secondary market (rented condos, ARUs) between average market Rent and 20 per cent below average market rent.	Same as above, plus incentive programs, *Planning Act* tools, land conveyance and/or other assistance to lower development costs, as well as support services.
Deeply Affordable (less than 80 per cent AMR) Sub-target	11 per cent	New primary rental housing, more than 20 per cent below average market rent.	Same as above, but requires rent geared to income housing assistance (e.g. rent supplement, housing allowance), capital assistance programs, as well as support services. Typically delivered Halton Region, not-for-profit sector, strategic Partnerships, etc.
Total New Rental Housing	100 per cent		

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5.1.2 Housing Strategy

It is policy of the *Town* to:

5.1.2.1 Implement the Milton Housing Strategy in collaboration with the *Region*, senior levels of government, the development industry, community partners and other stakeholders to increase housing options, including affordable and purpose-built rental options.

5.1.2.2 Review the Housing Strategy at regular intervals to align with the release of census data, Halton Region's Comprehensive Housing Strategy review requirements, and this Plan.

5.1.3 Housing Supply

Objective 65. Enable a wide choice of housing types, tenures, and affordability throughout the *Town* to meet the diverse housing needs of current and future residents.

It is policy of the *Town* to:

5.1.3.1 Maintain the ability to accommodate residential growth for a minimum of 15-years, in accordance with the housing targets described in Section 2.1 of this Plan by designating serviced land for residential use.

5.1.3.2 Facilitate a range and mix of *housing options,* densities, unit size and tenures to meet social, health, economic and well-being requirements of current and future residents in the Urban Area and *Rural Area*.

5.1.3.3 Encourage *affordable* and market-based housing options.

5.1.3.4 Require the *development* proponent to demonstrate how the *development* will contribute to a mix of housing forms and *development densities* in accordance with Table 3 and the policies of this Plan including encouraging an adequate mix of rental and ownership tenure units for a wide range of household types.

5.1.3.5 Require applications for an Official Plan Amendment or Zoning By-law Amendment to include, as part of a complete application, the submission of a Housing Impact Statement, either as a standalone report for large-scale projects, or as a section within a Planning Justification Report for small-scale projects, demonstrating how the proposal implements the *Town*'s Housing Strategy. The housing impact statement shall include the following:

a. The proposed housing mix by dwelling type and number of bedrooms, as applicable;

b. How the proposal contributes to achieving the *Town*'s annual growth targets as outlined in Tables 1a, 1b, 3 and 4;

c. How the proposal contributes to achieving the *Town*'s annual housing targets as outlined in Table 4a;

d. The estimated rents and/or sales prices of the development, indicating where they are either above or below the threshold for affordable as defined in Appendix B ;

e. Where construction of the units is expected to occur in phases, information regarding the number of housing units that would meet the threshold for *affordable*, as defined in Appendix B, to be provided per phase, where applicable; and

f. The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new *affordable housing* commitments, and mechanisms to retain the long-term affordability of units, where applicable.

5.1.3.6 Assess *development* applications relative to the housing targets of this Plan to determine the alignment with the housing targets and to ensure that a full range and mix of housing types is provided.

5.1.3.7 Permit residential *intensification* where appropriate, including the *redevelopment* of existing underutilized commercial and institutional buildings for residential use, and allow for new *housing options* and *redevelopment* within previously developed areas that results in a net increase in residential units.

5.1.3.8 Support the *development* of *missing middle housing*, that is four storeys in height, along transit routes throughout the Urban Area.

5.1.3.9 Coordinate with the development industry to encourage innovative housing design that will facilitate *affordable housing*, including subsequent conversions to provide *additional residential units*.

5.1.3.10 Increase the supply of ground-related and rental housing, allow flexibility for multi-generational living, and increase opportunities for *affordable housing* by permitting *additional residential units (ARUs)* in accordance with the policies of this Plan.

5.1.3.11 Consider the housing needs of the post-secondary student population when preparing plans and zoning for residential land use and when considering residential or mixed-use *development* proposals within 1500 meters of existing or planned post-secondary institutions.

5.1.3.12 Permit *shared housing* in any designation that permits residential uses, in all dwelling types, provided that such dwellings comply with the relevant zoning requirements, applicable codes and other regulations; and applicable policies of this Plan.

5.1.3.13 Integrate *assisted housing*, affordable housing and *shared housing* with market housing.

5.1.3.14 Only permit *shared housing* which accommodates more than ten (10) individuals, exclusive of staff, within an Institutional Designation.

5.1.4 Affordable Housing

Objective 66. Increase the supply of housing, including housing that is affordable to low- and moderate-income households.

It is policy of the *Town* to:

5.1.4.1 Implement minimum targets to provide housing that is *affordable* to *low- and moderate-income households*.

5.1.4.2 Work with other levels of government, private sector developers and not-for profit affordable housing providers to plan for a sufficient supply of housing which is affordable to low- and moderate-income households.

5.1.4.3 Coordinate land use planning and planning for housing with Service Managers and community partners in the Urban Area and *Rural Area* to address the full range of *housing options*, including *affordable housing*.

5.1.4.4 Enable programs, strategies and incentives, including Inclusionary Zoning, to promote and support the development of *affordable housing*.

5.1.4.5 Prohibit the demolition or conversion of rental housing to other forms of ownership tenure or other uses unless replacement units are provided in order to maintain a rental housing vacancy threshold of 3 per cent.

5.1.4.6 Require *development* applications proposing a conversion of rental buildings to condominium tenure or demolition of rental buildings to submit a housing impact statement, either as a standalone report or as a section within a planning justification report.

5.1.4.7 Prohibit, where permitted under the *Planning Act*, the conversion of residential rental properties to a purpose other than a residential rental property with six or more units, the demolition of residential rental properties

with six or more units, or the assembly of residential rental properties for the purposes of *redevelopment* with a cumulative total of six or more units.

5.1.4.8 Notwithstanding policy 5.1.4.9, the conversion, demolition, or assembly of residential rental properties may be permitted if it can be demonstrated that the proposal would not adversely impact the supply of rental housing, as determined by housing targets, including affordable rental targets, set out in this Plan, the Halton Region State of Housing Report; The Town of Milton Housing Needs Assessment; or, as determined by rental vacancy rates being below the minimum three (3) per cent threshold.

5.1.4.9 Prohibit, where appropriate under the *Planning Act* and *Condominium Act*, the conversion of rental accommodation to freehold ownership when the vacancy rate is at or below three (3) per cent over the preceding three-year period as reported through the CMHC Rental Market Survey.

5.1.4.10 Notwithstanding policy 5.1.4.8 and policy 5.1.4.9, the *Town* may consider permitting the conversion of rental housing to condominium ownership, subject to the submission of a Housing Impact Statement and where it can be demonstrated that:

a. The conversion will address and result in the creation of affordable housing for affordable home ownership; and

b. Tenants have the option to continue to lease their units following the approval of the conversion to condominium in accordance with the provisions of the *Residential Tenancies Act*.

5.1.4.11 Where demolition of a residential rental property with six or more units occurs, replacement rental housing or affordable units are provided for those units that are demolished at a 1:1 ratio or higher.

5.1.4.12 Encourage the provision of *affordable* and/or rental housing within any *redevelopment* proposal located on a surplus school site, when feasible.

5.1.4.13 Collaborate with other public agencies to evaluate the potential delivery of *affordable* and/or rental housing on surplus public lands that are serviced, particularly where the lands:

a. are supported by transit;

b. support socially diverse and inclusive communities; and

c. are well located in relation to amenities needed to support daily living including community services, employment and opportunities.

5.1.4.14 Prioritize and review the suitability of surplus municipal land and buildings for the development of *affordable* and/or housing before selling, leasing or redeveloping.

5.1.5 Housing Partnerships

Objective 67. Work with other housing partners and stakeholders to ensure a full spectrum of housing types is available to meet the needs of all residents.

It is policy of the *Town* to:

5.1.5.1 Support the coordinated effort from all levels of government through coordinated implementation of a range of strategies, including effective taxation, regulatory and administrative policies and incentives.

5.1.5.2 Advocate for sustained provincial and federal funding that promotes affordable and attainable housing options, including community housing and purpose-built rental housing; and, supports energy efficiency and sustainable housing design for new and existing residential units.

5.1.5.3 Cooperate with other levels of government, the *Region*, private landlords, builders and community groups to utilize existing programs and seek fiscally sustainable and predictable funding sources to enable a range of housing options that address *affordable housing* needs across the housing continuum.

5.1.5.4 Work with the *Region* to support the implementation of Halton Region's Comprehensive Housing Strategy.

5.1.6 Monitoring

5.1.6.1 Provide monitoring and reporting on the implementation and achievement of the housing targets set out in the Housing Strategy and this Plan.

5.1.6.2 Develop an annual report to be provided to Council to update on the progress in implementing the Housing Strategy.

5.1.6.3 Monitor the local housing market and initiate, where required, changes to municipal policy to satisfy local housing requirements.

5.1.6.4 Include various housing-related information in the annual monitoring report, with particular emphasis on:

a. Residential land supply;

b. Range of housing forms built;

c. New housing prices relative to income distribution;

d. *Intensification* performance; and

e. Additional residential units.

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5.2 Urban Design and Placemaking

Urban design is about the creation of our built environment. It involves the arrangement, appearance, and function of buildings and publicly owned places such as streets, trails, parks, squares or open spaces – both individually and in how they relate to each other collectively. Good urban design enriches our quality of life and every day experiences. It facilitates a built form that is contextually appropriate, through size, shape, scale, and building features. When done well, urban design creates people-friendly places that are inclusive, attractive, promote civic pride and support healthy living.

By 2051, communities in Milton will have distinct identities, encourage social connections, and foster stronger sense of place.

5.2.1 Design Excellence

The *Town* is aiming to achieve high standards of urban design. The high standards relate to overall quality, environmental sensitivity, sustainability and positive sense of place. High design standards will apply equally at the level of individual sites as well as at the level of existing and new Complete Neighbourhoods, *Employment Areas*, *Strategic Growth Areas,* and to the community in its entirety.

Objective 68. Achieve a high standard of design in the built environment.

It is policy of the *Town* to:

5.2.1.1 Achieve a varied pattern of built form that supports and enhances the urban experience.

5.2.1.2 Design and develop an active and attractive network of places and destinations.

5.2.1.3 Achieve *development* that supports transit and *active transportation*.

5.2.1.4 Encourage new *development* to have regard to the urban design objectives of this Plan and any complementary criteria.

5.2.1.5 Ensure high quality design is used in all *public service facilities,* parks and open spaces.

5.2.1.6 Develop design guidelines for certain types of building forms, land uses, the *public realm* or specific areas, such as Secondary Plan Areas, and use them in the review of *development* applications or town-initiated projects, where applicable.

5.2.1.7 Ensure that the design of *development* is informed by applicable built-form guidelines.

5.2.1.8 Ensure that the preparation of urban design guidelines, where required, contributes to *development* that:

a. is *compatible* in architectural form with abutting neighbourhoods;

b. forms or contributes to a cohesive and unified cluster of buildings which are architecturally *compatible* with each other;

c. provides links with the pedestrian, cycle, transit and vehicular networks on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and

d. maintains and enhances historic development patterns in the layout of new *development*.

5.2.1.9 Ensure that the following urban design factors are considered in the review of *development* applications:

a. the extent to which the proposed development attains the applicable urban design objectives and policies of this Plan; and

b. the extent to which the proposed development implements the design directions of any applicable Council-approved urban design guidelines.

Objective 69. Ensure that new *development* is complementary to and *compatible* with existing *development.*

It is policy of the *Town* to:

5.2.1.10 Encourage new *development* to establish a contextual relationship between the proposed *development* to adjacent buildings, streets and areas.

5.2.1.11 Design *development* to reinforce, complement and enhance the overall pattern of built form and open spaces in the surrounding area.

5.2.1.12 Ensure that new *development* is integrated with and respects the *character* of the area in which the *development* is located, including but not limited to the height, massing, orientation, aesthetic, and landscaping, while enhancing a sense of place and, where appropriate, providing a unique architectural identity.

Civic Buildings and Spaces

Objective 70. Design civic buildings and spaces to a high standard of design excellence.

It is policy of the *Town* to:

5.2.1.13 Site civic buildings and spaces for prominence, visibility and universal accessibility.

5.2.1.14 Design civic buildings and spaces that are fully integrated with the urban design and built form of the community.

5.2.1.15 Incorporate low-impact design and other green site *development* and buildings practices.

5.2.1.16 Incorporate placemaking opportunities to enhance civic buildings and spaces as community focal points.

5.2.2 Built Form

Built form typologies are mostly defined by their height, massing, organization and relationship to the *public realm*. The quality of the design and the materials selected for buildings is fundamental to good urban form, human scale and placemaking.

Objective 71. Inform the creation of the built environment by providing direction for the design and placement of built form that contributes to the overall community vision.

It is policy of the *Town* to:

5.2.2.1 Provide a general design framework for building typologies inclusive of low-rise, mid-rise, and high-rise buildings.

5.2.2.2 Low-rise buildings will generally be designed to:

a. integrate with and respect the surrounding context in terms of height, massing, setbacks, orientation and landscape character;

b. include areas for soft landscaping, main entrances at ground level, front porches, or balconies, where appropriate;

c. provide unit and building entrances that have direct access to; and

d. create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within *mature neighbourhood areas* will be designed to complement the character of the area.

5.2.2.3 Mid-rise buildings will generally be designed to:

a. have convenient access to transit and *active transportation* networks;

b. locate in proximity to amenities, such as parks, open space, schools,

shopping, *public service facilities*, services and amenities;

c. activate the street-level frontages of *redevelopment*, where appropriate;

d. be *compatible* and integrate with the surrounding context in terms of height, massing, setbacks, orientation and landscape character;

e. achieve an appropriate transition to existing and planned lower-scale *development* by providing enhanced landscaping and gradual change in height and massing through the application of specific height regulations and stepbacks;

f. provide sufficient setbacks and adequate space for tree planting and other landscaping;

g. incorporate bird-friendly designs and materials; and

h. create visual interest and diversity in the built environment.

5.2.2.4 High-rise buildings, also referred to as *tall buildings*, will generally be designed to:

a. create visual interest and diversity in the skyline;

b. have convenient access to transit and *active transportation* networks;

c. locate in proximity to amenities, such as parks, open space, schools, shopping, *public service facilities*, services and amenities;

d. activate the street-level frontages of *redevelopment*, where appropriate;

e. consider the effect of the *development* on the existing *character* of its surroundings, including the relationship with other existing and planned high-rise buildings;

f. achieve an appropriate transition to existing and planned lower scale development areas;

g. include publicly accessible retail and *service commercial* interior spaces, where appropriate;

h. maximize sunlight penetration and views between buildings, including views of the sky;

i. minimize shadows cast on private rear yards, the public realm, school yards and parks;

j. incorporate bird-friendly designs and materials;

k. mitigate microclimatic impacts on the public realm and private amenity areas; and

l. maximize sunlight penetration and views between buildings, including

views of the sky, and minimize shadows cast on private rear yards, the *public realm*, school yards and parks.

5.2.3 Public Realm

The *public realm* consists of all spaces to which the public has unrestricted access, such as streets and boulevards, public open spaces, squares and civic buildings and is an integral component of the urban form of the Town. The arrangement of streets and blocks within the *public realm* provides the foundation for the Town's built environment. A high quality, safe, and inclusive *public realm* contributes to placemaking and enriches the quality of life of residents.

Objective 72. Create a high quality, and inclusive *public realm*.

It is policy of the *Town* to:

5.2.3.1 Support *development* that enhances the *public realm* by using elements that make streets safer and comfortable for people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability.

5.2.3.2 Pursue opportunities to connect components of the *public realm* to create a network.

5.2.3.3 Develop flexible spaces that allow for a variety of activities, where appropriate.

5.2.3.4 Design a *public realm* that supports social connection, economic development and environmental improvements.

5.2.3.5 Encourage the use of *Privately-Owned Publicly Accessible Spaces* (POPS) to contribute publicly accessible amenities.

5.2.3.6 Encourage building design and landscaping to be human scale, safe, and comfortable.

5.2.3.7 Design an inclusive and universally accessible *public realm*.

5.2.3.8 Provide barrier-free access to public and publicly accessible buildings and facilities and along major pedestrian routes for users of all ages and abilities.

5.2.3.9 Encourage the integration of nature into the design of the *public realm*.

5.2.3.10 Explore partnerships with *development* proponents and other community groups to enhance the *public realm*.

Safe Community Design

Objective 73. Create safe communities that enhance public health and well-being.

It is policy of the *Town* to:

5.2.3.11 Promote public safety through the implementation of Crime Prevention through Environmental Design (CPTED) principles.

5.2.3.12 Ensure sufficient surveillance, visibility and lighting levels in public and publicly accessible spaces.

5.2.3.13 Encourage the design of open spaces and streetscapes which eliminate potentially hazardous conditions.

5.2.3.14 Create a comfortable and safe *public realm* through the use of landscaping, protection from the elements, as well as the buffering of parking, loading and storage areas.

5.2.3.15 Encourage the sharing of facilities such as parking, outdoor and indoor walkway systems, elevators, and lobbies, to increase use and public presence in these areas.

5.2.3.16 Locate all publicly accessible spaces near public roads, transit stops or other active spaces to facilitate public surveillance.

5.2.3.17 Encourage the use of transparent materials for walls and doors of publicly accessible indoor and outdoor spaces to facilitate surveillance.

Streetscapes

Objective 74. Create functional, safe, and aesthetically pleasing streetscapes.

It is policy of the *Town* to:

5.2.3.18 Support the enhanced design of the streetscape created by the buildings, sidewalks, signage, street, *trees*, landscaping, street furnishings, open spaces, and other elements along streets.

5.2.3.19 Utilize traffic calming measures where appropriate to provide a safer environment for pedestrian activities and to maintain vehicles within designated speeds and patterns of movement.

5.2.3.20 Discourage reverse lotting and encourage a range of alternatives to ensure a high-quality streetscape.

5.2.3.21 Consider the following when designing Town roads, where appropriate:

a. The maintenance of a minimum clear width of walkway for pedestrians along the right-of-way by establishing requirements applicable to the local context;

b. The expression of the function of the local street network through the distinctive design treatment of surfaces, lighting, vegetation and street furniture in key areas;

c. The buffering of noise sensitive properties, where appropriate, by such means as placement of walls, fences and/or vegetation planting within a space separation along the right-of-way;

d. The placement of street *trees* at frequent intervals within a substantial landscaped boulevard which separates the travelled roadway from the pedestrian sidewalk, and within any median;

e. The provision of suitable illumination by locating lighting fixtures appropriate to the needs of vehicles, cycles and pedestrians at sufficient intervals;

f. The provision of adequate weather protection, seating, visibility and illumination at transit stops along the road right-of-way, throughout the full range of daily and seasonal conditions;

g. The provision of areas for snow storage in proximity to the local street to facilitate maintenance of a clear and unobstructed surface; and

h. The provision of vehicle loading, service and deliveries to individual properties with minimal disruption to the design of buildings and pedestrian paths.

5.2.3.22 Encourage the design of streetscaping elements to support on-street parking along commercial frontages to increase animation, reduce vehicle speeds, and to serve as a protective buffer between pedestrians and moving vehicles.

5.2.4 Microclimate

Objective 75. Manage localized site climate conditions to improve human comfort.

It is policy of the *Town* to:

5.2.4.1 Encourage the design of mid and high-rise *development* which reduces or mitigates undesirable wind and shadow impacts on streets, open spaces and other pedestrian activity areas.

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5.2.4.2 Encourage the provision of various types of shelter at intervals in areas of intense activity, such as commercial shopping streets, neighbourhood cores, major intersections, and along major cycle and pedestrian routes.

5.2.4.3 Encourage the provision of sheltered entranceways for pedestrians and cyclists at major entrances to public buildings, transit stations, recreational facilities, and large commercial complexes.

5.2.4.4 Encourage the provision of weather-protected paths at grade between public sidewalks and major *developments*.

5.2.4.5 Design pedestrian paths and crosswalks to ensure all are clearly visible through winter snow or slush.

5.2.4.6 Design all pedestrian and cycle routes, sidewalks and crosswalks and adjacent roadways with adequate drainage to prevent an accumulation of rain, ice or slush.

5.2.4.7 Encourage landscape design that supports the maintenance of naturalized space, replacement of lost vegetation, use of native species, and enhancement of ecological stability.

5.2.5 Barrier Free Access

Objective 76. Reduce physical barriers to create more inclusive, accessible, and equitable community.

It is policy of the *Town* to:

5.2.5.1 Achieve continuous barrier-free access to public and private buildings, facilities and open-spaces, along pedestrian routes, and between transportation connection nodes, using barrier-free features.

5.2.5.2 Encourage the location of both existing and proposed *developments*, barrier-free access routes along the mainstream of pedestrian routes such as sidewalks, main entrances to buildings and interior corridors.

5.2.5.3 Maintain the travelled portion of pedestrian routes free from obstructions such as street furniture, and fixtures, or projections of furniture, fixtures, and buildings.

5.2.5.4 Ensure barrier-free features are well-integrated within the functional and aesthetic design composition.

5.2.6 Automobile-Oriented Uses

Objective 77. Minimize the effect of automobile-oriented uses on pedestrian-oriented environments.

It is policy of the *Town* to:

5.2.6.1 Require the proponent of automobile-oriented uses, where permitted by the policies of this Plan, to reinforce street edges, achieve a pedestrian scale and contribute to a high-quality *public realm* and streetscapes through a combination of site planning, landscaping and built form.

5.2.6.2 Discourage automobile-oriented uses such as drive-throughs, which detract from the *character* and function of nodes and adversely affect the achievement of the minimum required *development density*, compact built form and pedestrian-oriented environments.

5.2.6.3 Encourage the partial screening of surface parking lots through the use of low fences, walls, and landscape elements, and through the location of lots away from street view while still permitting views for orientation and safety.

5.2.6.4 Encourage a reduction in the scale of large surface parking lots through their sub-division into smaller areas by means such as landscaping, walkways, fencing or walls.

5.2.6.5 Encourage the proponent of parking structures to design such structures so that the street frontage accommodates street-oriented uses such as retail, *service commercial*, *office*, or residential.

5.2.6.6 Require the proponent of gas station uses to have regard for the location requirements of policy 3.3.2.16.

5.2.7 Public Art

Objective 78. Install public art to foster community identity, diversity and history.

It is policy of the *Town* to:

5.2.7.1 Encourage the creation of new and the preservation of existing public art in public and private spaces throughout the Town.

5.2.7.2 Encourage the integration of public art into new public and private *development*.

5.2.7.3 Locate public art in publicly accessible areas, such as public parks, plazas, courtyards, gateways and civic building.

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5.2.7.4 Consider the inclusion and installation of public art as part of public *infrastructure* projects, where feasible.

5.2.7.5 Support public art that represents a diversity of disciplines and artists that reflect the various cultures in Milton.

5.2.7.6 Explore opportunities to honour Indigenous culture and history.

5.2.7.7 Encourage the provision for art of one (1) percent of the cost of proposed major *development*.

5.2.7.8 Develop and implement a Public Art Strategy.

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5.3 Cultural Heritage Resources

Cultural heritage is the legacy of physical artifacts, landscapes, traditions and beliefs from Milton's past. Exploring cultural heritage provides an opportunity to learn about the unique cultures, traditions and experiences that have shaped Milton. *Cultural heritage resources* contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities.

Milton has a rich cultural heritage. Indigenous communities and early settlers in Milton's early townships have left layers of rich cultural history throughout Milton. The *Town* recognizes that *cultural heritage resources* are important to the communities who have called Milton home. These resources must be protected for the benefit of future generations. Special care and consideration is needed to protect and preserve them. First Nations cultural heritage and *archaeological resources* are important and must be protected for the benefit of future generations.

As Milton continues to grow, *development* and *site alteration* can put pressure on historic buildings, archaeology and cultural heritage landscapes. Therefore, planning in a way that identifies, protects and promotes the town's *cultural heritage resources* is paramount.

5.3.1 Cultural Heritage Resources Conservation

By 2051, Milton will conserve its most significant *cultural heritage resources* for present and future generations.

Objective 79. Identify and inventory Milton's significant built heritage and cultural heritage landscapes and resources.

It is policy of the *Town* to:

5.3.1.1 Work with community partners to identify *built heritage resources* including *protected heritage properties* using criteria established by provincial regulation under the *Ontario Heritage Act*.

5.3.1.2 Maintain a Municipal Heritage Register documenting all designated and non-designated properties under Part IV of the *Ontario Heritage Act* and all properties within a designated Heritage Conservation District under Part V of the *Ontario Heritage Act*.

5.3.1.3 Consult with interested groups or individuals and public agencies to maintain and update, as necessary, a list of non-designated heritage properties that

contain one or more buildings structures, monuments, installations or remains that contains potential cultural heritage value or interest associated with architectural, cultural, social, political, economic, or military history interest for Council consideration for future heritage designation.

5.3.1.4 Ensure that the Heritage Register includes the following information:

a. For properties designated under the provisions of Part IV of the *Ontario Heritage Act*:

i) A legal description of the property;

ii) The name and address of the owner; and

iii) A statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property.

b. For properties included on the Heritage List:

i) A description of the property that is sufficient to readily ascertain the property.

c. For Heritage Conservation Districts designated under Part V of the *Ontario Heritage Act*:

i) A map or description of the area of each Heritage Conservation District.

5.3.1.5 Publish and update the Heritage Register on the municipal website regularly.

5.3.1.6 Inventory and conserve cultural heritage landscapes, including cemeteries, and significant views.

5.3.1.7 Encourage landowners to identify their properties as candidates for designation under the *Ontario Heritage Act*.

5.3.1.8 Encourage the preservation of mature *trees* and other vegetation of heritage significance. Existing landmark *trees* and hedge lines shall be an essential consideration in the design of any development; however, the *Town* shall also take into consideration the relative importance of competing resources. The preservation of *trees* along streets and roads shall be encouraged by Council, except where removal is necessary because of disease or to ensure public health and safety.

5.3.1.9 Evaluate an individual *cultural heritage resource* to determine whether it is considered significant and worthy of designation based on Ontario Regulation 9/06 “Criteria For Determining Cultural Heritage Value Or Interest”

5.3.1.10 Undertake Heritage Conservation District Studies to examine the *character* of an area and to assist in the delineation of a boundary of a proposed Heritage Conservation District. Of potential interest will be the Victoria and Mill Street neighbourhood and other areas in the Downtown and the Hamlets. The Heritage Conservation District may include buildings of no present architectural or heritage attributes and interest but which contribute towards the contextual attribute, *character* or appearance of the District.

5.3.1.11 Prepare and adopt a Heritage Conservation District Plan containing policies, guidelines and relevant information which will enhance the historical character and appearance of the area and provide a framework for repairs, renovation, alternations, and new *development*.

5.3.1.12 Ensure that in planning and designing public works and landscaping in areas designated as a Heritage Conservation District, the conservation and enhancement of existing roads and streetscapes, and the impact of such improvements on historical, architectural, scenic, or archaeological resources shall be considered.

5.3.1.13 Pass a by-law under the *Ontario Heritage Act* where the *Town*, having satisfied the provisions of policy 5.3.1.11, deems it appropriate to designate a Heritage Conservation District, which shall identify the extent of the area, contain procedures to control the alteration and demolition of existing buildings, as well as the construction of new buildings, based on the criteria in the Heritage Conservation District Plan, and outline appeal processes.

Objective 80. Protect and conserve Milton's *cultural heritage resources*.

It is policy of the *Town* to:

5.3.1.14 Protect heritage properties, which may contain *built heritage resources* or *cultural heritage landscapes*.

5.3.1.15 Discourage the demolition, destruction or inappropriate alterations to designated or listed cultural heritage resources by requiring a Heritage Impact Assessment, plans and any other information as is deemed necessary by the Town for approval.

5.3.1.16 Prohibit *development* and site alteration on adjacent lands to *protected heritage property* unless the heritage attributes of the protected heritage property are *conserved*.

5.3.1.17 Require a Heritage Impact Assessment and any other information as is deemed necessary for approval under the *Ontario Heritage Act*, as a component of the

development application, to determine the potential impacts of the proposed *development* to the property's cultural heritage value or interest and to make recommendation to mitigate them.

5.3.1.18 Implement recommendations set out in a Heritage Conservation Plan, Archaeological Assessment, and Heritage Impact Assessment through a Heritage *Easement* Agreement or covenant that has been approved, accepted or adopted by Council.

5.3.1.19 Encourage the protection of *cultural heritage resources* by:

a. Studying and considering the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;

b. Incorporating in any reconstruction or alterations, design features that are in harmony with the area's *character* and existing buildings in mass, height, setback and architectural details; and

c. Commemorating *cultural heritage resources* in some way, including the display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.

5.3.1.20 Encourage, where appropriate, the adaptive reuse of a *built heritage resource* in a manner that retains the *heritage attributes* of the resource.

5.3.1.21 Designate Heritage Conservation Districts, under Part V of the *Ontario Heritage Act,* where appropriate, and encourage landowners to protect, maintain and enhance existing properties in a Heritage Conservation District.

5.3.1.22 Enter into a Heritage *Easement* Agreement with property owners for the conservation of properties of cultural heritage value or interest.

5.3.1.23 Ensure that a Heritage Impact Assessment is required for evaluation prior to issuing a demolition permit is granted for a property designated under the *Ontario Heritage Act*.

5.3.1.24 Ensure that proposed *development* that involves, or is in or near, *cultural heritage resources* is required to:

a. study and consider the preservation, relocation and/or adaptive reuse of historic buildings and structures based on both social and economic costs and benefits.

b. incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass,

height, setback and architectural details and, in particular:

i) new additional features should generally be no higher than the existing heritage buildings and wherever possible shall be placed to the rear of the building or set back substantially from the principal facade; and

ii) new construction and/or infilling should complement the immediate physical context and streetscape by generally being of the same height, width and orientation of adjacent buildings, being of similar setback, of like materials and colours and using similarly proportioned windows, doors and roof shape.

c. express the heritage resource in some way, including the display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses and reflecting the former architecture and uses.

5.3.1.25 Require that signs on designated properties and on properties in Heritage Conservation Districts and Heritage Conservation District Study Areas be subject to Council approval. The *Town* will require signs which are compatible with a heritage building, structure and/or District and conform with relevant guidelines for alterations to heritage buildings and areas.

Objective 81. Promote Milton's *cultural heritage resources*.

It is policy of the *Town* to:

5.3.1.26 Promote awareness of cultural heritage conservation and work in partnership with cultural heritage organizations and the public.

5.3.1.27 Inform promptly the appropriate *public agencies*, First Nations and Municipal Heritage Committee, when appointed by Council, of *development* proposals that may affect *cultural heritage resources* and known archaeological sites.

5.3.1.28 Consult with First Nations on relevant *development* applications in accordance with provincial legislation, regulations and guidelines.

5.3.1.29 Consult, and seek advice and assistance from a Municipal Heritage Committee when appointed by Council on the designation and determination of significant heritage resources.

5.3.1.30 Partner with historical societies and other organization in the promotion and conservation of cultural heritage.

5.3.1.31 Promote and reinforce community recognition of the historical sense of place by incorporating enhanced street signage, plaques and lighting features, where feasible.

5.3.1.32 Consider providing incentives to support the conservation of heritage properties by promoting the development of private and public financial resources for the preservation and rehabilitation of cultural heritage resources.

5.3.1.33 Consider future funding for the conservation and restoration of buildings, archaeological surveys and for the implementation of Heritage Conservation District programs with the assistance of the Ministry of Culture and other appropriate authorities.

5.3.1.34 Consider implementing a loan and/or grant program to property owners or groups undertaking restoration or rehabilitation of designated or significant cultural heritage properties. Other forms of financial assistance will be investigated, developed and utilized wherever appropriate.

5.3.1.35 Consult with individual property owners, to recognize significant *cultural heritage resources* through appropriate forms of commemoration (i.e. plaques, signage), through the provision of information (i.e. pamphlets, publications, walking tours, etc.).

5.3.1.36 Present plaques and certificates to building owners and persons representing contributions to the restoration and conservation of the Town's cultural heritage resources by means of a conservation awards program.

5.3.1.37 Be consistent with the Niagara Escarpment Plan when permitting a second dwelling on the same *lot* within the Niagara Escarpment Areas if the *built heritage resource* on the property is designated.

5.3.1.38 Support the permission to build a second property on the same *lot* in *Rural Area* if the historic resource on the property is designated subject to planning, zoning and building code requirements. A Heritage Impact Assessment substantiating that the historic house is worthy of designation shall be submitted.

Objective 82. Endeavor to identify and conserve *archaeological resources* and *areas of archaeological potential*.

It is policy of the *Town* to:

5.3.1.39 Prepare an Archaeological Management Plan to inventory, classify and map significant *archaeological resources* and *areas of archaeological potential* in Milton and provide direction for their assessment and conservation, and in the interim, apply and update the Halton Regional Archaeological Management Plan as appropriate.

5.3.1.40 Require *development* proponents to provide an Archaeological Assessment, prepared by an archeologist licensed under the *Ontario Heritage Act*, consistent with provincial requirements and the Archaeological Management Plan to:

a. confirm the presence of *archaeological resources*;

b. describe the cultural affiliation when feasible;

c. assess the significance of the *archaeological resources*; and

d. assess the impact of the proposed *development* and recommend methods to rescue the resource, mitigate to avoid or lessen negative impacts on the resource, and conserve the resource.

5.3.1.41 Prohibit *development* and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* unless an Archaeological Assessment Report recommending no further archaeological concern has been entered into the Ontario Public Register of Archaeological Reports.

5.3.1.42 Prohibit site grading, servicing or other soil disturbance prior to the approval of the archaeological assessment by the appropriate approval authority prepared in accordance with policy 5.3.1.40. Where the potential for impacts to archaeological resources exists, a licensed archaeological consultant shall undertake an archaeological assessment at the proponent's expense and, if necessary, the removal and documentation of the site. Assessment and mitigation will be reported upon to the Ministry and a recommendation for clearance of archaeological resource concerns will be provided when such work has been completed to the satisfaction of the Ministry.

5.3.1.43 Where the Archaeological Assessment Report recommends that significant archaeological resources must be conserved in place, only *development* and *site alteration* that maintain the heritage integrity of the site may be permitted.

5.3.1.44 Engage and consult with the appropriate First Nations, Inuit and Metis communities in conserving *cultural heritage* and *archaeological resources*.

5.4 Parks, Open Spaces and Trails

Milton's parks, open spaces and trails are destinations for active and passive recreation and are focal points for the Town. They are intended to provide multifunctional flexible spaces, programming for gatherings, opportunities to connect with nature, and to accommodate various park amenities and outdoor recreation facilities for the entire community.

Parks, open spaces and trails play an important role in supporting healthy and active lifestyles and improving the overall quality of life and wellbeing for Miltonians by providing spaces and equipment for physical activity through organized and informal recreation sports fields, play structures, and courts. These spaces also provide places for friends, neighbours, and communities to interact, socialize, and build stronger social ties together with creating connections to the outdoors and access to the calming/healing benefits of the *natural environment*.

The configuration and size of parks (and lengths) and open spaces depends on the shape and constraints of surrounding properties, specific program requirements and design standards, and the comprehensive planning of *complete communities*. The *Town* will develop new parks and trails and invest in upgrades and improvements to existing parks and open spaces as required based on new growth, demand, and input from residents.

5.4.1 Parks and Open Space Infrastructure

By 2051, Milton's diverse parks, trails and open spaces offer opportunities for active and passive outdoor uses in complete and healthy neighbourhoods and communities, meeting the park, recreation and culture needs of residents.

Objective 83. Provide parks, trails and open spaces across the town that are conveniently located and inclusive.

It is policy of the *Town* to:

5.4.1.1 Develop a system of publicly accessible parkland, open spaces and trails for recreational activities to support healthy, active and inclusive communities.

5.4.1.2 Determine the distribution of new parks and open spaces through secondary planning to ensure all neighbourhoods are well served with a variety of parks, open spaces and trails.

5.4.1.3 Ensure parks, open spaces and trails are provided in *Strategic Growth Areas* that are prioritized for *intensification* and mixed uses.

5.4.1.4 Create trail and open space networks that link the *Settlement Areas*, *Rural Areas* and the *Local Natural Heritage System* and connect to adjacent municipalities.

5.4.1.5 Acquire parklands and open space to achieve the *Town*'s Parkland provision standard as outlined in the Parks and Recreation Master Plan, and associated studies using all available tools including, but not limited to, conveyance through the *development* application process and direct purchase.

5.4.1.6 Provide a diverse distribution of parks and open spaces to meet the diverse active and passive recreational and leisure needs of the community.

5.4.1.7 Identify opportunities for co-sharing of parks and open space facilities to enable greater access.

5.4.1.8 Update the Parks and Recreation Master Plan to guide the provision of recreation facilities, parklands, open space areas and trails.

5.4.1.9 Consider the following goals when updating the Parks and Recreation Master Plans:

a. Confirm metrics to guide the levels of park and open space provision;

b. Provide recreation facilities, parklands, open space areas and trails that support an active, healthy lifestyle;

c. Assess the need and opportunity for recreation~~al~~ facilities to serve the local community andthe surrounding region, where appropriate;

d. Identify key areas or sites for the future development of parks that avoid sensitive landscapes;

e. Identify and target under-serviced areas for improved levels of protection;

f. Enable alternative forms of parkland; and

g. Support *urban agriculture* and other local food initiatives.

h. Support the implementation of the Parks and Recreation Master Plan.

5.4.1.10 Adhere to the policies of the Greenbelt Plan when considering opportunities to incorporate recreational uses, together with destination parks (i.e. parks meant for tournament level use) in the Greenbelt Plan Area, including:

a. Avoiding key natural heritage features and *key hydrological features*;

b. Developing a vegetation enhancement plan to maintain or enhance

adjacent key *natural heritage features* and key hydrologic features; and

c. Developing a natural heritage conservation plan to minimize adverse impacts on the natural heritage.

Objective 84. Provide and maintain indoor and outdoor recreation facilities, park amenities, trail networks, and open spaces.

It is policy of the *Town* to:

5.4.1.11 Identify opportunities for recreation facilities, park amenities, trail networks, and open spaces to provide opportunities for health and wellness and define the *character* of the Town through *Planning Act* application processes.

5.4.1.12 Plan and develop the Park and Recreation Continuum in accordance with Table 11.

5.4.1.13 Facilitate the implementation of a municipal classification of core park types that results in the following park typologies:

a. Community Parks to serve the entire town and provide significant quantities of outdoor recreation facilities and complementary park amenities.

b. District Parks to serve multiple neighbourhoods and provide significant quantities of outdoor recreation facilities and complementary park amenities. Neighbourhood Parks to provide day-to-day park amenities and passive open space for residents at the neighbourhood level, as well as outdoor recreation facilities.

c. Village Squares to serve as local community amenities and provide passive open space throughout neighbourhoods and in *Strategic Growth Areas*.

5.4.1.14 Use the municipal park and recreation hierarchy to guide the development of parks in Secondary and Tertiary Plan Areas.

5.4.1.15 Recognize publicly owned natural open spaces, including parts of the Environmental System, as potential locations to provide passive recreation.

5.4.1.16 Collaborate with other agencies such as the school boards, Conservation Halton and the Region, and community groups in the planning and development of parks, recreation facilities, trail networks and open space systems.

5.4.1.17 Collaborate with the Niagara Escarpment Commission to identify and, where appropriate, coordinate enhancements to the Niagara Escarpment Parks and Open Space System.

5.4.1.18 Support the use of combined facilities through partnerships with agencies to provide additional public park uses.

Table 11. Park and Recreation Continuum.

INDOOR RECREATION FACILITIES	OUTDOOR RECREATION FACILITIES	PARK AMENITIES	TRAIL NETWORKS	OPEN SPACE SYSTEM
Community Centres Arenas Indoor Pools Indoor Cycling Etc.	Outdoor Rinks Soccer Fields Outdoor Pools Etc. Baseball Diamonds Cricket Pitches	Playground Equipment Spray pads Skateboard/ BMX Facilities Community Gardens Developed Park Space Etc.	Trails Hiking Paths cycling Paths Multi-use Trails Utility Lands Trails Linear Parks Boardwalks Etc.	Undeveloped Park Space Passive Open Space Woodlots Ravines Valleys Naturalized Areas Environmental System Etc.

Objective 85. Design parks and open spaces as active, attractive, inclusive places that foster social interaction.

It is policy of the *Town* to:

5.4.1.19 Design and locate parks and open spaces to:

a. connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;

b. provide a comfortable setting with consideration for elements such as wind and sunlight conditions that promote use and enjoyment of the space;

c. provide appropriate spaces for a variety of active and passive recreation,

as well as productive recreation such as community gardening;

d. emphasize and improve unique aspects of the community's history, identity and *character*;

e. implement the principles of Crime Prevention Through Environmental Design (CPTED) through the location and design of parks and open spaces;

f. ensure that the design and development of parks and recreation facilities, trail networks and open spaces address public safety and accessibility for all ages and abilities;

g. incorporate low impact design features and integrate *green infrastructure* within parks to reduce the vulnerability to the *impacts of a changing climate* and enhance the resiliency of our parks;

h. integrate sustainable materials into park *infrastructure*, where feasible;

i. maximize the *urban forest* and protect and enhance *natural features* within and adjacent to parks; and

j. be accessible and usable to all residents year-round.

Objective 86. Support the creation of *privately owned publicly accessible spaces* that complement existing and planned parks, open spaces, trails and natural areas, but are separate and distinct from the required parkland quantum

It is policy of the *Town* to:

5.4.1.20 Enable opportunities for the provision of *privately owned publicly accessible spaces* in the Town, and partnership models, where appropriate.

5.4.1.21 Recognize *privately owned publicly accessible spaces* as spaces that contribute to the *public realm* but remain privately owned, privately maintained and do not replace the need for new public parks and open spaces.

5.4.1.22 Support the creation of privately owned publicly accessible spaces provided through developments that will:

a. be sited in prominent, highly visible and publicly accessible locations on public street frontages;

b. be designed to be seamlessly integrated and connected into the broader *public realm*;

c. be designed and programed for users of a variety of ages and abilities to serve the local population;

d. include amenity areas, seating, public art, landscaping and stormwater capture, where appropriate, as determined through the development review process; and

e. include signage to identify the space as being publicly accessible, in compliance with the *Town*'s Sign By-law.

5.4.1.23 Permit temporary commercial uses to animate *privately owned publicly accessible spaces*, where appropriate, subject to *Town*'s by-laws.

5.4.1.24 *Privately owned publicly accessible spaces* shall not be credited for parkland conveyance, unless otherwise agreed to with the *Town*.

5.4.1.25 Have the *Town* and the landowner enter into an agreement to be registered on title to ensure permanent, year-round, public access to the *Privately owned publicly accessible space* and address matters including but not limited to safety, maintenance, and liability.

Objective 87. Complement public access to parks with open spaces that provide opportunities for outdoor enjoyment and provide unique opportunities for linkages throughout Milton.

It is policy of the *Town* to:

5.4.1.26 Integrate land uses that can enrich the experience of the *public realm* such as golf courses, abandoned rail lines and other corridors into the community.

5.4.1.27 Consider locating land uses such as hydro corridors and the Parkway Belt West Area within the open space designation.

5.4.1.28 Continue to consider alternative park typologies to create additional complementary park options.

5.4.1.29 Promote connectivity between open spaces and adjacent communities through walking paths, trails and landscaping, when appropriate.

5.4.1.30 Minimize impacts of active open spaces uses such as cemeteries with existing and future land uses, including impacts from traffic and parking.

5.4.1.31 Seek opportunities to integrate open spaces with the Environmental System.

5.4.1.32 Seek opportunities to bolster parkland quantum with acquiring Greenbelt Lands to create "Tournament Level" spaces near various population areas/secondary lands.

5.4.1.33 Require conveyance of land for parks or other public recreational purposes according to provisions of the Land Conveyance By-Law and Policy, as a condition of *development* or *redevelopment*.

5.4.1.34 Accept payment-in-lieu for all or part of the required conveyance of land for park or other public recreational purposes in accordance with the provisions of the Land Conveyance By-Law and Policy.

5.4.1.35 Consider alternative means for establishing new parkland and parkland improvements, including, but not limited to:

a. Land purchases; or

b. Seeking partnerships, land easements, agreements, and/or joint provision of land, for instance through a privately-owned publicly accessible spaces (POPs) model, including an agreement on title, where approriate.

5.4.1.36 Confirm the location, quantity, size, configuration and technical base condition of conveyance (pre-servicing, grading, stabilization, etc.) of parkland during the *development* application review process.

5.4.1.37 Work with the development community to identify opportunities to convey ownership of parkland and provide new parks, recreation facilities and/or trails in conjunction with the timing of each respective phase of a *development*.

5.4.1.38 Prohibit encumbered lands including, but not limited to, those identified for active transportation functions, stormwater management facilities, natural heritage features and hazard lands as conveyance for park or other public recreational purposes per the provisions in the Land Conveyance By-law and Policy.

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5.5 Institutional Uses

Institutional uses are the places and services that support healthy and engaged living and add to the overall quality of life. Many levels of government provide these services. They include *public service facilities* such as arenas, libraries, community centres and fire and rescue services.

Institutional uses may also be provided by community partners. For example, long-term care services, places of worship, or childcare centres. These facilities meet social and cultural needs of residents and are essential for the achievement of a strong and healthy community, which provides for all aspects of human life.

The size and scale of *institutional uses* may vary. Some major institutions may have a regional influence, while other minor institutions primarily serve the local community. This Plan facilitates these land uses to ensure community members have convenient access to *institutional uses* without adverse impacts. The design and develop *institutional uses* will be in a manner which is *compatible* with the exiting or future complete neighbourhoods.

5.5.1 Institutional Uses

By 2051, a range of *institutional uses* that serve the community is available to urban and rural residents.

Objective 88. Provide space for *institutional uses* that complement and support the needs of residents.

It is policy of the *Town* to:

5.5.1.1 Enable the delivery of community spaces across all neighbourhoods and hamlets to meet population growth and residents' evolving needs.

5.5.1.2 Ensure *institutional uses* within the hamlets can be serviced by appropriate *infrastructure*, and adheres to all applicable policies of this Plan.

5.5.1.3 Determine the appropriate locations for *institutional uses* in secondary plans, having regard for the type of service provided and the potential users.

5.5.1.4 Ensure *institutional uses* are *compatible* with the surrounding land uses.

5.5.1.5 Identify opportunities to locate *institutional uses* in locations that maximize accessibility and convenience for all users.

5.5.1.6 Encourage the shared use of buildings such as *public service facilities* or *places of worships* and other similar facilities, and the use of designs that can be adapted to alternative community uses.

5.5.1.7 Work with community partners and social service providers to plan for future needs for social services and secure spaces.

Objective 89. Provide spaces for major *institutional uses* that service the entire Milton community and beyond.

It is policy of the *Town* to:

5.5.1.8 Support efforts to serve residents with access to major *institutional uses*, such as health care, colleges and universities, correctional facilities, or *major places of worships*, by working with community partners and other levels of government to integrate these uses.

5.5.2 Cultural and Library Facilities

Objective 90. Provide cultural and library facilities that offer a diversity of experiences for the public.

It is policy of the *Town* to:

5.5.2.1 Consider the policies of this Plan, secondary plans and other relevant information when determining the appropriate location, site layout, built form and quality of design of cultural and library facilities.

5.5.2.2 Provide cultural and library facilities including through community partnerships, joint ventures and facility sharing in the *Urban Area* and the *Rural Area*.

5.5.2.3 Support the implementation of the Milton Public Library facilities requirements as presented in the Milton Public Library Master Plan.

5.5.3 Schools

Objective 91. Coordinate the planning and timely delivery for school sites to ensure the community's changing needs are met.

It is policy of the *Town* to:

5.5.3.1 Coordinate growth management with school planning, working closely with the Boards of Education.

5.5.3.2 Encourage site size, site layout and built form of schools to be *compatible* with the existing or planned form of *development* in the area.

5.5.3.3 Encourage the location of school sites adjacent to parks or other recreation facilities to allow for shared use of facilities.

5.5.3.4 Encourage the *development* of shared school buildings where feasible, and public access to school facilities to maximize land and financial resources.

5.5.3.5 Explore alternative built formats to better integrate school facilities into the context of the surrounding neighbourhoods, particularly in high-density neighbourhoods.

5.5.3.6 Consider acquiring all or a portion of any lands reserved for a school site that is not required by the Boards of Education for the park and open space network.

5.5.3.7 Assess options to ensure adequate land for parks and recreation purposes is provided where closure and sale of a school site is proposed.

5.5.4 Colleges and Universities

Objective 92. Enable the *development* of colleges and universities in Milton, integrated as a component of a *complete community*.

It is policy of the *Town* to:

5.5.4.1 Collaborate with senior levels of government to identify needs and ensure the provision of colleges and universities are available to the community to support the goals and objectives of this Plan.

5.5.4.2 Plan for colleges and universities implementing the principles of *complete communities*.

5.5.4.3 Integrate colleges and universities into the surrounding communities and the broader Region.

5.5.4.4 Direct the *development* of colleges and universities to *Strategic Growth Areas,* where feasible.

5.5.5 Places of Worship

Objective 93. Integrate *places of worship* into the community.

It is policy of the *Town* to:

5.5.5.1 Ensure *places of worship* and *major places of worship* are *compatible* with adjacent land uses by considering the *lot* size, height, massing, and scale of the building; parking; and access.

5.5.5.2 Ensure *places of worship* and *major places of worship* integrate into the surrounding neighbourhood in a manner that does not adversely impact adjacent land uses, with respect to noise, traffic, parking, pedestrian safety, etc.

5.5.5.3 Permit a site reservation for *places of worship* to be provided in every new secondary plan at the rate of one site per 10,000 people.

5.5.5.4 Implement in all new secondary plans a Holding Zone for *places of worship* sites to be removed three (3) years after a plan of subdivision is draft approved and subject to satisfying the following conditions of draft approval:

a. It shall 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 demonstrates 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 this Plan.

5.5.5.5 Encourage the co-location of *places of worship* within mixed-use buildings, schools, and *public service facilities*.

5.5.5.6 Assess *development* applications for *places of worship* that include a *sensitive land use* such as residences, classrooms for religious instruction, or community services, to ensure they are appropriately located and that adverse impacts are minimized.

5.5.5.7 Consider opportunities for *places of worship*, where appropriate, to locate in the *Rural Area*, subject to compliance with *infrastructure*, zoning, building

requirements, and the policies of the Niagara Escarpment Plan, the Greenbelt Plan and this Plan.

5.5.6 Emergency Services

Objective 94. Strategically locate emergency service facilities to support the effective and efficient delivery of fire, ambulance, and police response.

It is policy of the *Town* to:

5.5.6.1 Coordinate growth management with the provision of emergency service facilities.

5.5.6.2 Ensure the efficient and effective allocation of sites for emergency service facilities throughout the town, in consultation with the emergency services provider and adjacent municipalities.

5.5.6.3 Encourage the integration of emergency service facilities with surrounding *development*, including appropriate architectural design, landscaping and buffering, and provide convenient access to arterial roads and the intended service area.

5.5.6.4 Ensure that adequate emergency access is provided throughout the town for emergency service vehicles.

5.5.6.5 Require site plan and draft plan of subdivision applications to demonstrate the ability to accommodate fire prevention and timely emergency response.

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5.6 Integrated Employment

Milton is situated at the center of one of Canada's most significant technology clusters, the Ontario Innovation Corridor. Location coupled with a highly skilled labour force makes Milton appealing to a variety of industries.

Land use planning policies can complement and support Milton's Economic Development Strategy and help to create local jobs. A broad range of employment uses can be located in a variety of strategic areas throughout the town. Milton's land use policies protect specific lands for employment uses. Jobs including industrial, manufacturing and warehouses may need to be separated from *sensitive land uses*.

Space is also needed for offices, medical clinics and service-related employment. These may be located near or within residential uses. The *Town* recognizes the need for flexibility when delivering place-of-work options, including work from home, live-work units or *home occupations*.

Land uses that support jobs should be planned to accommodate a more compact, *transit-supportive* and pedestrian-oriented environment with many employment-supportive amenities. Land use planning can ensure employment uses are accessible to people using a variety of transportation options.

Through the planning and *development* of employment uses, the *Town* has the opportunity to support climate change adaptation and mitigation. The *Town* will encourage sustainable building practices to minimize the impact on the environment.

5.6.1 Integrated Employment

By 2051, Milton will accommodate a spectrum of industries and businesses.

Objective 95. Provide the opportunity to accommodate a range and mix of employment uses.

It is policy of the *Town* to:

5.6.1.1 Identify and protect a range of strategic lands for employment uses to ensure economic prosperity throughout the town.

5.6.1.2 Recognize the current and future diversity of economic activities when identifying and protecting lands for employment uses.

5.6.1.3 Maintain suitable sites to accommodate a range of existing and future economic activities and ancillary uses for a minimum of 15 years.

5.6.1.4 Address potential barriers to investment in the lands identified for employment uses.

5.6.1.5 Provide flexible land use permission to accommodate evolving business needs.

5.6.1.6 Monitor the availability and suitability of lands identified for employment uses in accordance with the policies of this Plan.

Objective 96. Ensure the successful integration of employment uses into the community.

It is policy of the *Town* to:

5.6.1.7 Enable mixed land uses to create a diverse range of lands that can contribute to the long-term employment base throughout the community.

5.6.1.8 Provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses outside of *Employment Areas,* which support a wide range of economic activities and ancillary uses, and consider the needs of existing and future businesses.

5.6.1.9 Provide lands that create appropriate transitions from *Employment Areas* that can accommodate employment uses that may not be appropriate in *Employment Areas* or *Strategic Growth Areas*.

5.6.1.10 Achieve land use compatibility by ensuring that the planning and *development* of *sensitive land uses* avoids, minimizes or mitigates the *adverse effects* and impacts from industrial, manufacturing or other uses that are vulnerable to encroachment.

5.6.1.11 Support opportunities for shared location including *intensification* of employment uses, such as office and retail, in compact, mixed-use *developments*.

5.6.1.12 Support the Economic Development Strategy by providing places for job creation and a destination for diverse talent.

Objective 97. Encourage a sustainable employment environment.

It is policy of the *Town* to:

5.6.1.13 Encourage and support the sustainable design and *development* of employment uses including the use of *low impact development* features such as green roofs and water conservation measures.

5.6.1.14 Explore opportunities to use sustainable energy solutions for employment uses.

5.6.1.15 Enable green *development* practices through the locating and designing of employment uses.

5.6.1.16 Ensure employment uses are accessible by transit and *active transportation infrastructure*.

5.6.1.17 Promote the sustainable use of land including the rehabilitation of *brownfield sites*.

Objective 98. Support and expand rural employment opportunities.

It is policy of the *Town* to:

5.6.1.18 Preserve and expand opportunity for rural employment, where appropriate.

5.6.1.19 Leverage rural *infrastructure*, amenities and assets to support viable rural economic development.

5.6.1.20 Ensure that the necessary new *infrastructure* is provided to support employment needs, subject to the applicable policies of this Plan.

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5.7 Capital Infrastructure

Infrastructure such as roads, *municipal water services*, *municipal sewage services*, stormwater management systems and electricity are building blocks of a community. All residents and businesses need reliable *infrastructure* in order to work, learn, conduct business, and communicate. New *infrastructure* is planned along with new *development* to ensure residents and businesses have access to critical services such as *municipal water services*, *municipal sewage services* and roads.

Municipalities must also make room for other forms of *infrastructure* such as stormwater management systems, electricity generation facilities, transmission and distribution systems, and telecommunication facilities.

5.7.1 Infrastructure

In 2051, planning and investment in capital *infrastructure* support growth, economic competitiveness and quality of life.

Objective 99. Coordinate growth and *infrastructure* investment to maximize the use of existing and planned *infrastructure*.

It is policy of the *Town* to:

5.7.1.1 Coordinate and integrate *infrastructure* planning with land use planning and growth management to:

a. Achieve financial viability over the lifecycle of the infrastructure;

b. Optimize *infrastructure* capacity; and

c. Meet current and projected needs.

5.7.1.2 Optimize the use of existing *infrastructure* before constructing new *infrastructure*.

5.7.1.3 Permit new *development* to the limit of the capacity of the available *municipal water services* and *municipal sewage services*, as confirmed by the *Region* and the *Town*.

5.7.1.4 Recognize climate change trends when undertaking the planning, design, construction and operation of municipal *infrastructure.*

Locating Infrastructure

5.7.1.5 Identify corridor(s) for goods movement, *active transportation*, transit, and other linear *infrastructure* such as energy transmission and distribution facilities and communication.

5.7.1.6 Support strategic inter-municipal transportation connections.

5.7.1.7 Plan for and protect corridors and rights-of-way for *infrastructure*.

5.7.1.8 Encourage the coordination and co-location of linear *infrastructure* to promote cost-effectiveness and to facilitate service integration and access.

5.7.1.9 Avoid *prime agricultural areas* when locating new or expanding exiting *infrastructure*, unless it has been demonstrated, and it has been established, that there are no reasonable alternatives.

5.7.1.10 Recognize the role of the *Region* to continue to upgrade and improve *infrastructure*, in alignment with the *Region*'s Integrated Master Plan, and Development Charges Water and Waste Water Technical Report to meet the growing needs of the community.

5.7.1.11 Encourage utility provider in the Urban Area to locate such *infrastructure* underground and group in a single utility trench wherever possible.

5.7.1.12 Require the establishment of new, or expansion of existing utilities, to be carried out in a manner that is protective of public safety and the environment, n accordance with provincial regulations and guidelines.

5.7.2 Communications Infrastructure

It is policy of the *Town* to:

5.7.2.1 Support the provision of communication *infrastructure* to support residents and businesses.

Communication Infrastructure Development

5.7.2.2 Telecommunications infrastructure is permitted in all land use designations.

5.7.2.3 Potential adverse impacts of *development* on existing communications infrastructure will be evaluated in consultation with telecommunication providers and avoided or mitigated, where possible.

5.7.2.4 Support opportunities for enhancement and/or replacement of communications infrastructure as part of *development* through discussions with utility providers.

5.7.3 Generation, Transmission and Distribution Facilities

It is policy of the *Town* to:

5.7.3.1 Provide opportunities for the provision of energy supply such as generation facilities and transmission and distribution facilities, district energy systems and *renewable energy systems* and *alternative energy systems*.

Generation, Transmission and Distribution Infrastructure Development

5.7.3.2 Electric power transmission and distribution facilities are permitted in all land use designations without an amendment to this Plan.

5.7.3.3 Public utility providers must have regard for the policies of this Plan when planning for transmission and distribution facilities and require consultation with the *Town* on the location of all new facilities.

5.7.3.4 Electric power generation facilities will be permitted through an amendment to this Plan.

5.7.3.5 District energy facilities will be permitted in all land use designation without an amendment to this Plan.

5.7.3.6 Potential adverse impacts from adjacent *development* on transmission and distribution corridors and infrastructure will be avoided through coordination with utility providers.

5.7.3.7 The open space character of hydro corridors will be recognized as a potential location for natural heritage linkages, enhancement areas and trails.

5.7.3.8 Energy conservation and efficiency will be support through effective land use planning and the policies as referenced in this Plan.

5.7.4 Major Oil and Gas Transmission Pipelines

It is policy of the *Town* to:

5.7.4.1 Appropriately plan for development within proximity to major pipelines.

Major Oil and Gas Transmission Pipelines Development

5.7.4.2 Major oil and gas transmission pipelines and related facilities are permitted in all land use designations, with the exception of the Escarpment Natural Area and the Escarpment Protection Area designations within the Niagara Escarpment Plan Area, without an amendment to this Plan.

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5.7.4.3 The *Town* will work with the pipeline companies to ensure that the location, design and construction standards used for major oil and gas transmission pipelines take into account the potential environmental and safety effects and the ultimate *development* pattern.

5.7.4.4 Rights-of-way for pipeline corridors and related facilities will be protected for current and future project needs, in accordance with all applicable legislation, regulations and guidelines.

5.7.5 Stormwater Infrastructure

It is policy of the *Town* to:

5.7.5.1 Plan and provide stormwater *infrastructure* to protect human health and safety, and the *natural environment* including the *quality and quantity of water*.

5.7.5.2 Work with appropriate agencies to integrate stormwater infrastructure planning with watershed planning and the planning for municipal water services and municipal sewage services.

5.7.5.3 Ensure that all *development* is controlled using *environmentally sustainable* stormwater management approaches to minimize flooding and support the protection of ground and surface water quantity and quality.

5.7.5.4 Achieve greater integration of land use, servicing and stormwater management by requiring a Subwatershed Impact Studies for the Subwatershed Impact Areas that have been identified as part of the Functional Stormwater and Environmental Management Strategy.

5.7.5.5 Require the approval of a stormwater management plan which implements a management concept endorsed by a subwater management plan or which is in accordance with *best management practices*.

5.7.5.6 Promote best practices, including *low impact development* and *green infrastructure* technologies, as tools to manage stormwater runoff and reduce contaminants from entering water sources.

Stormwater Management planning

5.7.5.7 The *Town* will undertake stormwater management planning to:

a. Minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

b. Minimize erosion and changes in water balance;

c. Mitigate risks to human health, safety, property and the environment;

d. Promote best practices including stormwater attenuation and re-use, water conservation and efficiency, the use of green infrastructure and low impact development;

e. Consider the cumulative impacts of stormwater from development on a watershed basis; and

f. Ensure that stormwater infrastructure is financially viable over the infrastructure's lifecycle.

5.7.5.8 *Development* proponents shall be required to prepare a Stormwater Management Plan for all *developments* and areas undergoing intensification.

5.7.5.9 Stormwater Management Plans shall:

a. Be in accordance with the *Town's* Stormwater Master Plan;

b. Be in accordance with a watershed, subwatershed plan, source water protection plan, master environmental servicing plan, Class Environmental Assessment or equivalent;

c. Use an integrated treatment train approach to control stormwater volumes and reduce reliance on stormwater ponds, to extent possible, given the site constraints;

d. Design the stormwater management system with the appropriate soil media and aggregate necessary to achieve the desired performance of the system while maintaining a viable growing environment for the system's vegetation community;

e. Incorporate low impact development and green infrastructure following the hierarchical order outlined in the *Town's* Consolidated Linear Infrastructure-Environmental Compliance Approval;

f. Include a monitoring plan in accordance with the *Town's* Consolidated Linear Infrastructure-Environmental Compliance Approval for the *Town*'s stormwater management system; and

g. Minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces.

Stormwater Infrastructure Development

5.7.5.10 Planning, design, construction and monitoring of stormwater management systems within the Greenbelt Plan Area shall be subject to the policies of the Greenbelt Plan.

5.7.5.11 All public and private stormwater management systems are required to be designed in accordance with the *Town's* Consolidated Linear Infrastructure-

Environmental Compliance Approval, Engineering and Parks Standards Manual and all provincial legislation, guidelines and standards to:

a. Prevent the loss of life, personal injury, and property damage;

b. Fulfill water quality objectives, in compliance with provincial, federal and *Town* requirement;

c. Implement the recommendations from the governing master plan, watershed/subwatershed or subwatershed impact study, or equivalent;

d. Manage erosion and sedimentation within natural watercourses;

e. Protect people and property by providing flood control;

f. Manage urban runoff using a treatment train approach to stormwater management with emphasis on source and conveyance controls;

g. Minimize drainage to regional roads and regional *infrastructure*, where feasible and cost effective, from existing and future *development*;

h. Convey major overland flow routes to positive drainage outlet within *Town*-owned lands;

i. Maintain or enhance the flow regime in receiving watercourses;

j. Maintain pre-development water balance;

k. Protect and enhance features and functions of the Green and Blue System's components described in the governing master plan, watershed/ subwatershed or subwatershed impact study, or equivalent;

l. Integrate amenity spaces, such as parks, where appropriate, with stormwater management systems;

m. Promote innovation by encouraging the implementation of *green infrastructure*, stormwater reuse and water conservation;

n. Build community resilience by incorporating climate change considerations into the design of the stormwater management system;

o. Manage stormwater as a resource; and

p. Ensure that the stormwater management system has sufficient existing, planned or allocated system capacity.Locating Stormwater Infrastructure

Locating Stormwater Infrastructure

5.7.5.12 Stormwater management facilities shall not be permitted in significant features of the *Local Natural Heritage System* or hazard lands.

5.7.5.13 Stormwater management ponds shall be located outside of valley and steam corridors, unless approved by the *Town* in consultation with the *Conservation Authority* and the Province.

5.7.5.14 Stormwater management ponds shall have a minimum 7.5 metre buffer block between the stormwater management pond block and the adjacent *development.*

5.7.5.15 Stormwater management facilities shall be located and sized to ensure releases are controlled to protect the natural environment and *infrastructure*.

5.7.5.16 New stormwater management facilities shall be designed to integrate into the character of the *development* including, but not limited to:

a. Designed as an aesthetic feature that provides pollinator habitat within a community;

b. Locate stormwater ponds adjacent to open space, parks or the *Local Natural Heritage System*, where feasible;

c. Consider subsurface storage and/or infiltration systems within high-density nodes and beneath parks, where feasible and financially viable over their life cycle; and

d. Install infiltration galleries and low impact development facilities within readily accessible publicly owned areas such as beneath walkways and trails and in road allowances and open spaces.

5.7.5.17 When it is necessary to use private stormwater management systems to achieve the treatment train approach outlined in the *Town's* Consolidated Linear Infrastructure-Environmental Compliance Approval (CLI-ECA), the Town will acquire, through legal instruments or binding agreements, the right to access, operate, and maintain privately owned stormwater management works as a condition of *development* approval and in accordance with the provisions outlined in the *Town*'s CLI-ECA respecting privately owned stormwater works.

5.7.5.18 *Development* proponents shall be required to design stormwater management and conveyance system infrastructure, among other things, that incorporates climate change considerations and implements approaches that aids in building community resilience to the *impacts of a changing climate*.

5.7.6 Water Services and Municipal Sewage Services

It is policy of the *Town* to:

5.7.6.1 Coordinate the planning of *municipal water services* and *municipal sewage services infrastructure* for the forecasted growth in consultation with the *Region* to align with the Halton Region Integrated Master Plan, and the Development Charges Water and Waste Water Technical Report.

5.7.6.2 Promote *municipal water services* and *municipal sewage services* provision, in consultation with the Region, in a manner that:

a. can be sustained by the water resources upon which the services rely;

b. is feasible and financially viable over the life cycle of the *infrastructure*;

c. protects human health and safety and the *natural environment*; and

d. considers comprehensive municipal planning for these services.

Municipal Water Services and Sewage Services Planning

5.7.6.3 The *Region* will provide *municipal water services* and *municipal sewage services* only within the Urban Area as delineated on Schedule 3, unless otherwise permitted by specific policies of this Plan.

5.7.6.4 *Development* in the Urban Area will be limited to the ability and financial capability of the *Region* to *municipal water services* and *municipal sewage services* in accordance with its approved financing plan.

5.7.6.5 The *Town* will cooperate with the *Region* in designing and implementing the *municipal water services* and *municipal sewage services* to meet the capacity requirements of the Urban Area.

5.7.6.6 The *Town* will work with the *Region* to consider opportunities to allocate and re-allocate, if necessary, any unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply.

5.7.6.7 The *Town* will support the *Region* in exploring, and implementing, if deemed cost-effective, technological innovations and best operating and management practices to continuously improve performance of the *municipal water services* and *municipal sewage services* to protect the environment.

5.7.6.8 Where it can be demonstrated that there are long-term social, environmental or economic benefits, individual components of the *municipal water services* and *municipal sewage services* may be over-sized provided that it:

a. is deemed prudent by Regional Council; and

b. is financially feasible.

5.7.6.9 The *Town*, in coordination with the *Region,* will consider the over-sized components of the *municipal water services* and *municipal sewage services* as one of many contributing factors, but not a determinative one, in the location or timing of future expansions of the Urban Area in accordance the policies of this Plan.

5.7.6.10 The *Town* will support the *Region* in monitoring the servicing requirements of proposed and approved *development* in terms of allocations of water supply and wastewater treatment capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities.

5.7.6.11 The *Town* will support the *Region* in monitoring the quantity of flows, in both the water supply and wastewater treatment systems and developing, programs for allocating the remaining servicing capacities on the basis of the status of *development* approvals and phasing strategies.

5.7.6.12 The *Region*, in coordination with the *Town*, will consider adding new locations to the areas eligible for *municipal water services* and *municipal sewage services* provided the following criteria are met:

a. The proposed use is a *public services facility* or is an existing *public use* as of the date that of approval of this Plan with an operational connection to one of *municipal water services* and *municipal sewage services*; and,

b. The provision of full *municipal water services* and *municipal sewage services* does not conflict with this Plan or any Provincial Plans and is deemed technically feasible by the *Region*; and

c. Upon approval of:

   i) a site-specific municipal-led Official Plan Amendment if the site fronts on appropriate *municipal water services* and *municipal sewage services*; or,

   ii) a site-specific proponent-led Official plan amendment if the site fronts on one of appropriate *municipal water services* and *municipal sewage services*; or,

   iii) a site-specific proponent-led Official Plan amendment if the site does not front on *municipal water services* and *municipal sewage services*.

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Municipal Water Services and Sewage Services Development

5.7.6.13 For lands falling within the Greenbelt Protected Countryside, the location and construction of infrastructure and expansions, extensions, operations, and maintenance of infrastructure are subject to the relevant policies of the Greenbelt Plan.

5.7.6.14 *Development* in the Urban Area is permitted only when there is capacity within the existing *municipal water services* and *municipal sewage services*, as demonstrated through the completion of an Area Servicing Plan, Functional Servicing Report or other technical study, to the satisfaction of the *Town* and the *Region*.

5.7.6.15 All *development* and *redevelopment* is the Urban Area shall be required to be connected to the *municipal sewage* and *water services*.

5.7.6.16 The *Town* will coordinate land use planning approvals and the provision of regional *infrastructure* servicing.

5.7.6.17 *Development* in the Urban Area is only permitted on private wells and/or private sewage disposal systems that conform to regional standards and provincial legislation, regulations and standards, including building codes for the following:

a. When municipal water services and municipal sewage services is determined by the Region to be unavailable;

b. On an interim basis until *municipal water services and municipal sewage services* is available, at which time the *development* must be connected to the municipal servicing system(s) within two years of the service(s) becoming available;

c. The *development* meets other criteria as specified by Council in the applicable *municipal sewage services* and *municipal water services* guidelines; and

d. The owner of the *development* satisfies all financial and legal obligations required by the *Region*.

5.7.6.18 The *Town* in coordination with the *Region*, may permit the placement of *municipal sewage services* and *municipal water services* on privately owned lands only in accordance with the applicable regional guidelines.

5.7.6.19 Private connections to existing and future *municipal sewage services* and *municipal water services* situated outside the Urban Area are not permitted, unless otherwise specified by specific policies of this Plan, or to comply with

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legally executed and binding agreements existing at the time of the adoption of this Plan, with the following exceptions:

a. The provision of water infrastructure may be permitted from remote water supply sources such as wells or reservoirs, and where in accordance with other policies of this Plan, from municipalities adjacent to Halton Region;

b. Connections existing or approved by Regional Council on the day of adoption of this Plan;

c. The Halton Waste Management Site, municipally known as 5400 Regional Road 25; and

d. The Milton Works Yard, municipally known as 5600 Regional Road 25.

5.7.6.20 The *Town* will recognize, with regard to *municipal sewage services* and *municipal water services*, that where a road exists along the boundary between the Urban Area designation boundary and another land use designation, the exact location of the Urban Area boundary shall be considered to exist along the edge of the right-of-way furthest from the Urban Area. Where this right-of- way boundary line is discontinuous due to reasons such as intersecting roads, the Urban Area boundary shall be interpolated across these gaps.

5.7.6.21 The *Town* will recognize approvals given by the *Region* existing as of the date of approval of this Plan to permit, on an interim basis until full *municipal sewage services* and *municipal water services* are available and subject to the approval of the Ministry of the Environment, limited industrial *development* requiring low volumes of water to locate within the Urban Area, based on private services or on municipal water supply and private wastewater treatment systems. Such interim servicing shall be subject to the following:

a. Areas for such servicing are determined in conjunction with the *Region* and are clearly delineated in this Official Plan and Zoning By-law by appropriate maps and/or text.

b. Detailed implementation schemes for industrial *development* in each of these areas which address, among other matters, the specific type of servicing proposed, are adopted by both Regional and Milton Councils.

c. The design and approval of private services are in accordance with regional by-laws, standards and guidelines and with provincial requirements.

d. Where considered necessary by the *Town* and *Region*, approval of such

industrial servicing systems is to be conditional upon the owners of the individual proposals entering into one or more agreements with the *Region* to satisfy all regional concerns, financial or otherwise, relating to water supply and wastewater treatment.

e. When full *municipal sewage services* and *municipal water services* are available as determined by the *Region*, the property owners are required to connect and pay the applicable fees for connection.

Rural Water Services and Sewage Services Infrastructure

5.7.6.22 *Development* proponents in the *Rural Area* are required to demonstrate that the proposed use can be serviced with an appropriate level of *individual on-site water services* and *individual on-site sewage services*.

5.7.6.23 *Development* proponents in the *Rural Area* are required to demonstrate that the servicing method will be the most suitable option for the site.

5.7.6.24 *Development* proponents in the *Rural Area* are required to demonstrate that the proposed individual on-site water services and individual on-site sewage services will not adversely impact the Environmental System or public health.

5.7.6.25 The Town will review proposals for private communal systems in the context of applicable guidelines and policies to ensure suitable administrative, engineering, environmental and financial arrangements to the satisfaction of the *Town* and the Province.

5.7.6.26 The *Town* may permit *individual on-site sewage services* and *individual on-site water services* in the *Rural Area* when municipal and private communal sewage services and municipal and private communal water services are not available, planned or feasible, provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

5.7.6.27 The *Town* may permit *partial services* in the *Rural Area* only when:

a. it is necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or

b. within Hamlets, where new *development* will be serviced by individual on-site water services in combination with *municipal sewage services* or private communal sewage services, to allow for infilling and minor rounding out of existing *development* on *partial services* provided that site conditions are suite able for the long-term provision of such services with no *negative impacts*.

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Inter-municipal Connections

5.7.6.28 The *Town* will support the *Region* in identifying and permitting improvements to the urban service system interconnections existing at the time of adoption of this Plan between the Region of Halton and abutting municipalities.

5.7.6.29 The *Town* will support the *Region* in exploring and permit, based on individual merit, and in accordance with goals and objectives of this Plan, new urban service system interconnections between the *Region* and abutting municipalities.

5.7.7 Waste Management

It is policy of the *Town* to:

5.7.7.1 Support the planning and provision of *waste management systems* to accommodate future populations and facilitate integrated waste management.

Disposal and Composting

5.7.7.2 The *Town* will support the *Region*'s efforts to promote the principles of reduction, diversion, and circular economy including the recycling of aggregate waste.

5.7.7.3 The *Town* will support the *Region*'s efforts to encourage three stream waste management to be provided as part of *development* for multi-residential, employment, commercial and institutional uses through flexible site design that facilitates material separation and multiple waste streams.

5.7.7.4 The *Town* will support the *Region*'s efforts to encourage enclosure of outdoor waste storage areas and waste storage facilities within multi-residential, employment, commercial and *institutional uses,* where achievable.

5.7.7.5 Agricultural operations are permitted to compost on-farm produced organic material for their own farming use up to 75 tonnes per hectare per annum in cultivation provided that the *Town*'s Property Standards and Zoning By-laws are maintained.

Hazardous Waste

5.7.7.6 Notwithstanding the provisions of policy 6.2.6.11, the collection of hazardous wastes at approved locations may be permitted, subject to approval by the appropriate Ministries.

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Landfill Sites

5.7.7.7 Prior to the consideration of any proposed *development* on or within 500 metres of all known landfill sites as identified in policy 8.2.2.5 to this Plan appropriate studies as determined by the *Town*, in consultation with the *Region* and the appropriate Ministries, shall be required.

Solid Waste Collection and Disposal

5.7.7.8 The Halton Waste Management Site and all related operations are permitted under its Certificate of Approval in accordance with the provisions of policy 8.2.2.5 of this Plan, except in the Niagara Escarpment Plan Area, where such uses are prohibited.

5.7.7.9 New landfill operations will only be permitted through an amendment to this Plan.

5.7.7.10 New waste management facilities will be considered and evaluated outside of the Niagara Escarpment Plan Area and after studies have been completed.

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PART B.

SECTION 6. Development Directions
SECTION 7. Implementation
SECTION 8. Specific Policy Areas
SECTION 9. Official Plan Definitions
SECTION 10. Official Plan Schedules



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Official Plan
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SECTION 6. DEVELOPMENT DIRECTIONS

6.1 Land Use and Built Form

Land use and built form are intrinsically related. Land use defines the purpose of a site, group of sites, or an area (e.g., residential, commercial, industrial), while built form describes the physical characteristics of the buildings, which in conjunction with the parks and open spaces within that site or area (e.g., height, density, or spatial arrangement) give shape the built environment.

Land use planning in Milton requires a coordinated approach to land use and built form, ensuring that the built environment supports and promotes functional, vibrant communities through principles like mix of uses, pedestrian-oriented development, environmental protection, or *transit-supportive* design.

Development applications in Milton will be assessed based on conformity with the policies of Section 6.1 that inform the design and *development* of built form typologies, the policies for a diversity of land uses contained in Section 6.2, the detailed *development* criteria established for each land use designation, as described in Sections 6.3 and 6.4, and other applicable policies of this Plan.

6.1.1 Land Use

Land use describes the land's potential, such as providing ecosystem or socio-economic goods and services to the community, and defines what activities occur on the land, like housing, commercial, industrial or agricultural.

Land uses are the tools used to categorize areas of land according to their permitted and intended uses, guiding *development* and resource management to achieve community goals, protect existing features, and reduce conflicts between incompatible uses. They provide a framework that establishes general expectations for how an area will be used (e.g., residential, commercial, office, industrial, or natural conservation), which is then detailed through zoning by-laws to specify exact rules for *development* such as building size and location.

a. The Official Plan considers the urban and rural lands' functions to create a strategic vision for the Municipality.

b. The land use designations are used to implement that vision and to provide directions and criteria for the use and form of *development*' and the protection of natural features and resources.

c. While a land's function is its inherent capacity, a land use designation explicitly reserves it for that purpose. The designation will prevent incompatible uses, and established more detail *development* guidance, thereby protecting the area's intended function for the community.

d. Land functions and land use designations are linked through the planning process. A summary is provided on Table 13 and Table 14.

6.1.2 Built Form

Built form refers to the physical outcome of land use within the designations. Planning for built form and establishing typologies and directions for the design and *development* of buildings and structures will ensure that new *development* integrates well with adjacent buildings and surrounding areas, shapes the *character* of neighborhoods, and enhances the quality of public spaces.

Table 12 establishes three built form typologies that aim to contribute to the creation of *complete communities*, shaping Milton's urban and rural character and identity. Buildings are broadly categorized by height into low-rise, mid-rise, and high-rise and are defined in number of storeys. They may take the form of purpose-built or mixed-use buildings, linking land function to built form.

Different building typologies can coexist within the same site, block, or area, especially in mixed-use developments that combine various uses. They can contribute to human-scale environments, help define unique skylines and act as landmarks in the community. In addition, categorizing built form allows for a more focused assessment of impacts and the development of appropriate design directions.

Table 12. Framework for Built Form Typologies.

BUILDING TYPOLOGY	HEIGHT RANGE
Low-rise buildings	up to and including four (4) full storeys
Mid-rise buildings	between five (5) and eight (8) full storeys
High-rise buildings	nine (9) full storeys or greater

The general distribution of three built form typologies is described in Table 15a, Table 15b, and Table 16 as an easy reference tool for the reader to quickly determine maximum height requirements at a particular location. More specific height permissions (minimum

or maximum) within specific land use designations are established by the policies of this Plan.

It is policy of the *Town* to:

6.1.1.1 Establish a framework for the *development* of built form in the Urban Area in each land use designation identified on the land use schedules of this Plan, subject to the detailed land use permissions, and built form requirements established in this Plan.

6.1.1.2 The zoning of individual sites may not allow for the full range of building typologies permitted within a land use designation.

Low-rise Buildings

Low-rise buildings are no taller than four (4) storeys in height. Low-rise residential buildings include a variety of grade related housing types that range from *single detached dwellings,* and semi-detached dwellings to slightly denser forms such townhouses, stacked townhouses, duplexes, triplexes, fourplexes, and low-rise apartments buildings. Low-rise buildings can also house non-residential uses such as commercial, institutional, employment or agricultural-related uses; and can assist in providing a mix of built forms and uses that support streets, parks and open spaces, at a lower scale.

6.1.1.3 Applications for the *development* of Low-rise buildings will be assessed based on conformity with the following:

a. Low-rise buildings will have regard to any applicable urban design and, built form guidelines, and the policies of Section 5.2;

b. Low-rise residential typologies will contribute to a mix of housing forms;

c. Low-rise buildings shall be designed to integrate architecturally to complement the surrounding context; and

d. Buildings shall generally be oriented towards the public street to maintain the rhythm of the neighbourhood frontage.

Mid-rise Buildings

Mid-rise buildings are generally between five (5) and eight (8) storeys, inclusive, in height, or as prescribed by area-specific policies and land use designations. They are intended to accommodate many uses and provide *transit-supportive* densities yet are moderate in scale, have good street proportion, and support high quality, accessible public open spaces.

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Mid-rise buildings should be designed to consider the width of the street right-of-way onto which they front, and achieve appropriate transition to the surrounding context. While not common in the Rural Area, mid-rise buildings may include grain silos, livestock barns, and associated industrial and storage buildings.

6.1.1.4 Applications for the *development* of mid-rise buildings will be assessed based on conformity with the following:

a. Mid-rise buildings will be generally located abutting a collector or arterial road;

b. Mid-rise buildings will have regard to the *Town*'s Mid-rise Guidelines, any applicable urban design, and built form guidelines, and the policies of Section 5.2;

c. Mid-rise buildings will generally have a maximum *floor space index* of 1.0 to 4.0, as prescribed by land use designation and/or area-specific policies;

d. Mid-rise buildings will achieve an appropriate transition to existing and planned lower scale development areas;

e. Parking may be provided as a combination of surface and underground parking;

f. Amenity space may be provided as a combination of private balconies, communal gardens, and rooftop amenity space;

g. Mid-rise buildings will have regard to the *Town*'s Mid-rise Building Guidelines, any applicable urban design guidelines, and the policies of Section 5.2.

High-rise Buildings

High-rise buildings, also referred to as *tall buildings*, represent buildings with a height greater than eight (8) storeys and height maximums as prescribed by area-specific policies and land use designations and may only be permitted where transition in height can be provided to adjacent low-rise areas.

High-rise buildings are intended to accommodate many uses and provide *transit-supportive* densities at a greater scale and height than the surrounding context, contributing to the diversity of built form in the Town. They play an important role in creating complete neighbourhoods, allowing the *Town* to meet its growth targets.

6.1.1.5 Applications for the *development* of high-rise buildings will be assessed based on conformity with the following:

a. High-rise buildings will be generally located abutting an arterial road or at locations established through a secondary plan process;

b. The maximum number of dwelling units per hectare shall be in accordance with the applicable area-specific policies of this Plan;

c. High-rise buildings will generally have a maximum *floor space index* of 4.0 to 6.0, as prescribed by area-specific policies and land use designations;

d. High-rise buildings will achieve an appropriate transition to existing and planned lower scale development areas;

e. Surface parking will be limited to visitors only and universally accessible parking stalls;

f. Amenity space may be provided as a combination of private balconies, communal gardens, and rooftop amenity space;

6.1.1.6 High-rise buildings will have regard to the *Town*'s Tall Building Guidelines, any applicable urban design guidelines, and the policies of Section 5.2.

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Table 13. General Distribution of Land Functions in the Urban Area.

LAND USE DESIGNATION	RESIDENTIAL	COMMERCIAL	OFFICE	INDUSTRIAL	PUBLIC SERVICES	INSTIT.	ENTERT. RECR.	TOURISM
DOWNTOWN								
Downtown Supportive Area	O	O	O		O	O	O	O
Downtown Residential Area	O		O					
Downtown Civic Precinct	O	O	O		O			
UPTOWN								
Uptown Mixed Use Area	O	O	O		O	O	O	O
BRONTE-STEELES								
Bronte-Steeles Mixed-Use Area	O	O	O		O	O	O	
Bronte-Steeles Business Park Area		O (1)	O (2)	O	O			
Bronte-Steeles Supportive Area		O	O		O	O	O	
COMMUNITY HUBS								
Major Commercial Area	O	O	O		O		O	O
Secondary Mixed-Use Node	O	O	O		O	O	O	
COMPLETE NEIGHBOURHOODS								
Residential Area	O	O	O		O	O		
Local Commercial Area	O	O	O			O		
ECONOMIC GROWTH AREAS								
Business Commercial Area		O	O	O	O	O		O
Prestige Office Area		O	O	O	O		O	O
Industrial Area		O (1)	O (2)	O	O			
Business Park		O (1)	O (2)	O	O			

Note: For detailed land use permissions and *development* criteria, the policies throughout this Plan prevail.
(1) Ancillary retail use associated with the primary employment use. (2) Ancillary *office use* associated with the primary employment use.

Table 14. General Distribution of Land Functions in the Rural Area.

LAND USE DESIGNATION	RESID.	COMMERCIAL	OFFICE	INDUSTRIAL	PUBLIC SERVICES	INST.	RECR.	HOSPI-TALITY
Hamlet Residential Area	O	O						
Hamlet Commercial Area	O	O	O				O	
Hamlet Institutional Area						O		
Hamlet Industrial Area				O				
Rural Lands	O	O		O	O	O		O
Prime Agriculture Area	O							

Note: For detailed land use permissions and *development* criteria, the policies throughout this Plan prevail.

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Table 15. Summary of Built Form Typologies.

Table 15a. Urban Area.

LAND USE DESIGNATION	LOW-RISE	MID-RISE	HIGH-RISE	MAXIMUM HEIGHT (STOREYS)	POLICY REFERENCE
DOWNTOWN					
Downtown Supportive Area	O	O		4	Schedule 13b
Downtown Residential Area	O			2	Schedule 13b
Downtown Civic Precinct	O				Schedule 13b
UPTOWN					
Uptown Mixed Use Area	O	O	O	33	Schedule 13b
BRONTE-STEELES					
Bronte-Steeles Mixed-Use Area	O	O	O	25	Schedule 13b
Bronte-Steeles Business Park Area	O			4	Schedule 13b
Bronte-Steeles Supportive Area	O			4	Schedule 13b
COMMUNITY HUBS					
Major Commercial Area	O	O	O	15	6.3.5.2
Secondary Mixed-Use Node	O	O	O	15	6.3.5.5
COMPLETE NEIGHBOURHOODS					
Residential Area	O	O		8	6.2.1.7
Local Commercial Area	O			8	6.2.1.7
ECONOMIC GROWTH AREAS					
Business Commercial Area	O	O		(1)	Table 12
Prestige Office Area	O			(1)	Table 12
Industrial Area	O	O		(1)	(1)
Business Park	O	O		(1)	(1)

Table 15b. Hamlets.

HAMLETS					
Hamlet Residential Area	O			4	Table 12
Hamlet Commercial Area	O			4	Table 12
Hamlet Institutional Area	O			(1)	(1)
Hamlet Industrial Area	O			(1)	(1)

Note: The table does not prescribe maximum or minimum heights as the policies throughout this Plan prevail.

(1) maximum building height is not established in policy.

Table 16. Summary of Built Form Typologies in Secondary Plan Areas.

LAND USE DESIGNATION	LOW-RISE	MID-RISE	HIGH-RISE	MAXIMUM NUMBER OF STOREYS	POLICY REFERENCE
BOYNE SECONDARY PLAN					
Residential Area	O	O	O	15	C.10.5.1
Residential/Office Area		O		15	C.10.5.2
Neighbourhood Centre Area	O	O	O	15	C.10.5.3
Institutional Area	O		O	15	C.10.5.4
Secondary Mixed-Use Nodes	O	O	O	15	C.10.5.5
Major Nodes	O	O	O	15	C.10.5.6
Minor Sub-Nodes	O	O	O	15	C.10.5.7
TRAFALGAR SECONDARY PLAN					
Low-Density Residential	O			4	C.11.6.2.2
Medium-Density Residential I	O			4	C.11.6.2.3
Medium-Density Residential II	O	O		8	C.11.6.2.4
Medium-Density Mixed Use	O	O		8	C.11.6.2.5
Neighbourhood Centre Mixed-Use I	O	O	O	15	C.11.6.2.6
Neighbourhood Centre Mixed-Use II	O	O	O	25	C.11.6.2.7
MILTON EDUCATION VILLAGE					
Innovation Hub	O	O		(1)	C.12.8.3
Landmark Gateway		O	O	(1)	C.12.8.4
Village Centre		O	O	(1)	C.12.8.5
Innovation Campus	O	O		(1)	C.12.8.6
Innovation Neighbourhood	O	O		(1)	C.12.8.7
Neighbourhood Centre	O	O	O	(1)	C.12.8.8
Medium-Density Residential I	O			4	C.12.8.9
Medium-Density Residential II	O	O		(1)	C.12.8.9
High-Density Residential	O	O		(1)	C.12.8.9
BRITANNIA SECONDARY PLAN					
Evolving Neighbourhoods	O	O		8	C.13.6.1
Urban Village Centre	O	O	O	25	C.13.6.2
Neighbourhood Commercial Mixed-Use	O	O	O	15	C.13.6.3

Note: The table does not prescribe maximum or minimum heights as the policies throughout this Plan prevail.

(1) maximum building height is not established in policy.

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6.2 Land Use Policies

The policies of this section set out the direction for the location of land uses in the Urban Area and Rural Area, providing the framework for how built form and land uses will shape our *complete communities.* The policies must be read together with the *development* criteria established for each land use designation policies and all other applicable policies of this Plan.

6.2.1 Residential Uses

A significant supply of housing is needed in order to meet the *Town*'s growth projections, as well as greater housing options and choices to meet the needs of residents. Housing diversity has a direct correlation to housing affordability, and improving housing diversity or choices requires building a range of housing typologies, including *missing middle housing* types.

Missing middle housing types generally fall between the densities of *single-detached dwellings* and some forms of mid-rise apartments, and includes duplexes, triplexes and fourplexes, townhouses, live/work buildings and apartments that achieve medium density yields.

Varying housing types and sizes in the community, from small starter homes to larger multi-bedroom units, caters to residents at different life stages and with different household sizes and lifestyles.

6.2.1.1 In the **Urban Area**, residential uses are permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, subject to criteria:

a. Residential Area;
b. Downtown Supportive Area;
c. Downtown Residential Area;
d. Downtown Civic Precinct;
e. Uptown Mixed Use Area;
f. Bronte Steeles Mixed Use Area;
g. Local Commercial Area;
h. Major Commercial Area; and
i. Secondary Mixed Use Node.

6.2.1.2 In the ***Rural Area***, residential uses are permitted in the following designations, identified on Schedule 5, Schedule 15a, Schedule 15b and Schedule 15c:

a. Hamlet Residential Area;

b. Hamlet Commercial Area;

c. Rural Lands; and

d. Prime Agricultural Area.

6.2.1.3 In **Secondary Plan Areas**, residential uses are permitted in accordance with the Secondary Plan Area policies.

6.2.1.4 Within the ***Local Natural Heritage System*** designation, a single detached dwelling on an existing *lot* is permitted.

6.2.1.5 Within ***Strategic Growth Areas***, new residential *development* shall be required to provide new commercial floor area, in accordance with the requirement of Table 2.

6.2.1.6 Residential uses shall not be permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, subject to criteria:

a. Bronte Steeles Business Park Area;

b. Bronte Steeles Supportive Area

c. Business Commercial Area;

d. Prestige Office Area;

e. Business Park Area; and

f. Industrial Area.

6.2.1.7 Within the **Residential Area** designation, residential uses will be established through neighbourhood zones that will set out permissions, maximum building heights and appropriate density thresholds within Residential Areas to allow:

a. low-density *development* in the form of low-rise residential buildings typologies such as *single detached dwellings,* semi-detached dwellings, and duplexes;

b. medium-density *development* in the form of low-rise residential buildings typologies such as *single detached dwellings,* semi-detached dwellings, duplexes, triplexes, fourplexes, townhouses, back-to-back townhouses, stacked townhouses, and apartment buildings; and

c. Building typologies that provide for higher-density *development* in the form of mid-rise buildings containing apartment units.

6.2.1.8 Within the **Downtown Supportive Area** designation, residential uses are permitted in accordance with the following:

a. In *development* where *primary retail frontage* is required, apartment units above retail or *service commercial* uses in mixed-use buildings; and

b. In all other areas, duplexes, triplexes, fourplexes, townhouses, stacked townhouses, and apartment units in low-rise standalone residential or mixed-use buildings.

6.2.1.9 Within the **Downtown Residential Area** designation, residential uses are permitted in the form of low-rise buildings containing *single detached dwellings*, semi-detached dwellings, and duplex dwellings.

6.2.1.10 Within the **Downtown Civic Precinct** designation, residential uses are permitted in the form of apartment units in the upper storeys of low-rise mixed-use buildings within the Civic Square block identified on Schedule 13a.

6.2.1.11 Within the **Uptown Mixed Use Area** and **Bronte Steeles Mixed Use Area** designations, residential uses are permitted in the form of low-rise, mid-rise and *tall buildings*, including ground and non-ground-oriented townhouse, back-to-back townhouse, and stacked townhouse dwellings; and apartment units in standalone residential or mixed-use buildings.

6.2.1.12 Within **Local Commercial Areas** in the **Residential Area** designation, residential uses are permitted in the form of apartment units in the upper storeys of low-rise and mid-rise mixed-use buildings.

6.2.1.13 Within **Major Commercial Area** designation, residential uses may be permitted in the form of mid-rise and high-rise buildings containing apartment units through an amendment to the Plan, in accordance with the following:

a. Residential uses will be encouraged in the upper storeys of mixed-use buildings and may be permitted in buildings exclusively used for residential use provided that:

i) The proposed *development* does not adversely impact the capacity of the Major Commercial Area to provide for its existing or planned market function as established in this Plan; and

ii) The residential building is part of an overall *development* of mixed residential and commercial buildings.

6.2.1.14 Within the **Secondary Mixed Use Node** designation, residential uses are permitted in the form of low-rise, mid-rise, and high-rise standalone residential or mixed-use buildings, excluding single-detached and semi-detached dwellings.

6.2.1.15 Within the **Hamlet Residential Area** designation, residential uses are permitted in the form of *single detached dwellings,* semi-detached dwellings, and duplexes.

6.2.1.16 Within the **Hamlet Commercial Area** designation, residential uses are permitted in the form of apartment units in the upper storeys of low-rise mixed-use buildings.

6.2.1.17 Within the ***Rural Lands*** and ***Prime Agricultural Area*** designations, a single detached dwelling on an existing *lot* is permitted.

6.2.1.18 Within the ***Rural Lands*** and ***Prime Agricultural Area*** designations, farm workers housing may be permitted.

Additional Residential Units

6.2.1.19 An *Additional Residential Unit (ARU)* may be permitted either within a *single detached*, semi-detached or townhouse dwelling, or within an ancillary building or structure on the same *lot* as a *single detached*, semi-detached or townhouse dwelling subject to conformity with the following:

a. An *ARU* shall not be located on lands identified as *hazard lands* or as being within the *regulatory flood plain*, unless where specifically permitted by the *Conservation Authority*;

b. Within the **Greenbelt Plan Protected Countryside**, but not including Hamlet Areas:

   i) No *ARU*s shall be permitted within the Greenbelt Natural Heritage System as identified on Schedule 1;

   ii) Outside of the Greenbelt Natural Heritage System, one *ARU* is permitted within a detached dwelling or within an existing ancillary building or structure;

c. Within the areas of Campbellville that are within the Niagara Escarpment Plan Area:

   i) No *ARU*s shall be permitted within the Escarpment Natural Area and the Escarpment Protection Area as identified on Schedule 1;

   ii) Within the Escarpment Rural Area, as identified on Schedule 1, one *ARU* may be permitted within a detached dwelling, but shall not permitted within a detached *accessory building or structure*;

   iii) An *ARU* shall not be permitted on a *lot* that has more than one detached dwelling, or within *shared housing* or a detached dwelling containing a *bed and breakfast establishment;* and

iv) A *home occupation* or *home industry* shall not be permitted within an *ARU*;

d. Within **Hamlet Areas** not located within the Niagara Escarpment Plan Area, one (1) *ARU* is permitted within a detached dwelling or within a detached ancillary building or structure;

e. Within ***Prime Agricultural Areas*** outside of the Greenbelt Plan Area and Niagara Escarpment Plan Area, as shown on Schedule 5, up to two *ARU*s are permitted in accordance with provincial guidance, where only one *ARU* may be located within a detached ancillary building or structure;

f. An *ARU* within a detached ancillary building or structure shall be *compatible* with, and not hinder, surrounding *agricultural operations*, and comply with the *minimum distance separation formulae*;

g. Where municipal water services and municipal sewage services are available to a lot, an *ARU* shall be connected to any available municipal water services and municipal sewage services;

h. In the **Urban Area** and in the ***Rural Area***, where *municipal water services* and *municipal sewage services* are not available to a *lot*, an *ARU* may be served by adequate private water and/or sewage system(s) only where the site conditions are suitable for the long-term provision of such services, including capacity to service all other dwellings on the *lot*, with no *negative impacts*, as may be confirmed by a hydrogeological assessment prepared by a qualified professional;

i. An *ARU* will be *compatible* with neighbouring properties and the surrounding neighbourhood or rural area by taking into consideration scale and built form;

j. On a *lot* designated for *agricultural use*, to minimize land taken out of agricultural production, an *ARU* must be of limited scale and be located within, attached, or in close proximity to the principal dwelling or farm building cluster;

k. An *ARU* must have no adverse effect on stormwater management systems;

l. An *ARU* must have no adverse effect on site drainage as demonstrated through a grading plan;

m. Safe access to an *ARU* must be ensured by meeting fire and emergency service requirements;

n. Severance of an *ARU* from the *lot* shall not be permitted; and

o. An *ARU* shall be registered with the *Town* in accordance with the provisions of the *Municipal Act*.

Assisted Housing, Special Needs Housing and Shared Housing

6.2.1.20 *Assisted housing, special needs housing* and *shared housing* are permitted in all designations that permits residential uses, in all types of dwellings, provided that the use complies with the relevant zoning requirements, applicable codes and other regulations; and applicable policies of this Plan.

Rooming, Boarding or Lodging Houses

6.2.1.21 *Rooming, boarding or lodging houses* are permitted subject to a licensing procedure established by the *Town*, the standards of the Property Standards By-law and a Zoning By-law amendment, subject to the following:

a. In the **Urban Area**, the site is accessible by public transit, and has both frontage on and access to an arterial road;

b. The site has an appropriate private outdoor amenity area;

c. Where municipal water services and municipal sewage services are available to a lot, the use must be connected to any available municipal water services and municipal sewage services;

d. In the **Urban Area**, notwithstanding policy 5.7.6.15, and for all lands in the ***Rural Area***, where *municipal water services* and *municipal sewage services* are not available to a *lot*, the use may be served by adequate private water and/or sewage system(s) only where the site conditions are suitable for the long-term provision of such services, including capacity to service all other dwellings on the *lot*, with no *negative impacts*, as may be confirmed by a hydrogeological assessment prepared by a qualified professional;

e. The site has an appropriate private outdoor amenity area; and

f. All the requirements of the Zoning By-law, including the provision of adequate parking, of the Property Standards By-law and other relevant municipal and provincial regulations can be satisfied.

Home Occupations

6.2.1.22 *Home occupations* are permitted, subject to the following:

a. The use is secondary to the use of the residential dwelling and does not involve any significant changes to the external character of the residential dwelling or property;

b. The use is non-retail in nature and is conducted wholly within the dwelling;

c. Outdoor storage and display areas associated with a *home occupation* are not permitted;

d. The use does not generate *adverse effects* such as excessive traffic, noise, or parking which are incompatible with a *residential area*;

e. Adequate on-site parking is provided; and

f. All the requirements of the Zoning By-law can be satisfied.

6.2.1.23 The Zoning By-law shall include regulations relating to *home occupation*.

Live/Work

6.2.1.24 In the **Urban Area**, live/work uses are permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, subject to criteria:

a. Residential Area;

b. Downtown Supportive Area;

c. Uptown Mixed Use Area;

d. Bronte Steeles Mixed Use Area;

e. Local Commercial Area;

f. Major Commercial Area; and

g. Secondary Mixed Use Node.

6.2.1.25 In the ***Rural Area***, live/work uses are permitted within the **Hamlet Commercial Area** designation.

6.2.1.26 Live/work uses are subject to the following:

a. The use has frontage on an arterial road, or a collector road in proximity to an intersection with an arterial road;

b. The use is accessible by public transit;

c. Outdoor storage and display areas associated with a live/work use are not permitted;

d. Vehicular access shall generally be provided from rear laneways;

e. Garages shall generally be in the rear yards; and

f. All the requirements of the Zoning By-law can be satisfied.

6.2.1.27 The Zoning By-law shall include regulations relating to Live/work uses.

Rural Home Industry

6.2.1.28 *Home Industries* are permitted in the ***Rural Area***, subject to the following:

a. The use is secondary to the use of the residential dwelling unit;

b. The use is *compatible* with and preserves the *character* of the area;

c. The use will not negatively impact adjacent land uses and would not generate *adverse effects* such as excessive traffic, noise, or parking;

d. The use is appropriately buffered and setback from adjacent uses; and

e. Outdoor storage and display areas associated with the *home industry,* where permitted, are located within a solid-fenced compound.

6.2.1.29 The Zoning By-law shall include regulations relating to *home industry*.

Farm Worker Housing

6.2.1.30 In the ***Rural Area***, where an agricultural use is permitted, farm worker housing is permitted, subject to the following:

a. There is a demonstration of need for the farm worker housing due to the size and nature of the operation;

b. The use is located in proximity to the principle dwelling or within the farm cluster;

c. Where *municipal water services* and *municipal sewage services* are not available, the use may be served by adequate private water and/or sewage system(s) only where the site conditions are suitable for the long-term provision of such services, including capacity to service all other dwellings on the *lot*, with no *negative impacts*, as may be confirmed by a hydrogeological assessment prepared by a qualified professional;

d. The severance of such housing from the agricultural operation shall not be permitted; and

e. The use conforms with the applicable policies of Greenbelt Plan and Niagara Escarpment Plan.

6.2.1.31 The Zoning By-law shall include regulations relating to farm worker housing.

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Table 17. Distribution of Residential Typologies in the Urban Area.

			MISSING MIDDLE HOUSING						(2)
LAND USE DESIGNATION	**SINGLE DETACHED**	**SEMI DETACHED**	**DUPLEX**	**TRIPLEX**	**FOURPLEX**	**TOWNHOUSE**	**BACK-TO-BACK TOWNHOUSE**	**STACKED TOWNHOUSE**	**APARTMENT UNITS**
DOWNTOWN									
Downtown Supportive Area			O	O	O	O (1)		O	O
Downtown Residential Area	O (1)	O (1)	O						
Downtown Civic Precinct									O
UPTOWN									
Uptown Mix-Use Area			O			O (1)	O	O	O
BRONTE STEELES									
Bronte Steeles Mixed-Use Area						O (1)	O	O	O
Bronte Steeles Business Park Area	Residential Uses shall not be permitted								
Bronte Steeles Supportive Area	Residential Uses shall not be permitted								
COMMUNITY HUBS									
Major Commercial Area									O
Secondary Mixed-Use Node			O	O	O	O (1)	O	O	O
COMPLETE NEIGHBOURHOODS									
Residential Area	O (1)	O (1)	O	O	O	O (1)	O	O	O
Local Commercial Area									O
ECONOMIC GROWTH AREAS									
Office Commercial Area	Residential Uses shall not be permitted								
Prestige Office Area	Residential Uses shall not be permitted								
Industrial Area	Residential Uses shall not be permitted								
Business Park	Residential Uses shall not be permitted								

Note: For detailed land use permissions and *development* criteria, the policies throughout this Plan prevail.
(1) An *additional residential unit* may be permitted. (2) *Missing Middle Housing* may also include low-rise apartments.

6.2.2 Commercial Uses

Retail and Service Commercial Uses include shops, restaurants, banks and other professional services. Commercial *Development* is planned to occur in accessible locations for all modes of transportation.

Major retail and office uses are generally to be concentrated in Strategic Growth Areas. These are key destinations for the community where higher order transit is either available or proposed. A mix of commercial, residential uses and other supporting uses in these areas will contribute to the vibrancy of neighbourhoods. Street oriented design in these areas will ensure that such uses animate and activate the sidewalks, supporting an attractive pedestrian experience.

Smaller scale shops and services are to be accommodated in local neighbourhoods and the Hamlets, where they can serve the day-to-day needs of residents. Larger floorplate commercial uses which are likely to attract high volumes of motor traffic and goods vehicles are to be generally directed to Major Commercial and Business Commercial Areas.

6.2.2.1 In the **Urban Area**, retail and *service commercial uses* are permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, subject to criteria:

a. Downtown Supportive Area;
b. Downtown Civic Precinct;
c. Uptown Mixed-Use Area;
d. Bronte Steeles Mixed Use Area;
e. Bronte Steeles Supportive Area;
f. Local Commercial Area;
g. Major Commercial Area;
h. Secondary Mixed-Use Nodes;
i. Business Commercial Area; and
j. Prestige Office Area.

6.2.2.2 In the ***Rural Area***, retail and *service commercial uses* are permitted in the following designations, identified on Schedule 5, Schedule 15a, Schedule 15b, and Schedule 15c, subject to criteria:

a. Hamlet Commercial Area; and
b. Rural Lands.

6.2.2.3 In **Secondary Plan Areas**, retail and *service commercial uses* are permitted in accordance with the Secondary Plan Area policies.

6.2.2.4 Where *primary retail frontage* is required in the **Downtown Supportive Area**, **Downtown Civic Precinct**, **Uptown Mixed Use Area**, and **Bronte Steeles Mixed Use Area** designations and surrounding the Milton GO Station, as identified on Schedule 13a, the *Town* shall require new *development* to conform with policy 6.2.2.19.

6.2.2.5 Within **Local Commercial Areas** in the **Residential Area** designation and in the **Hamlet Commercial Area** designation, the maximum combined commercial *gross floor area* shall be no greater than 2,500 square metres.

6.2.2.6 Within the **Major Commercial Area** designation, the minimum combined commercial *gross floor area* shall be generally no less than 20,000 square metres.

6.2.2.7 Within the **Secondary Mixed-Use Node** designation, the minimum combined commercial *gross floor area* shall be generally no less than 10,000 square metres.

6.2.2.8 Within the **Business Commercial** designation, automobile related uses, including vehicle wash facilities, automobile sales and service, are also permitted.

6.2.2.9 Within the **Prestige Office Area** designation, retail and *service commercial uses* are only permitted where such uses form part of an office or industrial building.

6.2.2.10 Within the **Urban Area**, where retail and *service commercial uses*, and *office uses* are permitted, the *Town* should permit such uses above or below the first storey of buildings.

6.2.2.11 Within the ***Rural Lands*** designation, retail and *service commercial* are only permitted in accordance with the criteria for *agriculture-related uses* in policy 6.4.5.1.

Planned Retail and Service Commercial Function

6.2.2.12 The *Town* will protect the existing and planned commercial function of *Strategic Growth Areas*, Local Commercial Areas, Major Commercial Areas, Secondary Mixed Use Nodes, and Downtown.

6.2.2.13 Any proposed *development* or *redevelopment* on lands with existing retail and *service commercial uses* shall retain the planned commercial function of the site, to the satisfaction of the *Town*.

6.2.2.14 Where existing retail and *service commercial uses* are being redeveloped, the proposed *development* shall generally accommodate an equal or greater floor area for such uses. A reduction in commercial floor area shall only be permitted if the reduction is supported by a Retail and Commercial Needs Assessment that determines whether the proposal can proceed on the basis of market demand without having a negative impact on the commercial function that serve the future on-site population and surrounding neighbourhoods.

6.2.2.15 Within ***Strategic Growth Areas***, a new residential *development* proposing a reduction of the commercial floor area requirement of Table 2, may be permitted if the proposed reduction is supported by a Retail and Commercial Needs Assessment that determines whether the proposal can proceed on the basis of market demand without having a negative impact on the planned commercial function that serve the future on-site population and on the ***Strategic Growth Areas***.

6.2.2.16 *Food stores* and supermarkets are encouraged in new commercial *development* in areas where there is a demonstrated need.

6.2.2.17 The Zoning By-law may restrict the size of retail and *service commercial uses* in each of the commercial designations, consistent with the planned function and *character* of the area and its surrounding context.

6.2.2.18 Individual retail and *service commercial* uses may be permitted within the **Uptown Mixed Use Area** designation provided that:

a. The proposed use forms part of a mixed-use *development*;

b. It is demonstrated that the building will contribute to achieving the minimum *development density* target for Uptown; and

c. The building height is in accordance with Schedule 13b.

Primary Retail Frontages

6.2.2.19 *Development* at street level where *primary retail frontage* is required as identified on Schedule 13a, shall be required to:

a. provide retail or *service commercial* uses and other pedestrian-oriented uses at street level

b. be located at the minimum setback to help frame and animate the street or public open space;

c. incorporate transparent windows and openings for a majority of the street or open space facing ground floor wall with at least one main

universally accessible entry leading directly from the public sidewalk or open space; and

d. have a ground floor level height at sidewalk grade elevation that allows for flexible space utilization and accommodates the requirements of commercial spaces.

Drive-through Facilities

6.2.2.20 Where retail and *service commercial uses* are permitted, drive-through service facilities may be permitted through a site-specific amendment to the Zoning By-law, subject to the following:

a. The *development* will not preclude or inhibit the achievement of a minimum *development density* target, for a *Strategic Growth Area*, where applicable;

b. It is demonstrated that there are no suitable alternative locations outside a Strategic Growth Area, where applicable, to accommodate access for persons with accessibility needs to the proposed facility or service;

c. The *development* will be consistent with the planned *character* and function of the area;

d. The *development* will be *compatible* with a compact built-form;

e. The *development* will support walkable neighbourhoods; and

f. The *development* will reinforce street edges, achieve a pedestrian scale and contribute to a high-quality *public realm* and streetscapes through a combination of site planning, landscaping and built form in accordance with the applicable policies of this Plan.

Outdoor Storage and Display Areas

6.2.2.21 Outdoor storage, including garbage enclosures, and display areas shall generally not be permitted and shall be restricted through the Zoning By-law.

6.2.2.22 Notwithstanding policy 6.3.5.1, within the **Major Commercial Area**, and **Business Commercial Area** designations, outdoor storage, including garbage enclosures, and display areas may be permitted in conjunction with permitted retail uses provided that these areas are screened from public view, particularly from *abutting* roads and Highway 401, through site planning and design features.

6.2.3 Office Uses

Office uses are places of employment where administrative, clerical and technical work is undertaken for a business or client.

6.2.3.1 In the **Urban Area**, *office uses* are permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, subject to criteria:

a. Residential Area;
b. Downtown Supportive Area;
c. Downtown Civic Precinct;
d. Downtown Residential Area;
e. Uptown Mixed Use Area:
f. Bronte Steeles Mixed-Use Area;
g. Bronte Steeles Supportive;
h. Local Commercial Area;
i. Major Commercial Area;
j. Secondary Mixed Use Nodes;
k. Business Commercial Area; and
l. Prestige Office Area.

6.2.3.2 In the ***Rural Area***, *office uses* are permitted in the **Hamlet Commercial Area** designation, identified on Schedule 15a, Schedule 15b, and Schedule 15c, subject to criteria.

6.2.3.3 In **Secondary Plan Areas**, *office uses* are permitted in accordance with the Secondary Plan Area policies.

6.2.3.4 Within the **Residential Area** and **Downtown Residential Area** designations, the conversion of existing *single detached dwellings* to *office uses* may be permitted, subject to the following:

a. The site has both frontage on and vehicular access to an arterial or collector road;
b. Signage for the *office use* shall be restricted to be in keeping with the residential *character* of the area;
c. The creation of the *office use* within an existing residential building shall be *compatible* with the surrounding area and respectful of the *character* of the residential area;
d. Adequate off-street parking is provided; and
e. Adequate screening and landscape buffers are provided to adjacent

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residential properties.

6.2.3.5 Within the **Uptown Mixed Use Area** designation, *major office uses* are also permitted.

6.2.3.6 Within **Secondary Plan Areas**, *office uses* and *major office uses* are permitted in accordance with the Secondary Plan Area policies.

6.2.3.7 Where *primary retail frontage* is required in the **Downtown Supportive Area**, **Uptown Mixed Use Area**, and **Bronte Steeles Mixed Use Area** designations, *office uses* are permitted in the upper storeys of buildings, and in a limited amount at grade to support a predominant retail character.

The size of office frontage may be restricted to maintain a strong retail presence contributing to a vibrant, active and walkable built environment.

6.2.3.8 Within the **Downtown Civic Precinct** designation, *office uses* are only permitted in the upper storeys of low-rise mixed-use buildings within the Civic Square block identified on Schedule 13a.

6.2.3.9 Within **Local Commercial Areas** in the **Residential Area** designation, and in the **Hamlet Commercial Area** designation, *office uses* are permitted in the upper storeys of commercial buildings, and in a limited amount at grade.

6.2.3.10 The Zoning By-law shall include regulations relating to the conversion of existing *single-detached dwellings* to *office uses*.

6.2.4 Entertainment and Recreation Uses

6.2.4.1 In the **Urban Area**, *entertainment* and indoor recreation uses are permitted in the following designations identified on Schedule 12 and Schedule 13a, subject to criteria:

a. Downtown Supportive Area;
b. Uptown Mixed-Use Area;
c. Bronte-Steeles Mixed-Use Area;
d. Bronte-Steeles Supportive Area;
e. Major Commercial Area;
f. Secondary Mixed-Use Nodes; and
g. Prestige Office Area.

6.2.4.2 Within **Secondary Plan Areas**, *entertainment* and indoor recreation uses are permitted in accordance with the Secondary Plan Area policies.

6.2.4.3 In the ***Rural Area***, *entertainment* and indoor recreation uses are permitted in the **Hamlet Commercial Area** designation identified on Schedule 15a, Schedule 15b, and Schedule 15c.

6.2.4.4 In the ***Rural Area,*** outdoor recreation uses are permitted in the ***Rural Lands*** designation identified on Schedule 5, subject to the following:

a. The use is a resource-based use;

b. The use is directly related to and requires a location on or in close proximity to a rural resource;

c. Where the use is proposed on lands used for agriculture, it must be demonstrated that no reasonable alternative locations exists;

d. The use is *compatible* with, and will not negatively impact adjacent land uses, particularly agricultural uses and mineral aggregate resource operations;

e. The use does not generate *adverse effects* such as excessive traffic, noise or parking;

f. The use is appropriately buffered and setback from adjacent uses;

g. No negative impacts, and when feasible enhancement, to the Environmental System;

h. Adequate *water services* and *sewage services* capacity or private water and sewage systems to accommodate the proposed use is available; and

i. The use conforms with the policies of Greenbelt Plan and Niagara Escarpment Plan when applicable.

6.2.4.5 Within the ***Local Natural Heritage System*** designation and the **Key Features of the Greenbelt Natural Heritage System**, non-intensive outdoor recreation uses such as nature viewing, pedestrian trails and small-scale structures, such as boardwalks, footbridges, fences, docks, and picnic facilities, where negative impacts are minimized, are permitted.

6.2.4.6 Within the **Greenbelt Natural Heritage System** designation, recreation uses are permitted, subject to the policies of the Greenbelt Plan.

6.2.4.7 Residential units and overnight accommodations associated with a recreation use located outside of the **Hamlet Areas** shall not be permitted.

6.2.4.8 The Zoning By-law shall include regulations relating to *entertainment* and recreation uses.

6.2.5 Tourism and Visitor Uses

Tourism and visitor uses refer to activities and businesses that serve travelers and tourists. These activities contribute to a thriving economy by generating revenue through spending, creating jobs across many sectors, providing tax income for public services, and supporting a wide range of businesses, from small local entrepreneurs to large operators.

Hotels, Conference, Convention and Banquet Facilities

6.2.5.1 In the **Urban Area**, Conference, Convention and Banquet Facilities are permitted in the following designations, identified on Schedule 12 and Schedule 13a, subject to criteria:

a. Downtown Supportive Area;

b. Major Commercial Area;

c. Business Commercial Area; and

d. Prestige Office Area.

6.2.5.2 Within the **Downtown Supportive Area** designation, only hotel uses are permitted.

6.2.5.3 Within **Secondary Plan Areas**, tourism and visitor uses are permitted in accordance with the Secondary Plan Area policies.

Tourism Uses in the Rural Area

6.2.5.4 In the ***Rural Area***, tourism uses are permitted within the **Hamlet Commercial Area** and ***Rural Lands*** designation, subject to the policies of this Plan.

6.2.5.5 Within the ***Rural Lands*** designation, tourism uses may be permitted through a site-specific amendment to the Zoning By-law, subject to the following:

a. The use addresses appropriate setbacks, building size and location, parking, lighting, drainage, buffering, screening and landscaping; and

b. The provisions of Section 6.4 are met.

Bed and Breakfast Establishments

6.2.5.6 In the **Urban Area**, *bed and breakfast establishments* are permitted in the following designations, identified on Schedule 12 and Schedule 13a subject to criteria:

a. Residential Area; and

b. Downtown Residential Area.

6.2.5.7 In the ***Rural Area***, *bed and breakfast establishments* are permitted in the following designations, identified on Schedule 5, Schedule 15a, Schedule 15b and Schedule15c subject to criteria:

a. Hamlet Residential Area; and

b. Rural Lands.

6.2.5.8 *Bed and breakfast establishments* are permitted subject to a licensing procedure established by the *Town*, the standards of the Property Standards By-law and a Zoning By-law amendment, subject to the following:

a. The use is located in a single detached residential building;

b. The site has an appropriate private outdoor amenity area;

c. Where municipal water services and municipal sewage services are available to a lot, the use must be connected to any available municipal water services and municipal sewage services;

d. In the **Urban Area**, notwithstanding policy 5.7.6.15, and for all lands in the ***Rural Area***, where *municipal water services* and *municipal sewage services* are not available to a *lot*, the use may be served by adequate private water and/or sewage system(s) only where the site conditions are suitable for the long-term provision of such services, including capacity to service all other dwellings on the *lot*, with no *negative impacts*, as may be confirmed by a hydrogeological assessment prepared by a qualified professional;

e. The site has an appropriate private outdoor amenity area; and

f. All the requirements of the Zoning By-law, including the provision of adequate parking, applicable codes and regulations; and applicable policies of this Plan can be satisfied.

6.2.5.9 Within **Secondary Plan Areas**, tourism and visitor uses are permitted in accordance with the Secondary Plan Area policies.

6.2.6 Employment Uses

Employment Development includes various scales and intensities of manufacturing, and warehousing activities that cannot be reasonably accommodated within a mixed-use or residential setting. Lands are specifically allocated for these uses to avoid, where possible, conflicts with residential and other sensitive uses.

General industrial uses include those industrial activities with the greatest potential impacts in terms of noise, dust, odour and emissions. *Light industrial uses* and research and development uses (excluding uses which produce biomedical waste) are generally

compatible with nearby sensitive uses and can help to buffer them from major general industrial facilities.

General Industrial Uses

6.2.6.1 *General industrial uses*, including ancillary retail and *office uses* directly related to the *general industrial use* within the industrial building, are only permitted in the **Industrial Area** designation and on lands designated **Business Park Area** north of Highway 401, identified on Schedule 12, subject to criteria.

6.2.6.2 Notwithstanding policy 6.2.6.1, the *Town* shall not permit industrial uses which are considered to represent a significant health or safety hazard to the community or to the natural environment. Where there is concern with the potential impact of a proposed industrial use, the proponent shall prepare an evaluation report and shall be required to implement any necessary mitigative measures.

Light Industrial and Research and Development Uses

6.2.6.3 *Light industrial uses* and research and development uses (excluding uses which produce biomedical waste), together with ancillary retail and *office uses* directly related to such uses and located within the principal building, are permitted in the following designations, identified on Schedule 12, and Schedule 13a, subject to criteria:

a. Bronte-Steeles Business Park Area;

b. Business Commercial Area;

c. Prestige Office Area;

d. Industrial Area; and

e. Business Park Area.

Industrial Uses in the Rural Area

6.2.6.4 In the ***Rural Area***, existing *general industrial uses* or *light industrial uses* are permitted in the following designations, identified on Schedule 5, Schedule 15a, Schedule 15b and Schedule 15c, subject to criteria:

a. Hamlet Industrial;

b. Rural Lands.

6.2.6.5 In the ***Rural Area,*** new industrial uses are only permitted in accordance with the criteria for *agriculture-related uses* in policy 6.4.5.1.

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Cannabis Production and Processing Facility

6.2.6.6 In the **Urban Area**, *cannabis production and processing facilities* are permitted in the following designations, identified on Schedule 12 and Schedule 13a, subject to criteria:

a. Bronte-Steeles Business Park Area;

b. Industrial Area; and

c. Business Park Area.

6.2.6.7 In the ***Rural Area***, *cannabis production and processing facilities* are permitted in the following designations, identified on Schedule 5 and Schedule 11, subject to criteria:

a. Rural Lands; and

b. Mineral Aggregate Resource Extraction Area.

6.2.6.8 The following criteria shall also apply in the review of *development* of *cannabis production and processing facilities*:

a. A minimum setback between a *cannabis production and processing facility* and a *sensitive land use* of 70 metres in the **Urban Area** and 150 metres in the ***Rural Area*** shall be provided. A reduced setback may be considered by the *Town*, without requiring an amendment to this Plan, where impacts are mitigated;

b. No outside storage shall be permitted;

c. In the ***Rural Area***, a standalone *Cannabis Processing Facility* shall not be permitted;

d. A *cannabis production and processing facility* shall be subject to Site Plan Control; and

e. In addition to the complete application requirements set out in Section 7.6.1, the following studies shall be submitted as part of any *development* application for a *cannabis production and processing facility:*

i) Odour and Dust Impact Assessment;

ii) Light Impact Assessment;

iii) Transportation Impact Study;

iv) Hydrogeological Studies; and

v) Any other appropriate studies identified as part of the complete application and pre-consultation process.

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6.2.6.9 The Zoning By-law shall include regulations relating to the appropriate locations and regulations for *cannabis production and processing facilities.*

Waste Management Uses

6.2.6.10 In the **Urban Area**, private waste composting of organic material may be permitted in the **Industrial Area** designation, identified on Schedule 12, subject to the following:

a. The operations must be in-vessel or in-building without outdoor storage;

b. The proposed use shall be subject to Site Plan Control; and

c. The operation shall be in compliance with the requirements, and appropriate permissions granted under the *Environmental Protection Act* and such other by-laws of the *Town* as may be applicable including any Site Plan Agreement.

6.2.6.11 In the **Urban Area**, waste management and disposal uses dealing with the recycling of paper, wood and inorganic waste may be permitted in the **Industrial Area** designation, identified on Schedule 12, subject to the following:

d. The proposed site is large enough to permit adequate landscaping, buffering of outside storage and operations;

e. The proposed use shall be subject to Site Plan Control; and

f. Outdoor storage is in accordance with policy 6.2.6.15 a;

g. The operation conforms to all other *Town*, and the appropriate Ministry requirements and by-laws.

6.2.6.12 Notwithstanding policy 6.2.6.11, management and disposal of the following specific waste shall be subject to a site-specific Official Plan Amendment and Zoning By-law Amendment, subject to the applicable policies of this Plan:

a. Paper and wood waste except as provided in policy 6.2.6.11;

b. Inorganic waste except as provided in policy 6.2.6.11 of this Plan;

c. Composting of organic material except as provided in policy 6.2.6.10;

d. Chemical/medical waste, radioactive waste, or other material generally considered hazardous; and

e. Recycling of aggregate wastes including used asphalt and used concrete outside of a site designated Mineral Resource Extraction Area.

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Prohibited Uses

6.2.6.13 In the Urban Area, the following uses shall not be permitted within the **Bronte-Steeles Business Park Area**, **Business Commercial Area**, **Prestige Office Area**, and **Business Park Area** designations:

a. *Transportation terminals*;

b. Fuel depots;

c. Cement batching and asphalt plants; and

d. Waste management or composting facilities.

Outdoor Storage

6.2.6.14 Outdoor storage, including garbage enclosures, and display areas shall generally not be permitted and shall be restricted through the Zoning By-law.

6.2.6.15 Notwithstanding policy 6.2.6.14, outdoor storage may be permitted, subject to the following:

a. Within the **Industrial Area** designation, subject to appropriate screening and containment;

b. At the rear of a *lot* on lands designated **Business Park** north of Highway 401 through a site-specific amendment to the Zoning By-law, subject to the following:

i) Outdoor storage will not be permitted on lands abutting Highway 401 or related service roads except where it can be demonstrated to the *Town* that the open storage can be completely buffered by landscaping, berms or other screening mechanisms; and

ii) Outdoor storage will not be permitted in the yard abutting these major roads and shall be screened from Regional Road 25, Steeles Avenue, No. 5 Sideroad and James Snow Parkway.

c. On *development* adjacent to the lands designated **Major Commercial Area** north of Highway 401; and on lands which abut the James Snow Parkway and Highway 401, the location and extent of outdoor storage areas may be limited through the Zoning By-law or site plan control process.

d. In the ***Rural Area***, outdoor storage may be permitted at the rear of a *lot* and shall be located within a solid-fenced compound.

6.2.7 Institutional Uses

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6.2.7.1 In the **Urban Area**, *institutional uses* are permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, subject to criteria:

a. Residential Area;

b. Downtown Supportive Area;

c. Uptown Mixed Use Area;

d. Bronte Steeles Mixed Use Area;

e. Bronte Steeles Supportive;

f. Local Commercial Area;

g. Major Commercial Area;

h. Secondary Mixed Use Node; and

i. Business Commercial Area.

6.2.7.2 In the ***Rural Area***, *institutional uses* are permitted in the following designations, identified on Schedule 5, Schedule 15a, Schedule 15b and Schedule 15c subject to criteria:

a. Hamlet Institutional Area; and

b. Rural Lands.

6.2.7.3 In **Secondary Plan Areas**, *institutional uses* are permitted in accordance with the Secondary Plan Area policies.

6.2.7.4 *Institutional uses* will be permitted subject to the following:

a. The *development* conforms with the policies of Section 5.5.1;

b. Excluding schools, the gross floor area of the proposed *institutional use* including accessory uses, shall not exceed 930 square meters;

c. The *development* shall be *compatible* with the surrounding area;

d. In the **Urban Area**:

i) The site has both frontage on and vehicular access to an arterial or collector road and is accessible by public transit;

ii) Pedestrian or other active transportation connections to the use are provided;

iii) The proposed use will not generate an unacceptable level of vehicular traffic onto local streets;

e. In the ***Rural Lands*** designation:The use shall be implemented through a Zoning By-law amendment;

ii) Impacts of noise and light shall be mitigated;

iii) The use shall be services by *municipal water services* and *municipal sewage services*) or where *municipal water services* and *municipal sewage services* are not available, the use may be served by adequate private water and/or sewage system(s); and

iv) The use conforms with the applicable policies of Greenbelt Plan and Niagara Escarpment Plan.

v) The area of the site is sufficient to provide for adequate buffering for adjacent uses, parking facilities, and adequate outdoor play area; and

vi) Adequate off-street parking is provided.

6.2.7.5 In the **Urban Area**, major *institutional uses*, including *major places of worship*, may be permitted through a Zoning By-law amendment, subject to the following:

a. The submission of a *development plan* which demonstrates to the satisfaction of the *Town* that the proposed *development* can be integrated with existing and proposed uses of adjacent lands, and illustrates how the policies of this Plan and the applicable urban design guidelines will be addressed;

b. The site has both frontage on and vehicular access to an arterial road, and is accessible by public transit;

c. Adequate *municipal water services* and *municipal sewage services* capacity to accommodate the proposed use is available;

d. A high quality of landscaped site *development*;

e. Pedestrian or other active transportation connections to the use are provided;

f. The *development* is *compatible* with the *character* of the surrounding area;

g. Any incompatibilities with surrounding uses, particularly residential uses, can be mitigated in an appropriate manner through provision of buffering, engineering solutions or other similar approaches, except that where the use has satisfied the provisions of the *Environmental Assessment Act* it will be deemed to be *compatible* with surrounding uses;

h. Adequate off-street parking is provided;

i. The submission of a report by a qualified traffic engineer where deemed applicable, which outlines the potential impacts of traffic on surrounding areas, particularly residential areas, and indicates how any *negative impacts* can be resolved; and

j. The submission of any reports, studies and materials, as required by the *Town.*

6.2.7.6 In the ***Rural Area***, major *institutional uses*, including *major places of worship*, shall not be permitted.

6.2.7.7 Where all or part of a site which has been occupied by an *institutional use* is not required, or where an existing *institutional use* is proposed to be closed, prior to the *redevelopment* of the site and in order to identify opportunities for the *redevelopment* of the site, the *development* proponent shall submit an evaluation of the following alternative uses on the site, subject to land use permissions, that addresses:

a. The need of the site for *institutional uses*;

b. The suitability of the site for *affordable housing*;

c. The need of the site for parks or other open space uses; and

d. The need of the site for *public service facilities*.

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6.2.8 Public Service Facilities

6.2.8.1 The *Town* will determine the appropriate location for *public service facilities* in the **Urban Area** and ***Rural Area,*** and ensure that the *development* of *public service facilities* is subject to the applicable policies of this Plan.

6.2.9 Parks and Open Space

6.2.9.1 Within the **Parks and Open Space** designation, the following uses are permitted:

a. Active and passive recreation;

b. *Green infrastructure*;

c. Conservation projects; and

d. New and expanded cemeteries.

6.2.9.2 The *Town* will determine the appropriate location for parks and open spaces in the **Urban Area** and ***Rural Area,*** and ensure that the *development* of parks and open spaces are subject to the applicable policies of this Plan.

Cemeteries

6.2.9.3 In the **Urban Area** and in the ***Rural Lands*** designation in the ***Rural Area***, new or expanded cemeteries may be permitted through a site-specific amendment to the Zoning By-law, subject to the following:

a. The submission of a Needs Assessment Report to the satisfaction of the Town that takes into account all relevant provincial legislation, policies of this Plan, Greenbelt Plan, and Niagara Escarpment Plan; the availability of existing cemetery sites to satisfy future needs; and the need for additional cemetery land based on:

i) the potential for existing cemetery sites to intensify and/or expand to satisfy future needs;

ii) the impact of increasing cremation rates on the need for additional cemetery land;

iii) the demand for burial and cremation options based on the cultural and religious preferences; and

iv) the proposed new or expanding cemetery can be accommodated by private water supply and waste water treatment systems located on the property and demonstration of no negative impacts.

b. The submission of a *development plan* which demonstrates how the

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cemetery will be designed to minimize land consumption and address opportunities to enhance the Green System and the Blue System.

c. The submission of a report by a qualified traffic engineer where deemed applicable, which outlines the potential impacts of traffic and indicates how any *negative impacts* can be resolved;

d. The submission of an Environmental Impact Assessment, and

e. The submission of a hydrogeological assessment prepared in accordance with the policies of this Plan.

6.2.10 Local Natural Heritage System

6.2.10.1 The following additional uses are permitted within the ***Local Natural Heritage System*** designation:

a. All types, sizes and intensity of *agricultural uses, agriculture-related uses* and *on-farm diversified uses*, are permitted in the *local natural heritage system*, except within the Escarpment Natural Area and the key features and hydrologic features, in accordance with the policies of this Plan, unless the only key feature is a significant earth science *area of natural and scientific interest*;

b. *Existing uses*, including existing agricultural uses;

c. *Accessory buildings or structures*;

d. *Incidental uses*;

e. Conservation, forest, fisheries and *wildlife management*;

f. Archaeological activities;

g. Essential transportation and *utility* facilities, except for stormwater management ponds;

h. Uses permitted in an approved Niagara Escarpment Parks and Open Spaces Master Plan or Management Plan, if the subject land is located within the Niagara Escarpment Plan Area;

i. Essential *watershed management* and flood and erosion control projects; and

j. *Mineral aggregate resource* operation, subject to the policies of policies 6.4.6.4 to 6.4.6.24 of this Plan.

6.2.11 Rural Lands

6.2.11.1 The following additional uses are permitted within the ***Rural Lands*** designation:

a. Agricultural uses, *agriculture-related uses* and *on-farm diversified uses*;

b. *Existing uses*;

c. *Accessory buildings or structures*;

d. *Incidental uses*;

e. Conservation, forest, fisheries and wildlife management;

f. *Watershed management* and flood and erosion control projects carried out or supervised by a *public agency;*

g. Archaeological activities;

h. Essential transportation and *utility* facilities;

i. Horticultural trade uses;

j. *Animal kennels*;

k. Veterinary clinic;

l. Uses permitted in a Niagara Escarpment Plan Open Space Master Plan;

m. *Watershed management* and flood and erosion control projects; and

n. Cemeteries.

6.2.12 Greenbelt Natural Heritage System

6.2.12.1 The following additional uses are permitted within the **Greenbelt Natural Heritage System** designation:

a. Full range of existing and new *agricultural uses*, *agriculture-related* and *on-farm diversified* uses and normal farm practices, subject to the policies of the Greenbelt Plan.

b. *Infrastructure*, subject to the policies of the Greenbelt Plan.

c. Renewable resources, as defined by the Greenbelt Plan and subject to the policies of the Greenbelt Plan.

d. Cultural heritage resources; and

e. *Existing uses*, subject to the policies of the Greenbelt Plan.

6.2.12.2 Within the **Key Features** of the **Greenbelt Natural Heritage System** the following uses are permitted, subject to the policies of the Greenbelt Plan:

a. Forest, fisheries and *wildlife management* that is carried out in a manner that maintains or, where possible, improves these features and their functions;

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b. Conservation and flood or erosion control projects if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

c. Archaeological activities;

d. Essential transportation and *utility* facilities;

e. *Existing uses*, including existing agricultural uses; and

f. *Mineral aggregate resource* extraction, subject to the policies of policies 6.4.6.4 to 6.4.6.24 of this Plan.

6.2.13 Mineral Aggregate Resource Extraction Area

6.2.13.1 The following additional uses are permitted within the ***Mineral Aggregate Resource Extraction*** **Area** designation:

a. *Mineral aggregate operations* and uses listed in the licence, including associated facilities;

b. Agricultural uses;

c. Conservation, forest, fisheries and *wildlife management*;

d. *Watershed management* and flood and erosion control projects carried out or supervised by a *public agency;*

e. Archaeological activities;

f. Essential transportation and *utility* facilities; and

g. Uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan, if the subject land is located within the Niagara Escarpment Plan Area.

6.2.14 Uses Permitted in all Land Use Designations

6.2.14.1 The following uses will be permitted in all land use designations, unless specifically allowed:

a. *Public service facilities*;

b. Conservation;

c. Electric power distribution and transmission facility;

d. Flood control and/or erosion management~~;~~

e. Major oil and gas transmission pipeline;

f. Parks and open spaces;

g. Water, sewage and stormwater management infrastructure;

h. Telecommunication facility;

i. Transit facilities; and

j. Transportation infrastructure.

6.2.15 Accessory Uses

6.2.15.1 Whenever a use is permitted in a land use designation, it is intended that uses, building or structures normally incidental and/or accessory to that use are also permitted, unless the Plan states otherwise.

6.2.16 Land Use Compatibility

6.2.16.1 *Development* proponents of *sensitive land uses*, where permitted, must avoid being located adjacent to *major facilities*, to the extent possible. Where avoidance is not possible, the *development* proponent shall be required to:

a. Complete appropriate land use compatibility studies, to the satisfaction of the *Town*; and

b. Minimize and mitigate any potential adverse effects from odour, noise and other contaminates, in accordance with land use compatibility studies.

6.2.16.2 Controls including, but not limited to, site and building design and buffers and/or separation distances will be required to prevent adverse effects, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with applicable guidance.

6.2.16.3 Notwithstanding the provisions of policy 6.2.16.1, the *Town* may not permit *development*, including outdoor passive recreation areas, in locations where the attenuated outdoor noise levels are forecast to exceed applicable provincial guidelines.

6.2.16.4 *Development* proponents of *major facilities* which could potentially be a source of adverse impacts including noise, vibration, odour or air pollutants are required to:

a. Complete appropriate land use compatibility studies, to the satisfaction of the *Town*; and

b. minimize and mitigate any potential adverse effects from odour, noise and other contaminates, in accordance with land use compatibility studies.

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6.2.16.5 In considering residential *development* that is proposed for a site which is in proximity to existing stationary sources of noise, the *Town* will have regard for the effect of the noise and only permit the *development* if the attenuated noise levels would continue to be in compliance with applicable guidelines.

6.2.16.6 *Development* of *sensitive land uses* adjacent to *major facilities* may only be permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

a. There is an identified need for the proposed use;

b. Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

c. *Adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and

d. Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

6.2.17 Lot Creation

6.2.17.1 In addition to conformity with any other policies of this Plan which may be applicable to a particular application, the following general policies shall be utilized for evaluating consent applications in all designations of this Plan:

a. *Lot* creation where the developable portion of the *lot* is below the stable top of bank of major or minor *valleylands* shall be denied;

b. Severance of an *additional residential unit* from the *lot* shall be denied;

c. The proposed lots must comply with the provisions of the zoning by-law. Where it is not possible to meet the standards of the zoning by-law, the approval of a Zoning By-law Amendment or Minor Variance will be required as a condition of approval of the consent;

d. The *lot* to be retained and the *lot* to be severed must have frontage on and have direct access to an open, improved public road which is maintained on a year-round basis and the frontage must conform with zoning by-law requirements or be conditional on an amendment or variance thereto;

e. Notwithstanding policy 6.2.17.1 d., a consent to create a new *lot* that will not have access to or frontage on a public road may be granted if both the *lot* retained and the *lot* created are part of a condominium *development* that has access to a public road;

f. The proposed *lot(s)* will not restrict the *development* of other parcels of

land, particularly the provision of access to allow the *development* of remnant parcels in the interior of a block of land;

g. *Lots* shall not be created which would access onto a road where a traffic hazard would be created due to limited sight lines on curves or grades; and

h. *Lots* with direct access from Provincial Highways or Regional Roads will only be permitted where the appropriate authority advises that an entrance permit will be issued.

Lot Creation in the Urban Area

6.2.17.2 In addition to the policies of 6.2.17.1, the following general policies shall be utilized for evaluating consent applications in the **Urban Area**:

a. Consents shall only be considered where the *lot* can be serviced, as a condition of approval, by *municipal water service* and *municipal sewage service* without capital expenditures by a public authority for the extension or expansion of any major *infrastructure* services or facilities;

b. The *lot* area and frontage of both the *lot* to be retained and the *lot* to be severed must be adequate for the existing and proposed uses and must allow for the *development* of a use which is compatible with adjacent uses by providing for sufficient setbacks from neighbouring uses and where required the provision of appropriate buffering;

c. Logical infilling or intensification of an already developed area that is *compatible* with the existing pattern of *development*, do not perpetuate an undesirable pattern of *development*, or prejudice the layout of future *development* shall be considered acceptable;

d. Where a parcel of land is located within an existing *development* or designated by this Plan for *development*, and the size of the parcel is large and it is apparent that an application for a severance could be a forerunner of other similar applications on the original parcel, such individual severances from that parcel shall not be permitted but may be considered through an application for a Plan of Subdivision;

e. A proposed severance(s) will not hinder or limit future planned *development* in the area, such as by creating a situation in which the *development* of the remnant parcel by Plan of Subdivision would be impractical or unduly prejudiced or where the remnant parcel would be unsuitable for *development* due to its size, configuration, location, or other factors, unless such severance is determined to be appropriate

following a comprehensive study of the area such as an Area Specific planning process; and

f. Applications for consent within *Mature Neighbourhood Areas* shall achieve consistency with the existing pattern of development of the *Mature Neighbourhood Area*.

Lot Creation in the Rural Area

6.2.17.3 In the ***Rural Area***, the creation of new *lots* for residential uses is not permitted, except in the **Hamlet Area**.

6.2.17.4 Within the **Hamlet Area**, *lot* creation will be subject to the following:

a. *Development* with three or more *lots* must submit a plan of subdivision, accompanied by a hydrogeological study in accordance with applicable guidelines; and

b. *Development* with less than three *lots* must submit an application for a consent accompanied by a hydrogeological study in accordance with applicable guidelines.

6.2.17.5 In the ***Rural Area***, outside of the **Hamlet Area**, the creation of new *lots* is only permitted for the following:

c. Acquisition by a public body;

d. *Lot* consolidation;

e. *Lot* line adjustments provided that:

f. Are minor and for legal or technical reasons;

g. Do not result in additional building *lots;*

h. Severance of a surplus farm dwelling; and

i. Conservation purposes as a part of the Bruce Trail within the Niagara Escarpment Plan Area.

6.2.17.6 Where an application for consent is received for lands located in the *Rural Area*, such consents shall only be permitted where they conform to the policies of Section 6.2.17 of this Plan, and applicable policies of the Greenbelt Plan, the Niagara Escarpment Plan, the Provincial Planning Statement, and any other applicable provincial policies.

6.2.17.7 Within the ***Prime Agricultural Area*** designation, *lot* adjustments for legal or technical reasons are permitted.

6.2.17.8 Within the ***Prime Agricultural Area*** designation, *lot* creation will only be permitted in accordance with provincial guidance for the following:

a. *Agricultural uses*, provided that the *lots* are of a size appropriate for an *agricultural use*(*s*) and are sufficiently large to maintain flexibility for future changes in the type or size of *agricultural operations*;

b. *Agriculture-related uses*, provided that any new *lot* will be limited to a minimum size needed to accommodate the use and appropriate *water services* and *sewage services*;

c. One new residential *lot* when a farm consolidation results in a *residence surplus to an agricultural operation*, provided that:

   i) the new *lot* will be limited to a minimum size needed to accommodate the use and appropriate *individual on-site water services* and *individual on-site sewage services*; and

   ii) notwithstanding, a new dwelling(s) and *additional residential units*, are prohibited on any remnant parcel of farmland created by the severance;

d. *Infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.

6.2.17.9 When severance of an existing *lot* for *agricultural use* is proposed, the *Town* will require that the new *lots* created are approximately 40 hectares in size.

6.2.17.10 Any application proposing the creation of one or more new *lots* for *development* using any services other than *municipal water service* and *municipal sewage service* shall be required to provide a hydrological study or a hydrogeological study in accordance with applicable hydrogeological and groundwater protection guidelines.

6.2.17.11 The following additional dwellings permitted on the same *lot* as a *single detached dwelling* shall not be the basis for the creation of new *lots*:

e. Residential uses accessory to *agricultural uses*, with the exception of a *residence surplus to an agricultural operation* in accordance with policy 6.2.17.8 c. of this Plan; and

f. Within the Niagara Escarpment Plan Area, a second *single detached dwelling* on a *lot* that is permitted for the purposes of preserving the local, provincial or national heritage value of an existing *single detached dwelling* on the *lot*.

6.2.17.12 Consent to create a new *lot* within or adjacent to lands as identified as Mineral Resource Protection Area in provincial mapping as shown on Schedule 11 of this Plan shall be discouraged in order to protect the aggregate resource for its long term use.

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6.3 Urban Area Land Use Designation Policies

The Urban Area policies provide a long-term vision and a comprehensive guide for managing land use, development, and change within a municipality's urban areas. The following policies direct how new housing, businesses, institutions, industries, and services will be developed, and implement local and provincial directions, addressing social, economic, and environmental impacts. They are the foundation for implementing more specific zoning by law regulations and other land-use management tools.

6.3.1 Downtown

Within the Major **Urban Centre**, the lands designated Downtown Supportive Area, Downtown Residential Area, Downtown Civic Precinct, and Parks and Open Space on Schedule 13a, represent distinct and identifiable areas that together form a unique and distinctive Downtown.

Downtown Supportive Area

The Downtown Supportive Area designation accommodates a range of uses that support and contribute to the vibrancy of the Downtown core, focused along Main Street East.

Downtown Supportive Area Policies

6.3.1.1 *Development* within the Downtown Supportive Area designation shall:

a. contribute to the creation of a distinctive urban *character* and high-quality, pedestrian-oriented environment;

b. be oriented to the street with at least one main entry leading directly from the sidewalk and, generally, include the provision of transparent display windows at street level, and avoid blank walls facing a street, lane or open space;

c. be *compatible* with the heritage *character* of its surroundings and provide an appropriate transition to nearby residential neighbourhoods;

d. be designed to include fencing and landscaping and other design features in rear or side yards *abutting* residential uses to mitigate noise, light and visual impacts; and

e. on-site parking shall generally be restricted to the rear yard.

6.3.1.2 The minimum building height shall be two (2) storeys and the maximum building height shall be in accordance with Schedule 13b.

6.3.1.3 The *Town* will encourage *development* proponents to locate active uses that enliven the street on the ground floor of buildings fronting onto streets and public open spaces, where appropriate.

6.3.1.4 Notwithstanding policy 6.3.1.3, *development* at street level where *primary retail frontage* is required, as identified on Schedule 13a, the *Town* shall require new *development* to conform with policy 6.2.2.19.

6.3.1.5 *Development* shall be *compatible* and respectful of the existing *character* and designed to reflect the Main Street East context and have detailed and well-articulated street level façades with high quality materials.

6.3.1.6 All *development* shall have regard for the general design policies of Section 5.2 of this Plan and applicable urban design and built form guidelines.

Downtown Residential Area

The Downtown Residential Area designation as shown on Schedule 13a, accommodates traditional residential neighbourhoods within walking distance of Main Street East that have been historically characterized by *single-detached dwellings*.

Downtown Residential Area Policies

6.3.1.7 *Development* within the Downtown Residential Area designation shall be subject to policies 2.3.2.1 to 2..3.2.14 inclusive, 6.2.1.7 and 6.2.1.8 to 6.2.1.10 inclusive, of this Plan.

6.3.1.8 The maximum building height shall be in accordance with Schedule 13b.

6.3.1.9 *Development* shall be *compatible* and respectful of the *character* of the neighbourhood.

Downtown Civic Precinct

The Downtown Civic Precinct designation comprises the Town Hall site, and Victoria Park, which serve as symbols of local government, civic pride and remembrance. The Town will ensure that these elements remain a focal point for the community.

Downtown Civic Precinct Policies

6.3.1.10 The *Town* will protect and enhance built form and existing features within the Downtown Civic Precinct designation to ensure that these elements remain a focal point and gathering place for the community.

6.3.1.11 The maximum building height shall be in accordance with Schedule 13b.

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6.3.1.12 Before *development* within the Civic Square block, identified on Schedule 13a, can be considered for approval, the *Town* will prepare a *Public Realm* Improvement Plan for the entire block, in consultation with relevant stakeholders. The *Public Realm* Improvement Plan shall be consistent with the policies of this Plan and shall include:

a. A detailed concept plan, identifying the location and uses of all the proposed buildings, structures; and public open spaces;

b. Conceptual building elevation drawings illustrating the proposed *character*, massing, and scale of *development*;

c. An open-space framework that creates a vibrant public space, supporting specific events and activities;

d. How the Civic Square integrates with the Town Hall building and Victoria Park;

e. The location of access points onto the *abutting* road network, where applicable;

f. The location and access to parking and service areas;

g. Landscaping plans and proposed streetscape treatments; and

h. A detailed phasing strategy, if applicable, that describes the sequencing of *development* and the timing of any *infrastructure* improvements.

6.3.2 Uptown

Uptown is the Milton GO Protected *Major Transit Station Area* (PMTSA). As an important structural component of the Major Urban Centre, Uptown will host a mix of well-designed buildings and places that will complement the natural and historic character of Downtown. Two land use designations within Uptown: the Uptown Mixed Use Area and Downtown Residential Area, are identified on Schedule 13a.

Uptown Mixed Use Area

The Uptown Mixed Use Area designation makes up the majority of the Milton GO Protected *Major Transit Station* Area. It is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the Town's population and employment growth, supported by local and regional scale public services and major transit *infrastructure*.

Uptown Mixed Use Area Policies

6.3.2.1 *Development* proposals which may prejudice or inhibit the achievement of the *development density* target of this Plan or the minimum *block-level density* established on Schedule 13c shall not be permitted.

6.3.2.2 The maximum building heights and *block-level densities* shall be in accordance with Schedule 13b.

6.3.2.3 Notwithstanding policy 6.3.2.2, the maximum prescribed building height may be increased up to a maximum of three (3) additional storeys through an amendment to the Zoning By-law only when:

a. The *development* is proposed by a non-profit housing provider or is by a partnership in which a non-profit housing provider has an interest that is greater than 51 percent, and a minimum of 51 percent of the units are intended as *affordable* or *assisted housing*; or

b. The *development* shall, prior to or upon final site plan approval and the lifting of a holding by-law, is secured as purpose-built rental housing pursuant to an agreement made between the owner and the *Town* that is registered on title to the *lot(s)* on which the *development* will be constructed and secures its use as purpose-built rental housing and prevents conversion to a condominium without the *Town's* consent; and

c. The maximum *block-level density* that corresponds to the proposed number of storeys as established on Schedule 13c, is not exceeded.

6.3.2.4 Opportunities for *lot* consolidation and co-ordinated *redevelopment* of adjacent *lots* shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the open space linkages shown on Schedule 13a.

6.3.2.5 Active uses on the ground floor of buildings fronting onto streets and public open spaces shall be encouraged.

6.3.2.6 Notwithstanding policy 6.3.2.5, *development* at street level where *primary retail frontage* is required, as identified on Schedule 13a, and surrounding the Milton GO Station shall conform with policy 6.2.2.19.

6.3.2.7 Where parking is proposed, the majority of the parking shall be provided in a structured parking garage, underground or to surface parking internal to the site, and shall be provided in accordance with section 4.2.5.

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6.3.2.8 *Development abutting* residential *development* shall include fencing and landscaping and other design features to mitigate noise, light and visual impacts.

6.3.2.9 Buildings *abutting* established low-rise residential areas shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms. Where applicable, *development* proposals shall be subject to the policies of Section 6.2.1, policies 6.3.6.3 to 6.3.6.7 inclusive, and Section 7.6.6 of this Plan.

6.3.2.10 Buildings shall be oriented towards the street and positioned to create a sense of enclosure along the street. Subject to their location, *development* shall be informed by the following:

a. Buildings along internal local streets surrounding the Milton GO Station and shall be located close to or at the street line to encourage retail activity;

b. Buildings along the south side of Main Street East will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate an additional row of *trees*, landscape and furnishing elements within the private setback;

c. The *tower* portion of *tall buildings* on the south side of Main Street East shall be stepped back substantially from the front face of the *podium*. This *tower step back* will be required to maintain a predominantly mid-rise *character* and contribute to an enhanced public view corridor along Main Street East; and

d. Along Ontario Street and Thompson Road, landscape setbacks will be required for additional *tree* planting and greening to the frontages of *developments*. Generally, setbacks should be unencumbered with no below grade structures so that *trees* and other planting can grow to a mature size.

6.3.2.11 *Development* shall be *transit-supportive* to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage *active transportation*.

6.3.2.12 The *development* proponent shall demonstrate how land use compatibility has been assessed and addressed in accordance with Section 6.2.16 of this Plan, and any applicable guidelines, with the use of mitigation as necessary, including the following:

a. The zoning is use-specific, i.e., only the existing or proposed industrial or

sensitive land use is permitted;

b. Using holding by-laws and interim control by-laws. These can hold *development* until *Compatibility Studies* are completed and/or mitigation (as needed) is undertaken;

c. Staging *redevelopment* to coincide with the phasing out of major industrial facilities;

d. Transitional land uses should be located in proximity to existing *general industrial uses*, instead of *sensitive land uses*;

e. Putting in place long-term monitoring and maintenance requirements for mitigation measures; and

f. The use of municipal by-laws as an effective means of addressing unplanned nuisance impacts.

6.3.2.13 All *development* shall have regard for the general design policies of Section 5.2 of this Plan and applicable urban design and built form guidelines.

6.3.2.14 The network of Open Space Linkages identified on Schedule 6 will be developed in conjunction as adjacent *development* and *redevelopment* occurs. Applications for *development* will, where required, incorporate the trail linkage into the site design.

6.3.2.15 The comprehensive *redevelopment* of existing *light industrial, general industrial*, and automotive-related uses and their replacement with high density residential built forms, *office* or *institutional uses* shall be encouraged.

6.3.2.16 The *redevelopment* of surface parking areas, particularly the Milton GO Station parking area, with compact, mixed-use and *transit-supportive development* will be promoted.

6.3.2.17 The comprehensive *redevelopment* of the GO Station site should include new urban plazas with active grade related buildings at both entrances.

6.3.2.18 A Comprehensive Development Plan shall be required in support of any major *redevelopment* proposal introducing either multiple buildings or a single building having a *gross floor area* exceeding 10,000 square metres. The Comprehensive Development Plan shall be prepared in accordance with Section 7.3.5.

6.3.2.19 Before *development* applications within the *Development* Blocks identified on Schedule 13a can be considered for approval, the *development* proponent shall submit a Comprehensive Development Plan for the entire *Development* Block in consultation with the *Town* and other relevant stakeholders. The

Comprehensive Development Plan shall be prepared in accordance with Section 7.3.4 and shall demonstrate:

a. how the ultimate build-out of the *Development* Block will achieve the required minimum *block-level density* established on Schedule 13c, measured across the site as a whole;

b. how the Comprehensive Development Plan responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and

c. how the *development* will address any *public service facility* and *infrastructure* needs identified by the *Town* in accordance with policies of this Plan.

6.3.2.20 Notwithstanding policy 6.3.2.2, the *Town* may permit a variation of the maximum prescribed building heights and *block-level densities* for the *Development* Block established on Schedule 13b through the Comprehensive Development Plan process for the entire *Development* Block.

6.3.2.21 The Comprehensive Development Plan for the *Development* Block shall be submitted to Council for endorsement without an amendment to this Plan. Endorsement of one Comprehensive Development Plan for the *Development* Block will not preclude alternatives or future modifications from being endorsed by Council and will not preclude consideration of interim *development* proposals in accordance with the policies of this Plan.

6.3.2.22 Notwithstanding policy 6.3.2.1, interim *development* proposals in the form of small-scale building additions or stand-alone buildings in connection with an *existing use*, which result in short-term *development* below the minimum prescribed *block-level densities* established on Schedule 13c, may be permitted without the need for an amendment to the Zoning By-law, provided that:

a. The proposed building or addition to an existing building has a *gross floor area* of less than 500 square metres;

b. The *development* does not prejudice or inhibit the long-term *redevelopment* of the site as envisioned by this Plan;

c. The *development* is consistent with the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form; and

d. The *development* does not include residential uses.

6.3.2.23 Lands within the Uptown Mixed Use Area designation shall be pre-zoned to facilitate the *redevelopment* of these lands to meet the *intensification* and

mixed-use objectives of this Plan including the minimum *development density* target set out in Table 3 of this Plan, and minimum *block-level densities* established on Schedule 13c.

6.3.2.24 A holding provision (H) may be implemented through the Zoning By-law to place a hold on the proposed *development* until:

a. *Compatibility Studies*, including appropriate studies to achieve land use compatibility, and mitigation are completed to assess and address potential *adverse effects* from odour, noise and other contaminants;

b. Adequate *municipal water services* and *municipal sewage services* capacity to accommodate the proposed use is available;

c. A Comprehensive Development Plan is prepared in accordance with policy 6.3.2.19 where required;

d. The *Town* is satisfied that the *development*:

i) is consistent with and conforms to all other relevant policies of the Province and the *Town;*

ii) is sensitive to the *character* of adjacent residential neighbourhoods with respect to sun shadowing, *building height*, massing and setbacks and provides for suitable transition; and

iii) is appropriately integrated with surrounding land uses.

6.3.3 Bronte-Steeles

Bronte-Steeles is the area within the **Major Urban Centre** located to the north of Downtown. Future *development* on lands designated Bronte-Steeles Mixed Use Area, Bronte-Steeles Business Park Area, and Bronte-Steeles Supportive Area, identified on Schedule 13a, will reinforce active connections with Downtown and support the economic and social viability of the area.

Bronte-Steeles Mixed Use Area

The Bronte-Steeles Mixed Use Area designation will provide a mix of residential, retail, parks and open spaces integrated alongside the existing adjacent residential and *employment areas*, the Downtown, and extensive natural areas.

Bronte Steeles Mixed Use Area Policies

6.3.3.1 The *development* proponent shall demonstrate how the *development* will contribute to achieving the minimum *development density* target for Bronte-

Steeles contained in Table 3 of this Plan, subject to the availability of appropriate *infrastructure*.

6.3.3.2 The maximum building heights and *block-level densities* shall be in accordance with Schedule 13b.

6.3.3.3 Active uses on the ground floor of buildings fronting onto streets and public open spaces shall be encouraged.

6.3.3.4 Notwithstanding policy 6.3.3.3, *development* at street level where *primary retail frontage* is required, as identified on Schedule 13a, shall conform with policy 6.2.2.19.

6.3.3.5 The majority of the parking shall be provided in underground parking.

6.3.3.6 All *development* shall have regard for the general design policies of Section 5.2 of this Plan and applicable urban design and built form guidelines prepared to support *development* on the area.

6.3.3.7 *Development abutting* established low-rise residential areas shall be designed in a manner to provide for an appropriate transition and relationship between different built forms; and fencing, landscaping and other design features will be considered to mitigate potential impacts to existing residential uses.

6.3.3.8 Before *development* applications within the *Development* Block identified on Schedule 13d can be considered for approval, the *development* proponent shall submit a Comprehensive Development Plan for the entire *Development* Block, prepared in consultation with the *Town* and other relevant stakeholders. The Comprehensive Development Plan shall be prepared in accordance with Section 7.3.4 and shall demonstrate:

a. how the ultimate build-out of the *Development* Block will achieve the required minimum *block-level density* established on Schedule 13c, measured across the site as a whole;

b. how the Comprehensive Development Plan responds to any applicable urban design and built form guidelines; and

c. how the *development* will address any *infrastructure* needs identified by the *Town* in accordance with policies of this Plan.

6.3.3.9 Notwithstanding policy 6.3.3.2, the *Town* may permit a variation of the maximum prescribed building heights and *block-level densities* for the *Development* Block established on Schedule 13b through the Comprehensive Development Plan process for the entire *Development* Block without requiring an amendment to this Plan.

6.3.3.10 *Development* of *sensitive land uses* adjacent to *major facilities* shall be subject to policy 6.2.16 of this Plan.

Bronte Steeles Business Park Area

The Bronte Steeles Business Park Area designation accommodates existing light industrial uses within Bronte Steeles.

Bronte Steeles Business Park Area Policies

6.3.3.11 The *development* proponent shall demonstrate how the *development* will contribute to achieving the minimum *development density* target for Bronte Steeles contained in Table 3 of this Plan, subject to the availability of appropriate *infrastructure*.

6.3.3.12 The maximum building heights and *block-level densities* shall be in accordance with Schedule 13b.

6.3.3.13 *Development* shall conform with Section 6.2.6 of this Plan.

Bronte Steeles Supportive Area

The Bronte Steeles Supportive Area designation will accommodate a range of uses along Bronte Street North that will support and contribute to the Downtown and the planned community within Bronte Steeles.

Bronte Steeles Supportive Area Policies

6.3.3.14 The *development* proponent shall demonstrate how the *development* will contribute to achieving the minimum *development density* target for Bronte Steeles contained in Table 3 of this Plan, subject to the availability of appropriate *infrastructure*.

6.3.3.15 *Development* within the Bronte Steeles Supportive Area designation shall:

a. contribute to the creation of a distinctive urban *character* and high-quality pedestrian-oriented environment;

b. exhibit high quality architectural and urban design;

c. be oriented to the street with at least one main entry leading directly from the sidewalk and, generally, include the provision of transparent display windows at street level;

d. be *compatible* with the heritage *character* of its surroundings and provide an appropriate transition to nearby residential neighbourhoods;

e. provide parking in accordance with Section 4.2.5. On-site parking shall

generally be restricted to the rear yard; and

f. be designed to include fencing and landscaping and other design features in rear or side yards *abutting* residential properties, to mitigate noise, light and visual impacts.

6.3.3.16 The maximum building heights and *block-level densities* shall be in accordance with Schedule 13b.

6.3.4 Urban Village Centres

Urban Village Centres are distinctive destinations and gathering areas at various locations in the Urban Area. Three Urban Village Centres are identified on Schedule 4 - Urban Structure: the Education Village Centre, Milton Trafalgar GO Village, and Britannia Village Centre.

Education Village Centre

Two land use designations as shown on Schedule C.12.1, comprise the Education Village Centre: Landmark Gateway, Village Centre, and Innovation Hub.

6.3.4.1 *Development* in lands designated Landmark Gateway on Schedule C.12.A will be assessed based on conformity with the policies of Section C.12 of this Plan.

6.3.4.2 *Development* in lands designated Village Centre on Schedule C.12.A will be assessed based on conformity with the policies of Section C.12 of this Plan.

6.3.4.3 *Development* in lands designated Innovation Hub on Schedule C.12.A will be assessed based on conformity with the policies of Section C.12 of this Plan.

Britannia Village Centre

The Britannia Village Centre comprises the lands designated Milton Village Centre in the Britannia Secondary Plan area, as shown on Schedule C.13.C.

6.3.4.4 *Development* within lands designated Milton Village Centre on Schedule C.13.C will be assessed based on conformity with the policies of Section C.13 of this Plan.

Milton Trafalgar GO Village

The Milton Trafalgar GO Village comprises the Milton Trafalgar GO Protected Major Transit Station Area. The village will support *transit-supportive development* and provide a full mix and range of uses, including residential, office, and commercial uses.

6.3.4.5 *Development* within lands designated Milton Trafalgar Village shall be established through an *Area-Specific Plan*, such as a secondary planning process.

6.3.5 Community Hubs

Community Hubs, as shown on Schedule 4, are divided into two main land use designations: Major Commercial Area, and Secondary Mixed Use Node, as identified on Schedule 12 and Secondary Plan Schedules, which provide for mixed-use destinations that integrate commercial functions with opportunities for offices, residential and other supportive uses.

Major Commercial Area

The Major Commercial Area designation is intended to accommodate a major concentration of commercial facilities serving the regional community as well as provide retail goods and services to residents in the immediate area and the Town.

Major Commercial Area Policies

6.3.5.1 Retail and *service commercial uses* are to be accommodated within freestanding buildings or through groupings of free-standing buildings. These areas shall be developed in a nodal configuration to minimize traffic impacts on adjacent uses.

6.3.5.2 The *Town* will encourage a minimum building height of two (2) storeys and the maximum building height shall not exceed fifteen (15) storeys.

6.3.5.3 *Development* applications will be assessed based on conformity with the following criteria:

a. The submission of a *development plan*, which demonstrates that the proposed *development* can be physically integrated with adjacent existing and proposed uses, including lands outside the Major Commercial Area designation, contributes to achieving vibrant, active and walkable built environments, and illustrates how the policies of this Plan and the applicable urban design guidelines will be addressed;

b. The submission of a traffic impact study which demonstrates that the traffic generated by the proposed *development* can be accommodated; and

c. The submission of any or all reports, studies and materials as set out in Section 7.6.1, as required by the *Town.*

6.3.5.4 *Development* shall be planned to improve the aesthetics, vibrancy and human-scale of the area. On this basis:

a. The design of the *development* shall reflect the prominent location of such uses at gateways to the *Town*, including high-quality landscaping particularly adjacent to higher order roads;

b. Improvements to the *public realm*, in the form of landscaping, boulevard treatments and lighting shall be implemented;

c. New buildings, particularly smaller buildings, should be located close to the street to better define the street edge and reinforce a better street presence;

d. Large surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large, asphalted areas;

e. Pedestrian or other *active transportation* connections traversing parking areas should be provided between the street and main entrances;

f. Given the potentially large scale of buildings, massing strategies should be employed to address their impacts, and building facades should be articulated accordingly; and

g. Signage should provide visual interest, be designed to blend with on-site landscaping and be scaled to not detract from buildings on the site.

Secondary Mixed Use Node

The Secondary Mixed Use Node designation identifies locations that will develop as focal points for surrounding residential neighbourhoods with pedestrian and *transit-supportive development*.

Secondary Mixed Use Node Policies

6.3.5.5 The *Town* will encourage a minimum building height of two (2) storeys and the maximum building height shall not exceed fifteen (15) storeys.

6.3.5.6 *Development* applications will be assessed based on conformity with the following criteria:

a. The submission of a *development plan,* which demonstrates to the satisfaction of the *Town* that the proposed *development* can be integrated with existing and proposed uses of adjacent lands, including lands outside the Secondary Mixed Use Node, contributes to achieving vibrant, active and walkable built environments, and illustrates how the

policies of this Plan and the applicable urban design guidelines will be addressed.

b. The proposed *development* complies with the applicable policies of Section 2 of this Plan;

c. Adequate *municipal water services* and *municipal sewage services* capacity to accommodate the proposed use is available;

d. The submission of a traffic impact study which demonstrates that the traffic generated by the proposed *development* can be accommodated; and

e. The submission of any or all reports, studies and materials as set out in Section 7.6., as required by the *Town.*

6.3.5.7 *Development* will require special design standards to ensure their integration with surrounding *development*, while still fulfilling their role. In particular, such areas shall:

a. be oriented to public streets and have a strong street presence;

b. incorporate landmarks such as fountains or public art; and

c. give consideration to the creation of an environment which is comfortable for the pedestrian and *transit-supportive*.

6.3.5.8 Notwithstanding the policies of Section 6.2.2, the Secondary Mixed Use Node located at Highway 25 and Derry Road shall be developed in accordance with the following:

a. The total commercial floor space allowed within this node shall be 16,725 square metres;

b. Unless the total commercial floor space exceeds 16,725 square metres, the submission of an overall *development plan* or Secondary Plan and Retail and Commercial Needs Assessment shall not be required for this node; and

c. The southeast corner of this node shall be developed primarily with high density residential uses at a density of 85 to 150 dwelling units per net hectare. Accessory commercial and/or *office uses* may also be permitted within a multi-storey building. The maximum building height shall not exceed 10 storeys unless specifically permitted by other policies of this Plan.

6.3.5.9 Notwithstanding Section 6.2.2, the Secondary Mixed Use Nodes located at Thompson Road, and Louis St. Laurent Avenue and at Bronte Street and Louis St. Laurent Avenue shall be developed in accordance with the following:

a. A total commercial floor space within each node of up to 29,728 square metres is permitted; and

b. Unless the total commercial floor space exceeds 29,728 square metres, the submission of a Retail and Commercial Needs Assessment shall not be required.

6.3.6 Complete Neighbourhoods

Milton's complete neighbourhoods will provide an adequate range and mix of housing typologies and built forms, small-scale retail uses, parks, schools, places of worship, etc. Complete neighbourhoods are primarily the lands designated Residential Areas on Schedule 12 with associated services and facilities and local commercial areas.

Residential Area

The Residential Area designation on Schedule 12 – Urban Area Land Use Plan, represent the majority of the complete neighbourhoods, and identifies the lands where the predominant use will be a broad range of residential typologies together with neighbourhood-supportive local commercial areas, *community service facilities*, and parks and open spaces that will serve and support the community.

Residential Area Policies

6.3.6.1 Applications for infill *development* and *intensification*, except for applications for *single detached dwellings*, semi-detached dwellings, and duplexes on individual lots, or lands designated for such uses, will be assessed based on conformity with the following criteria:

a. The area of the site allows for integration of the proposed *development* with adjacent *development*;

b. Adequate buffering for any adjacent low-rise residential uses or a transition between the proposed *development* and adjacent low-rise residential uses is provided;

c. The area of the site is sufficient to provide appropriate open amenity space and adequate parking facilities;

d. The site is generally located so that the *development* is well integrated with adjacent *development*;

e. *Development* shall comply with the maximum building heights

established in Schedule 13b;

f. The height or bulk of the proposal will not unduly overshadow adjacent low-rise residential uses; and

g. Adequate *municipal water services* and *municipal sewage services* capacity to accommodate the proposed use is available; and

h. Rear or side yards *abutting* existing residential *development* shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;

i. The *development* shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads;

j. Site design shall take advantage of natural topography and vegetation to minimize the impacts of *building height* on adjacent land uses;

k. Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized.

6.3.6.2 Infill *lots* may be created subject to the policies of Section 6.2.17 and the following criteria:

a. The proposed *lot* is consistent with the predominant lot fabric of the surrounding neighbourhood;

b. *Trees* and vegetation are retained and enhanced, where feasible;

c. New driveways are sited to minimize *tree* loss; and

d. The orientation and sizing of the new *lots* do not have a negative impact on significant views and vistas.

Mature Neighbourhoods

6.3.6.3 *Mature neighbourhoods* are identified on Schedule F - Mature Neighbourhood Area Overlay, of the Zoning By-law. The implementing Zoning By-law shall further detail appropriate standards for *development* within *mature neighbourhoods*, including *lot* coverage, *lot* frontage, and *building height* and setbacks, among other standards.

6.3.6.4 The *Town* will encourage *development* in the form of new housing, replacement housing, and additions and alterations within *mature neighbourhoods* that is *compatible* and respectful of the *character* of the neighbourhood by incorporating scale, massing, *building height*, and other characteristics that are prevalent in the *mature neighbourhood*.

6.3.6.5 *Development* should be generally consistent with the setbacks, orientation and building separation distances within the *mature neighbourhood*. Landscaping and fencing are encouraged to maintain established aesthetics and privacy.

6.3.6.6 *Development* within *mature neighbourhoods* shall also be subject to the policies 7.7.2.2.

6.3.6.7 The *Town* may add or delete *mature neighbourhoods* or alter the boundaries of existing *mature neighbourhoods* through further amendments to the Zoning By-law, without requiring an amendment to this Plan.

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Local Commercial Area

Local Commercial areas are intended to provide for a limited range of small-scale retail and *service commercial uses* that serve the residential areas and are *compatible* with the residential *character*. Local commercial areas are typically located adjacent to, or with direct access to an arterial or collector road.

Local Commercial Policies

6.3.6.8 The *Town* will encourage a minimum building height of two (2) storeys and the maximum building height shall not exceed eight (8) storeys.

6.3.6.9 *Development* applications will be assessed based on conformity with the following criteria:

a. The site is adjacent to, or with direct access to, an arterial or collector road where safe access is available;

b. The area of the site is sufficient to provide for adequate buffering for adjacent residential uses and parking facilities;

c. The site is generally easily accessible to the neighbourhood or neighbourhoods the use is designed to serve;

d. Pedestrian or other *active transportation* connections to the site are provided;

e. Landscaping is used to buffer adjacent uses and improve the overall aesthetics of the *development*;

f. The *development* complements the residential *character* of the area, and provides an appropriate transition to nearby residential uses;

g. Parking facilities are designed and located to not dominate the streetscape;

h. The *development* will not generate an unacceptable level of vehicular traffic onto local streets; and

i. The submission of any or all reports, studies and materials as set out in Section 7.6., as required by the *Town.*

6.3.6.10 Notwithstanding policy 6.2.2.5, within the Local Commercial areas described on Table 18, the maximum permitted total commercial gross floor area shall be in accordance with Table 18.

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Table 18. Maximum Commercial Floor Space in Specific Local Commercial Areas.

LOCATION	MAXIMUM PERMITTED COMMERCIAL FLOOR SPACE
Southeast corner of Derry Road and Holly Avenue	2,740 square metres
Northwest quadrant of Derry Road and Scott Boulevard	2,975 square metres and may include a food store of up to 1,580 square metres
Southwest quadrant of Derry Road and Scott Boulevard	4,645 square metres and may include a food store of up to 2,787 square metres
Intersection of new Tremaine Road and 3rd Side Road	2,787 square metres
North side of Ruhl Drive between Whewell Trail and Dice Way	2,506 square metres
Northeast corner of Bronte Street South and Anne Boulevard	3,315 square metres

6.3.7 Economic Growth Areas

Economic Growth Areas supports the development of cluster of businesses and economic uses such as manufacturing, research and development, warehousing and goods movement within designated *employment areas*, and supporting commercial and services, offices, and other uses within lands in proximity to existing and planned *employment areas* and complete neighbourhoods.

The Business Commercial Area

The Business Commercial Area designation applies to lands where a mix of service commercial uses, *office uses*, *light industrial uses* and other employment generating uses will be planned to support and service the surrounding *employment areas* and complete neighbourhoods.

Business Commercial Area Policies

6.3.7.1 *Development* applications will be assessed based on conformity with the following criteria:

a. The submission of a *development plan* which demonstrates to the satisfaction of the *Town* that the proposed *development* can be integrated with existing and proposed uses of adjacent lands, including lands outside the Business Commercial area, and illustrates how the policies of this Plan and the applicable urban design guidelines will be addressed.

b. A high quality of landscaped site *development*, particularly adjacent to Provincial Freeways, Major Arterial - Regional Roads, and Local Arterial roads;

c. The *development* will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;

d. The *development* will be planned to provide maximum pedestrian accessibility to surrounding areas;

e. Adequate *municipal water services* and *municipal sewage services* capacity to accommodate the proposed use is available;

f. Common parking and access facilities with abutting Business Commercial uses are proposed where feasible;

g. Parking will be at least partially screened by berms and landscaping;

h. The provisions of any applicable Secondary Plan policies as outlined in this Plan; and

i. The submission of any or all reports, studies and materials as set out in Section 7.6, as required by the *Town.*

6.3.7.2 Where *development* is proposed adjacent to *residential areas*, significant buffering from the residential use will be required.

Prestige Office Area

The Prestige Office Area designation on Schedule 12 and Schedule C.9.B applies to key sites adjacent to major roads and at gateways locations to the Derry Green Corporate Business Park that provide for supportive uses that complement the surrounding *employment areas* and complete neighbourhoods.

Prestige Office Area Policies

6.3.7.3 Uses permitted in the Prestige Office Area designation shall be within enclosed buildings.

6.3.7.4 The minimum building height shall be two (2) storeys and the minimum *floor space index* shall be 0.5.

6.3.7.5 *Development* applications will be assessed based on conformity with the following criteria:

a. The submission of a *development plan* which demonstrates to the satisfaction of the *Town* that the proposed *development* can be integrated with existing and proposed uses of adjacent lands, including lands outside the Prestige Office Area, and illustrates how the policies of this Plan and the applicable urban design guidelines will be addressed.

b. The *development* shall be designed with significant, high-profile buildings with strong architectural design;

c. The lands in this designation shall be developed with street-related sites including a continuous frontage of buildings wherever feasible;

d. No parking shall be located between the building and the street, and surface parking shall be located to the rear and sides of the building. In addition, the amount of *lot* frontage allocation for surface parking shall be restricted in the Zoning By-law and structure or below grade parking is encouraged;

e. Buildings shall be designed to foster an urban *character*, with the scale and orientation contributing to the pedestrian orientation of the street;

f. Careful consideration will be given to the design of impervious surfaces and other factors that impact on stormwater management including the use of LID practices; and

g. The submission of any or all reports, studies and materials as set out in Section 7.6, as required by the *Town.*

Employment Areas

Employment areas comprise the majority of the Economic Growth Areas, and are defined by this Plan as all lands within the *employment area* overlay on Schedule 4 – Urban Structure. Existing *employment areas*, where *development* and *redevelopment* are underway, comprise two employment land use designations on Schedule 13a – Major Urban Centre Land Use Plan: **Industrial Area** and **Business Park Area**. *Employment Areas* will provide for *compatible* employment uses in appropriate locations with a variety of forms, scales, and intensities of *development.*

General Employment Area Policies

6.3.7.6 *Development* applications within *employment areas* will be assessed based on conformity with the following criteria:

a. The provisions of the applicable Secondary Plan policies as outlined in

this Plan;

b. The submission of a *development plan* which demonstrates to the satisfaction of the *Town* that the proposed *development* can be integrated with existing and proposed uses of adjacent lands, including lands outside the *employment area*, and illustrates how the policies of this Plan and the applicable urban design guidelines will be addressed.

c. The applicable policies of Section 2 of this Plan are met;

d. Adequate *municipal water services* and *municipal sewage services* capacity to accommodate the proposed use is available;

e. A high quality of landscaped site *development*, particularly adjacent to Provincial Freeways, Major Arterial - Regional Road, or Local Arterial roads; and

f. The submission of any or all reports, studies and materials as set out in Section 7.6, as required by the *Town.*

6.3.7.7 *Development* on lands within 300 metres of *employment areas* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned *Employment Areas*, in accordance with applicable guidelines.

6.3.7.8 Pursuant to Sections 1 (1.1) and (1.2) of the *Planning Act*, uses in *employment areas* that are excluded from the definition of "Area of Employment" in paragraph 2 of Section 1(1) of the *Planning Act* are authorized to continue, provided that the use was lawfully established on the parcel of land before October 20, 2024.

6.3.7.9 *Compact development* that accommodates a mix of employment uses to facilitate the efficient use of urban land and *infrastructure* shall be encouraged.

6.3.7.10 All *development* shall have regard for the general design policies of Section 5.2 of this Plan and applicable urban design guidelines.

6.3.7.11 *Development* abutting Highway 401 or related service roads shall be designed to achieve a landscaped corridor along the highway, although views of primary buildings will be permitted. The *Town* shall implement this direction through the Zoning By-law and site plan approval process, with specific reference to the following:

a. Buildings shall be designed so that all elevations facing a public street including Highway 401 present an attractive facade;

b. Views of primary buildings will be permitted, although *trees* and

landscaping will be used to screen elements such as parking, service and loading areas;

c. Parking which is visible from Highway 401 will be limited and generally will be at least partially screened by berms and landscaping; and

d. Service and loading facilities will generally not be permitted in any yard facing Highway 401 and, regardless of location, will be screened from Highway 401.

6.3.7.12 The Zoning By-law may contain provisions relating to building siting, location and massing to implement the general design policies of Section 5.2 of this Plan.

6.3.7.13 The *Town* shall through the Zoning By-law and site plan approval process, control *development* along Regional Road 25, Steeles Ave., No. 5 Sideroad and James Snow Parkway to ensure a high quality of site design and use. In particular:

a. Buildings shall be designed to front the road with the highest priority in the defined road hierarchy. Facades and yards abutting lower priority roads shall be attractive through appropriate architectural treatments and landscaping;

b. Parking will be at least partially screened by berms and landscaping; and

c. Service, loading and open storage facilities shall not be permitted in the yard abutting these major roads and shall be screened from these roads.

Removal of Lands from Employment Areas

6.3.7.14 The *Town* may consider the removal of lands from *employment areas* only where it has been demonstrated that:

a. There is an identified need for the removal and the land is not required for *employment area* uses over the long term;

b. The proposed uses would not negatively impact the overall viability of the *employment area* by:

i) avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses; and

ii) maintaining access to major goods movement facilities and corridors;

c. Existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and

d. The *Town* has sufficient employment lands to accommodate projected employment growth to the horizon of the Plan.

6.3.7.15 Notwithstanding policy 6.3.7.15, the re-designation of employment lands to the *local natural heritage system* is not considered to be a removal of lands from *employment areas*.

6.3.8 Milton Heights Special Policy Area

The Milton Heights neighbourhood, shown on Schedule 14a, is located at the foot of the Niagara Escarpment on the west edge of the Urban Area. It is a significant area of the Sherwood Survey, identified on Schedule 2; which forms part of the Sherwood Survey Secondary Plan, approved by Council in 2005.

This Section implements directions for *development* in Milton Heights approved by the Ontario Municipal Board between 2014 and 2017.

It is policy of the *Town* to:

6.3.8.1 Develop a residential community within the Milton Heights Neighbourhood with its own special *character*, which maintains the small-town *character* of the area and reflects its unique location at the foot of the Niagara Escarpment.

6.3.8.2 Protect the character of existing Tremaine Road (Reg. Road 22) and 3rd Sideroad, and the Steeles Ave/Peru Road area in Milton Heights by minimizing changes to the existing road design and ensuring that the adjacent character of development is preserved wherever feasible, and that development is *compatible* with, and sympathetic in design to, the natural environment and the nature of the existing streetscape and existing buildings.

Location

6.3.8.3 The Milton Heights community, as shown on Schedule 14a, is generally bounded by:

a. North: Highway 401;

b. East: Peru Road;

c. South: CP Rail; and

d. West: Existing Tremaine Road.

6.3.8.4 Future *development* on lands designated **Residential Area**, **Local Commercial Area**, and **Business Park Area** in Milton Heights as shown on Schedule 14b, seek to create a safe, liveable, attractive and healthy community in proximity to the Niagara Escarpment.

Residential Area Policies for Milton Heights

6.3.8.5 Permitted uses in the Residential Area designation in Milton Heights shall be in accordance with policies 6.2.1.7. b. and 6.3.6.1 of this Plan.

6.3.8.6 *Development* in Milton Heights shall achieve a general housing mix target of 60 per cent *single detached* and semi-detached, 15 per cent row housing or similar housing forms, and 25 per cent apartment or similar housing form mix.

6.3.8.7 *Development* proposals and plans of subdivision within Milton Heights shall be coordinated with existing or proposed *development* on the adjacent lands and within the sub-neighbourhood. *Development* proposals and plans of subdivision shall reflect the policies of this Plan and address such issues as compatibility of land use and transition of density, *lot* sizes and housing type based on consideration of the proximity of new *development* to the Niagara Escarpment Plan Area and Local Natural Heritage features;

a. arterial roads, employment lands, railways and provincial highways and *employment areas*; and

b. existing residential *development*,

with a principle overall objective of maintaining a significant degree of larger *lot development* adjacent to the Niagara Escarpment Plan Area.

6.3.8.8 The density of *development* in Milton Heights may vary from a low of 15 units per net hectare near the Niagara Escarpment Plan Area, existing residential *development* and natural heritage features to a high of 40 units per net hectare near arterial roads, employment lands, provincial highways, railways, and *employment areas*, subject to the following:

a. *Development* shall reflect the unique setting adjacent to the Niagara Escarpment and the *character* of the existing residential communities;

b. In order to achieve appropriate transitions to the existing residential communities, the Niagara Escarpment Plan Area and natural heritage features, consideration must be given to locating village squares in transition areas and increasing the landscaped open space on the *lot* through the implementation of appropriate *setbacks*;

c. The maximum height and massing of dwellings will be limited; and

d. Notwithstanding the range of densities identified in this policy and provided the intent of the policy is otherwise maintained, the average residential density shall not exceed 43 units per net hectare for the residential area classified as a Class 4 Area in accordance with the

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Ministry of Environment Environmental Noise Guideline NPC-300.

6.3.8.9 *Development* of the lands consisting of the block north of Third Sideroad, generally between Milton Heights Crescent and the subdivision road to the east may only proceed by plan of subdivision.

6.3.8.10 *Development* of the lands, south of Third Sideroad, generally between new Tremaine Road and Milton Heights Crescent, may only proceed, by plan of subdivision, subject to land assembly and dedication of a local road right-of-way parallel with Third Sideroad.

6.3.8.11 Reverse lotting will not be permitted, except where the *Town* is satisfied that there is no other feasible option. A range of alternatives, such as lanes and flexible streets, will be encouraged to ensure a high quality of streetscape design.

6.3.8.12 Multi-unit residential *developments* shall provide adequate on-site parking and outdoor amenity area(s).

6.3.8.13 *Development* proposals shall incorporate a landscape buffer along Highway 401 outside of the required Ministry of Transportation setback and adjacent to the Niagara Escarpment Plan Area.

6.3.8.14 The maximum height of new residential *development* west of new Tremaine Road shall be two (2) storeys, except for the *development* block abutting Highway 401, where the maximum height shall be three (3) storeys for dwellings directly abutting Highway 401. Lofts may be included in the roof space above the second storey for:

a. The *development* block abutting Highway 401; and

b. Dwellings on larger *lots* within the *development* block abutting the village square, subject to being located immediately across the street from the development block abutting Highway 401, increased setbacks, landscaping, the elimination of garages in the front yard, and other architectural and site design mitigation.

6.3.8.15 All *development* in the Residential Area shall be subject to a comprehensive noise assessment, in consultation with the industrial landowner(s) and operator(s) to the east, to the satisfaction of the approval authorities in accordance with the following:

a. The noise assessment shall take into account the separation distance required between the General Industrial Area and the Residential Area designations in accordance with the applicable Ministry of Environment regulations and guidelines.

b. The implementing Zoning By-law shall establish regulations to secure the necessary land use compatibility between the new residential *development* and the existing industries to the east, including noise mitigation.

c. The use of a holding provision shall be established in the implementing Zoning By-law to ensure the implementation of adequate noise mitigation necessary to secure land use compatibility between the *Residential Area*, which include new *sensitive land uses*, and the industrial landowner(s) and operator(s).

d. The relevant landowners of the residential *development* shall agree to enter into appropriate private agreements, *easements* and/or restrictive covenants with the industrial land owner(s) and operator(s), and the *Town* where necessary or desirable.

e. Residential *development*, south of Third Sideroad, east of new Tremaine Road, and north of Sixteen Mile Creek shall be classified as a Class 4 Area pursuant to the Ministry of Environment Environmental Noise Guideline NPC-300 and shall include receptor-based mitigation measures, where required. Notwithstanding the Class 4 Area classification, residential *development* shall meet the Class 1 requirements and be designed in a manner, which minimizes noise penetration to the interior of the development and incorporates best practices with respect to noise mitigation.

Local Commercial Area Policies for Milton Heights

6.3.8.16 Lands designated Local Commercial Area in Milton Heights shall be developed in accordance with the applicable Local Commercial policies 6.2.2.5, 6.3.6.8 and 6.3.6.9.

6.3.8.17 Notwithstanding policy 6.2.2.5, the lands designated Local Commercial Area in Milton Heights located at the northwest quadrant of the intersection of Third Sideroad and new Tremaine Road may be developed with up to 2,787 square metres of commercial floor space.

6.3.8.18 A gas bar or service station may be located in a Local Commercial Area located on an Arterial Road, subject to detailed design review particularly with respect to the relationship of the *development* to the street for which the *Town* shall require high-quality street-oriented urban design.

Business Park Area Policies for Milton Heights

6.3.8.19 Permitted uses in the Business Park Area designation in Milton Heights shall be in accordance with applicable policies of Section 6.2.6, of this Plan.

6.3.8.20 Further to and in accordance with the applicable policies of Sections 6.2.6 and 6.3.7 of this Plan, *development* applications on lands designated Business Park Area are subject to the following:

a. No outdoor storage being allowed;

b. A high quality of landscaped site development particularly adjacent to Provincial Freeways, Major Arterial - Regional Roads and Local Arterial roads;

c. The proposed *development* complies with the Livable Communities policies of this Plan; and

d. The proponent can demonstrate that there is adequate *municipal water service* and *municipal sewage service* capacity to accommodate the proposed use; and

6.3.8.21 In addition to the requirements of Section 6.3.7, new *development* south of Third Sideroad and west of Peru Road shall provide a land use buffer between the new *residential area* and the existing major industries located to the east, subject to the following:

a. A noise assessment approved by the *Town* which takes into account the separation distance required between the General Industrial Area and the Residential Area designations in accordance with the applicable Ministry of Environment regulations and guidelines. The noise mitigation shall include an appropriate physical separation between the new *residential area* and the existing major industries to the east together with mitigation secured through specific residential building designs in appropriate locations;

b. Noise *sensitive land uses,* which involve sleeping accommodation or facilities for worship or prayer, such as hotels, daycares, funeral homes, or places of worship, are not permitted, unless a noise study is provided, in accordance with the applicable Ministry of Environment regulations and guidelines, in consultation with the affected industrial land owner(s) and operator(s), in consideration of the *Town*'s Noise By-law, and to the satisfaction of the *Town*;

c. The implementing Zoning By-law shall establish regulations to secure the necessary land use compatibility between the new residential

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development and the existing industries to the east, including noise mitigation;

d. The lands may be placed in a Business Commercial Zone with a maximum commercial floor space of 2,787 square metres, which may include a convenience or specialty *food store* of less than 464.5 square metres, but shall not include a *food store*;

e. *Development* shall be *compatible* with the proposed residential *development* across the street and shall implement noise mitigation measures, where possible. Built form shall be oriented to the street with a landscape buffer along the street line. Massing and roof form must be considered in relation to the residential *development* and where possible include noise mitigation considerations. Parking shall generally be located in the rear yard, and fully or partially screened.

f. The Business Park area consisting of an existing heritage building, abutting the Community Park designation, shall, if relocated, then be included as part of the Community Park designation without further amendment to this Plan. If the heritage dwelling is retained in situ, adaptive reuse is encouraged and, in an amending zoning by-law, permitted uses shall be limited to those business park uses which will permit the conservation of *heritage attributes* of the structure.

6.3.8.22 In addition to the requirements of Section 6.3.7, new *development* north of Third Sideroad shall provide a land use and a noise mitigation buffer between the new residential area and the existing major industries located to the east, subject to the following:

a. Permanent noise mitigation shall be provided within the Business Park lands as a buffer between the existing major industries to the east and the new *residential area* to the west, in accordance with a noise study, that is compliant with the applicable Ministry of Environment regulations and guidelines, prepared in consultation with the affected industrial land owner(s) and operator(s), and to the satisfaction of the *Town*. The noise mitigation measures shall include non-residential buildings of specific heights and configurations, and/or a sound barrier consisting of a berm/fence combination.

b. Noise *sensitive land uses*, which involve sleeping accommodation or facilities for worship or prayer, such as hotels, daycares, funeral homes, or places of worship, are not permitted, unless a noise study is provided, in accordance with the applicable Ministry of Environment regulations

and guidelines, in consultation with the affected industrial land owner(s) and operator(s), in consideration of the *Town*'s Noise By-law, and to the satisfaction of the *Town*.

c. The use of a holding provision shall be established in the implementing Zoning By-law to ensure the implementation of adequate noise mitigation necessary to secure land use compatibility between new *sensitive land uses* and the industrial land owner(s) and operator(s).

d. The relevant landowners of the residential *development* shall agree to enter into appropriate private agreements, *easements* and/or restrictive covenants with the industrial land owner(s) and operator(s), and the *Town* where necessary or desirable.

6.3.8.23 The maximum retail commercial floor space for Business Commercial Uses in a Business Park Area to be placed in a Business Commercial zone, on the lands south of Third Sideroad and east of new Tremaine Road, shall be 2,787 square metres, and the *development* shall be *compatible* with any proposed adjacent residential *development* and shall implement noise mitigation measures, where possible.

Park Policies for Milton Heights

6.3.8.24 The configuration of the Community Park within the lands that are south of Third Sideroad and east of new Tremaine Road shall be further refined when the plans of subdivision are prepared. The site, as detailed in the plan of subdivision for the lands, must have significant frontage and access on an arterial and/or collector road.

6.3.8.25 The Village Square designation represents a general location for generally passive open space areas in accordance with the policies of Section 5.4. The location and configuration of the Village Squares shall be further refined when plans of subdivision are prepared and such sites must have significant frontage on a public street, generally on two sides of the property.

Retention of Local Character

6.3.8.26 The community of Milton Heights, and the Steeles Avenue/Peru Road areas shall be developed in a manner which retains the existing *natural environment* and rural nature of existing streetscapes and each site will be subject to site plan approval, where applicable. In particular:

a. The existing *trees* which border new Tremaine Road, Third Sideroad west of Milton Heights Crescent, Steeles Avenue in the vicinity of Peru Road,

and Peru Road south of Sixteen Mile Creek will be preserved and enhanced;

b. The rural cross-section and paved portion of existing local roads will be retained, where appropriate;

c. The *Town* will work with the owners of existing buildings, to ensure that the buildings, and portions of their sites, are preserved and incorporated into future adjacent *development*; and

d. New *development* shall be designed in a manner which is *compatible* with, and sympathetic in design to, the *natural environment* and rural nature of the existing streetscape and with existing buildings, as well as in conformity with the Residential Area designation.

6.3.8.27 New *development* in Milton Heights shall protect the *character* of new Tremaine Road (Reg. Road 22) and Third Line through the protection of existing buildings, the siting and design of new buildings and streetscape treatments.

6.3.8.28 New *development* abutting new Tremaine Road shall be designed in a manner which:

a. provides a suitable buffer adjacent to the Niagara Escarpment;

b. reduces impacts on existing dwellings;

c. results in views to the Sixteen Mile Creek and the Niagara Escarpment, and creates coherent and memorable streetscape treatments;

d. is *compatible* with, and sympathetic in design to the *natural environment* and the proximity to the Niagara Escarpment; and

e. disruption to the existing *natural environment*, topography and vegetation shall be minimized.

6.3.8.29 New *development* abutting Third Side Road between Milton Heights Crescent and new Tremaine Road shall be developed in a manner to create a traditional "village main street" *character*. In particular:

a. To mitigate the concerns with traffic impacts experienced by local residents, an alternate road connection is to be provided linking the *residential area* to the north of Third Sideroad with new Tremaine Road and existing Third Sideroad is to be retained as a "village main street" with on-street parking;

b. New *development* shall be designed in a manner which is *compatible* with, and sympathetic in design to, the Niagara Escarpment setting, the

natural environment and rural nature of the existing streetscape and with existing buildings, as well as in conformity with the Residential Area designation;

c. New *development* shall create a transition to the existing buildings along Third Sideroad between Milton Heights Crescent and existing Tremaine Road; this transition shall include, but not be limited to restrictions of massing and height and increased building setbacks and landscape open space;

d. Subject to the requirements of a noise study, satisfactory to the *Town*, new *development* shall consist of low-density residential uses, and may include detached dwellings and/or live-work units with limited *office*, retail, and *service commercial uses* on the ground floor;

e. The maximum height of new *development* shall be two (2) storeys. The massing of the roof shall be minimized with the objective of lowering the overall height of the dwelling;

f. Garages and parking are to be accommodated in the rear yard and, where possible, shared driveways to common parking areas and/or driveways paired between dwellings are encouraged;

g. Opportunities for on-street parking are to be maximized through the subdivision design, including consideration of *lot* size and alternate provisions to access rear yard parking areas. The provision of significant on-street parking on Third Sideroad in front of the *lot(s)* may be considered in determining the parking requirements for commercial and/or *office uses* in the implementing Zoning By-law; and

h. *Development* of the block north of Third Sideroad, generally between new Tremaine Road and Milton Heights Crescent, may only proceed by plan of subdivision.

Subwatershed Plans and Studies

6.3.8.30 The Milton Heights community lies within two subwatersheds (See Appendix A for map showing boundaries of subwatersheds):

a. Sixteen Mile Creek Subwatershed, Area 2; and

b. Indian Creek Subwatershed Area.

The Sixteen Mile Creek Watershed Plan (1995) and the Bronte Creek Watershed Plan (2002 - Indian Creek is a tributary of Bronte Creek) prescribe *development* and resource management principles focused on the protection

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and preservation of the *watershed*-based ecosystem. The *Watershed Plans* recommended that Subwatershed Plans be prepared at the Sherwood Survey Secondary Plan stage, and plans have been completed for Area 2 of Sixteen Mile Creek and for Indian Creek in Sherwood Survey.

Subwatershed Plans identify specifics associated with resource management including stormwater servicing approach, management *infrastructure* type and location, *watercourse* management approach, habitat to be protected, phasing considerations, and study requirements for implementation. The recommendations in the Subwatershed Plans provide general principles to be used as guidelines in the preparation of the Subwatershed Impact Studies (SIS).

6.3.8.31 New *development* in Milton Heights will have regard for the recommendations of the applicable Subwatershed Plan and will be subject to the findings of the relevant Subwatershed Impact Studies (SIS) as approved by the *Town* in consultation with the relevant *public agencies*. No amendments to the policies of this Section shall be required to implement the recommendations of the Subwatershed Plans or for changes in the location of stormwater facilities in accordance with the policies of this Plan.

Further, prior to draft plan approval, Subwatershed Impact Studies (SIS) are required for each Sub-watershed Impact Area. The study areas can be modified or consolidated subject to the approval of the *Town*, in consultation with the *Conservation Authority* and the Region. The goal of these studies will be to achieve a greater level of detail in the integration of servicing and stormwater management. The objectives of the studies will be:

a. a preferred servicing plan (including public/private *utilities*);
b. road layout;
c. integration of stormwater management facilities;
d. exploration of opportunities to integrate recreation opportunities with stormwater management;
e. phasing and cost sharing in areas of multiple ownership; and,
f. validation of fisheries mitigation and compensation.

Further, the SIS will also provide a:

g. Detailed assessment of terrestrial resources and associated *ecological functions*;
h. Establish the boundaries of the environmental protection areas, the *buffers* required for the preservation and maintenance of these features

and the terrestrial corridor widths;

i. Assess the possible impacts from the proposed *development* and mitigation options;

j. Provide a recommended plan to demonstrate how natural ecological systems and processes will be maintained and improved, where appropriate, and how disruption to existing *natural features* and functions will be minimized;

k. Conceptual plan demonstrating how habitat and/or *ecological functions* can be protected, maintained and improved where appropriate to provide important ecological gains in the Subwatershed Impact Area;

l. Preliminary environmental protection plan demonstrating how high constraint terrestrial features (core areas), *linkages* and heritage *trees* will be protected and enhanced using *buffers* and *tree* preservation measures; and

m. Conceptual plan outlining how the suggested *Local Natural Heritage System* in the Management Plan or equivalent alternative will be implemented. However, if an alternative is developed, its effectiveness must be related to the policies, objectives and targets in the Management Plan and it must clearly demonstrate compatibility with the *Local Natural Heritage System* developed in adjacent Subwatershed Impact Areas.

Milton Heights Restoration and Enhancement

6.3.8.32 Restoration and enhancement of *natural features* within Milton Heights, as identified in an approved Subwatershed Impact Study (SIS), shall be restored concurrently with the *development* of the lands which include these restoration and enhancement areas.

6.3.8.33 Where *development* on lands within Milton Heights would result in a net loss of terrestrial habitat features, as shown in the net gain analysis in an approved SIS, off-site compensation must be undertaken concurrent with the *development* of these lands to compensate for the total net loss in area and function.

The lands identified in the SIS for the off-site compensation shall be within the general vicinity where the loss will occur, on lands owned or to be owned by a *public agency*. The final location and details of the off-site compensation proposal shall be provided in an Addendum to the SIS subject to the requirements of this policy.

The area of the off-site compensation shall be equal to the total net loss in area identified in the SIS, and it must be implemented in a manner that is contiguous with other natural habitats. The off-site compensation shall represent not only a compensation for area lost but also enhanced function of natural heritage features and functions.

Phasing and Finance

6.3.8.34 *Development* in Milton Heights shall be subject to the Sherwood Survey phasing and finance policies in 7.2.3.7 to 7.2.3.10 inclusive of this Plan.

6.3.9 Omagh Special Policy Area

6.3.9.1 Omagh consists of the area in the vicinity of Fourth Line and Britannia Road, as depicted in the Boyne Secondary Plan and Britannia Secondary Plan, with a special character, which reflects its significant cultural heritage and relationship to the *Local Natural Heritage System*.

Omagh is an overlay designation with underlying land use designations on Schedule C.10.C - Boyne Survey Secondary Plan Land Use Plan and Schedule C.13.C - Britannia Secondary Plan Land Use Plan. New *development* and *redevelopment* will be expected to complement and enhance its special *character*. The policies of the applicable Secondary Plan still apply.

6.3.9.2 Prior to approval of a *development* application, the following *development* constraints must be addressed and evaluated through appropriate studies on a comprehensive basis for the entirety of Omagh, in consultation with applicable agencies:

a. Environmental concerns, such as but not limited to, stormwater management, floodplain constraints and features which contribute to the area's special character;

b. Municipal water services and municipal sewage services; and

c. Road and *infrastructure* requirements.

6.3.9.3 In addition to other applicable *development* application requirements, the following may be required on a site-specific basis, as a part of any *development* application within Omagh:

a. An urban design brief, in accordance with the Town's Urban Design Brief Terms of Reference;

b. Means to achieve a safe pedestrian-friendly streetscape;

c. Concept plan for the proposed *development* which addresses issues such

as the proposed uses, the height, location, and spacing of the buildings, the intensity of the proposed use, traffic access, landscaping, lighting, waste disposal and parking;

d. Demonstration of a massing and conceptual design in keeping with features identified as contributing to the *character* of Omagh;

e. Demonstration of how the proposed *development* addresses cultural heritage and natural heritage features, where applicable; and

f. Any other appropriate requirement identified as part of the complete application and pre-consultation process.

6.3.9.4 Notwithstanding the policies of this Official Plan additional height may be considered within Omagh through a *development* application where supported by the studies prescribed in 6.3.9.3.

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6.4 Rural Area Land Use Designation Policies

A flourishing ***Rural Area*** that is supported by local amenities and a protected *Agricultural System* is a key objective for the *Town*. This will be achieved by supporting the *development* of uses and industries that enabling the rural economy to thrive. The following policies establish direction for land use designations in the ***Rural Area*** as shown on Schedule 3 – Municipal Structure, and Schedule 5 – Rural Structure.

6.4.1 General Policies

Rural Compatibility

6.4.1.1 *Development* proponents are required to demonstrate no adverse impacts to adjacent land uses by addressing any potential adverse impacts associated with noise, odour, dust, traffic, parking and *water services* and *sewage services*.

6.4.1.2 In the **Rural Area**, all new land uses including the creation of new lots and the creation of new or expanding livestock facilities shall comply with the provincial *minimum distance separation formulae*.

6.4.1.3 Proponents of *development* for new or expanding non-*agricultural uses* within the ***Rural Lands*** designation and the ***Prime Agricultural Area*** designation are required to complete an *Agricultural Impact Assessment* to achieve the following:

a. evaluate the potential impacts of the proposed *development* on agricultural operations and the *agricultural system*; and

b. recommend ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

6.4.2 Hamlet Area

The Hamlets are compact rural communities designated to accommodate future residential growth in the *Rural Area* and small scale industrial, commercial and institutional uses serving both the Hamlets and the surrounding farming and rural communities. *Development* criteria for the Hamlet Residential Area, Hamlet Commercial Area, Hamlet Institutional Area, and Hamlet Industrial Area designations are established in this Section.

6.4.2.1 Within the **Hamlet Area**, proponents of *development* and *site alteration* are required to demonstrate compatibility with existing adjacent uses in terms of

character, scale and built form in order to maintain the distinct identity of the Hamlets.

6.4.2.2 Within the **Hamlets Area**, proponents of *development* and *site alteration* are required to submit a hydrogeological study, to the satisfaction of the *Town*, in accordance with applicable guidelines and policies to demonstrate no *adverse effects* on the *quality and quantity of water*.

6.4.2.3 Minor expansions to the Hamlet boundaries into the ***Rural Lands*** designation will only be considered by amendment to this Plan following a comprehensive review and in accordance with the policies of the Greenbelt Plan.

Hamlet Residential Area

6.4.2.4 *Development* applications will be assessed based on conformity with the applicable policies of Section 6.1.2 and 6.2.1.

Hamlet Commercial Area

6.4.2.5 Commercial *development* will be assessed based on conformity with the following additional criteria:

a. The provision of adequate off-street parking with no parking allowed on the roadway or the shoulder of the roadway except within identified areas;

b. The provision of suitable buffers between the use and adjoining uses where deemed appropriate;

c. The provision of limited access points so designed as to minimize traffic hazards;

d. The conversion of existing buildings on the site; and

e. Demonstration of a massing and conceptual design in keeping with surrounding existing uses or otherwise of an essentially rural or historic character.

Hamlet Industrial Area

6.4.2.6 Additions to or expansion of existing industrial uses are permitted provided that *adverse effects* on the environment and surrounding uses are eliminated or mitigated to the satisfaction of the *Town*.

6.4.2.7 A non-residential use shall not exceed a gross floor area of 500 square metres.

Hamlet Institutional Area

6.4.2.8 *Development* applications will be assessed based on conformity with the applicable policies of Sections 5.5.1 and 6.2.7.

6.4.3 Rural Lands

6.4.3.1 New *development* when permitted on the ***Rural Lands*** designation should support the rural economy and must be required to locate in proximity to the Rural Area.

6.4.3.2 Within the ***Rural Lands*** designation, *transportation terminals* shall not be permitted.

6.4.4 Prime Agricultural Area

6.4.4.1 All types, sizes and intensities of *agricultural uses* will be prioritized and protected.

6.4.4.2 Redesignation of lands from the ***Prime Agricultural Area*** designation is not permitted.

6.4.4.3 Within the Greenbelt Plan Area, the redesignation of land within the ***Prime Agricultural Area*** designation is not permitted in order to accommodate a non-*agricultural uses*, except where permitted by the Greenbelt Plan.

6.4.4.4 Outside the Greenbelt Plan Area, non-*agricultural uses* are only permitted within ***Prime Agricultural Area*** designation only for:

a. limited non-residential uses only in accordance with the following:

i) necessity for such uses within the planning horizon for additional land to be designated to accommodate the proposed uses;

ii) amount of land area needed for such uses;

iii) reasons for the choice of location;

iv) alternative locations have been evaluated and there are no reasonable alternate locations which avoid *prime agricultural areas* and no reasonable alternate locations in prime agricultural areas with lower priority agricultural lands;

v) no negative impact to adjacent agricultural operations and the natural environment;

vi) the proposed use complies with the *Minimum Distance Separation Formulae*;

vii) the land does not comprise a specialty crop area; and

b. extraction of *mineral aggregate resources.*

6.4.5 Rural Land Uses

Agriculture-Related Uses

6.4.5.1 *Agriculture-related uses* may be permitted in accordance with the following:

a. The use is an *agricultural-related* commercial or industrial use;

b. The use is *compatible* with, and will not hinder, surrounding agricultural operations;

c. The use is directly related to agricultural operations in the area;

d. The use is supports the local agricultural industry;

e. The use is provides a direct product or service to agricultural operations as a primary activity; and

f. The use is benefits from being in close proximity to agricultural operations.

6.4.5.2 Proponents of *development* of new *agriculture-related uses* are required to seek a Zoning By-law amendment in order to permit the use.

6.4.5.3 Proposals for *agriculture-related uses* will be evaluated based on consistency with applicable provincial guidelines and the policies of the Greenbelt Plan and the Niagara Escarpment Plan.

6.4.5.4 Cumulative impacts of multiple *agriculture-related uses* in the ***Rural Area*** will be considered when evaluating new proposals.

On-farm Diversified Uses

6.4.5.5 Where *on-farm diversified uses* are permitted by this Plan, the use will be subject to the applicable policies of the Niagara Escarpment Plan and Greenbelt Plan.

6.4.5.6 *On-farm diversified uses* may be permitted in accordance with the following:

a. The use is located on the active agricultural operation;

b. The use is secondary to the principal *agricultural use* on the property;

c. The use is limited in area by size and scale relative to the size of the agricultural operation on the property; and

d. The use is *compatible* with, and will not hinder surrounding agricultural operations by minimizing impacts for noise, odour, traffic.

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6.4.5.7 Proponents for new *on-farm diversified uses* are required to seek a Zoning By-law amendment in order to permit the use.

Horticultural Trade Uses

6.4.5.8 Proponents of *development* of *horticultural trade uses*, where permitted, are required to seek an amendment to the Zoning by-law.

6.4.5.9 *Horticultural Trade uses* may be permitted in accordance with the following:

a. The use meets all the criteria under Section 6.2.16;

b. The property accommodating the uses is at least 4 hectares in size;

c. At least 70 per cent of the arable area of the property accommodating the use is dedicated to the growing of horticultural plants;

d. When located on an agricultural operation, the use is located within the existing building cluster, with only minor rounding out of the cluster permitted provided that tree removals are minimized;

e. The *gross floor area* of the use does not exceed 500 square metres;

f. The outdoor storage area does not exceed 1,000 square metres;

g. The use including buildings, outdoor, storage, parking areas, and loading/unloading zones is adequately screened from neighbouring properties and public highways; and,

h. The use can be accommodated by the private *water services* and *sewage services* located on the property.

6.4.5.10 A horticultural trade use shall also be subject to a Site Plan in accordance with Section 7.6.6 this Plan.

Animal Kennels

6.4.5.11 *Animal kennels* may be permitted in conjunction with a *single detached dwelling* or located on an *agricultural operation* and secondary to the operation, outside of the ***Prime Agricultural Area*** designation, subject to an amendment to the Zoning by-law.

6.4.5.12 *Animal kennels* may be permitted in accordance with the following:

a. The size of the proposed use is appropriate for the area;

b. The building housing the use and the associated animal runs is appropriately set back from *lot* lines;

c. The use is located at least 500 metres from lands within the **Urban Area**, and **Hamlet** designations;

d. The noise emanating from the use will not have an adverse impact on adjacent properties;

e. An appropriate animal waste management plan is put in place;

f. An undue concentration of *animal kennels* does not exist in the general vicinity of the proposed use; and

g. Where applicable, the use conforms with Section 6.4.5 of this Plan.

6.4.5.13 A new *animal kennel* shall be subject to site plan approval.

Existing Industrial and Commercial Uses

6.4.5.14 Historical industrial and commercial uses, located in the ***Rural Area***, that legally existed on the date of adoption of this Plan, shall be permitted to continue operation, in accordance with the implementing Zoning by-law.

6.4.5.15 In addition to the policies of this Plan, the following policies will guide the continued operation and potential future expansion of existing industrial and commercial uses:

a. Industrial and commercial uses are limited to the type and scale of operation that legally existed on the date of adoption of this Plan;

b. *Redevelopment* of industrial and commercial uses will only be permitted on existing lots of record;

c. *Redevelopment* of industrial and commercial uses will only be permitted where private *water services* and *sewage service*(s)can be accommodated;

d. Where *redevelopment* is proposed, the future proposed use shall be *compatible* with existing surrounding uses; and

e. Changes between industrial uses of similar type and scale will be permitted without requiring an amendment to this Plan.

6.4.6 Mineral Aggregate Resources Area

The *Mineral Aggregate Resources* Area is the location where *mineral aggregate resource* deposits are found within the *Town*. This area is an overlay to identify and aid in protecting mineral aggregate resource. ***Mineral Aggregate Resource*** **Extraction Area** designation are the locations where aggregate resource extraction occurs when a licence is issued.

Protection of Mineral Aggregate Resources

6.4.6.1 In areas of known deposits of *mineral aggregate resources* and on *adjacent lands,* proponents of *development* and *site alteration* that would otherwise preclude or hinder the continued use of a *mineral aggregate operation*, expansion to an existing operation, or establishment of new *mineral aggregate operations*, are required to demonstrate that:

a. The resource use would not be feasible;

b. The proposed land use or *development* serves a greater long-term public interest; and

c. Potential adverse impacts to public health, public safety and environmental impacts are addressed.

Protection of Existing Mineral Resources Operations

6.4.6.2 *Development* or *site alteration* that is proposed to locate wholly or partially on *adjacent lands* to the **Mineral Resources Extraction Area** designation is only permitted*,* when the proposed *development* is *compatible* with and will not have the potential to preclude or hinder the continued use or expansion of the *mineral aggregate operation*.

6.4.6.3 Residential *development* is not permitted with 500 metres of **the Mineral Resource Extraction Area** designation.

New Mineral Aggregate Operations

6.4.6.4 Where applicable, the Zoning By-law will be amended to permit and regulate the operation of legally existing *mineral aggregate operations* in accordance with the *Aggregate Resources Act*.

6.4.6.5 New *mineral aggregate operations* or expansions to existing *mineral aggregate operations* under the *Aggregate Resources Act* are required to be designated as **Mineral Resource Extraction Area** designation.

6.4.6.6 New *mineral aggregate operations* or expansions to existing *mineral aggregate operations*, are only permitted outside of the following areas:

a. Niagara Escarpment Protection Area and Niagara Escarpment Rural Area;

b. For quarries, areas within 200 meters of the Escarpment Brow;

c. Significant wetlands;

d. Significant habitat of endangered species and threatened species; and

e. The **Urban Area** and **Hamlets,** as identified in this Plan.

6.4.6.7 In the Greenbelt Plan Area, *mineral aggregate operations* and wayside pits and quarries that are located within significant woodlands, shall only be permitted if occupied when the significant woodland is young plantation or early successional habitat, in accordance with the policies of the Greenbelt Plan.

6.4.6.8 New *mineral aggregate operations* or expansions to existing *mineral aggregate operations* are permitted in the ***Prime Agricultural Area*** designation as an interim use, provided that impacts to the *prime agricultural area* are addressed to the satisfaction of the *Town*.

6.4.6.9 Within the ***Mineral Aggregate Resource Extraction*** **Area** designation associated facilities are required to be:

a. directly associated with the extraction of *mineral aggregate resource* from an integrated *mineral aggregate* operation;

b. not utilized after extraction has ceased;

c. located in a manner that minimizes adverse environmental impacts; and

d. located in a manner that does not affect the final rehabilitation or enhancement of the site in accordance with the approved rehabilitation and enhancement plan.

6.4.6.10 Proponents of an Official Plan amendment to permit a new *mineral extraction operations* or expansions to existing *mineral aggregate operations* are required to demonstrate that adverse impacts on the following have been minimized, and the impact is acceptable:

a. Natural heritage features, areas and functions;

b. Quality and quantity of surface and ground water;

c. Adjacent *sensitive land uses*, including noise and their sources of drinking water;

d. *Cultural heritage resources*;

e. *Transportation system*;

f. Agricultural operations;

g. Visual character of the areas;

h. Air quality; and

i. Financial risk to the *Town*, when continuous active on-site management is required.

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6.4.6.11 When reviewing Official Plan Amendment applications to permit a new *mineral extraction operation*, the *Town* may potentially require a peer review of the studies to determine if the findings are acceptable.

6.4.6.12 When reviewing applications under the *Planning Act* or *Aggregate Resources Act* for new or existing *mineral extraction operations*, the *Town* may consider the cumulative impacts of the proposal in relation to other *mineral aggregate operations* in proximity.

6.4.6.13 Applications for new or expansions to existing *mineral extraction operations* will be evaluated based on the following:

a. Protection, improvement or restoration of the features, areas and their functions of the *local natural heritage system* and *Water Resource System* with and adjacent to the licenced area;

b. Conformity with the Greenbelt Plan and Niagara Escarpment Plan;

c. Opportunities for net environmental gain or environmental compensation including an off-site enhancement plan to increase the spatial extent, biodiversity, ecological function of the environmental system;

d. Timely restoration and enhancement of the Environmental System after extraction;

e. Consideration for transferring of the ownership of the rehabilitated lands to a *public body*; and

f. Ability of the *Town's Transportation System* to sustainably accommodate the transportation of mineral aggregate resources, including alternative routes and needed improvements to transportation infrastructure.

6.4.6.14 The use of adaptive management plans that will require continuous active on-site management post rehabilitation is strongly discouraged.

6.4.6.15 Any needed improvements to the transportation infrastructure are required to be at the expense of the proponent.

6.4.6.16 The *Town* will coordinate the review of such applications among the *Region*, Province, *conservation authority,* Niagara Escarpment Commission, adjacent municipalities and other agencies as appropriate.

6.4.6.17 Within the Niagara Escarpment Plan Area, applications for new *mineral extraction operations* or expansions to existing *mineral extraction operations* are subject to the policies of the Niagara Escarpment Plan.

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Rehabilitation

6.4.6.18 Progressive rehabilitation of *mineral aggregate extraction* areas is encouraged.

6.4.6.19 Within the **Greenbelt Plan Area**, rehabilitation efforts are required to adhere to the requirements of the Greenbelt Plan.

6.4.6.20 *Mineral aggregate extraction* areas sites are required to be rehabilitated to form part of the Greenbelt Natural Heritage System, *local natural heritage system* or *agricultural area*.

6.4.6.21 Once the licence is surrendered, the *Town* will re-designate lands that have been rehabilitated, to a land use designation that is consistent with the new rehabilitated land use.

6.4.6.22 On *prime agricultural lands*, in the ***Prime Agricultural Area*** designation rehabilitation to an agricultural condition is not required if:

a. The depth of the planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and

b. Agricultural rehabilitation in remaining areas of the site is maximized.

Wayside Pits and Quarries

6.4.6.23 Wayside *pits* and *quarries*, portable asphalt plants and portable concrete plants used on *public authority* contracts are permitted without requiring an Official Plan amendment, Zoning By-law amendment, or *development* permit, and in accordance with the policies of the Greenbelt Plan.

6.4.6.24 Wayside *pits* and *quarries* are not permitted in the **Urban Area**, **Hamlet Area**, significant features of the *Local Natural Heritage System*, or key hydrologic features of the water resource system.

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SECTION 7. IMPLEMENTATION

Implementation of this Plan will be achieved through various tools, instruments, and processes that municipalities may administer, such as municipal by-laws, review of *development* applications, and financial charges, as authorized through various provincial legislations. Implementation to achieve the Plan's vision, outcomes, and objectives is a shared responsibility with the *Region* and other agencies, where it pertains to their mandates and areas of responsibility, and will require joint efforts with the development industry and other community partners.

This Section includes enabling policies, provisions and processes that are required by provincial legislation to be set out in Official Plans to make use of the various instruments and tools. The *Town* may also use other plans, studies, projects, and instruments to support implementation of this Plan including but not limited to Master Plans, strategies, guidelines, standards, and financial and legal agreements.

Monitoring of the targets, milestones, and metrics set out in this Plan will play a key role in its successful implementation. Monitoring will provide indication whether the policies of this Plan are effective in achieving the envisioned outcomes and objectives. As new information becomes available or circumstances change, the Plan can be reviewed and amended, as required.

7.1 Official Plan Implementation, Management and Monitoring

7.1.1 Official Plan Implementation and Management

7.1.1.1 The policies established by this Plan shall be implemented by means of the powers and tools conferred upon the *Town* by the *Planning Act*, the *Municipal Act* and other applicable provincial statutes.

7.1.1.2 For the area of development control pursuant to the Niagara Escarpment Planning and *Development Act*, the policies of the Niagara Escarpment Plan shall be implemented through the Niagara Escarpment development permit system.

7.1.1.3 Monitor, review and amend this Plan and existing by-laws, or enact new by-laws, as needed to address emerging and evolving social, economic and environmental issues and needs.

7.1.1.4 Establish and maintain effective mechanisms for collaborating and coordinating with other levels of government, including the *Region*, the Province and the Federal Government, agencies such as the school boards, *conservation authorities*, and utility companies, the development industry and private landowners, First Nations and Indigenous Communities, and other community partners to effectively implement this Plan.

7.1.1.5 Review and revise the Plan no less frequently than 10 years after it comes into effect as a new official plan; and every five years thereafter, unless the plan has been replaced by another new official plan.

7.1.2 Monitoring Requirements

7.1.2.1 Establish a monitoring program to track the progress of achieving the targets and metrics established in this Plan including, but not limited to:

a. The minimum supply of land required to accommodate projected growth as established in Section 2.1.1;

b. The population and employment targets as set out in Table 1;

c. The projected timing of housing and jobs growth as set out in Table 4;

d. The *intensification* target as set out in Table 3;

e. The *development density* targets for New and Future Complete Neighbourhoods as set out in Table 3;

f. The minimum *development density* targets for *Strategic Growth Areas* as set out in Table 3;

g. The new additional retail commercial space targets for Strategic Growth Areas as set out in Table 2; and

h. The housing targets for housing type and affordability as set out in Appendix B.

7.1.2.2 Report annually to Council on the results of the monitoring program, including but not limited to the targets and metrics set out in policy 7.1.2.1, and the progress of reaching the outcomes established in this Plan.

7.1.2.3 Based on the results of the monitoring program and its implications, identify and evaluate policies of this Plan which may require modification, update and/or amendment.

7.1.2.4 The *Town* will regularly monitor the rate and characteristics of *development* to determine whether phasing adjustments to this Plan are required.

7.2 Phasing and Finance

7.2.1 Strategic Directions

7.2.1.1 Capital expenditures required for the implementation of this Plan shall be paid for in a financially responsible and sustainable method in accordance with the *Town's* financial policies.

7.2.1.2 The phasing of *development* within the Urban Area shall coincide and be coordinated with the delivery of required *infrastructure* and *public service facilities*, which shall be paid for in an equitable and appropriate manner that minimizes the impact of the cost of new *development* on existing taxpayers.

7.2.1.3 Coordinate and collaborate with the *Region*, the Province and the Federal Government to identify the need and timing for *infrastructure* and *public service facilities* required to implement this Plan.

7.2.1.4 The phasing of growth and prioritization of *development* shall be based on the following principles:

a. Ensure the orderly and logical extension of services by prioritizing the planning and *development* of areas where required *infrastructure* and *public services facilities* can most readily and economically be provided;

b. Maintain a full range and mix of housing options by prioritizing *development* of housing types that are needed and in short supply; and,

c. Maintain an appropriate balance of residential and non-residential *development* and assessment to build a *complete community* and minimize tax impacts.

7.2.2 Phasing of Growth and Development

7.2.2.1 The *Town* will monitor actualized growth and permit the progression from one phase of *development* to the next based on:

a. The phasing policies as set out in this Section 7.2.2;

b. The need to maintain the minimum supply of land to accommodate the projected growth as established in Section 2.1.1; and

c. The availability of *infrastructure*, *public service facilities*, and financing.

7.2.2.2 *Development* within the Urban Area shall be phased in accordance with the policies of this Section and generally on the basis of the following criteria:

a. The adequacy of, and proximity to, existing and planned *infrastructure* and *public service facilities* to service the proposed *development*;

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b. The need for, and timing of, local or regional capital works projects to accommodate the proposed *development*;

c. The logical and sequential extension of the developed area to avoid scattered or disjointed development patterns;

d. The cohesive progression of *development* to ensure there is critical mass of population to support *public service facilities* and other community amenities to create complete neighbourhoods; and,

e. The requirements of, or participation in, existing or required local and/or regional servicing and financial agreements under the *Planning Act*, the *Development Charges Act,* and/or this Plan.

7.2.2.3 A Subwatershed Study, or equivalent study, shall be completed, to the satisfaction of the *Town* and *Conservation Authority* prior to considering *development* within a Future Complete Neighbourhood or Future Economic Growth Area, as identified on Schedule 2.

7.2.2.4 To ensure the orderly progression of *development* of Future Complete Neighbourhoods identified on Schedule 2 and the fiscally responsible delivery of *infrastructure*, *development* shall be sequenced as follows:

a. Trafalgar Expansion Area, as identified on Schedule 2 and Schedule 5, may proceed per policy 7.2.2.5 once a minimum of 75 per cent of the gross developable area of participating lands within the Trafalgar Secondary Plan (those lands party to the *Town*'s financial, and landowner cost sharing agreement and *Region*'s allocation program), exclusive of lands designated Neighbourhood Centre Mixed-Use I and II on Schedule X, have draft plan of subdivision or site plan approval.

b. Britannia East Expansion Area, as identified on Schedule 2 and Schedule 12, may proceed per policies 7.2.2.6 and 7.2.2.7 once a minimum of 75 per cent of the gross developable lands designated Evolving Neighbourhood Area, as identified on Schedule C.13.C, of participating lands (those lands party to the *Town*'s financial and landowner cost sharing agreement) within the Britannia Secondary Plan Phase 1 have draft plan of subdivision or site plan approval.

c. Britannia West Expansion Area, as identified on Schedule 2 and Schedule 12, may proceed per policies 7.2.2.6 and 7.2.2.7 once a minimum of 75 per cent of the gross developable lands designated Evolving Neighbourhood Area, as identified on Schedule C.13.C, of participating lands (those lands party to the *Town*'s financial and landowner cost sharing agreement) within the Britannia Secondary Plan Phase 2 have draft plan of subdivision

or site plan approval.

d. Rattlesnake Expansion Area, as identified on Schedule 2, may proceed subject to policies 7.2.2.8, 7.2.2.9, 7.2.2.10 a), and Section 7.3 of this Plan, or at the discretion of the *Town* in accordance with 2.1.1.2 and 2.1.1.3 of this Plan.

7.2.2.5 Trafalgar Expansion Area, as identified on Schedule 2 and Schedule 12, will be brought forward for *development* through an amendment or amendments to this Official Plan as an urban extension of the Trafalgar Secondary Plan. Prior to the submission of a *development* application within the Trafalgar Expansion Area, the *development* proponent shall submit an application for amendment to the Trafalgar Secondary Plan to bring the lands within the Trafalgar Secondary Plan boundary. To support the amendment, the following additional background studies, or addendums to the Trafalgar Secondary Plan background studies, prepared in support of the application will be required to the satisfaction of the *Town*, in consultation with applicable *public agencies*:

a. Municipal ESP or equivalent reports including an Area Servicing Plan;

b. Planning Policy Directives Report;

c. Population, Employment and Housing Analysis;

d. *Public Service Facilities* and *Human Services* Impact Analysis and Community Infrastructure Plan;

e. Parkland and Recreation Facility Strategy;

f. Urban Design Guidelines;

g. Retail and Commercial Needs Assessment;

h. *Cultural Heritage Resource* Assessment;

i. Transportation Plan and *Active Transportation* Strategy;

j. Land Use Compatibility;

k. Real Estate Market Analysis;

l. Archaeological Assessment; and

m. Agricultural Assessment.

7.2.2.6 Britannia East Expansion Area and Britannia West Expansion Area, as identified on Schedule 2 and Schedule 12, 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 policy 7.2.2.7 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 - Britannia lands beyond the initial Secondary Plan limits designated as Evolving Neighbourhood as shown on C.13.C and in accordance with policy C.13.7.1.

7.2.2.7 Prior to the submission of a *development* application within the Britannia East Expansion Area and Britannia West Expansion Area, as identified on Schedule 2 and Schedule 12, an Official Plan Amendment inclusive of a Tertiary Plan referenced in policy 7.2.2.6 will be required to bring the lands within the Britannia Secondary Plan boundary. In addition, this shall be prepared by the *development* proponent in accordance with Section 7.3.3 of this Official Plan and policies 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 applicable *public agencies*:

a. Municipal Environmental Servicing Plan or equivalent reports including an Area Servicing Plan;
b. Planning Policy Directives Report;
c. Population, Employment and Housing Analysis;
d. *Public Service Facilities* and *Human Services* Impact Analysis and Community Infrastructure Plan;
e. Parkland and Recreation Facility Strategy;
f. Urban Design Guidelines;
g. Retail and Commercial Needs Assessment;
h. *Cultural Heritage Resource* Assessment;
i. Transportation Plan and *Active Transportation* Strategy;
j. Land Use Compatibility;
k. Real Estate Market Analysis;
l. Archaeological Assessment; and
m. Agricultural Assessment.

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7.2.2.8 Rattlesnake Expansion Area, identified on Schedule 2 and Schedule 12, will be brought forward for *development* through a Secondary Plan, as prescribed through Section 7.3.2.

7.2.2.9 Within the Rattlesnake Expansion Area, identified on Schedule 2 and Schedule 12, major commercial *development* may be permitted, with the exception of residential uses, per policy 7.2.2.10, in advance of a Secondary Plan, subject to an Official Plan Amendment defining the boundaries of the subject lands to be designated for major commercial *development*, supported by the following:

a. The submission of a Comprehensive Development Plan prepared in accordance with Section 7.3.4, to the satisfaction of the *Town*;

b. The submission of a Retail and Commercial Needs Assessment.

c. The submission of an Area Transportation Study showing the proposed *transportation system*, including connections to the adjacent Future Complete Neighbourhood Area;

a. The submission of a functional servicing plan, including servicing connections to the adjacent Future Complete Neighbourhood Area;

b. The submission of environmental studies, as required by the *Town*;

c. The submission of a *Public Service Facilities*, parkland and open spaces plan, in accordance with the *Planning Act* and based on a Community Facilities Needs and Parkland Assessment; and

d. The completion of any applicable Municipal Class Environmental Assessment(s).

7.2.2.10 Notwithstanding the policies of policy 7.2.2.8:

a. To maintain an adequate Town-wide supply of retail and commercial services, Major Commercial Area *development* as described in Section 6.3.5 may proceed within Rattlesnake Expansion Area, identified on Schedule 2 and Schedule 12, in advance of an Area Specific Plan in the general vicinity of Regional Road 25 and Britannia Road in accordance with policy 7.2.2.9 where it is demonstrated the *development* would not prejudice future Area Specific Plans for the surrounding area.

b. To ensure the orderly progression of growth and fiscally responsible delivery of *infrastructure*, *development* in Future Economic Growth Areas, as identified on Schedule 2 and Schedule 12, may proceed subject to the availability of *infrastructure*, *public service facilities*, and financing.

c. A boundary adjustment to reduce the Business Commercial Area designation within Future Economic Growth Areas, as shown on

Schedule 12, may be considered through a *Planning Act* process where demonstrated through studies justifying the commercial need. If a reduction in the Business Commercial Area designation is approved, the adjacent land use designation will apply to the residual lands.

7.2.2.11 Notwithstanding any other policies of Section 7.2, public *infrastructure* and *public service facilities* may proceed at any time, subject to the availability of servicing *infrastructure* and other municipal and provincial requirements.

7.2.2.12 *Development* within a New Complete Neighbourhoods and Future Complete Neighbourhoods shall only be approved, and *development* shall only proceed from one *development* phase to the next when:

a. The *Town* has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the *Development Charges Act*, 1997 or any successor legislation identifying and imposing charges as applicable;

b. The *Region* has approved a financial and *infrastructure* implementation plan that includes the new development area;

c. The *development* proponents within the *development* area have entered into agreement(s) with the *Town* for the provision of funds or the provision of services or both in accordance with the approved financial plan for the new development area;

d. Any separate agreement(s) with the *development* proponents within an individual phase or phases of *development* within the new *development* area that may be required to reflect particular circumstances that may apply to an individual phase or phases of *development*;

e. Landowners who are not parties to the original agreement(s) referred to in policies 7.2.2.12 c) and d) above have entered into agreement(s) assuming all the rights and obligations of the agreement(s), as applicable, as if they had been original signatories to those agreement(s);

f. *Development* proponents within the new *development* area have entered, or will enter, into private cost sharing agreement(s) amongst themselves to address the distribution of costs of *development* for the provision of matters such as *infrastructure* and *public service facilities*; and

g. Any additional requirements of the *Town* and/or the *Region* are satisfied.

7.2.2.13 The *Town* will work with the *Region* to ensure that growth is aligned with the timing and delivery of *infrastructure* by:

a. Collaborating with the *Region* to establish growth projections and phasing for input into the *Region*'s *infrastructure* master plan processes;

b. Collaborating with the *Region* to undertake regular monitoring to inform the phasing and timing of *infrastructure* delivery;

c. Coordinating the review and update of this Plan with the review and update to the *Region*'s *Infrastructure* Master Plan;

d. Integrating and coordinating growth-related *infrastructure* phasing plans with the *Town*'s and the *Region*'s asset renewal plans; and

e. Prioritizing *infrastructure* required to accommodate growth in a manner that promotes implementing the policies of this Plan.

7.2.2.14 The *Town* will, in collaboration with applicable *public agencies*, identify the need and timing for any additional *infrastructure* and *public service facilities* services required, such as but not limited to inter-regional transit, hospitals, emergency services, etc., and communicate the need to and support the Province and/or Federal Government, as appropriate, on the delivery of, or funding for, the required *infrastructure* and *public service facilities*.

7.2.2.15 The *Town* shall recommend to the *Region* the allocation of servicing based on the phasing strategy and policies of this Plan and based on status of Area Specific Plans and/or *development* approvals.

7.2.3 Phasing of Existing Development Areas

Milton 401 Industrial/Business Park Phasing and Finance

7.2.3.1 Further to, and in accordance with the implementation policies of Section 7 of this Plan, the following policies are applicable to *development* within the Milton 401 Industrial/Business Park, as identified on Schedule 2.

7.2.3.2 *Development* shall only proceed when the criteria in policy 3.2.2.10 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Functional Stormwater and Servicing Reports. In addition, *development* in the Milton 401 Industrial/Business Park shall only proceed when the following criteria are satisfied:

a. Lands designated *Local Natural Heritage System* shall be dedicated to the *Town* when adjoining lands are developed as a condition of draft plan approval or site plan approval stage;

b. Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the

Town may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the *Town* through the payment of financial securities or other safeguards, for the construction of the permanent facilities; and

c. The *Town* has in full force and effect and not subject to appeal a Development Charges By-law under the *Development Charges Act*, 1997 or successor legislation, as well as a Conveyance and Cash-in-lieu By-law under the *Planning Act*, identifying the charges applicable to the lands in the Milton 401 Industrial/Business Park.

7.2.3.3 Notwithstanding policy 7.2.3.7, Council may, at its sole discretion, determine that a *development* proposal can proceed, even if the precise requirements in clauses a) to c) above are not fully met, if it is determined by Council that such a proposal is in accordance with the general purpose and intent of these clauses and this Plan, and if there are no unacceptable negative impacts on the *Town* as determined by Council.

Bristol Survey Phasing and Finance

7.2.3.4 Further to, and in accordance with the implementation policies of Section 7 of this Plan, the following policies are applicable to *development* within the Bristol Survey, as identified on Schedule 2.

7.2.3.5 Building Permits shall only be issued when the criteria in Section 7.2.2 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Phasing Plan which forms part of the "Bristol Survey Secondary Plan Implementation Strategy". In addition, building permits shall only be issued when the following criteria are satisfied:

a. Any remaining Village Square block identified in the Bristol Survey Secondary Plan Implementation Strategy is dedicated to the *Town* at the time of subdivision registration, in the respective neighbourhood;

b. Lands designated Local Natural Heritage System shall be dedicated to the *Town* when adjoining lands are approved for *development* as a condition of draft plan approval or site plan approval;

c. Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the *Town* may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the *Town* through the

payment of financial securities or other safeguards, for the construction of the permanent facilities; and

d. The *Town* has in full force and effect and not subject to appeal a Development Charges By-law under the *Development Charges Act*, 1997 or successor legislation, identifying the charges applicable to the lands in the Bristol Survey area.

7.2.3.6 In addition to policy 7.2.3.5, *development* shall only proceed when:

a. The *Town* has in full force and effect, and not subject to appeal, 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 Bristol Survey area;

b. Landowners within the Bristol Survey Secondary Plan Area have entered into an agreement or agreements amongst themselves and satisfactory to Council to address the distribution of all costs of *development* including those which may not be recoverable by the *Town* under the *Development Charges Act*, 1997, particularly the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, storm water management facilities and schools, all in accordance with the Town of Milton Financial Plan for the Bristol Survey Secondary Plan and Related Official Plan Amendments adopted by Council; and

c. Landowners within the Bristol Survey Secondary Plan Area have entered into an agreement or agreements or have made other satisfactory arrangements with the *Town* for the provision of funds or the provision of services or both in accordance with the Town of Milton Financial Plan for the Bristol Survey Secondary Plan and Related Official Plan Amendments.

Sherwood Survey Phasing And Finance

7.2.3.7 Further to, and in accordance with the implementation policies of Section 7 of this Plan, the following policies are applicable to *development* within the Sherwood Survey, as identified on Schedule 4.

7.2.3.8 *Development* shall be permitted when it has been demonstrated to the satisfaction of the *Town* and the *Region* that:

a. *Municipal water service* and *municipal sewage service* are available;

b. Sufficient transportation capacity is available or can be made available

to service this neighbourhood and other development that has committed and allocated water and wastewater capacity;

c. Financial arrangements are feasible within the regional budget in order to accommodate *development*; and

d. Financial agreements have been entered into with the *Town, Region* and Milton Heights landowners to ensure the servicing and transportation requirements and any other functional requirements are achieved.

7.2.3.9 Building Permits shall only be issued when the criteria in Section 7.2.5 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Phasing Plan which forms part of the "Sherwood Survey Secondary Plan Implementation Strategy". In addition, building permits in the Sherwood Survey area shall only be issued when the following criteria are satisfied:

a. The Community Park in the Community Park Area designation on Schedule 12 on the east side of realigned Tremaine Road (Reg. Road 22) north of Third Sideroad shall be constructed and conveyed to the *Town* prior to the lands in Phase 2 being 7 per cent built;

b. Village Squares shall be constructed and conveyed to the *Town* prior to the respective neighbourhood being 25 per cent built;

c. Lands designated *Local Natural Heritage System* shall be dedicated to the *Town* when adjoining lands are approved for *development* as a condition of draft plan approval or site plan approval;

d. Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the *Town* may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the *Town* through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

e. The *Town* has in full force and effect and not subject to appeal a Development Charges By-law under the *Development Charges Act*, 1997 or successor legislation, identifying the charges applicable to the lands in the Sherwood Survey:

f. Notwithstanding the foregoing:

i) Parks and *public service facilities* may proceed at any time regardless of the *development* phase, subject to the availability of

servicing infrastructure and other requirements both at the local and regional levels, even if the precise requirements of clauses a) to h) above have not been met; and

ii) Council may, at its sole discretion, determine that a *development* proposal can proceed, even if the precise requirements in clauses a) to e) above are not fully met, if it is determined by Council that such a proposal is in accordance with the general purpose and intent of these clauses and this Plan, and if there are no unacceptable negative impacts on the *Town* or *Region,* as determined by Council.

7.2.3.10 In addition to policies 7.2.3.7 through to 7.2.3.9, *development* shall only proceed when:

a. The *Town* has in full force and effect, and not subject to appeal, 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 area;

b. Landowners within the Sherwood Survey Secondary Plan area have entered into an agreement or agreements amongst themselves to address the distribution of all costs of *development* including those which may not be recoverable by the *Town* under the *Development Charges Act*, 1997, or any successor legislation, particularly the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, storm water management facilities, public/private *utilities* and schools, all in accordance with the Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments and adopted by Council; and

c. Landowners within the Sherwood Survey Secondary Plan Area have entered into an agreement or agreements or have made other satisfactory arrangements with the *Town* for the provision of funds or the provision of services or both in accordance with the Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments and have entered into an agreement with the *Region* in accordance with the *Region*'s Financial Plan.

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7.3 Area Specific Plans

7.3.1 General Policies

7.3.1.1 Require that Area Specific Plans accommodate area specific population, unit and employment targets to be established by, or on consultation with the *Town*, informed by Tables 2, 3 and 4.

7.3.1.2 All Area Specific Plans must consist with the vision, objectives and policy pillars of this Official Plan.

7.3.2 Secondary Plans

7.3.2.1 The Secondary Plan Process establishes a more detailed planning framework for a specific planning area in support of the general policy framework provided by the Official Plan.

7.3.2.2 Secondary Plans are policy plans which address, in more detail than the Official Plan, land use, urban form and design, transportation, servicing, development guidelines for healthy communities and other related issues for a *development* area, neighbourhood or group of neighbourhoods.

7.3.2.3 The Secondary Plans prepared for specific areas of the *Town* provide a policy framework to guide development and manage growth within the secondary plan areas. Where there is a conflict between the policies and schedules for these secondary plan areas and the policies and schedules of this Plan, the Secondary Plan policies shall prevail. References to Town-wide growth management forecasts and targets of this Plan apply to and take into account these secondary plan areas.

7.3.2.4 Secondary Plans shall be adopted as amendments to this Plan.

7.3.2.5 The *Town* shall require that Secondary Plans be supported by detailed studies. The required studies and plans include, but shall not be limited to:

a. Stormwater Management or if the scale of *development* justifies, a Subwatershed Study in accordance with the requirements of this Plan;

b. Integrated Transportation Plans;

c. Environmental Assessment/Impact Studies, if any part of the Green System and/or Blue System is affected in any area not covered by a Subwatershed Study;

d. Servicing Studies;

e. Urban Design Guidelines;

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f. Retail and Commercial Needs Assessment;

g. Employment Needs Assessment;

h. Development Charges Studies;

i. Development Phasing Studies;

j. Fiscal Impact Studies;

k. Parks Recreation and Library Needs Analysis;

l. Archaeological Assessments;

m. *Cultural Heritage Resource* Assessment;

n. *Public Service Facilities* and *Human Services* Impact Analysis and Community Infrastructure Plan;

o. Land Use Compatibility Study in accordance with applicable guidelines; and

p. *Agricultural Impact Assessment,* in accordance with applicable guidelines,on the potential impact of urban development on the agricultural system, including the requirements for compliance with the *Minimum Distance Separation Formulae* where an agricultural operation is outside the Urban Area.

7.3.2.6 The required studies, reports, plans and materials shall be carried out by qualified professional consultant(s) in accordance with any applicable Terms of Reference, Standards and Guidelines applicable within the *Town* or other authority jurisdiction and retained by and at the expense of the proponent. The scale and scope of any required report, study or plan is dependent upon the scale and scope of the proposal and its complexity, and the type of planning approval requested, and can be determined through the pre-consultation process.

7.3.2.7 Secondary Plans shall include, but not be limited to:

a. A general statement of the intended character of the area along with detailed objectives for the *development* of the area;

b. Detailed mapping and schedules including, but not limited to, a community structure plan, a land use plan, a transportation and *active transportation* plan, and a phasing plan;

c. Detailed policies establishing a strategy for the provision of housing, employment, *public service facilities*, open space, commercial services, protection of the Environmental System and for the protection of public health and safety within *hazard lands*;

d. Detailed urban design policies and directions;

e. A detailed transportation plan, including a network of *active transportation* facilities and transit routes, including a strategy for the early introduction of transit services;

f. Refinements to the boundaries of the *features and areas* in accordance with the policies of this Plan, and a detailed strategy for the protection of the *natural environment* including the preservation of natural areas and the maintenance or enhancement of water quality, and establishment of an open space system and recreation facilities;

g. Policies establishing a servicing strategy including water and wastewater servicing, stormwater and the provision of *utilities*;

h. Policies related to the provision of transit services, addressing general locations and anticipated levels of service;

i. Population, housing unit and employment capacity targets, including targets for *affordable* housing, and the location, types and density of proposed land uses, and the proposed phasing, servicing and financing of *development*;

j. Policies to achieve *development densities* and land-use patterns, including the location of neighbourhood facilities, which foster compact and *complete communities*; Overall *development density* for the area or community and, how this density will contribute towards achieving the minimum overall growth targets as set out in Section 2.1.1 of this Plan; and,

k. Other implementation measures including leisure design policies, environmental/servicing design policies and heritage and archaeological requirements.

l. Policies identifying consultation requirements in alignment with this Plan.

7.3.3 Tertiary Plans

7.3.3.1 An approved Secondary Plan may require one or more Tertiary Plan(s) be prepared, in consultation with applicable agencies, to provide a more detailed level of planning prior to approval of a *Planning Act* application within the Secondary Plan Area.

7.3.3.2 Tertiary Plans provide a framework for coordinating *development* that spans multiple owners and properties to ensure that the policies and intent of the

Secondary Plan and this Plan are achieved, as demonstrated through the tertiary concept plan, justification report, and any other supporting documents required by the *Town*.

7.3.3.3 Tertiary Plans will be required to address and demonstrate, as applicable, the following criteria, in addition to any other criteria identified within an applicable Secondary Plan:

a. The *Development* Staging, within *development* Phases, including the breakdown of anticipated dwellings by type including *affordable* housing, non-residential uses by area and type and the associated population and employment that could occur for each phase;

b. The location, configuration, and quantum, confirmed with consideration for service standards, of schools and all required park typologies;

c. The potential location of libraries, community centres, emergency services and places of worship;

d. The preliminary location, size and general configuration of stormwater management facilities;

e. A detailed Road Network Assessment completed to the *Town*'s and *Region*'s satisfaction, in accordance with an approved terms of reference;

f. The *active transportation* system (including off-road trails and pathways);

g. The location of possible transit routes and transit facilities for dedication to the *Town*;

h. The outcomes and recommendations of applicable environmental and servicing studies; and

i. Consistency with applicable Urban Design Guidelines.

7.3.4 Comprehensive Development Plans

7.3.4.1 A Comprehensive Development Plan shall be required in support of any major *redevelopment* proposal. A major *redevelopment* proposal consists of either multiple buildings or a single building having a total *gross floor area* exceeding 10,000 square metres. The Comprehensive Development Plan, in accordance with a terms of reference approved by the *Town*, shall include:

a. A detailed overall concept plan, identifying the location and use(s) of all of the proposed buildings and structures;

b. The proposed *transportation system*, and the location of appropriate

access points onto the *abutting* road network, including connections to adjacent existing or planned areas, where applicable;

c. A detailed phasing strategy, if applicable, that describes the sequencing of *development* and the timing of any *infrastructure* improvements;

d. The location of any lands and/or facilities to be dedicated to the *Town* as a condition of approval;

e. Conceptual building elevation drawings and/or a computer-generated three dimensional model illustrating the proposed massing, scale and design of the *development* including architectural detailing;

f. The location and layout of access and parking areas and pedestrian and vehicular circulation routes, including access to service areas, in the context of an overall parking management strategy;

g. Urban design guidelines, landscaping plans and proposed streetscape treatments and sustainable design elements including street *trees*, plant materials, paving treatments, street furniture, waste and recycling containers and bicycle parking facilities; and,

h. A detailed Functional Servicing Report identifying the location of stormwater management facilities/controls.

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7.4 Supporting Plans and Documents

7.4.1 Master Plans and Studies

7.4.1.1 Various Master Plans and studies evaluate and identify future *infrastructure* and *public service facilities* needs and delivery. The recommendations of the *Town's* and the *Region*'s Master Plans and studies should be implemented, as appropriate, through the policies of this Plan.

7.4.1.2 *Development* should be consistent with the recommendations of the most recent applicable *Town* and *Region* Master Plans and studies and have regard for any on-going Master Plan and study processes.

7.4.1.3 The timing of the comprehensive review and update of the *Town's* and *Region's* infrastructure and public service facilities Master Plans should be coordinated with the comprehensive review and update of this Plan.

7.4.1.4 The Transportation Master Plan or Road Network Assessment prepared in support of a secondary plan, tertiary plan or *development* proposal will confirm the road alignment, lanes and intersection configuration for any collector or arterial roads. Based on the findings of the study the *Town* may initiate an Environmental Assessment and property protection for the corridor(s).

7.4.2 Standards and Guidelines

7.4.2.1 Various Standards and Guidelines support the implementation of the policies of this Plan by providing the technical specifications, criteria and approaches that have been accepted by the *Town*, or *Region* as it relates to regional responsibilities, as standard and best practice.

7.4.2.2 The technical merits of *development* will be evaluated using applicable Standards and Guidelines.

7.4.3 By-laws

7.4.2.3 The policies of this Plan shall be implemented through various by-laws, as appropriate.

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7.5 Zoning By-law

7.5.1 Zoning By-law Policies

7.5.1.1 Following adoption of this Plan, the Comprehensive Zoning By-law(s) existing at the date of adoption of this Plan will be amended, or repealed and replaced, within three years of this Plan coming into force and effect to conform with the policies of this Plan and establish:

a. Land use zones within designated areas which will permit the uses and type of *development* specified in this Plan;

b. *Development* and performance standards appropriate to each type of use; and

c. Any other regulations needed to implement the policies and intent of this Plan.

7.5.1.2 Within the area of Development Control established pursuant to the *Niagara Escarpment Planning and Development Act*, the *Town*'s Zoning By-law(s) does not have effect. The policies of the Niagara Escarpment Plan shall provide guidance for the treatment of existing uses in the Niagara Escarpment Plan Area.

7.5.1.3 Notwithstanding policy 7.5.1.1, the full range of uses, densities or heights permitted by this Plan may not be permitted by the Zoning By-law in all locations or all instances. Zoning By-law provisions may be more restrictive than the policies of this Plan.

7.5.1.4 Until such time as the Comprehensive Zoning By-law(s) can be amended to bring it into conformity with this Plan or repealed to allow a new By-law to be enacted, the present Comprehensive Zoning By-law(s) shall remain in effect. However, any amendments shall be in conformity with this Plan.

7.5.1.5 Notwithstanding anything to the contrary in this Plan, a new Zoning By-law prepared in accordance with policy 7.5.1.1of this Plan may recognize and carry forward site specific zoning and variances that existed on the day before the date the new Zoning By-law came into effect.

7.5.1.6 Where a new Comprehensive Zoning By-law is prepared in accordance with policy 7.5.1.1of this Plan, a land use which is lawfully in existence prior to the passage of the new Comprehensive Zoning By-law, and which continues to be utilized for such purpose may continue as a legal non-conforming use or may be deemed to conform to the intent of this Plan for the purpose of the Zoning By-law.

7.5.1.7 Notwithstanding any other policies of this Plan, nothing will prevent the rebuilding or repair of any building or structure that is damaged or destroyed by fire or a natural disaster, or has been ordered demolished by the Chief Building Official, subsequent to the adoption of this Plan, provided that the dimensions of the original building or structure are not increased, the use of the building or structure is not altered, or the building or structure is not located in a *Local Natural Heritage System* designation. However, where the area of the *lot* is sufficient the new buildings and structures will be located in conformity with the requirements of the Zoning By-law. Further, no policies in this Plan shall prevent the strengthening to a safe condition of such a building or structure, provided such alteration or repair does not increase the height, size of volume or change the use.

7.5.2 Holding Zones

7.5.2.1 Holding By-laws may be passed to permit the use of land, buildings or structures for a future intended use or uses, by applying a Holding Symbol (H) in conjunction with the appropriate zone, under any or all of the following circumstances such as, but not limited to:

a. When *development* or *redevelopment* is anticipated in accordance with the provisions of this Plan, but where the details of such *development* have not been determined;

b. When the level of and/or access to *infrastructure* and/or *public services facilities* services is not adequate to support the ultimate use but such services and/or access to such services are to be provided at a later date in accordance with this Plan;

c. When the *development* proposal provides for phasing of *development* or *redevelopment*;

d. When lands are affected by adverse environmental effects or other constraints on *development* which can be resolved to the *Town*'s satisfaction;

e. When the *development* of land requires a development agreement, the Holding Provisions may be used until such time as the appropriate agreement is completed and registered on title;

f. when the *development* of land proposes the realignment of a creek, as contemplated in an approved Subwatershed Impact Study, and subject to completion of the realignment in accordance with detailed studies and required permits;

g. when the *development* of land will affect significant habitat for endangered species, as authorized by an approved Environmental Assessment for a public infrastructure project, and subject to completion of the alteration and/or creek realignment in accordance with detailed studies and required permits; and,

h. when the *development* of land introduces new sensitive land uses within the zone of influence of existing industries and (i) mitigation works are to be completed prior to *development* of the *sensitive land uses*; (ii) agreements with the *Town* or other agencies are required; (iii) private agreements are required; and/or (iv) restrictive covenants, easements or other interests in land are required.

7.5.2.2 Generally, uses existing at the time a Holding By-law is enacted will be allowed to continue, however, restrictions on existing uses and/or alternative uses may be specified in the Holding By-law.

7.5.2.3 *Development* of the future intended use or uses on the land may not proceed until an amending by-law to remove the Holding Symbol "(H)" is passed by Council, or its delegate, after an application is made that demonstrates the condition(s) and/or requirement(s) for the removal of the Holding Symbol, as specified in Holding By-law, have been fulfilled to the satisfaction of Council or the delegate of Council.

7.5.3 Temporary Use By-law

7.5.3.1 Council, or its delegate, may pass Temporary Use By-laws to permit the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the Zoning By-law.

7.5.3.2 The Temporary Use By-law shall define the area to which it applies and specify the period of time for which the authorization shall be in effect, which shall not exceed three years from the day of the passing of the by-law.

7.5.3.3 In considering the passing of a Temporary Use By-law, Council, or its designate, shall be satisfied that the proposed temporary use:

a. Is in general conformity with the intent and policies of this Plan;

b. Will not prejudice the long-term intent of or the orderly *development* of the planned land use designated in this Plan;

c. Is *compatible* with adjacent land uses;

d. Is suitable and appropriate for the site in terms of considerations such as the size, site layout, building design and screening;

e. Has sufficient services such as water, sewage and road access, and will not require the extension or expansion of existing municipal services;

f. Does not adversely impact traffic or transportation facilities in the area and provides for adequate on-site parking facilities; and

g. Is temporary in nature and there are no new buildings or expansions to buildings constructed, except for temporary or moveable structures that can be terminated when the authorizing by-law expires.

7.5.3.4 Temporary Use By-laws may be passed without amendment to this Plan provided the use satisfies the criteria in policy 7.5.3.3.

7.5.3.5 Council may pass subsequent by-laws to a temporary use by-law granting extensions of up to three years; however, once the subsequent by-law has lapsed, the use permitted by the by-law must cease and if the use continues it will be viewed as an illegal use in regard to the implementing Zoning By-law. The *Town* may require the owner of the property on which the temporary use is located to enter into an agreement with the *Town* and/or post securities, if necessary, to ensure that structures associated with a Temporary Use By-law can be removed upon expiry of the by-law.

7.5.4 Interim Control By-law

7.5.4.1 Council may pass Interim Control By-laws to control the use of lands and buildings within designated areas of the *Town* until such time as studies required to assess planning and engineering issues are prepared and approved. The By-law may specify a time period, which shall not exceed one year, prohibiting the use of land, buildings and structures, except for those purposes as set out in the By-law.

7.5.4.2 In the event that the review or study related to an Interim Control By-law has not been finalized within one year, Council may amend the Interim Control By-law to extend the period of time for which it is in effect, provided the total period of time it is in effect does not exceed two years from the day of passing of the Interim Control By-law.

7.5.4.3 If Council has not passed a Zoning By-law before the Interim Control By-law expires, or where the Interim Control By-law is repealed or the extent of the area covered thereby is reduced, the provisions of any Zoning By-law that applied to the subject lands immediately prior to the coming into force of the Interim Control By-law again come into force and effect.

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7.5.4.4 Once an Interim Control By-law ceases to be in effect, Council may not pass another Interim Control By-law that applies to any of the lands to which the original by-law applied for a period of three years.

7.5.5 Delegated Authority

7.5.5.1 The *Town* may, by by-law, delegate authority to pass by-laws under Section 34 of the *Planning Act* that are of a minor nature to a committee of Council or an individual who is an officer, agent or employee of the municipality, such as the Commissioner of Development Services or his/her designate.

7.5.5.2 Delegation of authority to pass by-laws under Section 34 of the *Planning Act* shall be limited to:

a. A by-law to remove a Holding "H" symbol;

b. A by-law to authorize the temporary use of land, buildings or structures;

c. A housekeeping by-law for the purpose of making clerical or other changes to assist in the interpretation of the zoning by-law; and

d. A by-law to permit amendments to the Zoning By-law which are minor in nature and for the purpose of accommodating new dwelling units greater than the current number of dwelling units that exist on a site, including *affordable* housing and modular housing, subject to satisfying the criteria in policy 7.5.5.3 a.

7.5.5.3 The delegation of authority authorized under policy 7.5.5.2 may be subject to conditions of Council which shall include:

a. The written consent of the Commissioner of Development Services confirming eligibility for consideration of a minor Zoning By-law amendment under policy 7.5.5.2 d) of this Plan.

b. A minor Zoning By-law amendment in accordance with 7.5.5.2 d) may only be considered if the proposed amendment satisfies the following criteria:

i) The addition of dwelling units, and their aggregate impact on the subject lands, is determined to be minor in nature;

ii) The addition of dwelling units is desirable for the *development* of and will not result in over-development of the subject lands; and

iii) The proposal conforms with the applicable land use designation policies.

7.5.5.4 Delegation of authority may be withdrawn, by by-law, in respect of any by-law for which a final disposition was not made before the withdrawal.

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7.6 Development Applications

7.6.1 Complete Application Requirements

7.6.1.1 Although not a requirement for a complete application, a pre-consultation application and meeting is highly encouraged prior to the submission of a privately initiated planning application for the purposes of:

a. Allowing the *Town* to provide preliminary feedback on a draft *development* proposal;

b. Identifying the required submission materials for a complete application and any other supporting information; and

c. Identifying any external review agencies that an applicant may be required to consult with and/or obtain approval from.

7.6.1.2 All privately initiated planning applications, with the exception of those filed under Section 45 of the *Planning Act*, shall be deemed complete in accordance with policy 7.6.1.3 prior to any acceptance of the application for processing, review and consideration.

7.6.1.3 The Commissioner of Development Services or his/her designate, shall determine whether or not an application is considered complete in accordance with the following requirements, as may be required based on the scale, scope and type of application, and shall notify the applicant in writing within 30 days of fee payment:

a. Completed application form for the applicable application;

b. Prescribed application fee(s) in accordance with the *Town*'s User Fee By-law in effect on the date the application is submitted to the *Town*; and

c. All information, reports, studies, plans, and/or material(s), as may be identified through pre-consultation meetings(s) if undertaken by the applicant, that the *Town* may require for a complete application as authorized by the *Planning Act* as set out in policy 7.6.1.4, in a form satisfactory to the *Town*.

7.6.1.4 The *Town* may require any or all of the information, reports, studies and materials as set out below be submitted in support of a complete application:

Description and Drawings of Site and Proposal:

- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

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- Draft Plan of Subdivision or Condominium
- Draft Plot or Concept Plan
- Aerial Photographs / Context Plan
- Topographical Survey and Real Property Survey
- Planning Justification Report
- Existing Conditions and/or Opportunities and Constraints Mapping

Plans and Drawings:

- Secondary Plan and/or Tertiary Plan
- Grading and Drainage Plan
- Functional Servicing Report and/or Plan
- Site Plan and Details
- Architectural Drawings (Floor Plan, Roof Plan, Parking Garage Plan, Screening Details of Roof-Mounted Equipment, Elevations, Building Cross-Sections, Colour Elevations or Perspective Views and Digital Architectural Massing Model)
- Accessibility Plan and Details
- Utility Plan
- Parkland and Open Space Provisioning Plan
- Landscape Plan and Details
- Existing Conditions and Removals Plan
- Reference Plan for Land Dedication or Easements
- Erosion and Sediment Control Plan and Details
- Site Grading Plan and Details
- Site Servicing Plan and Details
- Stormwater Management Plan and Details
- Natural Heritage System Enhancement Plan
- Retaining Wall / Structure Plan and Details
- Pedestrian and *Active Transportation* Routing Plan
- Pavement Marking and Signage Plan
- Vehicle Maneuvering and Turning Plans
- Construction Management Plan
- Garbage Enclosure Details

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- Acoustic Buffer, Fencing and Structure Details
- Shoring and Excavation Plans and Details

Studies and Reports:

- Public Engagement Strategy
- Employment and Population Density Study
- Employment Lands Conversion Study
- Retail and Commercial Needs Assessment;
- Financial Impact Study
- Capital Impact Assessment
- Archaeological Assessment
- Cultural Heritage Impact Assessment and /or Conservation Plan
- Agricultural Impact Assessment
- Subwatershed Study
- Subwatershed Impact Study Environmental Impact Study/Report/Assessment
- Hydrological and Hydrogeological Study
- Tree and Woodlot Inventory, Analysis and Preservation Study
- Opportunities and Constraint Mapping
- Demarcation of physical (as staked by the applicable Conservation Authority) and stable top of bank, shown as a surveyed line
- Demarcation of the limit of wetlands (as staked by the applicable Conservation Authority), natural heritage areas, natural hazards and/or areas regulated by a Conservation Authority
- Wildlife Habitat Assessment
- Endangered Species Assessment
- Environmental Site Screening Questionnaire
- Phase I Environmental Site Assessment followed by Phase II Environmental Site Assessment/Record of Site Condition
- Stormwater Management Report including plans/sediment and erosion controls
- Hydrogeological, Soils and/or Geotechnical Study
- Transportation Impact Study
- Land Use Compatibility Study

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- Noise and Vibration Study
- Community Service Plan
- Hydraulic Analysis for Flood Plain Delineation
- Natural Hazards Stable Slope / Erosion Assessment
- Parking Justification Study
- Railway Crash Wall Assessment
- Urban Design Guidelines
- Urban Design Brief
- Architectural Control Guidelines
- Accessibility Considerations Audit

7.6.1.5 The required studies, reports, plans and materials shall be carried out by qualified professional consultant(s) in accordance with any applicable Terms of Reference, Standards and Guidelines applicable within the *Town* or other authority jurisdiction and retained by and at the expense of the proponent. The scale and scope of any required report, study or plan is dependent upon the scale and scope of the proposal and its complexity, and the type of planning approval requested, and can be determined through the pre-consultation process.

7.6.1.6 The may require a peer review of any report, study and/or plan by an appropriate public agency or by a professional consultant retained by the *Town* at the proponent's expense.

7.6.1.7 Notwithstanding the foregoing, the Commissioner of Planning and Development, or his/her designate, may exempt certain applications from any or all of the complete application requirements except those outlined in the *Planning Act* regulations.

7.6.1.8 The Commissioner of Development Services, or his/her designate, may determine that a *Planning Act* application is incomplete pursuant to the *Planning Act* where:

a. The applicable Subwatershed Impact Study, Master Environmental Servicing Plan, Subwatershed Impact Study addendum, or equivalent environmental study is not complete;

b. Environmental considerations that establish the limits of *development* are outstanding such as, but not limited to, the demarcation of the limits of natural heritage systems, wetlands, woodlands, natural hazards and/or area regulated by a Conservation Authority;

c. A Secondary Plan is required;

d. The owner or applicant is proposing public infrastructure through an application for a Zoning By-law amendment or site plan control; and

e. In the case of an application for site plan control, if it does not conform to the Official Plan and does not comply with the Zoning By-law.

7.6.2 Supporting Studies and Information

General Supporting Study Requirement

7.6.2.1 Other supporting information and materials may be requested by the *Town*, or other review agency, as identified during the pre-consultation process or after an application has been deemed complete, if deemed relevant and necessary for the evaluation of a particular application to demonstrate conformity with this Plan, such as:

- Sun/Shadow Analysis
- Wind Study
- Lighting Assessment
- Photometric Plan and Exterior Light Fixture Details (Pole-Mounted and Wall-Mounted)
- Streetscape Design Study
- Streetscape Design Plan

7.6.2.2 The request for additional information will not affect the date the original application was deemed complete.

Future Economic Growth Area Supporting Study

7.6.2.3 A supporting study will be required with the submission of a *Planning Act* Application to develop within a Future Economic Growth Area that does not have an approved Area Specific Plan that addresses how *development* application will contribute to meeting the targets in Future Economic Growth Areas in the Long-term.

7.6.2.4 The proposed uses would support the overall viability of the *employment area* by avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses and by maintaining access to major goods movement facilities and corridors.

7.6.3 Official Plan and Zoning By-law Amendments

7.6.3.1 The *Town* will consider requests for amendments to this Plan or the implementing Zoning By-law upon a complete application, and will evaluate such requests, in consideration of the overall intent, vision, goals, principles and policies of this Plan, and on the basis of the following criteria:

a. Suitability of the location of the site for the proposed land use;

b. Compatibility of the proposed land use with surrounding uses;

c. The need for and feasibility of the use, where considered appropriate;

d. The impact of the proposal on municipal services, *infrastructure*, and *public service facilities*;

e. The economic benefits and financial implications to the *Town*; and

f. Regard for the *Provincial Planning Statement* and any other applicable provincial plans and policies.

7.6.3.2 Amendments to this Plan or the implementing Zoning By-law will not be required for office consolidations, changes such as typographical, editorial, or formatting corrections to text or Schedules, if none of which are deemed to alter or otherwise modify the intent of this Plan or the implementing zoning by-law, its policies or regulations respectively, or their interpretation.

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7.6.4 Plans of Subdivision

7.6.4.1 All lands within the *Town* are subject to subdivision control and part-lot control.

7.6.4.2 A Plan of Subdivision shall generally be required:

a. Where more than three *lots* are to be developed and/or the owner is retaining sufficient lands for the *development* of additional *lots*;

b. Where a new road or extension to an existing road is required;

c. Where the extension or creation of municipal services, or the reconfiguration of the stormwater management system is required; or

d. Where Council deems it necessary in the public interest for the proper *development* of the lands.

7.6.4.3 A Plan of Subdivision shall only be approved if:

a. Where an Area Specific Plan is required, the Area Specific Plan in which the subject lands are located has been adopted by Council and all conditions of the Area Specific Plan approval have been satisfied;

b. It conforms with the policies and designations of this Plan, including the policies of any Area Specific Plans;

c. The subject lands can be provided with adequate *infrastructure* and *public services facilities* as set out in this Plan including any applicable Area Specific Plan;

d. It is not premature and is in the best interests of the *Town*;

e. It will not impose a financial burden on the *Town* and limit the *Town*'s ability to finance services for all residents without imposing undue increases in taxation in accordance with the finance policies of this Plan; and

f. The criteria as set out in Section 51 of the *Planning Act* has been considered and adequately addressed.

7.6.4.4 The *Town* may as a condition of approval pursuant to the *Planning Act*, require that the owner of lands subject to a plan of subdivision enter into one or more agreements which may be registered against the title of the subject lands.

7.6.4.5 In approving a draft plan of subdivision, Council or their delegate may establish conditions that must be satisfied before the plan of subdivision will receive final approval and may be registered.

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7.6.4.6 Draft plans of subdivision will include a lapsing date, which may be extended or deemed not to have lapsed, in accordance with the applicable provisions of the *Planning Act*.

7.6.4.7 If a plan of subdivision or part thereof has been registered for eight years or more, the *Town* may use its authority under Subsection 50(4) of the *Planning Act* to deem it not to be a registered plan of subdivision, where construction or installation of regional or local services has not commenced, and, where appropriate, amend site-specific designations and zoning accordingly.

7.6.4.8 Council may consider passing a By-law under the provisions of the *Planning Act* deeming old registered, undeveloped plans which are inadequate due to matters such as *lot* size, unsuitable access or undesirable location, not to be registered.

7.6.4.9 The *Town* may approve by-laws to exempt lands from part-lot control, in accordance with the provisions of the *Planning Act*, for:

a. The creation of townhouse *lots* within an approved plan of subdivision;

b. The creation of semi-detached *lots* within an approved plan of subdivision;

c. *Lot* realignments within non-residential plans of subdivision;

d. Mechanical severances, such as additions to *lots*, easements, land dedications, etc.; and

e. Any other reason deemed appropriate by the *Town*.

7.6.5 Plans of Condominimum

7.6.5.1 Only those *development* proposals submitted under the *Condominium Act* which conform to the policies and designations of this Plan and which can be provided with adequate services shall be recommended for approval. In evaluating such plans, Council may require a development agreement to ensure adequate service levels and conformity with the policies of this Plan.

7.6.5.2 Application for approval of a condominium application for new residential *development* or conversion of existing rental accommodation will be considered with reference to policies, standards and specifications regarding growth and protection of the rental housing stock, safety, driveways, traffic, parking control, parking facilities, sidewalks and walkways, open space, recreation, utilities, storm drainage, grading, and internal road construction.

7.6.5.3 Common element condominiums and vacant land condominiums will not be permitted if the City requires public ownership of the lands for pedestrian or

vehicular access to create public road connections to existing developed or undeveloped lands. Regard shall be given to the scale of the *development* and its integration with the surrounding community.

7.6.6 Site Plan Control

7.6.6.1 All lands within the *Town* are within the Site Plan Control Area and subject to the Site Plan Control By-law. For clarity, Site Plan Control will apply within the Niagara Escarpment Development Control Area.

7.6.6.2 Certain types of *development* may be exempt from Site Plan Control as set out in the Site Plan Control By-law and/or the *Planning Act*.

7.6.6.3 Approval of Site Plans will be required prior to the issuance of building permits for all *development* located in the Site Plan Control Area that are not exempt from Site Plan Control per policy 7.7.6.2.

7.6.6.4 Approval of Site Plans will be reviewed in accordance with the requirements as set out in the *Planning Act*, the Niagara Escarpment Plan where applicable, the policies of this Plan, and any applicable standards and guidelines, and in consultation with applicable *public agencies*.

7.6.6.5 The Town may require drawings showing plan, elevation and cross-section views of residential buildings containing less than 25 dwelling units for all lands in the Site Plan Control Area.

7.6.6.6 Site Plan review will, in consultation with the Milton Accessibility Advisory Committee where appropriate, ensure adherence with the requirements of the *Accessibility for Ontarians with Disabilities Act*.

7.6.6.7 As a condition of Site Plan approval, where a proposed *development* is within the designated Site Plan Control Area, the Town may require land be dedicated for road widenings needed to achieve the road allowance to meet the Town's and Region's rights-of-way and daylighting standards as established in this Plan.

7.6.6.8 The *Town* may require the owner of the land to enter into a Site Plan agreement and provide to the satisfaction of and at no expense to the Town any or all of the requirements set out in the *Planning Act.*

7.6.6.9 The Town may require financial security through bonding, letters of credit or other financial arrangements prior to *development* receiving Site Plan approval.

7.6.7 Urban Boundary Expansion

7.6.7.1 An application for an expansion to the urban boundary may not be submitted concurrently with any other *Planning Act* application.

7.6.7.2 An application for an Official Plan Amendment to expand the urban boundary shall be completed in accordance with policies 7.6.7.20 to 7.6.7.23.

7.6.7.3 In addition to the requirements of policy 7.6.7.22, the proponent of an expansion to the urban boundary may be required to submit the following studies and material:

a. Identification of the boundary of the expansion area;

b. Identification of extent of lands to be identified as Future Complete Neighbourhood or Future Economic Growth Area;

c. Land needs assessment;

d. Employment Needs Assessment;

e. Housing Population Report;

f. Indigenous Community Consultation Summary and Comment Response;

g. Public Consultation Summary and Comment Response;

h. Phasing of *development* plan;

i. Community Service Facility and *Human Services* Impact Analysis; and

j. Any other studies that the *Town* may require.

7.6.7.4 If the proposed expansion to the urban boundary is approved, subsequent *Planning Act* applications will be required to sustainably plan for the expansion lands subject to the policies of this Plan.

7.6.7.5 The timing and phasing of *development* of an approved urban expansion area shall not adversely affect the achievement of the *intensification* and *development density targets* contained in Table 3 of this Plan.

7.6.7.6 If the proposed expansion to the urban boundary is approved, the *Town* in consultation with the *Region* will update the applicable infrastructure plans in accordance with the policies of this Plan.

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7.7 Committee of Adjustment

7.7.1 Committee of Adjustment

7.7.1.1 Council may, by by-law, appoint a Committee of Adjustment which may grant minor variances from the provisions of zoning by-laws and Interim Control By-laws, approve extensions and/or enlargements of legal non-conforming uses or permit a different but similar or more *compatible* use, and provide consents to sever property.

7.7.1.2 Any application to the Committee of Adjustment will be required to provide any information or materials the Town considers necessary to make a decision regarding the application at the cost of the applicant.

7.7.2 Minor Variances

7.7.2.1 In addition to the provisions of the *Planning Act*, the following shall be considered when deciding whether a minor variance should be granted, whether:

a. Site constraints and/or restrictions to meeting the requirements of the Zoning By-law have been identified;

b. Alternative designs for a building which would be in conformity with the by-law are feasible or appropriate for the site;

c. Natural and cultural heritage resources may be affected by the application; and

d. Impacts on adjacent properties are minimized.

7.7.2.2 In addition to the considerations in policy 7.7.2.1, Minor variance applications for *development* within *Mature Neighbourhood Areas* shall also consider whether any proposed variances to scale, massing, building height, built form features and coverage are *compatible* with the *Mature Neighbourhood Area*.

7.7.3 Legal Non-Conforming Uses

7.7.3.1 The use of any land, building or structure which does not conform to the implementing zoning by-law, but which lawfully existed prior to the approval of the implementing zoning by-law, as proven to the *Town*'s satisfaction by the proponent, is considered a legal non-conforming use. When a legal non-conforming use ceases, then the rights derived from the legal non-conforming use shall terminate

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7.7.3.2 Applications may be made to request permissions for the extension or enlargement of any land, building or structure utilized for a legal non-conforming use or to permit a similar or more *compatible* use. The following shall be considered when deciding on such applications:

a. It is not possible to relocate such a use to a place where it will conform to the implementing zoning by-law;

b. It will not unduly aggravate the situation already created by the existence of the original use and should, if possible, alleviate or improve any *adverse effects* of the use, such as any pollution, nuisances and/or threats to public health and safety;

c. Whether the use has achieved an acceptable level of compatibility with adjacent uses;

d. The abutting uses will be afforded reasonable protection by the provision of appropriate buffering and setbacks;

e. The proposed extension or enlargement should be in appropriate proportion to the size of the non-conforming use;

f. Adequate provision will be made for safe access and adequate off-street parking and loading facilities; and

g. All *infrastructure* services, including *individual on-site sewage and water services* if applicable, shall be or can be made adequate.

7.7.3.3 The *Town* shall not be obligated to grant permission to extend or enlarge a legal non-conforming use, or to permit a similar or more *compatible* use that does not conform to the implementing zoning by-law, under any circumstances.

7.7.4 Consents

7.7.4.1. Lands to be severed through a consent application should only be considered where a Plan of Subdivision is deemed to be unnecessary in accordance with policy 7.6.4.2.

7.7.4.2. Lands to be severed through a consent application, where permitted, shall be considered in accordance with the policies of Section 6.2.17.

7.7.4.3. The *Town* may require an agreement with the applicant and the following as conditions of approval of a consent application for the severed lot(s) and/or the retained *lot* where such a condition is appropriate:

a) Payment of taxes;

b) Payment of development charges;

c) Payment of drainage and local improvement charges;

d) Provisions for extension of the municipal wastewater or water systems;

e) Provisions for stormwater management;

f) Dedications for road widenings and/or extensions, and road improvements;

g) Park dedications or payment-in-lieu;

h) Construction and maintenance of fences;

i) Approval of a Zoning By-law amendment or Minor Variance; and,

j) Approval of a Site Plan Application.

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7.8 Engagement and Consultation

7.8.1 Public Participation

7.8.1.1 The *Town* will undertake public and stakeholder consultation and engagement as part of the land-use planning decision-making process in accordance with the following principles:

a. Actively seek input from residents, agencies, community and special interest groups, and other stakeholders;

b. Inform, consult, involve and collaborate, as appropriate, through effective consultation and engagement processes;

c. Conduct engagement and promote awareness early in the planning process, and on an ongoing basis as appropriate;

d. Ensure that community goals are reflected in land use planning decision making, by encouraging public participation;

e. Provide equitable opportunities for a wide demographic to be informed and involved in planning matters;

f. Make best-available information, documents, and data easily available and accessible to facilitate informed participation;

g. Balance the need for effective consultation with legislative requirements and timelines; and

h. Ensure an accessible, accountable and transparent planning process.

7.8.1.2 The *Town* will follow the public notification and engagement procedures prescribed by the *Planning Act* and its regulations to inform and obtain the views of the public in respect to the adoption and amendment of the Official Plan, zoning by-laws, and other planning proposals, except where in conflict with the policies of this Plan, the measures as set out in this Plan will prevail.

7.8.1.3 Prior to the adoption of the Official Plan, a zoning by-law, a Community Improvement Plan or any amendments thereto, Council shall hold at least one statutory public meeting, at which any persons in attendance shall be afforded the opportunity to make representations with respect to the proposed policies or regulations, and ensure that adequate information and material, including copy of the current proposed plan or by-law, is made available to the public at least 20 days before the public meeting.

7.8.1.4 The recommendation or the final review of the adoption of or amendment to the Official Plan, a zoning by-law, or a Community Improvement Plan, shall be

considered by Council at a meeting open to the public, where any person may arrange to appear before Council.

7.8.1.5 An additional public meeting should be held at the discretion of the *Town* when:

a. There are significant changes to a proposal or to proposed policies or regulations of the Official Plan, a Zoning By-law or a Community Improvement Plan after the date of the most recent public meeting; or,

b. A significant amount of time has passed since the most recent public meeting.

7.8.1.6 No later than 7 days before the initial statutory public meeting, at least one statutory open house shall be held for any updates to this Plan, and for any implementing by-law(s), undertaken under Section 26 of the *Planning Act* or related to a Community Planning Permit System.

7.8.1.7 Depending on the proposed *development*, the Town may encourage the applicant to hold a Public Information Centre meeting, at the proponent's expense, in advance of the submission of a formal *Planning Act* application or early in the *development* review process. Notice should be provided:

a. At least 20 days prior to the date of the Public Information Centre meeting; and

b. Provided by notice on the *Town*'s website, and other digital and online channels as appropriate, and/or by prepaid first class mail to every owner of land, condominium owner and condominium corporation within 200 metres of the land subject to the application within the Urban Area and 300 metres of the land subject to the application outside of the Urban Area and to those people that have requested notice.

7.8.1.8 Notice of a statutory public meeting or statutory open house shall be provided at a minimum, with additional notice requirements at the discretion of the *Town*, in the following manner at least 20 days prior to the date of the meeting:

a. For any site-specific *development* proposal, notice shall be provided through on-site signage along the frontage of the subject lands at all points where a road abuts or intersects with the lands and any other location deemed necessary by the *Town*. The wording, design and placement of the sign is to be approved by the *Town*;

b. For any site-specific *development* proposal, notice shall be provided by personal service or prepaid first class mail to every owner of land,

condominium owner and condominium corporation within 200 metres of the land subject to the application within the Urban Area and 300 metres of the land subject to the application outside the Urban Area, and to those people who have requested notice;

c. Notwithstanding a) and b) above, when the posting of on-site signage or notification by physical mail is deemed impractical at the discretion of the *Town*, notice may solely be provided on the *Town*'s website, and through other digital and online channels as appropriate;

d. Notice shall be provided on the *Town*'s website, and through other digital and online channels as appropriate;

e. Notice shall be given, by email, personal service, ordinary mail or fax, to persons and public bodies prescribed by provincial legislation and regulation and to every person and public body that has given a written request for a notice to the *Town*; and

f. Notification by physical mail may be given one time at the beginning of the *development* review process. Subsequent and additional notification and updates regarding the *development* application may be provided solely through electronic methods such as email, on the *Town*'s website and/or online platforms, and/or through direct contact with *Town* staff.

7.8.1.9 Notice of a Plan of Subdivision application will be given in accordance with the procedures set out in policy 7.8.1.8 a to f, along with all information and materials required to be provided to the public and prescribed persons and public bodies as set out in the *Planning Act*, within 15 days of the application being deemed complete.

7.8.1.10 Notice of a meeting to be held in public for an application under policy 7.5.5.2 d) of this Plan shall be given to every owner of land within 60 metres of the subject lands.

7.8.1.11 All planning applications shall provide photographs of all signage and notices as may be required by the *Town* pursuant to *Planning Act* notification requirements.

7.8.1.12 The Milton Accessibility Advisory Committee shall be consulted and engaged on all site plan applications to ensure they are accessible for all persons.

7.8.1.13 Where specific provision(s) has been made in this Plan for places of worship based on needs established through a community facilities study, the *Town* and the development proponent will make reasonable efforts to inform and

involve interested faith groups as part of a *Planning Act* process. The *Town* will maintain a register of interested faith groups.

7.8.1.14 A Community Consultation Plan shall be developed as part of the initiation of a comprehensive official plan or Zoning By-law review, a site-specific plan, or other similar major planning study, and should:

a. Provide for an effective communication plan to promote public awareness of the proposal;

b. Identify, to the extent known, all stakeholders in a proposal and effective method(s) for consulting and engaging them;

c. Identify planned meetings, workshops, focus groups, surveys and other consultation events and methods, the resources needed and estimated timing; and

d. Implement the consultation and engagement principles as set out in policy 7.8.1.1.

7.8.1.15 Council may forego public notification and public meeting(s) in connection with a technical Official Plan or Zoning By-law Amendment if the amendment will not affect the provisions and intent of the Official Plan or Zoning By-law or an amendment previously enacted to either document in any material way and may include the following matters:

a. Rewording policies or re-illustrating mapping to clarify the intent and purpose of the plan or to make it easier to understand without affecting the intent or purpose of the policy or maps; and

b. Changing reference to legislation where changes to legislation have occurred.

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7.8.2 Indigenous Consultation

7.8.2.1 In the spirit of reconciliation, the *Town* supports consideration of Indigenous interests in land use decision-making and the potential impacts of decisions on the exercise of Aboriginal or treaty rights. The *Town* is committed to building meaningful dialogue and cooperative relationships, based on mutual respect, in order to coordinate and facilitate knowledge-sharing on land use planning matters.

7.8.2.2 In addition to the *Town*'s standard public consultation and engagement procedures, the *Town* will develop an Indigenous engagement strategy in partnership with Indigenous communities who hold inherent Aboriginal and treaty rights across the traditional territory which includes the *Town*, that:

a. Identifies the range of *development* applications, *Town*-initiated planning and infrastructure projects, studies, and other planning matters to be consulted on;

b. The preferred methods, procedures, processes and timing for consultation and engagement on the matters identified;

c. The responsibilities of the *Town*, other levels of government, Indigenous communities, and *development* applicants; and

d. Any other matters that should be addressed to support consideration of Indigenous interests in land use decision-making and the potential impacts of decisions on the exercise of Aboriginal or treaty rights.

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7.9 Other Planning Tools

7.9.1 Community Improvement Plan

7.9.1.1 Council may, by by-law, designate the whole or any part of the *Town* as community improvement project areas and prepare and adopt Community Improvement Plans in accordance with the *Planning Act* for the designated areas to address one or more of, but not limited to, the following:

a. The conservation, restoration, adaptive re-use and/or improvement of *cultural heritage resources*;

b. Sustainability and carbon reduction measures, energy efficiency and/or renewable energy improvements to buildings, properties, and/or infrastructure;

c. Improving, enhancing, and supporting the economic health of commercial and *employment areas*;

d. Opportunities to support small businesses and entrepreneurship.

e. Viability of commercial and other non-residential uses in mixed use buildings or *developments*;

f. Poor visual quality of the built environment, including by not limited to, building facades, streetscapes, public amenity areas and urban design;

g. Opportunities to enhance and improve walkability, active transportation, accessibility, connectivity and safety of neighbourhoods;

h. Opportunities to support or facilitate economic activity in the Hamlets, and agricultural and *rural areas*;

i. Opportunities to enhance placemaking, culture, the *public realm* and public art;

j. The provision and delivery of *affordable* housing and other housing types that are lacking, deficient or not readily being delivered by the market;

k. Eliminating, mitigating or relocating incompatible land uses;

l. Remediation of soil or water contamination; and

m. Any other improvements to the physical, social and cultural environment, economic development, health or safety.

7.9.1.2 The *Town* may achieve the intent of Community Improvement Plans through:

a. The provision of grants, loans or other financial incentives or instruments;

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b. Application of and/or participation in funding programs with other levels of government that provides assistance in undertaking community improvement projects;

c. Collaboration with the *Region* for the joint provision of financial incentives related to the Region's responsibilities;

d. The formation and continuation of Business Improvement Areas; and

e. Acquiring, holding, leasing, selling, constructing, repairing, rehabilitating or improving buildings and land.

7.9.1.3 Any financial incentives planned through a Community Improvement Plan shall depend on:

a. The ability for the *Town* to responsibly and sustainably fund the project costs; and

b. The availability of financial funding sources and assistance from other levels of government.

7.9.1.4 The performance and success of a Community Improvement Plan shall be regularly monitored and reviewed. When council is satisfied that the Community Improvement Plan has been carried out, Council may, by by-law, dissolve the community improvement project area.

7.9.2 Community Planning Permit System

7.9.2.1 Council may establish a Community Planning Permit System to streamline *development* approvals by passing a bylaw in accordance with the applicable provisions and regulations of the *Planning Act.*

7.9.2.2 Before passing a by-law to establish a Community Planning Permit System, this Plan shall be amended to adopt policies that:

7.9.2.3 Identify the area or areas that are proposed as Community Planning Permit areas, which may be the entire *Town* or any part or parts thereof;

a. Set out the scope of the authority that may be delegated and any limitations on the delegation, if the council intends to delegate any authority under the Community Planning Permit By-law; and

b. For each proposed Community Planning Permit area identified under a) above:

i) State the municipality's goals, objectives and policies in proposing a Community Planning Permit System for the area,

ii) Set out the types of criteria that may be included in the Community Planning Permit by-law for determining whether any class of *development* or any use of land may be permitted by Community Planning Permit, and

iii) Set out the types of conditions that a Community Planning Permit By-law may include as conditions that Council may impose on its decision to approve an application for a Community Planning Permit.

7.9.2.4 A Community Planning Permit By-law can give effect to Inclusionary Zoning policies if they are included in this Plan.

7.9.3 Inclusionary Zoning

7.9.3.1 Council may enact Inclusionary Zoning through a Zoning By-law to require new residential developments over a certain size within Protected Major Transit Station Areas to provide a certain percentage of units as *affordable* housing units.

7.9.3.2 Prior to enacting Inclusionary Zoning, an amendment to this Plan will be required to establish policies that set out the approach to authorizing Inclusionary Zoning in accordance with the applicable provisions and regulations of the *Planning Act*.

7.9.3.3 Prior to adopting Inclusionary Zoning policies in this Plan:

a. An assessment report must be completed in accordance with the applicable provisions and regulations of the *Planning Act*; and

b. This Plan must identify and delineate the boundaries of Protect *Major Transit Station Areas* and contain the policies for Protect *Major Transit Station Areas* required by the *Planning Act*.

7.9.4 Property Maintenance and Standards

7.9.4.1 Council may pass a by-law, or amend an existing by-law, to:

a. Prescribe standards for the maintenance and occupancy of property within the Town or within any defined area or areas and prohibit the occupancy or use of such property that does not conform with the standards; and

b. Require property that does not conform with the standards to be repaired and maintained to conform with the standards or the site to be cleared of all buildings, structures, debris or refuse and left in graded and

levelled condition.

7.9.5 Demolition Control

7.9.5.1 Council may pass a by-law to designate any area within the municipality, to which the standards of maintenance and occupancy by-law passed under policy 7.9.4.1 applies, as an area of demolition control.

7.9.5.2 No person shall demolish the whole or any part of any residential property in the area of demolition control unless the person is the holder of a demolition permit issued by the *Town*.

7.9.5.3 Permits to demolish designated heritage buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and this Plan.

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7.10 Interpretation

7.10.1 Boundaries

7.10.1.1 Locations, boundaries, or limits described in the text or indicated on the Schedules of this Plan are intended to be approximate only, except where they are bounded by roads, railway lines, utility transmission corridor or other clearly defined physical features and the boundaries of Settlement Areas and Protected Major Transit Station Areas. Where the general intent of the plan is maintained, minor boundary adjustments will not necessitate an amendment to the plan.

7.10.1.2 The outer boundary of any designation location within the Niagara Escarpment Plan Area on Schedule 1, that is the boundary which does not abut another Escarpment designation on Schedule 1, is fixed and inflexible and can be changed only by an amendment to the Niagara Escarpment Plan. It is formed by a combination of such features as roads, railways, electrical transmission lines, municipal and property boundaries, *lot* lines, rivers and topographic features.

7.10.1.3 The internal boundaries between the land use designations within the Niagara Escarpment Plan Area on Schedule 1 however, are less definitive except where they are formed by such facilities as roads, railways, and electrical transmission lines. These internal boundaries are not intended to be site specific and should not be used for accurate measurement. The exact delineation of designation boundaries on specific sites will be done by the implementing authority through the application of the designation criteria utilizing the most detailed or up-to-date information available, and site inspections. Such designation boundary interpretations will not require amendments to the Niagara Escarpment Plan.

7.10.1.4 Refinements to the boundaries of natural features or the *Local Natural Heritage System* are to be in accordance with the policies of this Plan. Where boundaries are modified, the corresponding adjacent land use designation will apply.

7.10.1.5 Where a *lot* is within more than one designation on the Schedules to this Plan, each portion of the *lot* shall be used in accordance with the applicable policies of that designation.

7.10.1.6 The location of roads as indicated on Schedule 10, will be considered as approximate only. Amendments to this Plan will not be required to make

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minor adjustments to the location, or alignment, of roads, provided that the general intent of this Plan is maintained.

7.10.2 Legislation

7.10.2.1 Where this Plan makes reference to a Provincial Plan or Act, an Ontario Regulation, a *Provincial Planning Statement*, or a provincial guideline or the *Minimum Distance Separation Formulae*, such reference shall include any subsequent amendments or replacements.

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SECTION 8. SPECIFIC POLICY AREAS

The Specific Policy Area overlay designation on Schedule 16a and Schedule 16b applies to those areas which require additional policies beyond those articulated in other Sections of this Plan.

8.1 Permitted Uses

8.1.1.1 Notwithstanding the policies of this Plan, permitted uses for the Specific Policy Areas shall be determined by the policies of Section 8 of this Plan.

8.2 Specific Policy Area Policies

Specific Policy Area No. 1

8.2.2.1 The area identified as Specific Policy Area No. 1, on Schedule 16b of this Plan, being Part of Lots 29 and 30, Concession IV, former Township of Nassagaweya, shall be used for the operation of the Ontario Railway Historical Association.

Specific Policy Area No. 2

8.2.2.2 The area identified as Specific Policy Area No. 2 on Schedule 16b of this Plan, being the W1/2 of Clergy Reserve Lot 27, Concession II, and Part E1/2 of Lot 26, Concession I, former Township of Nassagaweya, shall be used for the filming and production of motion pictures.

Specific Policy Area No. 3

8.2.2.3 The area identified as Specific Policy Area No. 3 on Schedule 16b of this Plan, being Part of Lot 7, north of Highway 401, Lots 8 and 9, Concession III, formerly Township of Nassagaweya, shall be used for a horse racetrack and accessory uses including temporary accommodation for jockeys, trainers, stable hands and caretakers in trailers and mobile homes. However, such facilities will not be allowed to expand to the point where the amenities of adjacent land uses are affected. As well, Specific Policy Area No. 3 shall be used for a range of highway commercial uses which serve the travelling public such as licenced motor vehicle service stations, overnight accommodation such as hotel or motel and recreational vehicle and tent camping and restaurants and related *entertainment uses*, and certain other retail uses of a specific nature which relate to the horse racetrack or the travelling public.

In addition to the foregoing uses, the lands legally described as Part of Lots 8 and 9, Concession 3 (Nassagaweya), known municipally as 9430 Guelph Line

may also be used for an 18-hole golf course and associated ancillary uses such as a driving range, practice tee and related club house.

Specific Policy Area No. 4

8.2.2.4 The area identified as Specific Policy Area No. 4 on Schedule 16a of this Plan, being Part Lot 13, Concession I, in the Town of Milton, shall be used for the Milton Fairgrounds. The following provisions shall apply:

a. Recognize the agriculturalm economic, social, tourism and recreational value of the Milton Fairgound;

b. Support the use of the Milton Fairgrounds for agricultural-related and tourism and recreational uses; and

c. Require the submission of an Area Specific Plan prior to any re-*development* for this site.

Specific Policy Area No. 5

8.2.2.5 The area identified as Specific Policy Area No. 5 on Schedule 16b of this Plan, being Part Lots 2, 3, 4 and 5, Concessions I and II, in the Town of Milton, shall be used as The Halton Waste Management Site. The Specific Policy Area, as defined in Figure 7 covers the lands generally within 400 metres of the Sanitary Landfill Site boundaries. In order to ensure the safety of the Landfill Site and the Specific Policy Area, the following provision shall apply to any proposed land use within the Specific Policy Area:

a. Council will require proponents to consult with the Ministry of Environment to ensure that the provisions contained in the Ministry's Policy Guideline D-4 (formerly 07-07), dated April 15, 1986, comprised of guidelines for land uses near the Sanitary Landfill Site are fully satisfied. In this regard, the proponent must demonstrate that a complete assessment and evaluation has been carried out to the satisfaction of the Ministry of Environment, the *Region* and Town of Milton with respect to how a proposed land use will adversely affect and/or be adversely affected by the presence of the Landfill Site.

b. The proponent must also implement any preventative, mitigative, and/or remedial measures to the satisfaction of the Ministry of the Environment, the *Region* and the *Town*. Specific factors which must be considered in the assessment include, but are not limited to the following:

i) Engineering design of the Landfill site;

ii) Stability of the water table levels in the area;

iii) Landfill generated gases;

iv) Quality and quantity of ground and surface water;

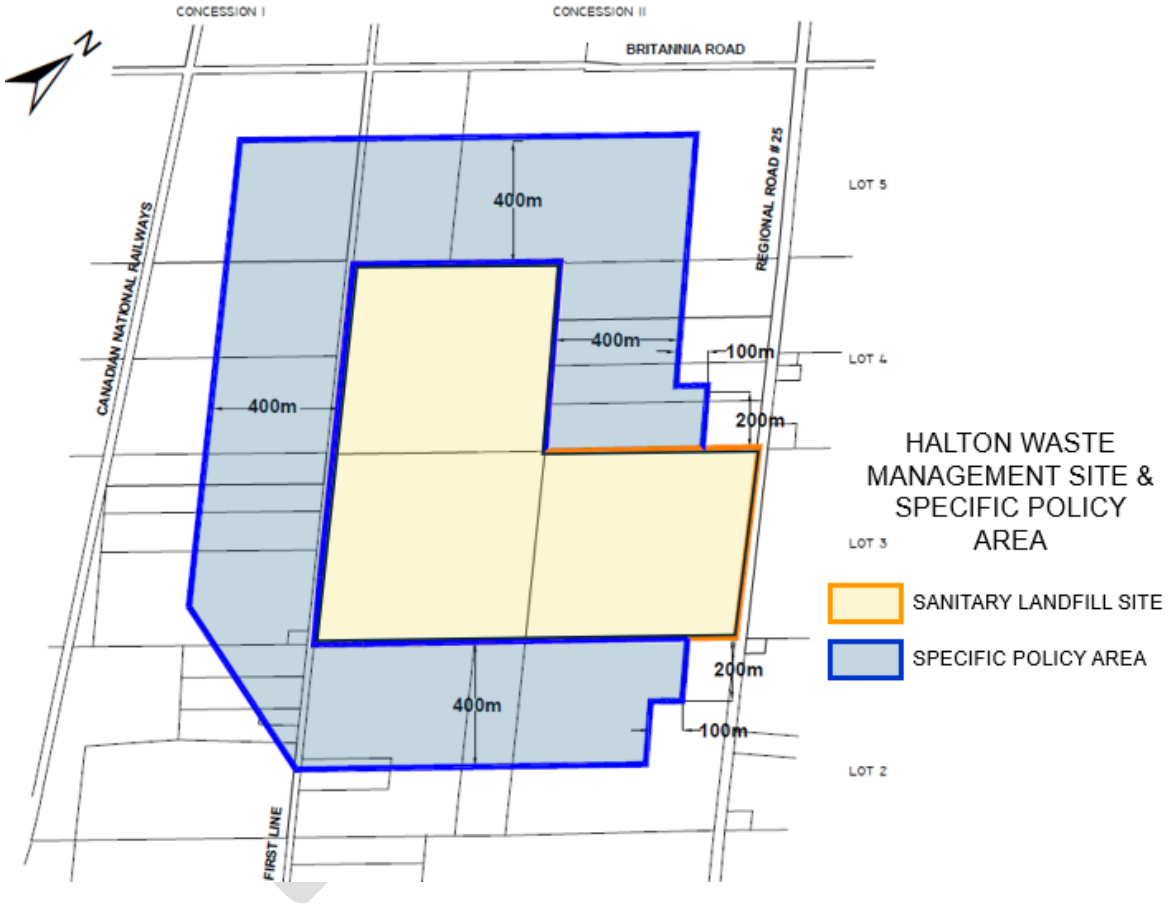
v) Leachate seepage;

vi) Air emissions;

vii) Odour, litter and dust; and

viii) Traffic and noise.

Figure 7. Specific Policy Area No. 5.



Specific Policy Area No. 6

8.2.2.6 The area identified as Specific Policy Area No. 6 on Schedule 16a of this Plan, being Part of W 1/2 Lot 5, Concession III, former *Town*ship of Esquesing, shall be used for industrial purposes. Prior to the issuance of building permits for *development* of any portion of these lands, the *Town* will require the *development* proponents to enter into agreements regarding the provision of

an open space buffer strip not greater than 15 metres in depth along the south side of the Campbellville Road (No. 5 Side Road) on the understanding that the area of such buffer strip shall be excluded from the calculation of acreages subject to development charges.

Specific Policy Area No. 7

8.2.2.7 The area identified as Special Policy Area No. 7 on Schedule 16a of this Plan, being the Waldie Blacksmith Shop building located at 16 James Street is located within the Downtown Residential designation. The use of the building shall be deemed to conform to Section 6.2 for the purposes of a living museum and limited retail ancillary to this use.

Specific Policy Area No. 8

8.2.2.8 The area identified as Specific Policy Area No. 8 on Schedule 16a of this Plan, includes lands within a 4 Kilometre radius of the AM Radio transmission facilities located in Milton near the corner of Trafalgar Road and Highway 401. Where new employment uses are proposed within the radius, consideration shall be given by the *Town*, in consultation with the Canadian Broadcasting Company, to limiting the height of the proposed building(s) to 18 metres or less and to limiting the extent of steel used in the construction of the building(s), to prevent interference of the radio transmission.

Specific Policy Area No. 9

8.2.2.9 The area identified as Specific Policy Area No. 9 on Schedule 16b of this Plan, being Part of the Southeast Half of Lot 11, Concession 3, Town of Milton (formerly New Survey), Regional Municipality of Halton and identified as instrument No. 45719, within the Niagara Escarpment Plan Area, shall be used for a parking *lot*.

Specific Policy Area No. 10

8.2.2.10 The area identified as Special Policy Area No. 10 on Schedule 16b of this Plan, being Part of Lot 7, Concession 3 Nassagaweya, (south of 401, west of 401 interchange at Guelph Line and north of Reid Side road) shall be used for a warehouse facility with associated retail showroom and ancillary *office uses* not to exceed a *lot* coverage of more than 4.25 per cent.

Specific Policy Area No. 11

8.2.2.11 The area identified as Specific Policy Area No. 11 on Schedule 16b of this Plan, being the lands north of No. 15 Sideroad, west of Town Line Road, and also known as 5657 No. 15 Side Road, shall be used as a short term stay, special *residential care facility* for Chronically and/or Terminally Ill Children and uses accessory to the "Special Residential Care Facility".

Specific Policy Area No. 12

8.2.2.12 The area identified as Specific Policy Area No. 12 on Schedule 16b of this Plan, being the lands designated *Mineral Resource Extraction Area* within Part of Lots 12, 13, and 14, 'Concession 7 (Nassagaweya), Town of Milton, are the areas defined as the area to be extracted by a valid licence issued pursuant to the *Aggregate Resources Act.*

Notwithstanding the policies of Section 4.2.13 of this Plan, lands forming the buffer and setback for the *Mineral Resource Extraction Area* may be included within the licence area approved under the *Aggregate Resources Act*, and may be used for berming, screening, temporary stockpiling of earthen material, accessory structures and facilities normally associated with a mineral extraction operation and facilities and servicing for, and related to, the water management and monitoring system for the *quarry* extensions. Extraction shall not be permitted in this area.

Specific Policy Area No. 13

8.2.2.13 Notwithstanding the policies of the Agricultural Area and *Local Natural Heritage System* land use designations to the contrary, the area identified as Specific Policy Area No. 13 on Schedule 16b of this Plan, being Part of Lots 7 and 8, Concession VII, former Township of Trafalgar, (6378 Trafalgar Road) may be used for a golf course, practice range, clubhouse and accessory uses.

Specific Policy Area No. 14

8.2.2.14 The area identified as Specific Policy Area No. 14 on Schedule 16b of this Plan, being Part Lot 1, Concession 2 (NS), Former geographic Township of Trafalgar, being those lands located at the northwest corner of Regional Road 25 and Lower Base Line, shall permit cemeteries and ancillary uses including a mausoleum, columbarium, crematorium or other structure intended for the internment of human remains.

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Specific Policy Area No. 15

8.2.2.15 That notwithstanding policy C.9.5.1.4 b) of the Derry Green Corporate Business Park Secondary Plan, the lands identified as Specific Policy Area No. 15 on Schedule 16a of this Plan, being part of the lands legally known as Part of Lot 12, Concession 5, may permit limited surface parking between the building and the street, provided adequate berming and landscape screening are implemented.

Specific Policy Area No. 16

8.2.2.16 Notwithstanding policies C.10.5.6.2 a) and C.10.5.5.1 e) iii), the Major Node Area located at the southeast corner of Louis St. Laurent Avenue and Tremaine Road and identified as Specific Policy Area No. 16 on Schedule 16a of this Plan may be developed in its entirety with grade-related multiple attached housing forms at a minimum density of 70 units per net hectare.

Specific Policy Area No. 17

8.2.2.17 For the Major Node located at the southeast corner of Tremaine Road and Gordon Krantz Avenue and identified as Specific Policy Area No. 17 on Schedule 16a of this Plan, the following shall apply:

a. Notwithstanding policy C.10.5.6.2 e) to the contrary, the *gross floor area* for retail and *service commercial uses* shall be as follows:

   i) Retail and *service commercial uses* may be provided in mixed use building(s) and/or in a purpose designed commercial building(s) to a maximum of 2,787 square metres.

   ii) The minimum *gross floor area* of retail and *service commercial uses* shall be 930 square metres for a mixed-use building(s), or 1,860 square metres for *developments* that include a purpose designed commercial building(s).

Specific Policy Area No. 18

8.2.2.18 The lands identified as Specific Policy Area No. 18 on Schedule 16a of this Plan, being 17 Bronte Street South, may be used for a mixed use building containing *office uses* on the first storey only, up to a maximum *gross floor area* of 148 square metres and two (2) upper floor dwelling units.

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Specific Policy Area No. 19

8.2.2.19 The land identified as Specific Policy Area No. 19 on Schedule 16a of this Plan, being the lands at 130 Thompson Road South may be developed to provide three high density residential buildings of up to 31 storeys in height and with a maximum residential density of 524 units per hectare. A minimum of 950 square metres of commercial/retail space must be provided on the ground floor of any of the three high-rise residential buildings.

Specific Policy Area No. 20

8.2.2.20 Notwithstanding policy 6.3.5.5, the lands identified as Specific Policy Area No. 20 on Schedule 16a of this Plan, being the lands - legally known as Part of Lot 10, Concession 3 (NS Trafalgar) may be developed to provide three high-rise residential buildings with heights of 25, 20 and 14 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 295 units per hectare.

Specific Policy Area No. 21

8.2.2.21 Notwithstanding Section 6.2.1 the land identified as Special Policy Area No. 21 on Schedule 16a of this Plan, being the lands at 1050 Bronte Street South may be developed to provide for mixed-use and/or purpose designed residential buildings with a maximum residential density of 185 units per hectare.

Specific Policy Area No. 22

8.2.2.22 In addition to the uses permitted in the Low Density Residential Sub-Area, the lands identified as Specific Policy Area No. 22 on Schedule 16a of this Plan, being 79 Martin Street, may also be used for a building containing *office uses*, up to a total maximum *gross floor area* of 383 square metres.

Specific Policy Area No. 23

8.2.2.23 The land identified as Specific Policy Area No. 23 on Schedule 16a of this Plan, being the lands at 28, 60 and 104 Bronte Street North may be developed to provide two mixed use residential buildings of up to 18 storeys in height and with a maximum residential density of 380 units per hectare.

Specific Policy Area No. 24

8.2.2.24 The land identified as Specific Policy Area No. 24 on Schedule 16a of this Plan, being the lands at 555 Bessborough Drive may be developed in its entirety, to

provide 90 townhouse dwelling units with a minimum residential density of 56 units per hectare.

Specific Policy Area No. 25

8.2.2.25 That notwithstanding policies C.9.5.1.5 b) and C.9.5.2.3 d) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 25 on Schedule 16a of this Plan, being part of the lands legally known as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, may permit limited surface parking between the building and the street, provided adequate berming or landscape screening are implemented.

Notwithstanding policy C.9.5.1.2 b) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 41 on Schedule 16b and designated Business Park Area with a Natural Heritage Oriented Area overlay on Schedule C-9-B of this Plan, being part of the lands legally known as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, *light industrial uses* shall be permitted irrespective of the amount of accessory office *gross floor area* provided and such uses shall be implemented in accordance with policy C.9.5.1.7 of the Derry Green Corporate Business Park Secondary Plan.

Specific Policy Area No. 26

8.2.2.26 The area identified as Specific Policy Area No. 26 on Schedule 16a of this Plan applies to the lands located north of James Snow Parkway bounded by the North Hydro Corridor to the south, the continuation of the hydro corridor and the CN Railway to the west, No. 5 Side Road and the Town of Halton Hills to the northwest, and the Sustainable Halton Plan (SHP) Urban Area Boundary to the north and east in the Town of Milton.

These lands shall be subject to the following additional *development* application requirements:

a. James Snow Parkway from Highway 401 to No. 5 Side Road is planned to be widened to six lanes from Highway 401 to Tremaine Road per the *Region*'s Transportation Master Plan. Should network improvements in the area be required through a Transportation Impact Study as a result of new *development*, prior to the commencement of road widening, the applicant will be responsible for the financing and construction of such improvements.

b. If road connections traversing the hydro corridor adjacent to the James

Snow Parkway are proposed as part of new *development*, and supported by the required Transportation Impact Study that addresses Halton Region's Access By-law 32-17 and the *Region*'s Access Management Guideline*,* the applicant will be responsible for arranging the necessary permissions to permit these connections.

c. Subject to the Transportation Impact Study, a connection may be classified as public road and the right-of-way requirements at an intersection of James Snow Parkway will need to consider all right-of-way, including the *Region*'s daylight standard and the applicable Access Management Guidelines. Further, the financing and construction of these connections will be the responsibility of the applicant.

d. Subject to the Transportation Impact Study, should network improvements on Boston Church Road be required as a result of new *development*, the applicant will be responsible for the financing and construction of such improvements.

e. The applicant will be fully responsible for ensuring any and all requirements of the Municipal Class Environmental Assessment process are fulfilled, as they relate to any required improvements or modifications to Boston Church Road.

f. Any road connections to Esquesing Line shall be evaluated and confirmed by the Transportation Impact Study before Stormwater and other servicing studies are completed to ensure the study considers the impact of the potential road connections.

g. The Transportation Impact Study may be required to consider the impact of new *development* at both the Regional Road 25 and James Snow Parkway interchanges with Highway 401.

h. The applicant will be required to submit a Comprehensive Environmental and Servicing Study for the subcatchment area that fully assesses existing conditions and the potential impacts of proposed *development* with respect to, at a minimum, hydrology, hydraulics, hydrogeology, fluvial processes, erosion, slope stability and the *natural environment* (including, but not limited to, *ecological functions*) to the satisfactory of the *Region*, the *Town*, and Conservation Halton.

i. The scope of the Comprehensive Environmental and Servicing Study shall be confirmed with the *Region*, the *Town* and Conservation Halton.

j. Subject to a Heritage *Easement* Agreement approved by the *Town*, the James Snow farmhouse at 8350 Esquesing Line may be relocated on the

lands designated Business Commercial Area on the west side of Esquesing Line and north of the North Hydro Corridor.

k. Notwithstanding the uses permitted in the Business Commercial Area designation, the only permitted uses on these lands shall be business and professional offices, a standalone restaurant and *service commercial uses*. The *service commercial uses* that may be permitted are those that are complementary to and serve the *employment area*.

l. In addition to the uses permitted in the Industrial Area designation, the lands identified as Special Policy Area No. 26 on Schedule 16a of this Plan, being 8350 Esquesing Line, Part of Lots 3 and 4, Concession 4, a Broadcasting/ Communication Facility use shall also be permitted.

Specific Policy Area No. 27

8.2.2.27 The land identified as Specific Policy Area No. 27 on Schedule 16a of this Plan, being the lands at 6712 Fifth Line are permitted to allow surface parking between the building and the street on the south side of Derry Road between James Snow Parkway and Fifth Line.

Specific Policy Area No. 28

8.2.2.28 The land identified as Specific Policy Area No. 28 on Schedule 16a of this Plan, being the lands at 145 and 151 Nipissing Road may be developed to provide two residential buildings of up to 23 storeys in height and *floor space index* (FSI) up to 5.0.

Specific Policy Area No. 29

8.2.2.29 The land identified as Specific Policy Area No. 29 on Schedule 16a of this Plan, being the lands at 6439 Regional Road 25 may be developed to provide three six-storey residential buildings with a maximum density of 198 units per hectare.

Specific Policy Area No. 30

8.2.2.30 The maximum permitted density of a *development* located on the lands identified as Specific Policy Area No. 30 on Schedule 16a of this Plan, being 180, 182, 184, 190 and 194 Bronte Street South is 354 units per net hectare.

Specific Policy Area No. 31

8.2.2.31 The land identified as Specific Policy Area No. 31 on Schedule 16a of this Plan, being the lands legally known as Part of Lots 7 and 8 at the southwest quadrant

of Louis St. Laurent Avenue and Bronte Street South, are permitted to allow up to 16,550 square metres *gross floor area* (GFA) of retail/commercial space, thus increasing the total allowable commercial GFA to 42,256 square metres for the entire Secondary Mixed Use Node.

Specific Policy Area No. 32

8.2.2.32 The land identified as Specific Policy Area No. 32 on Schedule 16a of this Plan, being lands legally known as Part of Lots 7, 8, 9 and 10, Registered Plan 375, on the east side of Ontario Street South, north of Laurier Avenue, are permitted to allow up to 267 units per net hectare for the purpose of high-density residential *development*.

Specific Policy Area No. 33

8.2.2.33 The lands identified as Specific Policy Area No. 33 on Schedule 16a of this Plan, being the lands municipally known as 11801 Derry Road, are permitted to allow surface parking between the building and the street on the north side of Derry Road.

In addition to uses permitted in the Industrial Area designation, the lands identified as Specific Policy Area No. 33 on Schedule 16a of this Plan, being the lands municipally known as 11801 Derry Road, a Banquet Facility use shall also be permitted.

In addition to uses permitted in the Business Park Area designation, the lands identified as Specific Policy No. 33 on Schedule 16a of this Plan, being the lands municipally known as 11801 Derry Road, a Motor Vehicle Dealership use shall also be permitted.

Specific Policy Area No. 34

8.2.2.34 The lands identified as Specific Policy Area No. 34 on Schedule 16a of this Plan, being lands municipally known as 8584, 8598 and 8604 Regional Road 25, are permitted to allow a commercial truck dealership with an accessory service and o*ffice use* in addition to the uses listed in Section 6.2.6.

Specific Policy Area No. 35

8.2.2.35 The land identified as Specific Policy Area No. 35 on Schedule 16a of this Plan, being lands municipally known as 7265 No. 5 Side Road are permitted to allow a commercial truck dealership in addition to the uses listed in Section 6.2.6.

Specific Policy Area No. 36

8.2.2.36 That notwithstanding policies C.9.5.1.5 b) and C.9.5.2.3 d) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 36 on Schedule 16a of this Plan, being the lands at 6728 Sixth Line know legally as Part of Lot 10, Former Geographic Township of Trafalgar, Town of Milton, may permit surface parking between the building and the street, along Derry Road.

In addition, building functions which do not directly serve the public, such as loading bays may be placed along the Clark Boulevard street frontage.

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SECTION 9. OFFICIAL PLAN DEFINITIONS

All terms listed in the Section, where used, are italicized in the Town of Milton Official Plan.

9.1 Provincial Policy Statement Defined Terms

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9.2 Town of Milton Official Plan Defined Terms

The following set of key terms used in this Plan have been defined as follows and act as a guide to their interpretation:

ABUTTING means a property with a specific feature or attribute that physically touches or shares a common boundary with the subject property.

ACCESSORY BUILDING OR STRUCTURE means a detached building or structure that is not used for human habitation, 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.

ACCESSORY SERVICE USES means service uses for employees including cafeterias and day care facilities which are contained within the same building.

ACTIVE TRAILS mean trails that are a part of the *Town*'s *Active Transportation* Network and serve a community wide connectivity function. They are generally found along Gas Corridors and Green System. Active Trails are typically 3-4 metres wide, lit, and asphalt in material. Limestone materials may be considered by the *Town, where appropriate,* to accommodate sensitive natural areas.

ADAPTIVE MANAGEMENT PLAN means an approach to managing complex natural systems by continually improving management *policies* and practices based on learning from the outcomes of operational programs that include monitoring and evaluation.

ADDITIONAL RESIDENTIAL UNIT (ARU) means a self-contained residential dwelling unit, with its own cooking facility, sanitary facility and sleeping area, that is located either within a *single detached*, semi-detached or townhouse dwelling, or within an ancillary building or structure on the same *lot* as a *single detached*, semi-detached or townhouse dwelling. An *ARU* may also be referred to as an additional dwelling unit.

ADULT ENTERTAINMENT USE means any premises or part thereof in which is provided, in pursuance of a trade, calling, business or occupation, goods or services appealing to or designed to appeal to erotic or sexual appetites or inclinations. An *Adult Entertainment Use* also includes an *Adult Video Store*, an Adult Specialty Shop and a principal use *Body Rub Parlour*.

For the purposes of the definition of *Adult Entertainment Use*, the following definitions also apply:

"goods" includes books, magazines, pictures, slides, film, phonograph records, pre-recorded magnetic tape and any other viewing or listening matter, clothing and accessories;

"services" includes activities, facilities, performances, exhibitions, viewings and encounters but does not include the exhibition of film approved under the *Theatres Act*;

"services designed to appeal to erotic or sexual appetites or inclinations" includes:

a. services of which a principal feature or characteristic is the nudity or partial nudity of any person;

b. services in respect of which the word "nude", "naked", "topless", "bottomless", "sexy" or "nu" any other word or picture, symbol or representation having like meaning or implication as used in any advertisement.

ADULT VIDEO STORE means an establishment where pre-recorded video tape, video discs, films and/or slides made or designed to appeal to erotic or sexual appetites or depicting sexual acts are offered for rent or sale. An *Adult Video Store* shall not include facilities for the screening or viewing of such products.

ADULT SPECIALTY STORE means a retail establishment specializing in the sale of goods and materials made or designed to appeal to erotic or sexual appetites.

AGRICULTURAL PURPOSES ONLY means a designation or zone in a local official plan or Zoning By-law that prohibits a dwelling on a remnant agricultural *lot* created from a severance of a *residence surplus to a farm operation* as a result of *farm consolidation*.

ANIMAL KENNEL means a building, structure or premises used for the raising or boarding of dogs, cats, or other household pets.

ASSISTED HOUSING means housing that is made affordable through the provision of a government subsidy.

BED AND BREAKFAST ESTABLISHMENT means sleeping accommodation for the travelling or vacationing public within a single dwelling which is owned by and is the principal residence of the proprietor, to a maximum of three guest rooms, and may include the provision of breakfast and other meals and services, facilities or amenities for the exclusive use of the occupants.

BEST MANAGEMENT PRACTICES means optimal techniques and methods for stormwater management identified through a formal decision/evaluation process.

BLOCK-LEVEL DENSITIES means the densities, represented by *floor space index (FSI)*, which are typically achieved by various forms of building type on a block. The *block-level densities* are an average of the *FSI* values achieved on individual *lots* or land parcels within each block. Individual *lots* or land parcels may have higher or lower *FSIs* depending on their unique conditions and *development* potential.

BODY RUB PARLOUR Includes any premises or part thereof where a *body rub* is performed, offered or solicited in pursuance of a trade, calling, business or occupation, but does not include any premises or part thereof where the *body rubs* performed are for the purpose of medical or therapeutic treatment and are performed or offered by persons otherwise duly qualified, licensed or registered so to do under the laws of the Province of Ontario.

BODY RUB Includes the kneading, manipulating, rubbing, massaging, touching, or stimulating, by any means, of a person's body or part thereof but does not include medical or therapeutic treatment given by a person otherwise duly qualified, licensed or registered so to do under the laws of the Province of Ontario.

BONA FIDE FARMER means a person who owns and whose principal occupation is the operation of a commercial farm or farms in Halton.

BUFFER OR BUFFERING means an area of land located adjacent to *key features* or *watercourses* and usually bordering lands that are subject to *development* or *site alteration*. The purpose of the *buffer* is to protect the features and *ecological functions* of the *Local Natural Heritage System* by mitigating impacts of the proposed *development* or *site alteration*. The extent of the *buffer* and activities that may be permitted within it shall be based on the sensitivity and significance of the *key features* and *watercourses* and their contribution to the long-term *ecological functions* of the *Local Natural Heritage System* as determined through a Sub-watershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.

BUILDING HEIGHT means the vertical distance measured from the established grade of a building or structure to:

a. in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater;

b. in the case of a mansard roof, the deck line of the roof; and

c. in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornament, masts, flues, tanks, mechanical rooms, plant or equipment.

BUILT means that a building permit has been issued for a specific lot.

CANNABIS PRODUCTION AND PROCESSING FACILITY means a premises used for the production, processing, testing, destroying, packaging, and/or shipping of cannabis where a license, permit or authorization has been issued under applicable federal law. For the purposes of this definition, production shall include the growing and harvesting of cannabis and processing shall include the extraction of cannabis oil and the manufacturing of products containing cannabis.

CENTRE FOR BIODIVERSITY means an area identified through an official plan amendment that encompasses existing *natural heritage features* and associated *enhancements to the key features* and is of sufficient size, quality and diversity that it can support a wide range of native species and *ecological functions*, accommodate periodic local extinctions, natural patterns of disturbance and renewal and those species that are area sensitive, and provide sufficient habitat to support populations of native plants and animals in perpetuity. Any such amendment shall include a detailed and precise justification supporting the identification of the area, based on current principles of conservation biology.

CHARACTER means the aggregate of features that combined indicate the quality and nature of a particular area. The distinct features include built and natural attributes of an area such as scale and massing, vegetation, topography, lotting pattern, colour, texture, material and the relation between buildings, spaces, and *landforms*.

CHARACTER AREA means an existing developed or planned area within the Town, which has distinct land use functions and a unique, identifiable *character* that is different from surrounding areas.

COMMERCIAL FARM means a farm which is deemed to be a viable farm operation, and which normally produces sufficient income to support a farm family.

COMPATIBILITY STUDY means a study that assesses potential *adverse effects* and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.

COMPATIBLE means *development* or *redevelopment* or uses which may not necessarily be the same as or similar to the existing or desired *development*, but which blends, conforms or is harmonious with the ecological, physical, visual or cultural environment and; which enhances an established community and co-exists with existing *development* without unacceptable adverse impact on the surrounding area.

COMPLETE STREETS means a transportation and design philosophy where streets are planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for all users and abilities regardless of their mode of transportation.

COMPLETION means entirely built, approved by the appropriate authorities and occupied.

CONSERVATION AUTHORITY means Conservation Halton (Halton Region Conservation Authority) or Credit Valley Conservation (Authority) or the Grand River Conservation Authority.

CULTURAL HERITAGE RESOURCES means tangible and intangible elements of a place that have historical, cultural, or archaeological significance to a community, Indigenous people, or a nation. *Cultural heritage resources* include *built heritage resources* like buildings and monuments, *cultural heritage landscapes* such as historic streetscapes, archaeological sites, and intangible elements like oral traditions, social practices, and rituals. *Cultural heritage resources* are recognized for contributing to the community's identity, understanding of history, and overall character.

CULTURAL USE means a *theatre*, a commercial school, a gallery or similar use that assists in the promotion of a cultural community, but does not include an *Adult Entertainment Use*.

CUMULATIVE IMPACT means the effect on the physical, natural, visual and *cultural heritage resources* of the environment resulting from the incremental activities of development over a period of time and over an area. All past, present and possible future activities are to be considered in assessing *cumulative impact*.

DEVELOPMENT CAPACITY means capacity of a site to support use or change in use without significant negative impact on the Greenbelt and Local Natural Heritage Systems.

DEVELOPMENT DENSITY means the number of residents and jobs combined per hectare measured as follows:

a. for the New and Future Complete Neighbourhoods, the applicable density target in Table 3 is measured by excluding the following areas from the calculation:

   i) The *Local Natural Heritage System*;

ii) Rights of way for electricity transmission lines, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;

iii) *Employment Areas*; and

iv) Cemeteries.

b. for the *Strategic Growth Areas* density targets in Table 3, the density is measured across the *Strategic Growth Areas* in their entirety.

DEVELOPMENT PLAN Means a comprehensive proposal demonstrating how a *development* will proceed in accordance with the applicable policies and guidelines to achieve the Official Plan's requirements.

DISABILITY means:

a. any degree of physical *disability*, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device,

b. a condition of mental impairment or a developmental *disability*;

c. a learning *disability*, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language;

d. a mental disorder; or

e. an injury or *disability* for which benefits were claimed or received under the insurance plan established under the *Workplace Safety and Insurance Act*, 1997.

EASEMENT means a negotiated interest in the land of another which allows the *easement* holder specified uses or rights without actual ownership of the land.

EMERGENCY SHELTER means a facility that provides supervised temporary lodging, board and/or personal support services to homeless individuals round the clock.

ENHANCEMENT AREAS TO KEY FEATURES means ecologically supporting areas adjacent to *key features* and/or measures internal to the *key features* that increase the ecological resilience and function of individual *key features* or groups of *key features*.

ENTERTAINMENT USE means a *theatre*, arena, auditorium, public hall, billiard or pool room, bowling alley, ice or roller rink, dance or music hall or curling rink; but does not include an *adult entertainment use*.

ENVIRONMENT means the complex of physical, chemical and biotic factors (as climate, soil and living things) that act upon an organism or an ecological community and ultimately determine its form and survival.

ENVIRONMENTAL FARM PLAN means a voluntary, confidential, agricultural producer driven planning exercise that uses specifically designed resource material and technical assistance to develop a farm plan that identifies on farm *environmental* risks and establishes a priority sequence of action items to reduce those risks.

ENVIRONMENTALLY SUSTAINABLE means the result of development activities that maintains and/or enhances the *natural environment* to meet the needs of the present without compromising the needs of future generations.

ESCARPMENT BROW means the uppermost point of the Escarpment slope or face. It may be the top of a rock cliff, or where the bedrock is buried, the most obvious break in slope associated with the underlying bedrock.

ESSENTIAL means that which is deemed necessary to the public interest after all alternatives have been considered and where applicable, as determined through the Environmental Assessment process.

EXISTING USE means the use of any land, building or structure legally existing or approved under a Parkway Belt land use regulation on the day of adoption of this Plan by Town Council or, the amendment to this Plan giving effect to the subject section by Town Council, or in the case of the Niagara Escarpment Plan Area, the day of approval of the Niagara Escarpment Plan or an amendment to that Plan or, in the case of the Greenbelt Plan, a use which lawfully existed on December 15, 2004. An *existing use*, building or structure may expand or be replaced in the same location and of the same use in accordance with Local Zoning By-laws. For the purpose of *horticultural trade uses*, they are considered *existing uses* provided that they are recognized as legal uses under the Zoning By-law or through the issuance of a development permit by the Niagara Escarpment Commission; such a process must commence within one year and be completed within five years of December 16, 2009.

FARM CONSOLIDATION means the acquisition of additional farm parcels to be operated as one farm operation.

FILL LINE means a line delineating that area of a *watershed* which is subject to the Fill, Construction and Alteration to Waterway Regulations of the appropriate *Conservation Authority*.

FISHERIES MANAGEMENT means the management of *fish habitat* and fish population for the purpose of sustaining and improving the quality and quantity of *fish*.

FLOOR SPACE INDEX (FSI) means the ratio of the *gross floor area* of all buildings or structures to *lot* area. *Public service facilities* and *infrastructure* are excluded from the calculation of *FSI*.

FOOD STORE means a building or part of a building which is used primarily for the retail sale of food as well as personal and household items. A *food store* may include a convenience or specialty *food store* which generally contains less than 3,250 square metres of floor space. A *food store* which contains 3,250 or more square metres of floor space may be referred to as a grocery store or supermarket and may also provide a wider range of retail goods and services.

FOREST means *woodlands* covering a ground area of 10 hectares or more.

FOREST MANAGEMENT OR FORESTRY means the wise use and management of forests for the production of wood and wood products, to provide outdoor recreation, to maintain, restore, or enhance *environmental* conditions for wildlife, and for the protection and production of water supplies.

GENERAL INDUSTRIAL USE means a full range of manufacturing, warehousing uses, including uses related to the movement of goods, and outdoor storage.

GREYFIELD SITES means developed properties that are not contaminated. They are usually, but not exclusively, commercial properties that may be under-utilized, derelict or vacant.

GROSS FLOOR AREA means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.

GROSS RESIDENTIAL AREA means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal or proposed use of which are dwellings, together with abutting local and collector roads, local *institutional uses* and open space areas.

HOME INDUSTRY means a small-scale use providing a service primarily to the rural farming community and which is accessory to a *single detached dwelling* or *agricultural operation*, performed by one or more residents of the household on the same property. A *home industry* may be conducted in whole or in part in an *accessory building* and may include a carpentry shop, a metal working shop, a welding shop, or an electrical shop, but does not include a motor vehicle repair or paint shop or furniture stripping.

HOME OCCUPATION means an activity which provides a service as an accessory use within a *single detached dwelling* or in an addition to the dwelling or in an *accessory building* not further than 30 metres away from the dwelling and serviced by the same private water and wastewater systems, performed by one or more of its residents of the household on the same property and does not include *home industry*.

HOMELESSNESS means an immediate lack of housing, or no access to safe, stable housing, or living in extremely sub-standard housing, or being at risk of losing existing housing.

HORTICULTURAL TRADE USE means a non-farm business associated with the sale, supply, delivery, storage, distribution, installation, and/or maintenance of horticultural plants and products used in landscaping, but does not include uses associated with the principal *agricultural operation*.

HUMAN SERVICES means services relating to health, education, culture, recreation, public safety and social services.

INCIDENTAL USE means a use (e.g. swimming pool) normally accessory to but not an essential part of an *existing use*.

INSTITUTIONAL USE means use of land for some public or social purposes but not for commercial purposes, and may include governmental, *places of worship*, educational, charitable, philanthropic, hospital, *shared housing* which accommodates more than 10 individuals exclusive of staff, *residential care facilities,* or other similar uses that serve the community.

INTELLIGENT TRANSPORTATION SYSTEM means a broad spectrum of technologies, computers and strategies designed to optimize the use of available and planned roads and other transportation *infrastructure* at a fraction of the cost of adding additional *infrastructure*. Examples of such a system are traffic signal coordination, demand responsive traffic signals, variable message signs, emergency route diversion, signal priority/pre-emption for transit vehicles and in-vehicle information systems.

KEY HYDROLOGIC AREAS means *significant* groundwater recharge areas, highly *vulnerable* aquifers, and *significant* surface water contribution areas that are necessary for the ecological and hydrologic integrity of a *watershed*.

LANDFORMS means distinctive physical attributes of land such as slope, shape, elevation and relief.

LIFE SCIENCE INDUSTRIES means new, neo-traditional products or services using renewable resources and developed from the advanced understanding of the biology and chemistry of organisms. Examples are personalized genetic medicine, plastics made from corn, and fuel from farm products and waste.

LIGHT INDUSTRIAL USE means a range and mix of manufacturing, and warehousing uses operating within a wholly enclosed building with no outdoor storage or significant sources of noise and vibration, and does not include truck terminals, fuel depots, cement and asphalt batching, waste management, and composting.

LINKAGE means an area intended to provide connectivity supporting a range of community and ecosystem processes enabling plants and animals to move between *key features* over multiple generations. *Linkages* are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long-term sustainability of the *Local Natural Heritage System*. They are not meant to interfere with *normal farm practice*. The extent and location of the *linkages* can be assessed in the context of both the scale of the proposed *development* or *site alteration*, and the *ecological functions* they contribute to the *Local Natural Heritage System*.

LOCAL NATURAL HERITAGE SYSTEM means a system made up *of natural heritage features and areas*, and *linkages* intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other *natural heritage features*, lands that have been restored or have the potential to be restored to a natural state, areas that support *hydrologic functions*, and working landscapes that enable *ecological functions* to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

LOT means a parcel of land:

a. described in a deed or other document legally capable of conveying an interest in land, or

b. shown as a *lot* or block on a registered plan of subdivision.

MAJOR CREEK OR CERTAIN HEADWATER CREEK means, as it applies to the fourth criterion under the definition of *significant woodlands* in this Plan, all *watercourses* within a *Conservation Authority* Regulation Limit as of the date of the adoption of this Plan and those portions of a *watercourse* that extend beyond the limit of the *Conservation Authority* Regulation Limit to connect a *woodland* considered *significant* based on the first three criteria under the definition of *significant woodland* in this Plan, and/or *wetland* feature within the *Local Natural Heritage System*. The extent and location of *major creeks or certain headwater creeks* will be updated from time to time by the appropriate *Conservation Authority* and as a result may lead to refinements to the boundaries of *significant woodlands*.

MAJOR OFFICE means office buildings of 4,000 square metres or greater, or with 200 jobs or more.

MAJOR PLACE OR WORSHIP means a *place of worship*, including accessory uses, catering to a large faith group with a gross floor area greater than 930 square metres.

MARKET HOUSING means private housing for rent or sale, where price are set through supplies and demands in the open market.

MATURE NEIGHBOURHOOD AREA means an older *residential area* within the Residential Area designation, as identified in the implementing Zoning-By-law, characterized by predominantly single-detached dwellings generally on large lots, and other built and natural qualities that collectively provide a distinct and recognizable *character*.

MISSING MIDDLE HOUSING means housing typologies that fit the gap between low-rise, primarily *single-detached* and semi-detached dwellings and mid-rise apartment buildings.

MOBILITY HUB means *Major Transit Station Areas (MTSAs)* that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have, or are planned to have a concentration of mixed-use *development* around a major transit station. Given the high level of transit service at or forecasted for *Mobility Hubs* relative to other *MTSAs,* it is recommended that the *Mobility Hub* areas receive a commensurately higher level of

development intensity and design consideration that supports transit and *multimodal* travel than what may be applied in other *MTSAs*.

NATURAL ENVIRONMENT means the air, land and water, or any combination or part thereof.

NET RESIDENTIAL AREA means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal or proposed use of which is dwellings.

NIAGARA ESCARPMENT PARK AND OPEN SPACE MASTER/MANAGEMENT PLAN means a master or management plan for parks and open space within the Niagara Escarpment Parks and Open Space System which are not in conflict with the Niagara Escarpment Plan.

OFFICE USE means the carrying on of a business in which one or more persons are employed in the management or direction of an agency, business, organization, including the office of a Regulated Health Professional, but excludes such uses as retail sale, the manufacture, assembly or storage of goods, or places of assembly or amusement.

PASSIVE TRAILS mean trails that are complementary to the *Town*'s parks system and serve neighbourhood level connectivity and recreation function. They are generally found in engineered channels, adjacent to woodlots and natural or naturalized area. Passive Trails are typically 3 metres wide and limestone in material.

PIT means land or land under water from which unconsolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Sub-section 1 (3) of the *Aggregate Resources Act*.

PLACE OF WORSHIP means a designated building, structure, or space used for religious rituals, prayer, meditation, and communal gatherings. These may include a temple, church, mosque, or synagogue, or a sacred natural feature.

PODIUM means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the *tower* portion of a *tall building* by being set forward or articulated architecturally.

PRIMARY RETAIL FRONTAGE means an area that should contribute to the interest, life and vibrancy of the *public realm*. This is achieved by providing a pedestrian oriented façade and commercial and other active uses that enliven the street on the ground floor of buildings.

PROVINCIALLY SIGNIFICANT WETLANDS means *wetlands* so classified by the Ministry of Natural Resources.

PUBLIC AGENCY OR PUBLIC AUTHORITY OR PUBLIC BODY means any federal, provincial, regional, county or municipal agency including any commission, board, authority or department including Ontario Hydro, established by such agency exercising any power or authority under a Statute of Canada or Ontario.

PUBLIC AGENCY OR PUBLIC USE means use by a *public body*, for the purposes of this Plan, the Bruce Trail Association shall be treated as if it were a public agency/body with respect to the role of the Association in securing and managing the Bruce Trail Corridor under Part 3 of the Niagara Escarpment Plan.

PUBLIC REALM means all spaces to which the public has unrestricted access, such as streets, parks and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the *public realm*.

QUARRY means land or land under water from which consolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Sub-section 1 (3) of the *Aggregate Resources Act*.

REGION means the Council and administration of the Regional Municipality of Halton.

REGIONAL OR SUB-REGIONAL COMMERCIAL DEVELOPMENT means those facilities which attract and meet the shopping demands of the wider regional or sub-regional market and which are generally larger than 10,000 square metres.

REGIONAL STORM means the storm (and the rainfall and the runoff that it brings) used as the basis to delineate the *regulatory flood plain*.

REGULATORY FLOOD means the approved standard(s), a regional flood or a *one-hundred-year flood*, used in a particular *watershed* to define the limit of the *flood plain* for regulatory purposes.

REGULATED HEALTH PROFESSIONAL means a person registered under the *Regulated Health Professions Act*, S.O. 1991, C.18, or as a drugless practitioner under .the *Drugless Practitioners Act*, R.S.O. 1990, C.D. 18 including: audiologists, chiropodists, chiropractors, dental hygienists, dental technologists, denturists, dentists, dieticians, massage therapists, medical laboratory technologists, medical radiation therapists, midwives,

naturopaths, nurses, occupational therapists, opticians, optometrists, pharmacists, physicians, physiotherapists, podiatrists, psychologists, respiratory therapists, speech language pathologists. A *body rub parlour* may also be permitted as an accessory use to a *regulated health professional* office provided such accessory use does not exceed a maximum of 30 per cent of the total *gross floor area* of the *regulated health professional* office, and provided that the business access shall only be from an entrance in common with the principal *regulated health professional* office.

RESIDENTIAL AREA means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal or proposed use of which is dwellings.

RESIDENTIAL CARE FACILITY means a home, group care facility or similar facility occupied by more than 8 residents, exclusive of staff or receiving family, who live as a single housekeeping unit requiring specialized or group care, supervised on a daily basis, and which is licensed, approved, supervised or funded by the Province.

RESIDENTIAL DENSITY (NET) means the ratio of the number of dwelling units located or proposed to be located on the *lot* and the area of the *lot* where the area to be measured includes only those parts of the *lot* which are classified as a residential use zone.

RESIDENTIAL DENSITY (GROSS) means the ratio between the number of dwelling units located or proposed to be located on a *lot* and the area of the *lot* where the area to be measured includes all land within the *lot* proposed to be used for roads or any other purpose such as parks.

RESTRICTIVE means being stringent in permitting uses, as measured by the physical extent to which development is being allowed and/or by the development's impacts on the social, economic and *natural environment*.

RIGHT TO FARM means the right of a farmer to lawfully pursue *agriculture* in areas where *agriculture* is permitted by this Plan. This definition includes the right to move farm equipment in the pursuit of *agriculture*.

ROOMING, BOARDING OR LODGING HOUSE means dwellings where lodging for four or more persons is provided in return for remuneration or the provision of services or both and where the lodging units do not have both bathrooms and kitchen facilities for the exclusive use of individual occupants.

SERVICE COMMERCIAL USES means a commercial operation offering services of a clerical, business, professional and administrative nature.

SETBACK means the distance between a line established as the stable top of channel bank of a *watercourse*, or as the stable top of valley bank of a *watercourse*, as determined by the appropriate *Conservation Authority* and the proposed *development* boundary.

SHARED HOUSING means a living arrangement which is licensed or regulated under a provincial or federal statute, and the operation is subject to provincial or federal oversight, where up to ten (10) individuals, exclusive of staff, share accommodation as a single housekeeping unit within a dwelling unit and are supported and/or supervised within that unit.

SIGNIFICANT WETLANDS means:

a. for lands within the Niagara Escarpment Plan Area, *Provincially Significant Wetlands* and wetlands as defined in the Niagara Escarpment Plan that make an important ecological contribution to the *Local Natural Heritage System*;

b. for lands within the Greenbelt Plan Area but outside the Niagara Escarpment Area, *Provincially Significant Wetlands* and *wetlands* as defined in the Greenbelt Plan;

c. for lands within the *Local Natural Heritage System* but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and *wetlands* that make an important ecological contribution to the *Local Natural Heritage System*; and

d. outside the Local Natural Heritage System, *Provincially Significant Wetlands*.

SIGNIFICANT WOODLAND means a *woodland* 0.5 hectares or larger determined through a *Watershed Plan*, a Subwatershed Study or a Site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

a. the *woodland* contains forest patches over 99 years old;

b. the patch size of the *woodland* is 2 hectares or larger if it is located in the Urban Area, or 4 hectares or larger if it is located outside the Urban Area but below the *Escarpment Brow*, or 10 hectares or larger if it is located outside the Urban Area but above the *Escarpment Brow*;

c. the *woodland* has an interior core area of 4 hectares or larger, measured 100 metres from the edge; or

d. the *woodland* is wholly or partially within 50 metres of a *major creek or certain headwater creek* or within 150 metres of the *Escarpment Brow*.

SINGLE DETACHED DWELLING means a separate building containing not more than one dwelling unit and may include a chalet, cottage, or mobile home.

SOLID WASTE means ashes, garbage, refuse, domestic waste, industrial waste, municipal waste, hazardous waste and such other wastes as are designated in the regulations under The *Environmental Protection Act*, but does not include agricultural waste, inert fill, inert rock fill, condemned or dead animals or parts thereof, or hauled sewage sludge for disposal on farmland.

SPECIAL NEEDS HOUSING means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *special needs housing* may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, group homes, *emergency shelter*, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community- based support services in their own home.

STEP BACK means the horizontal distance from the front face of the *podium* to the uppermost floors of a mid-rise building or the *tower* portion of a *tall building*, projecting balconies excepted. The *step back* is in addition to a required setback.

SUSTAINABLE DEVELOPMENT means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

TALL BUILDING means generally a high-rise building having a height greater than eight (8) storeys, or which appears tall in relation to its surrounding context and will be a prominent feature on the skyline.

TOWER means the portion of a *tall building* above the *podium* including the *tower* top or crown.

TOWN means The Town of Milton.

TRADITIONAL URBAN FORM means an overall design which captures the spirit and *character* of pre-World War II North American village-type development.

TRANSPORTATION SUPPLY MANAGEMENT means the application of various facility designs or operational measures to increase the carrying capacity of the *transportation*

system and complement *transportation demand management* strategies to achieve similar *objectives* of reducing travel and shifting modes or travel time. Examples include high-occupancy vehicle lanes, reverse travel lanes, queue-jumping lanes and priority-signals for transit vehicles, commuter parking lots, and inter-modal transfer centres.

TRANSPORTATION TERMINAL Means a building, structure or part thereof, where trucks, trailers, or transports are dispatched for hire as common carriers or where freight handling facilities, such as pick-up, delivery and transitory storage of goods incidental to motor freight shipment, is provided, and may include an office building accessory to the transportation terminal use and facilities for the service and repair and washing of the trucks, trailers or transports.

TREE means any species of woody perennial plant, including its root system, which has reached or can reach a height of at least 4.5 metres above ground at physiological maturity.

TREESCAPE means a grouping of *trees* usually found along roads and stream courses, and between fields.

UNIVERSAL PHYSICAL ACCESS means housing designs that incorporate the following principles and features:

a. universality-same means for all users,
b. flexibility-providing choice in methods of use and adaptable to the need of the user,
c. low physical effort-usable with a minimum of effort and fatigue,
d. accessibility-providing for adequate sight lines, reach, hand grip and use of helpful devices,
e. safety-minimal consequences of errors with fail-safe features,
f. simplicity-minimal complexity and accommodating a wide range of skills and abilities, and
g. perceptible information-communicating necessary information effectively and in various ways.

URBAN FOREST means all trees and related ecosystems found on streets, in neighbourhoods, parks and *woodlands*, outside the *Local Natural Heritage System*, that are located on public and private property.

UTILITY means a water supply, stormwater or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power, including *renewable energy systems*, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public *transportation system*, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public transit or interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

VEGETATION PROTECTION ZONE means, as it applies within the Greenbelt Plan Area, a vegetated *buffer* area surrounding a *key feature* within which only those land uses permitted within the feature itself are permitted. The width of the *vegetation protection zone* is to be determined when new *development* or *site alteration* occurs within 120 metres of a *key feature*, and is to be of sufficient size to protect the feature and its functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function.

VETERINARY CLINIC means the office of a veterinary surgeon and premises for the treatment of animals.

WATERCOURSE means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

WATERSHED MANAGEMENT means the analysis, protection, development, operation and maintenance of water, water-related features, terrestrial resources and fisheries of a drainage basin.

WATERSHED PLAN means a plan used for managing human activities and natural resources in an area defined by *watershed* boundaries. *Watershed Plans* shall include, but are not limited to, the following components:

a. A water budget and conservation plan;
b. Land and water use and management strategies;
c. A framework for implementation;
d. An *environmental* monitoring plan;
e. Requirements for the use of *environmental* management practices and programs;
f. Criteria for evaluation the protection of water quality and quantity, and

key hydrologic features and functions; and

g. Targets on a *watershed* or sub-watershed basis for the protection and restoration of riparian areas and the establishment of natural self-sustaining vegetation.

WILDLIFE MANAGEMENT means management of *wildlife habitats* for the purpose of sustaining the quantity and quality of wildlife.

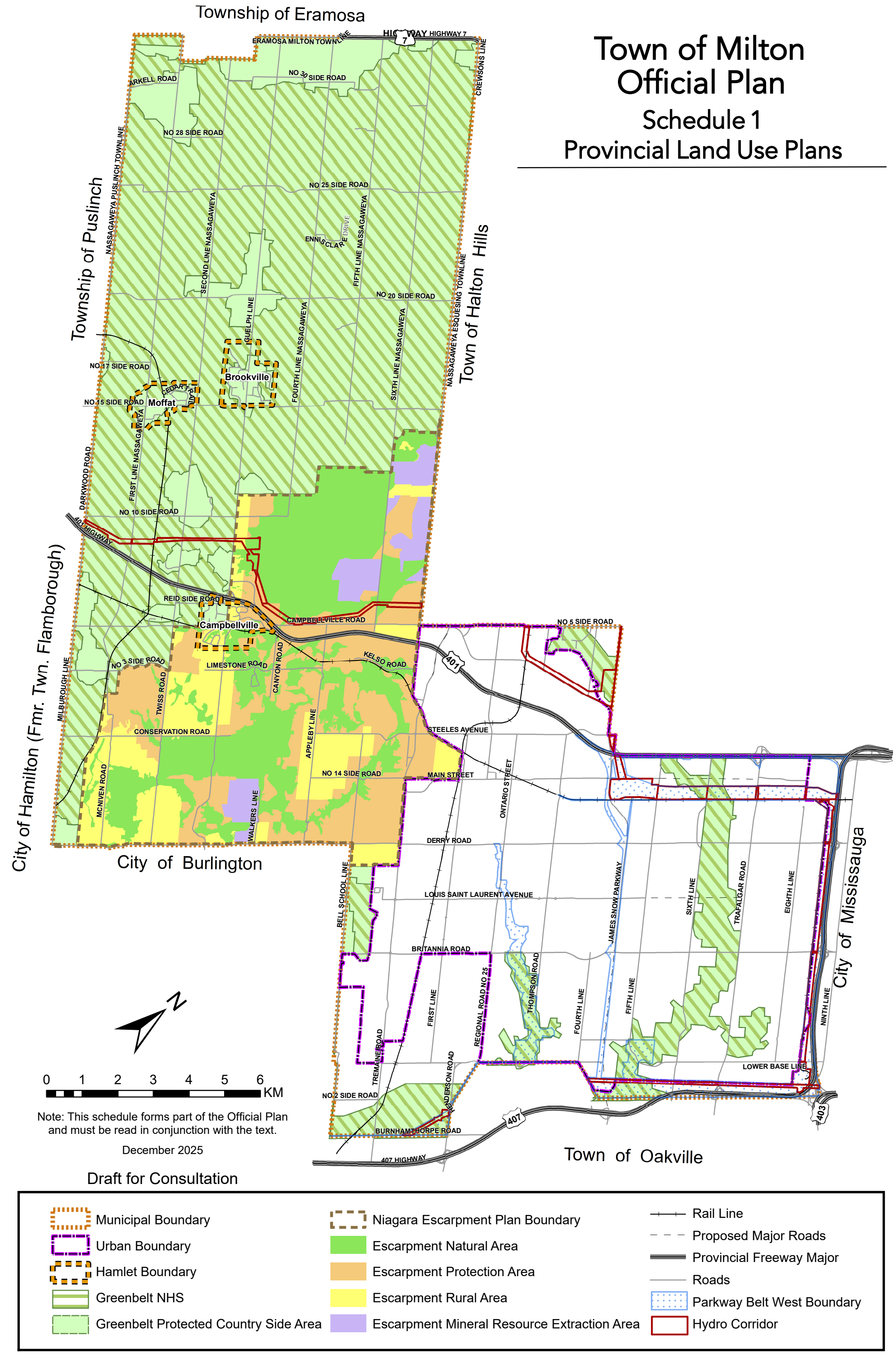
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SECTION10. OFFICIAL PLAN SCHEDULES

Schedule 1.	Provincial Land Use Plans
Schedule 2.	Growth Phases and Planning Policy Areas
Schedule 3.	Municipal Structure
Schedule 4.	Urban Structure
Schedule 5.	Rural Structure
Schedule 6.	Green System
Schedule 7a.	Blue System Water Resources System
Schedule 7b.	Blue System Source Water Protection - Wellhead Protection Areas
Schedule 7c.	Blue System Source Water Protection - Highly Vulnerable Aquifers
Schedule 7d.	Blue System Source Water Protection - Significant Groundwater Recharge Areas
Schedule 8.	Natural Hazards
Schedule 9.	Know Landfill Sites
Schedule 10.	Transportation Plan
Schedule 11.	Identified Mineral Resource Areas and Mineral Resource Operations
Schedule 12.	Urban Area Land Use Plan
Schedule 13a.	Major Urban Centre Land Use Plan
Schedule 13b.	Major Urban Centre Height and Density Limits
Schedule 13c.	Major Urban Centre Minimum Block Level Density
Schedule 13d.	Major Urban Centre Development Blocks
Schedule 13e.	Major Urban Centre ROW Widening Requirements
Schedule 14a.	Milton Heights Special Policy Area - Community Structure Plan
Schedule 14b.	Milton Heights Special Policy Area - Land Use Plan
Schedule 15a.	Campbellville Hamlet Land Use Plan
Schedule 15b.	Brookville Hamlet Land Use Plan
Schedule 15c.	Moffat Hamlet Land Use Plan
Schedule 16a.	Urban Area Specific Policy Area
Schedule 16b.	Rural Area Specific Policy Area

Town of Milton Official Plan

Schedule 1
Provincial Land Use Plans



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

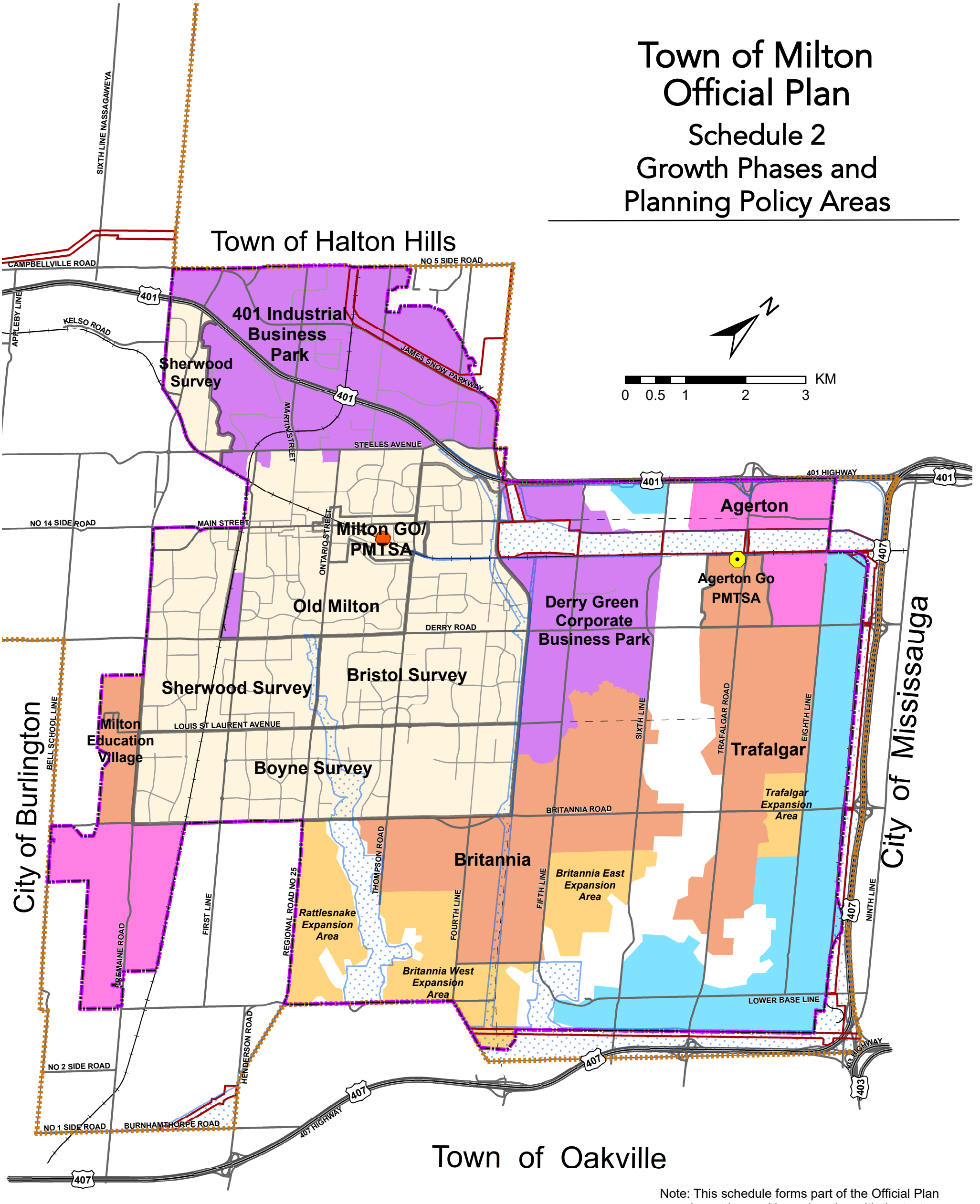
December 2025

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- Municipal Boundary
- Urban Boundary
- Hamlet Boundary
- Greenbelt NHS
- Greenbelt Protected Country Side Area
- Niagara Escarpment Plan Boundary
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Escarpment Mineral Resource Extraction Area
- Rail Line
- Proposed Major Roads
- Provincial Freeway Major
- Roads
- Parkway Belt West Boundary
- Hydro Corridor

Town of Milton Official Plan

Schedule 2 Growth Phases and Planning Policy Areas



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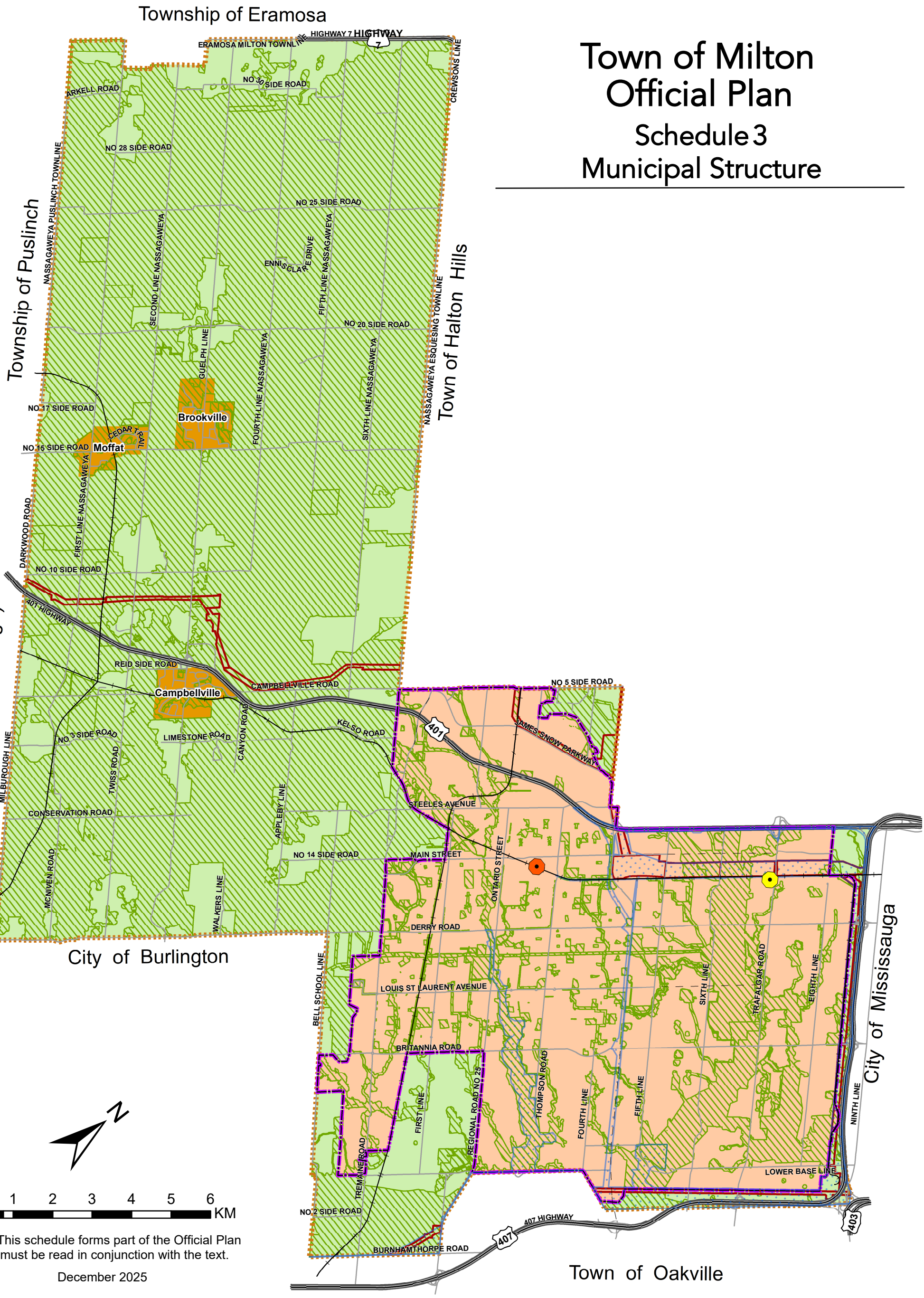
December 2025

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- Existing Complete Neighbourhoods
- New Complete Neighbourhoods
- Future Complete Neighbourhoods
- Existing Employment Areas
- New Employment Areas
- Future Employment Areas
- Municipal Boundary
- Rural Area, Greenbelt Areas, Utility Corridors
- Parkway Belt West Boundary
- Hydro Corridors
- Protected Major Transit Station
- Future Protected Major Transit Station
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 3
Municipal Structure



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

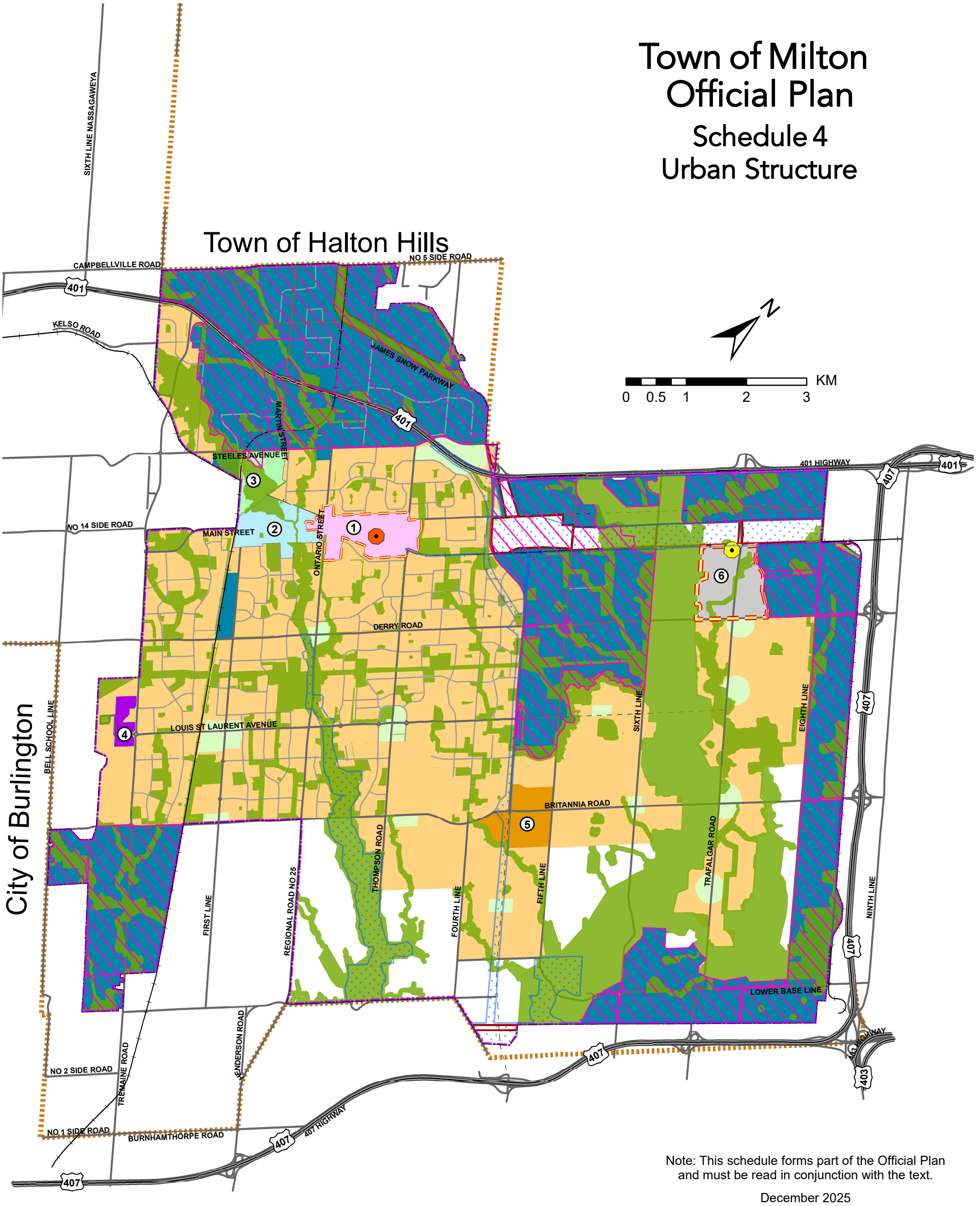
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- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet
- Green System
- Major Transit Station
- Future Major Transit Station
- Hydro Corridors
- Parkway Belt West Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 4
Urban Structure



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

December 2025

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Major Urban Centre

- ① Bronte Steeles
- ② Downtown
- ③ Uptown / PMTSA

Urban Village Centres

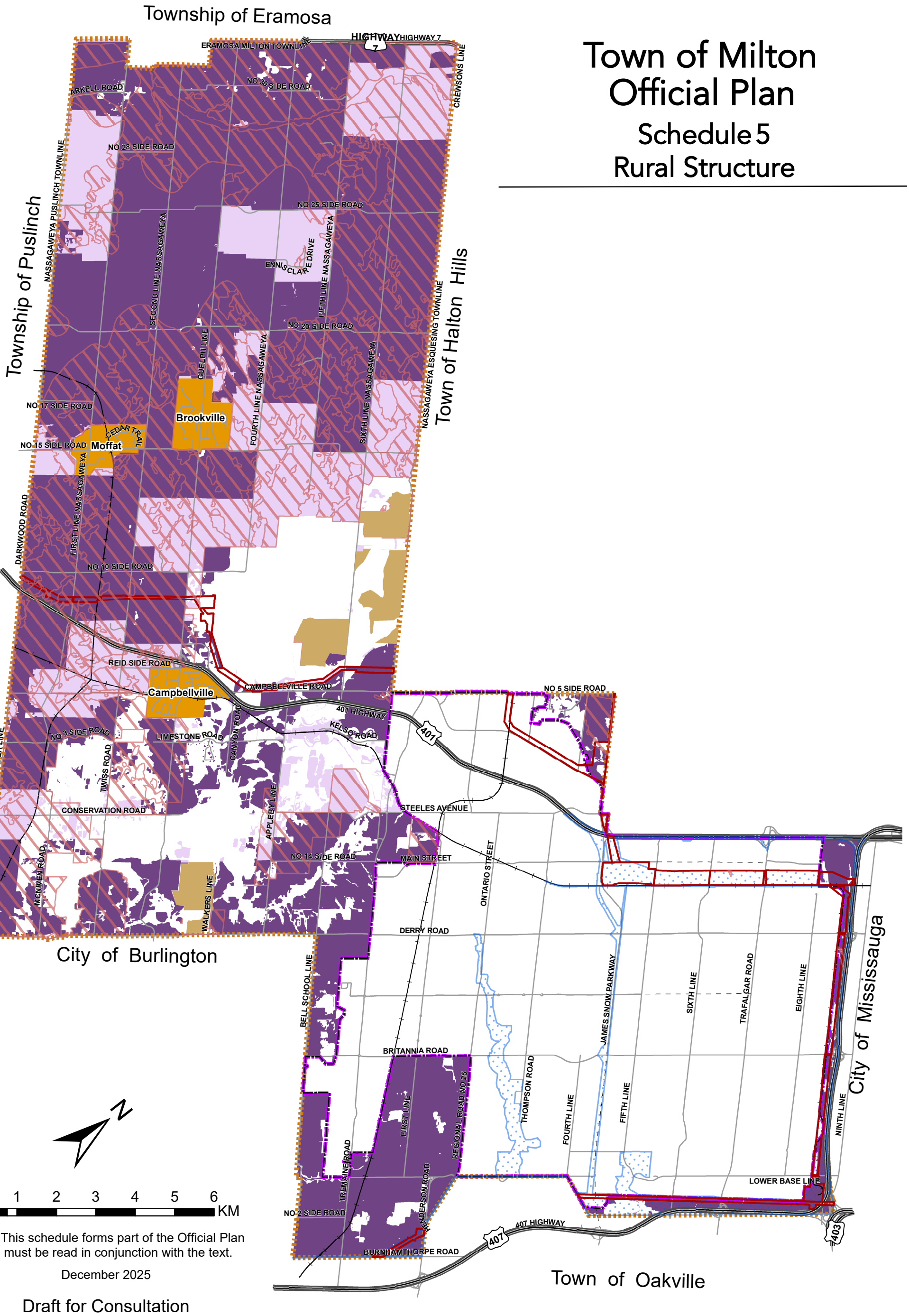
- ④ Education Village Centre
- ⑤ South Milton Village
- ⑥ Milton Trafalgar GO Village

- Community Hubs
- Economic Growth Area
- Complete Neighbourhoods
- Green System
- Employment Area Overlay
- Municipal Boundary
- Parkway Belt West Boundary

- Protected Major Transit Station
- Future Protected Major Transit Station
- Hydro Corridors
- Rail Line
- Provincial Freeway
- Major Roads
- Collector Roads
- Proposed Major Roads

Town of Milton Official Plan

Schedule 5
Rural Structure



0 1 2 3 4 5 6 KM

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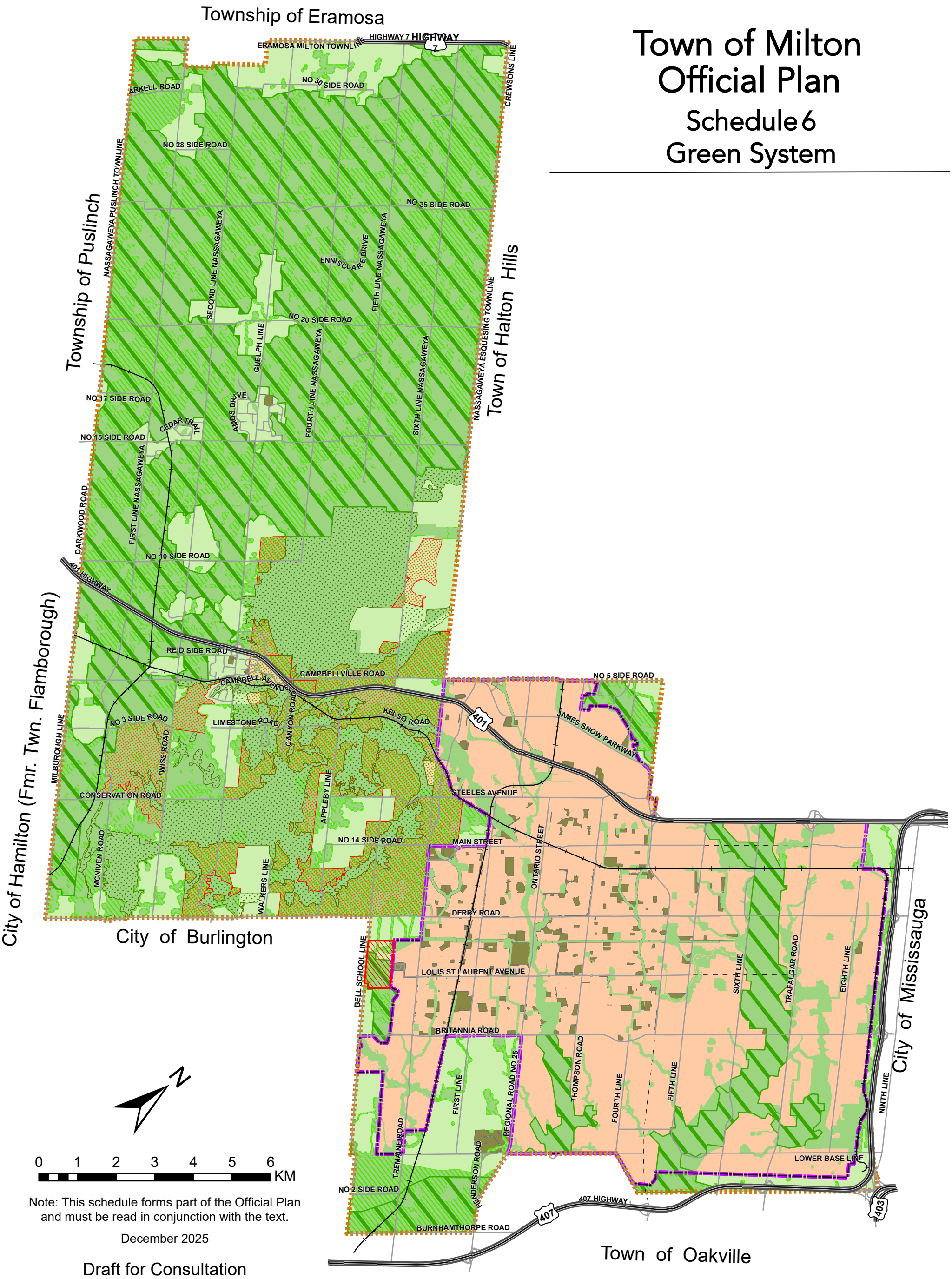
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- Mineral Aggregate Resource Area
- Mineral Aggregate Resource Extraction Area
- Prime Agricultural Area
- Rural Lands
- Hamlet
- Halton Waste Management Site
- Hydro Corridors
- Municipal Boundary
- Urban Boundary
- Parkway Belt West Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 6
Green System



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

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A. Local Natural Heritage System

- Escarpment Protection Area
- Escarpment Natural Area
- Key Features
- Enhancement Areas, Linkages, Buffers

B. Greenbelt Natural Heritage System

- Greenbelt Natural Heritage System

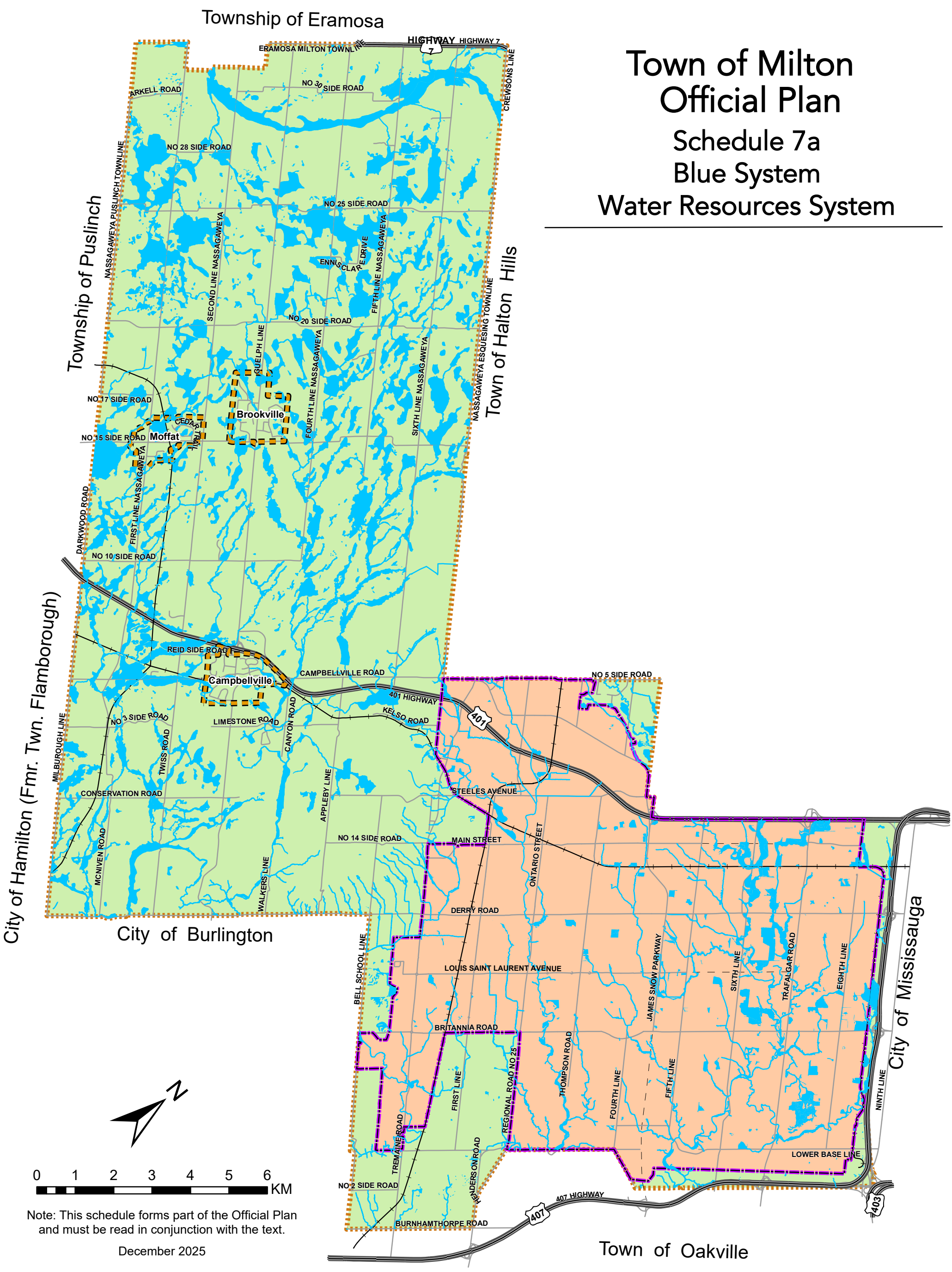
C. Parks and Open Spaces

- Parks and Open Spaces
- Urban Area
- Rural Area

- MEV Complimentary Greenbelt Lands Policy Area
- Provincial Freeway
- Rail Line
- Major Roads
- Proposed Major Roads
- Municipal Boundary

Town of Milton Official Plan

Schedule 7a
Blue System
Water Resources System



0 1 2 3 4 5 6 KM

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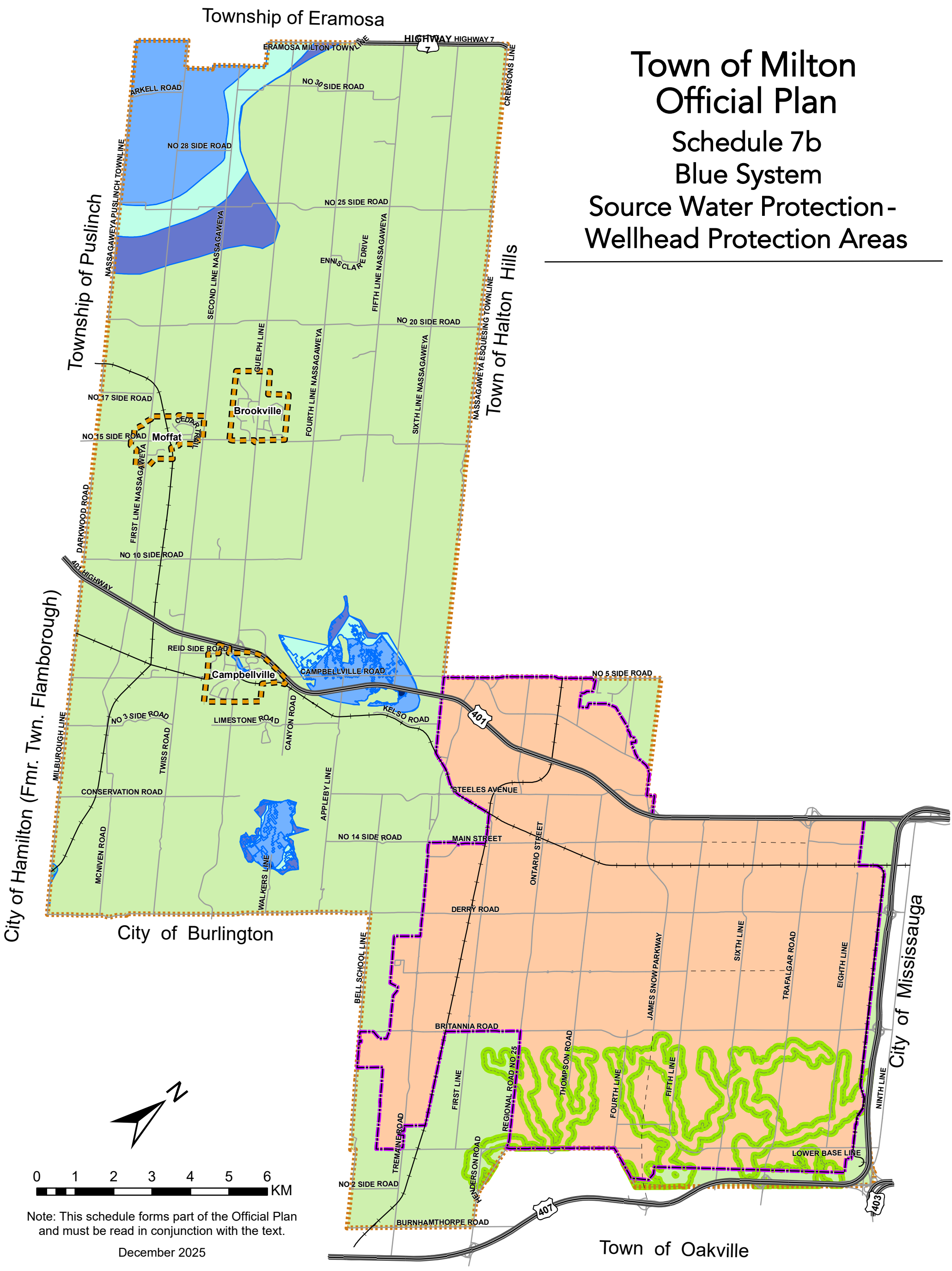
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- Key Hydrologic Feature
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 7b
Blue System
Source Water Protection - Wellhead Protection Areas



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Wellhead Protection Areas

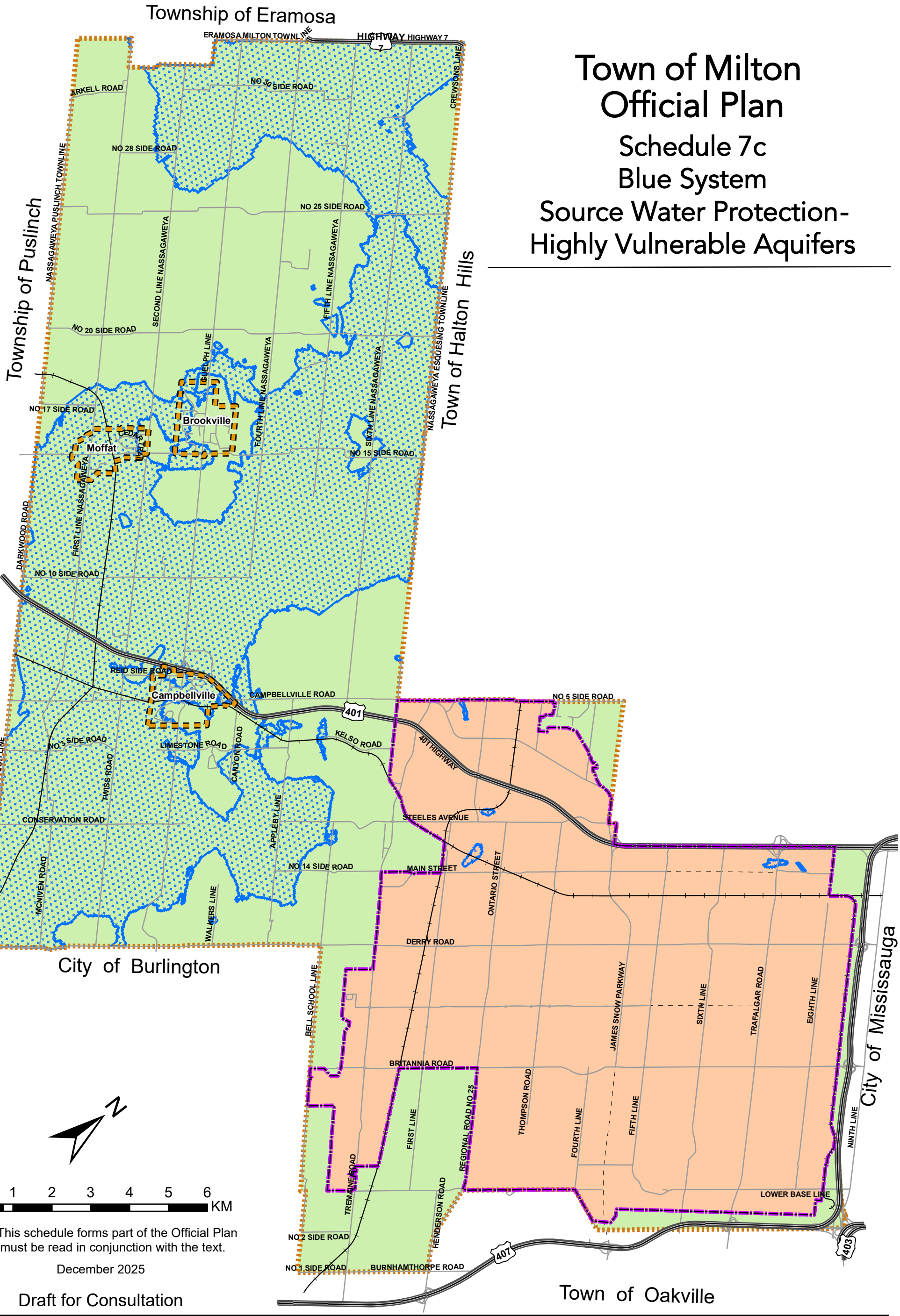
- WHPA-A-100m
- WHPA-B-2year
- WHPA-C-2year-5year
- WHPA-D-5year-25year
- WHPA-E
- Intake Protection Zone

- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary

- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 7c
Blue System
Source Water Protection-
Highly Vulnerable Aquifers



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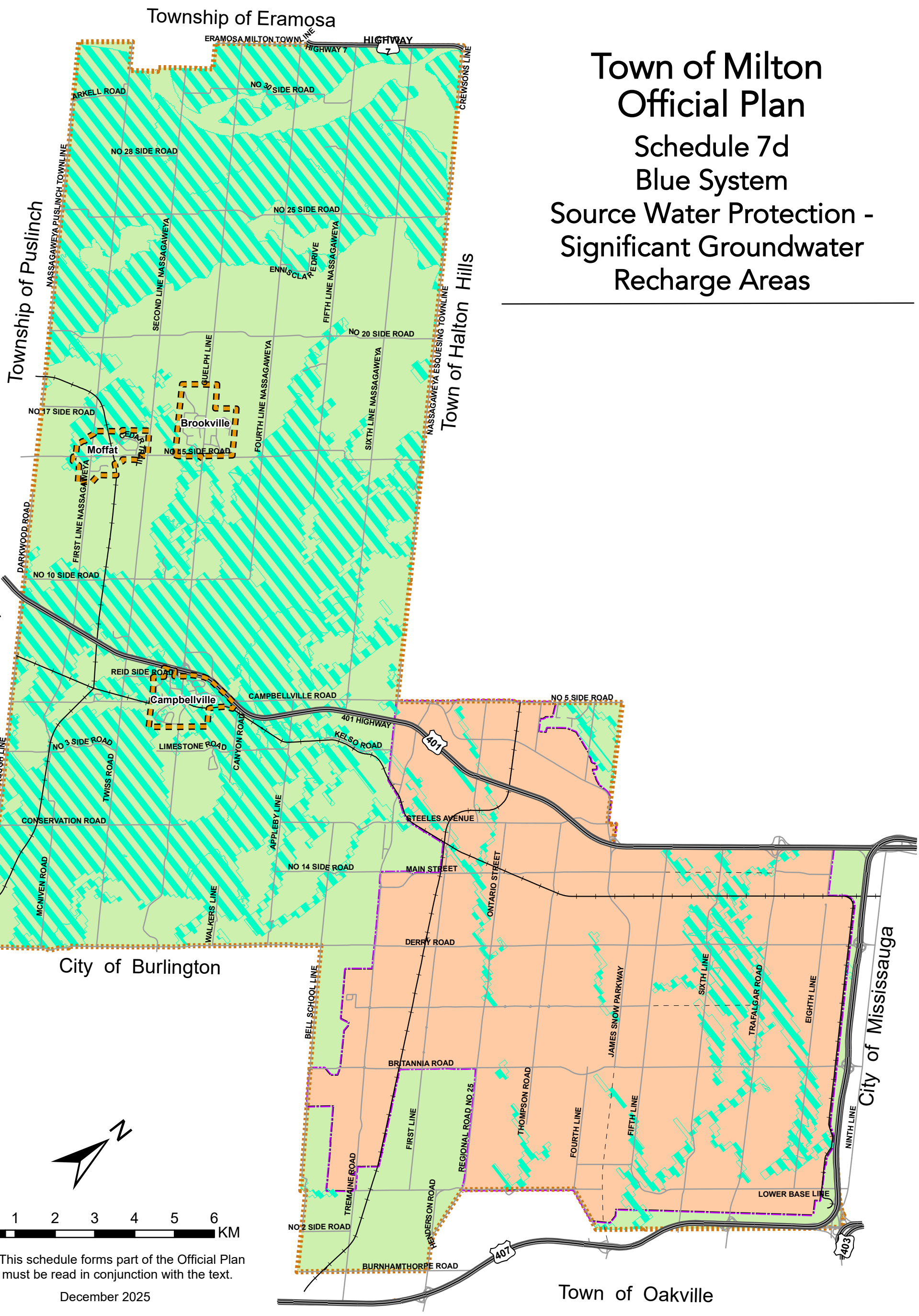
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- Highly Vulnerable Aquifers
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 7d
Blue System
Source Water Protection - Significant Groundwater Recharge Areas

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0 1 2 3 4 5 6 KM

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

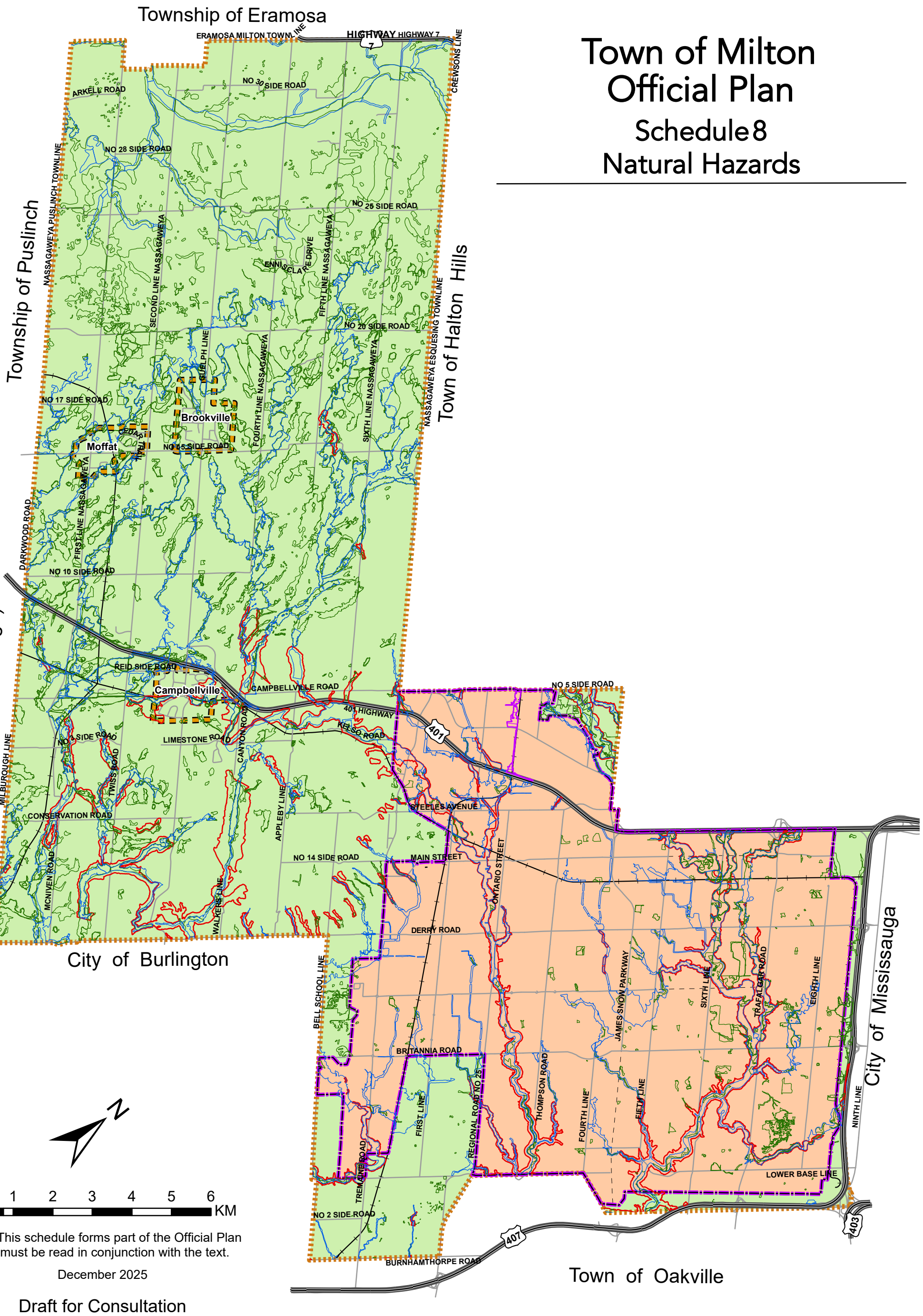
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- Significant Groundwater Recharge Areas
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 8
Natural Hazards



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

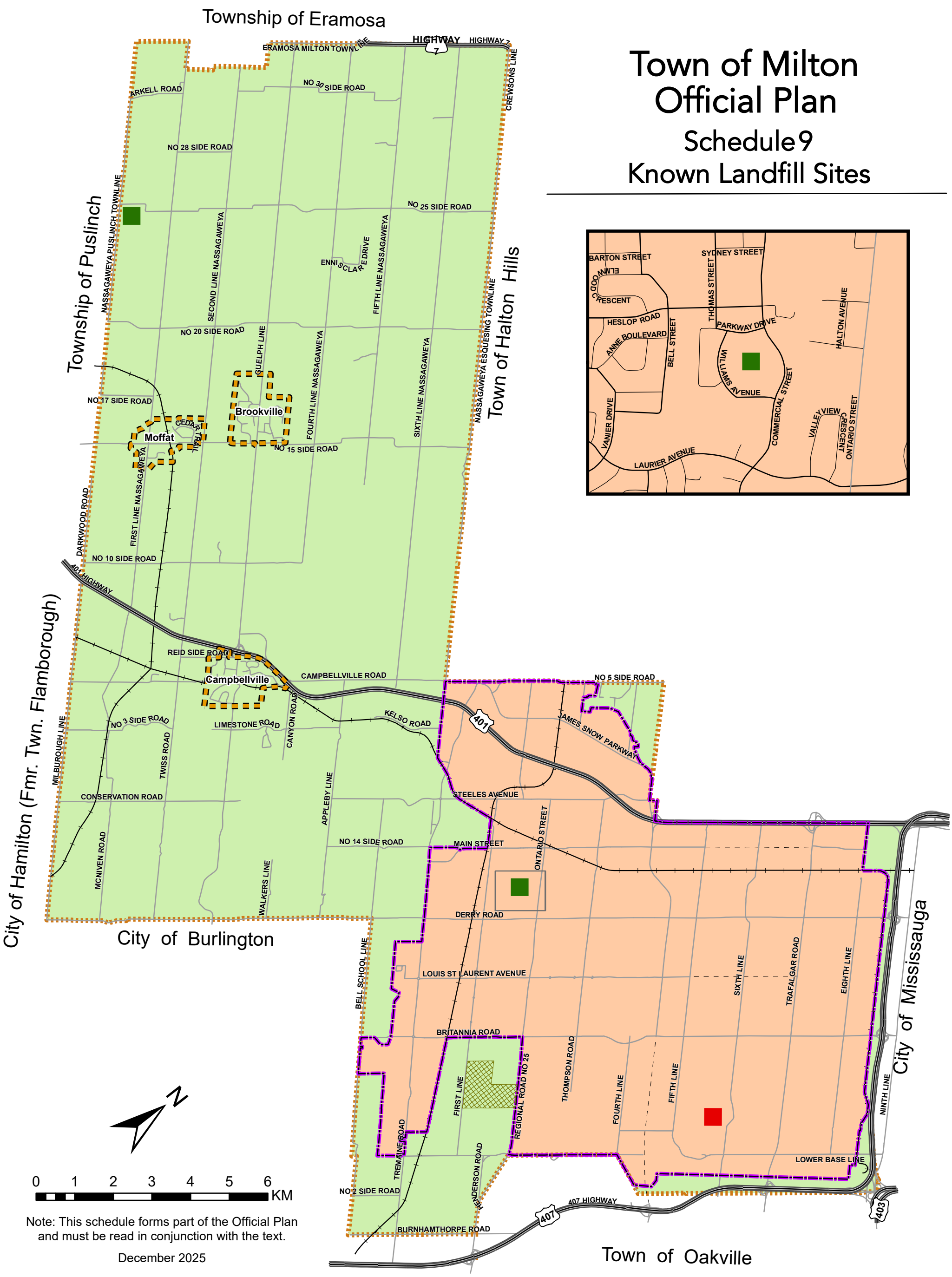
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- Floodplain Hazard
- Spill Zone Hazards
- Wetland Hazard
- Stable Top of Bank Hazard
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 9
Known Landfill Sites



0 1 2 3 4 5 6 KM

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

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Known Landfill Sites

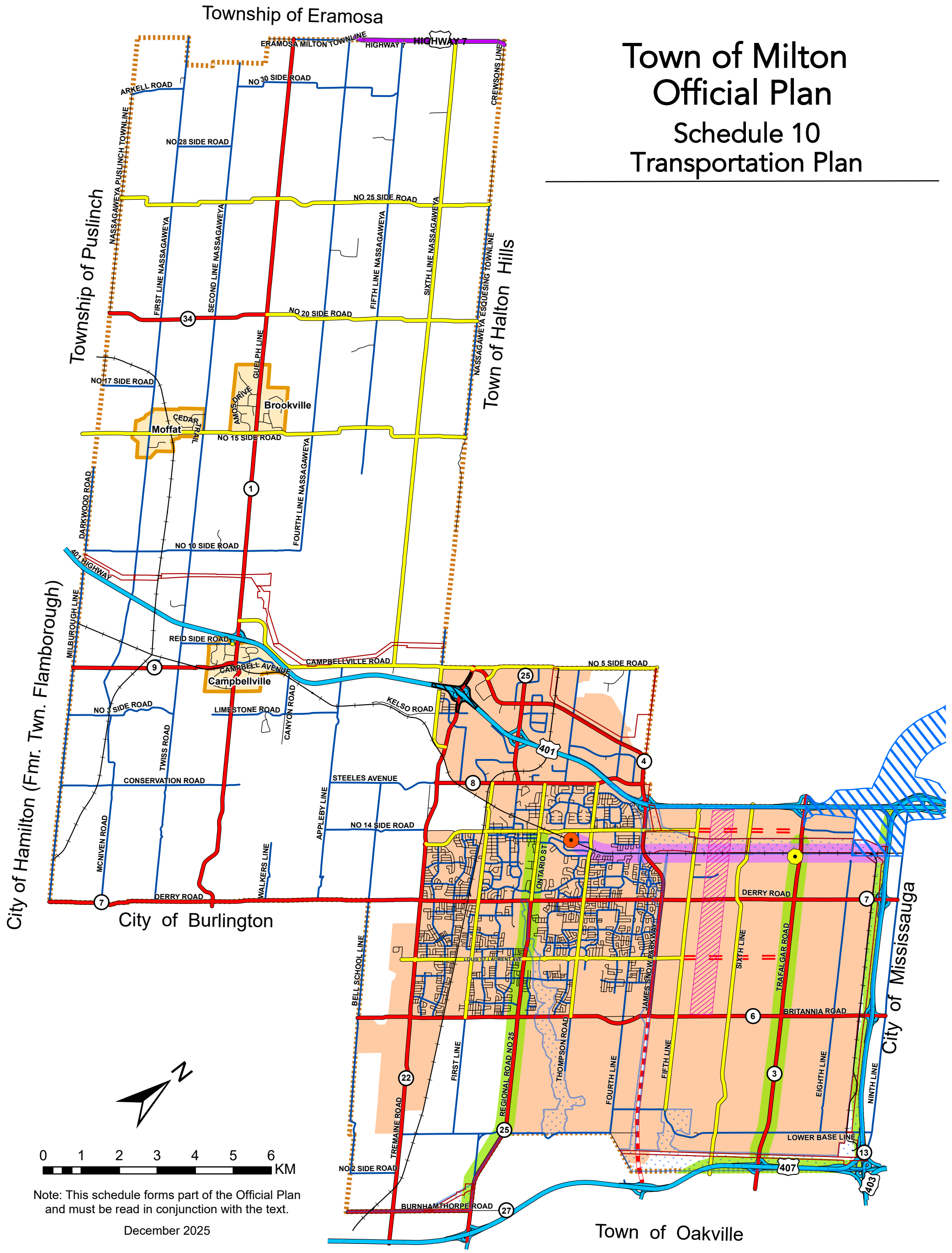
- Closed and Certified
- Closed
- Halton Waste Management Site

- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary

- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 10 Transportation Plan



0 1 2 3 4 5 6 KM

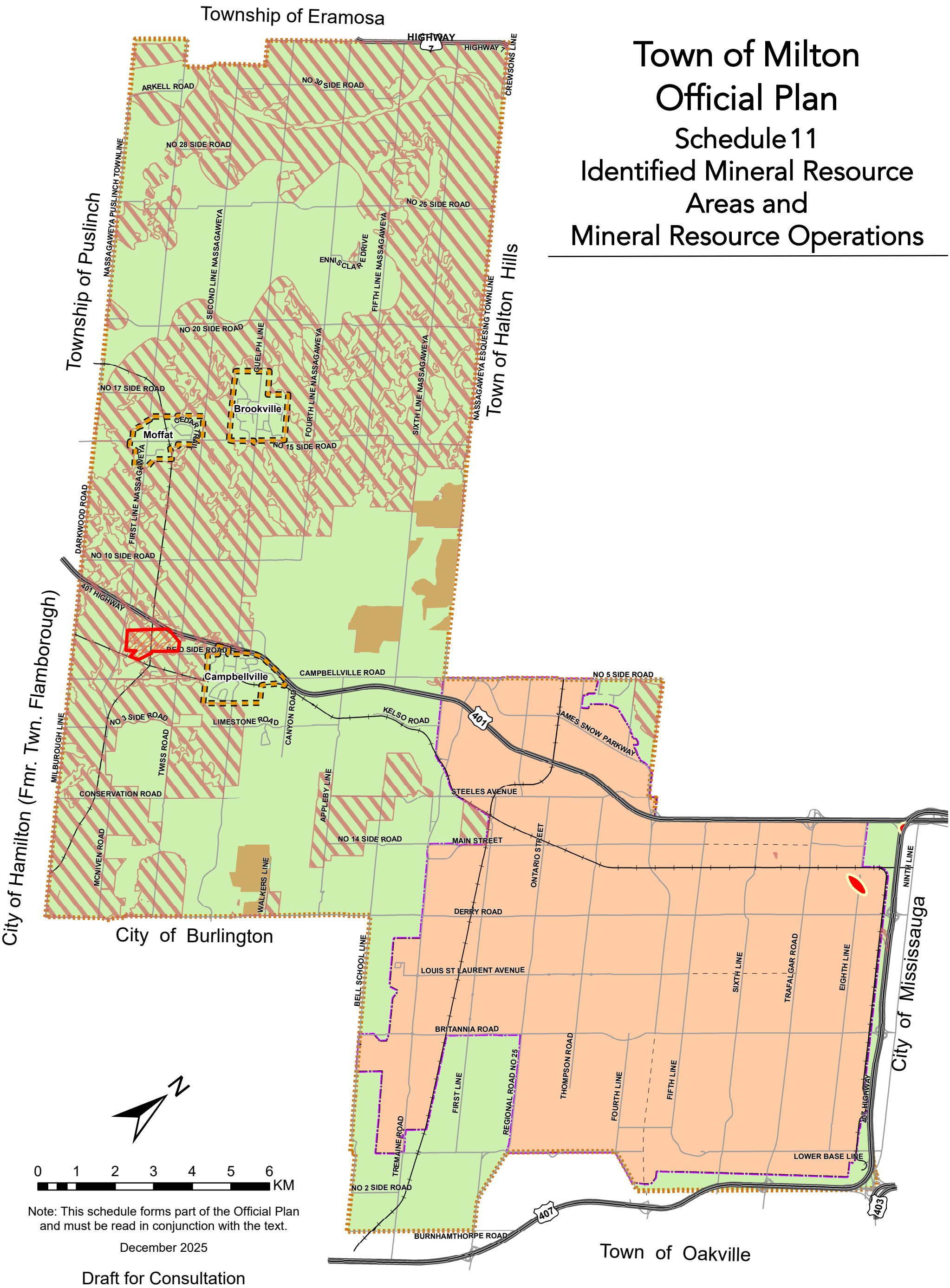
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

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- Commuter Rail Corridor
- High Order Transit Corridor
- Planned 401 Interchange
- Protected Major Transit Station
- Future Protected Major Transit Station
- Provincial Freeway
- Provincial Highway
- Major Arterial - Regional Road
- Local Arterial
- Collector
- Local Road
- Proposed Major Arterial - Regional Road
- Future Road Extension
- Corridor Protection Area
- Rail line
- Future Major Arterial - Regional Road Study Area
- Municipal Boundary
- Urban Area
- Hamlet
- Hydro Corridor
- Parkway Belt West Boundary

Town of Milton
Official Plan
Schedule 11
Identified Mineral Resource Areas and Mineral Resource Operations



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

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- Mineral Resource Areas Mineral
- Resource Extraction Area
- Petroleum Pool
- Area Under Appeal: Subject to OPA 31
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 12
Urban Area
Land Use Plan

Town of Halton Hills

City of Burlington

City of Mississauga

Town of Oakville

SIXTH LINE NASSAGAWEYA
CAMPBELLVILLE ROAD
401
KELSO ROAD
NO 5 SIDE ROAD
JAMES SNOW PARKWAY
APPLEBY LINE
MARTIN STREET
STEELES AVENUE
401 HIGHWAY
NO 14 SIDE ROAD
MAIN STREET
ONTARIO STREET
Milton Go PMTSA
407
Agerton Go PMTSA
DERRY ROAD
LOUIS ST LAURENT AVENUE
SIXTH LINE
TRAFALGAR ROAD
Trafalgar Expansion Area
BRITANNIA ROAD
TREMAINE ROAD
THOMPSON ROAD
REGIONAL ROAD NO 25
FIFTH LINE
EIGHTH LINE
NINTH LINE
BELL SCHOOL LINE
FIRST LINE
Rattlesnake Expansion Area
Britannia East Expansion Area
LOWER BASE LINE
Britannia West Expansion Area
HENDERSON ROAD
FOURTH LINE
NO 2 SIDE ROAD
407 HIGHWAY
403
NO 1 SIDE ROAD
BURNHAMTHORPE ROAD

0 0.5 1 2 3 KM

(1) For land use designations within the Major Urban Centre see Schedule 13a.
(2) For land use designations within Milton Heights see Schedule 14b.
(3) For land use designations within Trafalgar see Schedule C.11.C.
(4) For land use designations within Milton Education Village see Schedule C.12.A.
(5) For land use designations within Britannia see Schedule C.13.C.

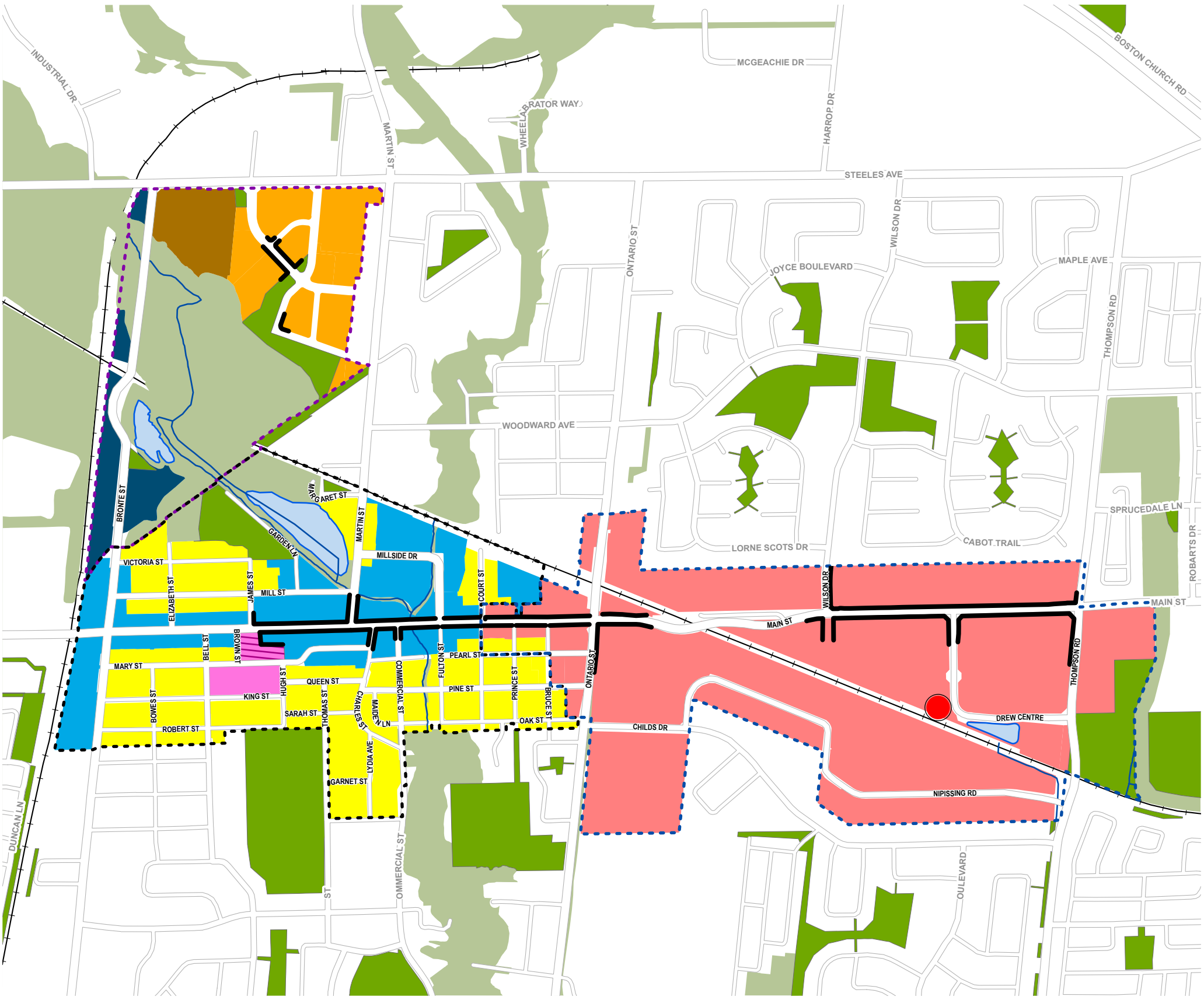
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- Major Commercial Area
- Secondary Mixed Use Node
- Residential Area
- Business Commercial Area
- Prestige Office Area
- Industrial Area
- Business Park Area
- Major Urban Centre
- Protected Major Transit Station Area
- New Complete Neighbourhoods
- Future Complete Neighbourhoods
- Existing Economic Growth Areas
- New Economic Growth Areas
- Future Economic Growth Areas
- Green System
- Greenbelt NHS
- Municipal Boundary
- Urban Boundary
- Parkway Belt West Boundary
- Rail Line
- Provincial Freeway

Town of Milton
Official Plan
Schedule 13a
Major Urban Centre
Land Use Plan



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

December 2025

Draft for Consultation

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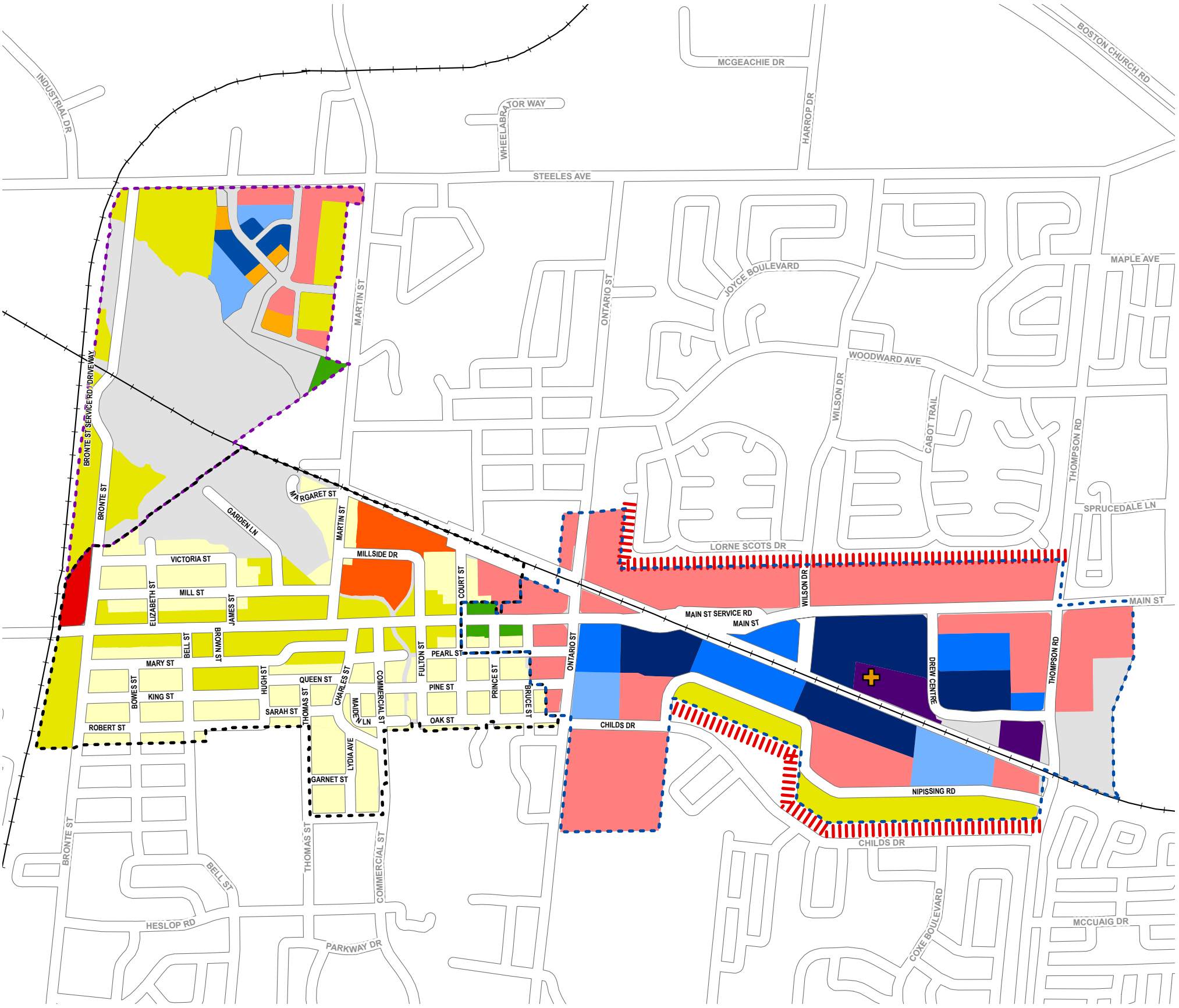
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Planning Areas

- Downtown
- Uptown Bronte
- Steeles

- Downtown Supportive Area
- Downtown Residential Area
- Downtown Civic Precinct
- Bronte-Steeles Mixed Use Area
- Bronte-Steeles Business Park Area
- Bronte-Steeles Supportive Area
- Uptown Mixed Use Area
- Parks and Open Space
- Civic Square Block Retail
- Priority Frontage
- Local Natural Heritage System
- Ponds
- Major Transit Station
- Watercourses
- Rail Line

Town of Milton
Official Plan
Schedule 13b
Major Urban Centre
Heights and Density Limits



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

December 2025

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Planning Areas

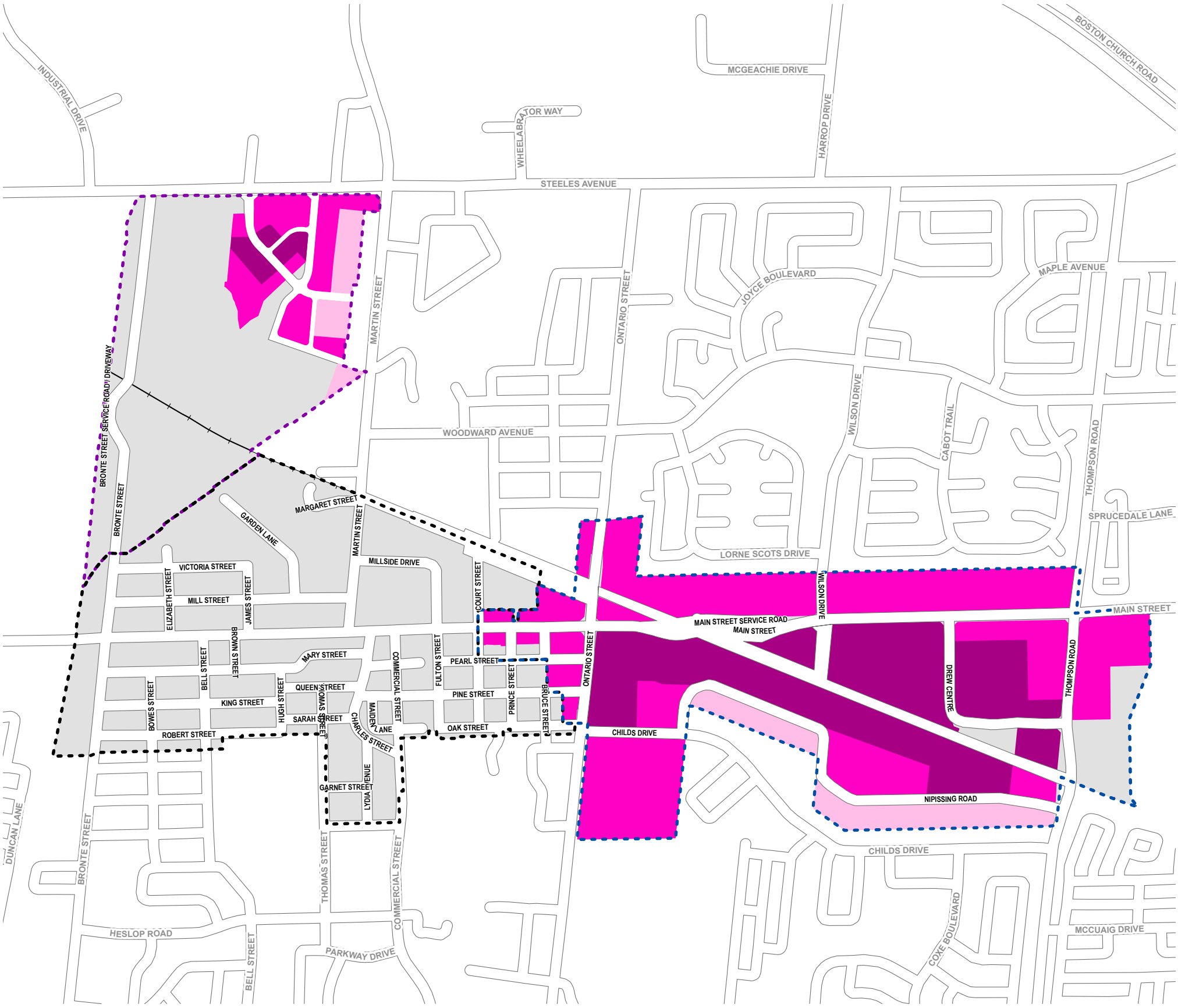
- Downtown
- Uptown
- Bronte Steeles

Downtown			Uptown and Bronte Steeles					
	Maximum Heights	Maximum Density		Maximum Heights	Maximum Density		Maximum Heights	Maximum Density
	2 Storeys	N/A		4 Storeys	2.0 FSI		23 Storeys	5.0 FSI
	4 Storeys	N/A		6 Storeys	3.0 FSI		25 Storeys	5.5 FSI
	8 Storeys	N/A		8 Storeys	4.0 FSI		27 Storeys	6.0 FSI
	14 Storeys	N/A		10 Storeys	4.0 FSI		31 Storeys	6.0 FSI
	18 Storeys	N/A		15 Storeys	5.0 FSI		33 Storeys	6.0 FSI

Transition Areas

Town of Milton Official Plan

Schedule 13c
Major Urban Centre
Minimum Block Level Densities



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

December 2025

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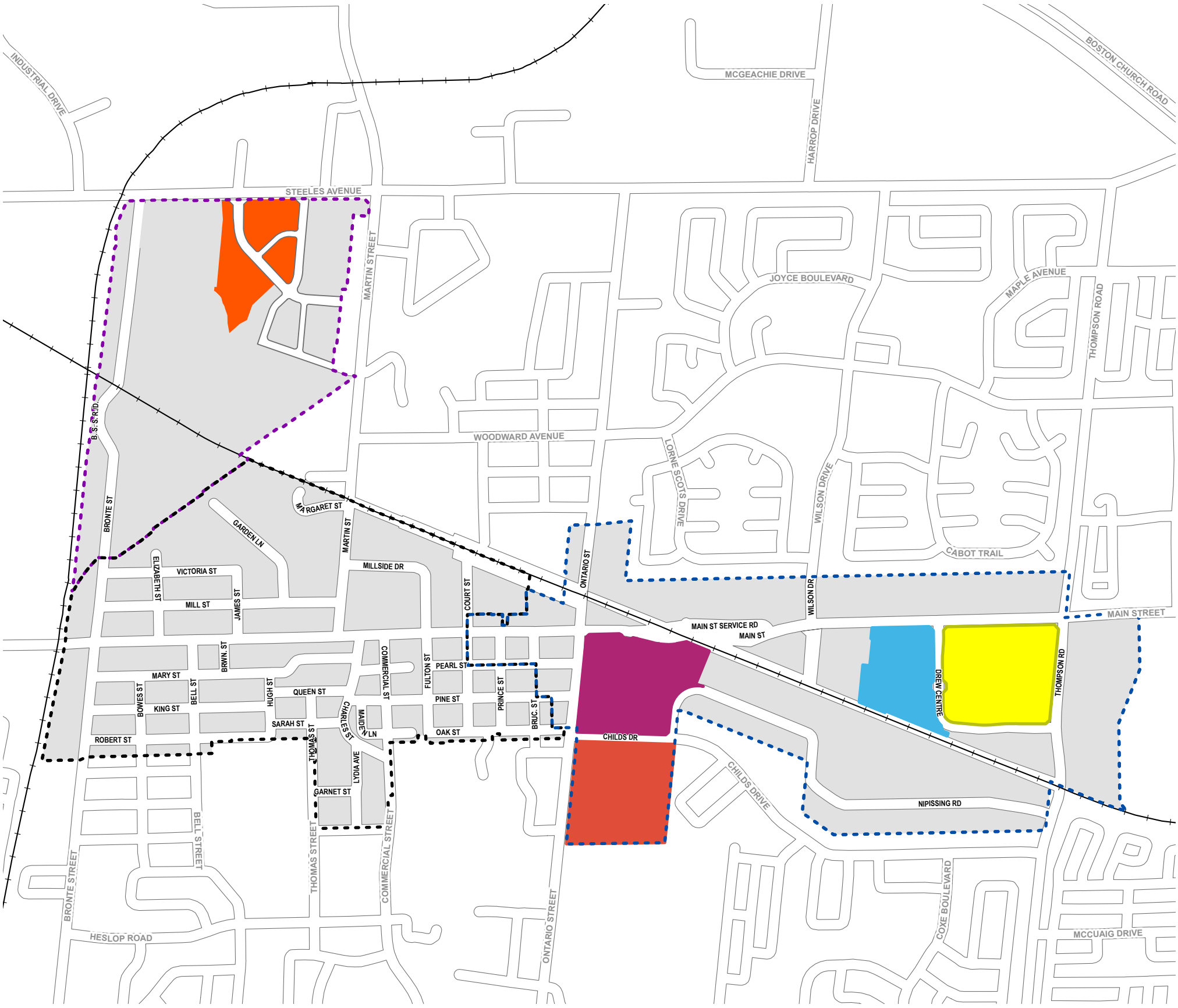
Planning Areas

- Downtown
- Uptown
- Bronte Steeles

Minimum Block Level Density

- 1.0 FSI
- 2.0 FSI
- 3.0 FSI

Town of Milton
Official Plan
Schedule 13d
Major Urban Centre
Development Blocks



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

December 2025

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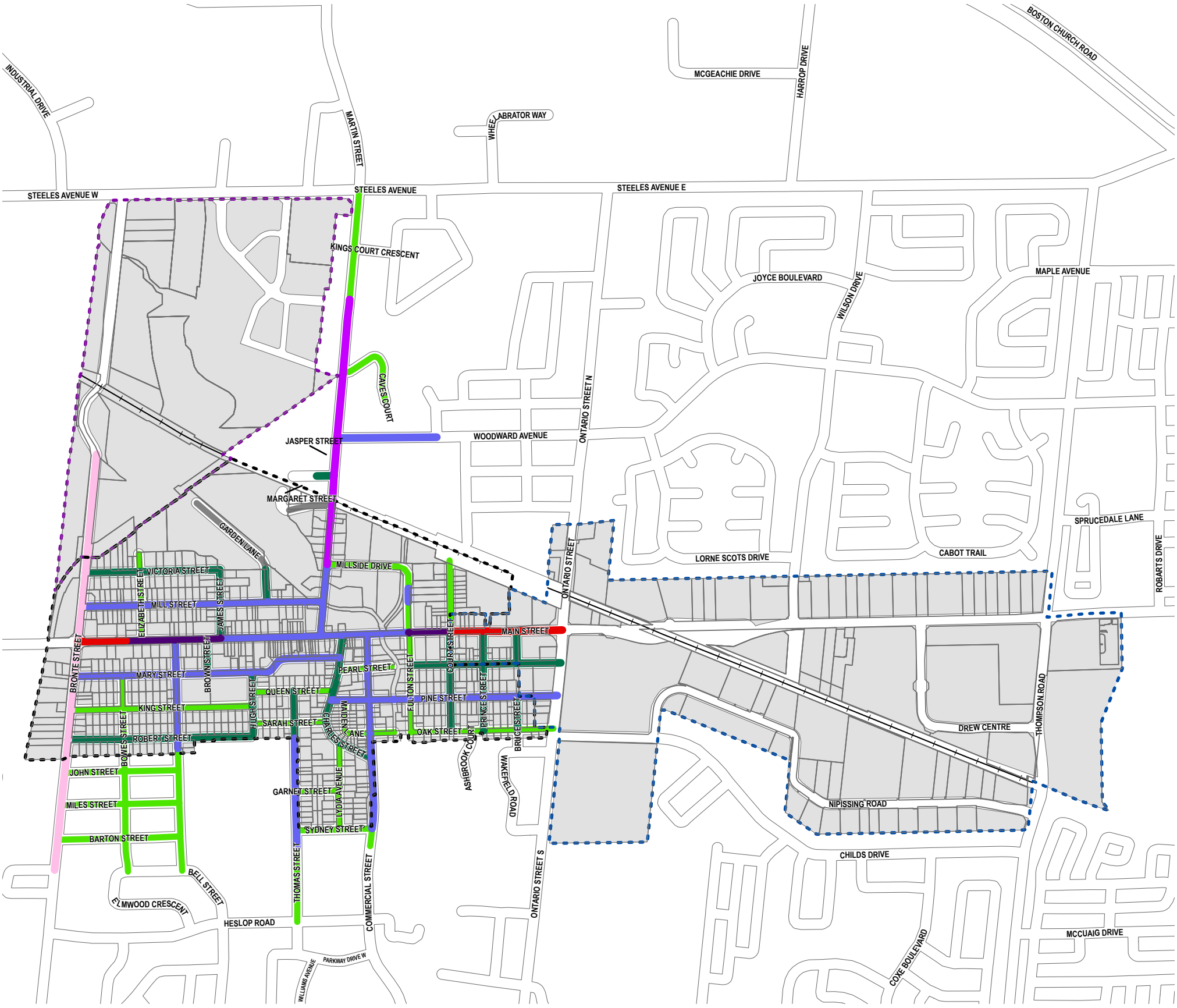
Planning Areas

Development Blocks

- A - Region of Halton Allendale Campus
- B - Milton Mall
- C - Metrolinx
- D - Milton Commons
- E - Meritor

Town of Milton Official Plan

Schedule 13e
Major Urban Centre
Right-of-way Widening Needs



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

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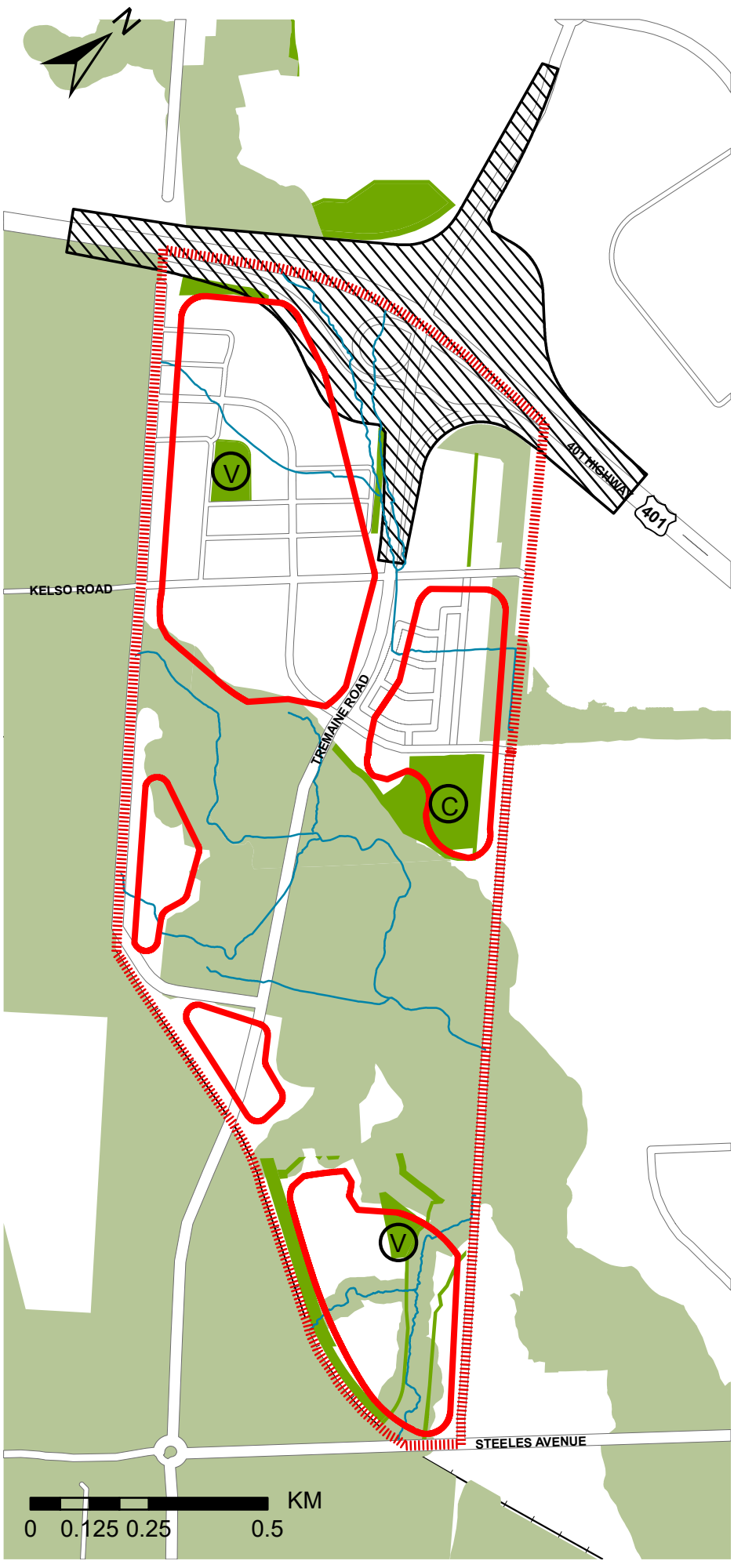
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Planning Areas

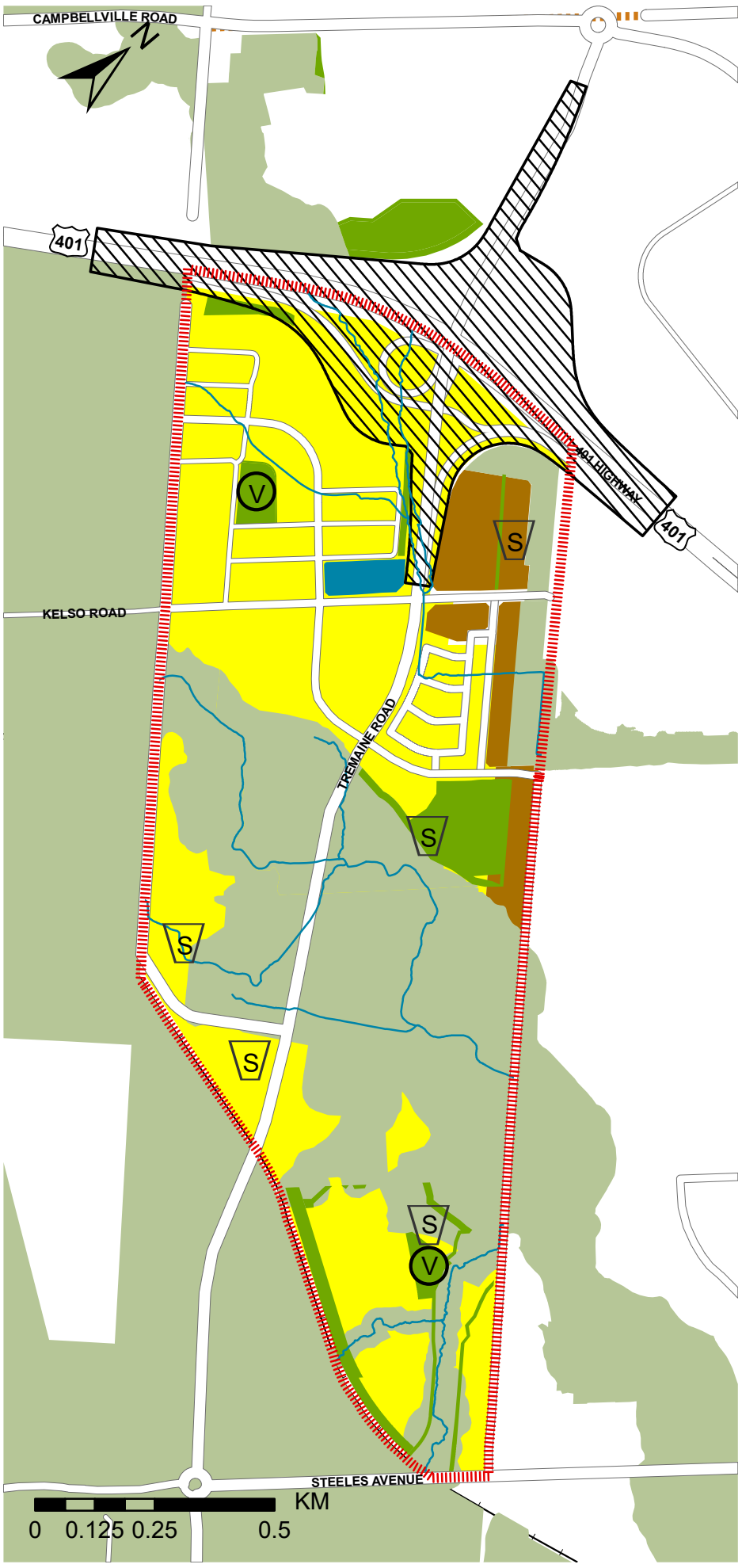
Recommended Righ-of-way Widths

- 16 metres
- 20 metres
- 23 metres
- 24 metres
- 30 metres
- 35 metres
- Impacts at Cemetery
- Existing (no widening required)

Town of Milton
Official Plan
Schedule14a
Milton Heights
Special Policy Area
Community Structure Plan



Town of Milton
Official Plan
Schedule14b
Milton Heights
Special Policy Area
Land Use Plan



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

December 2025

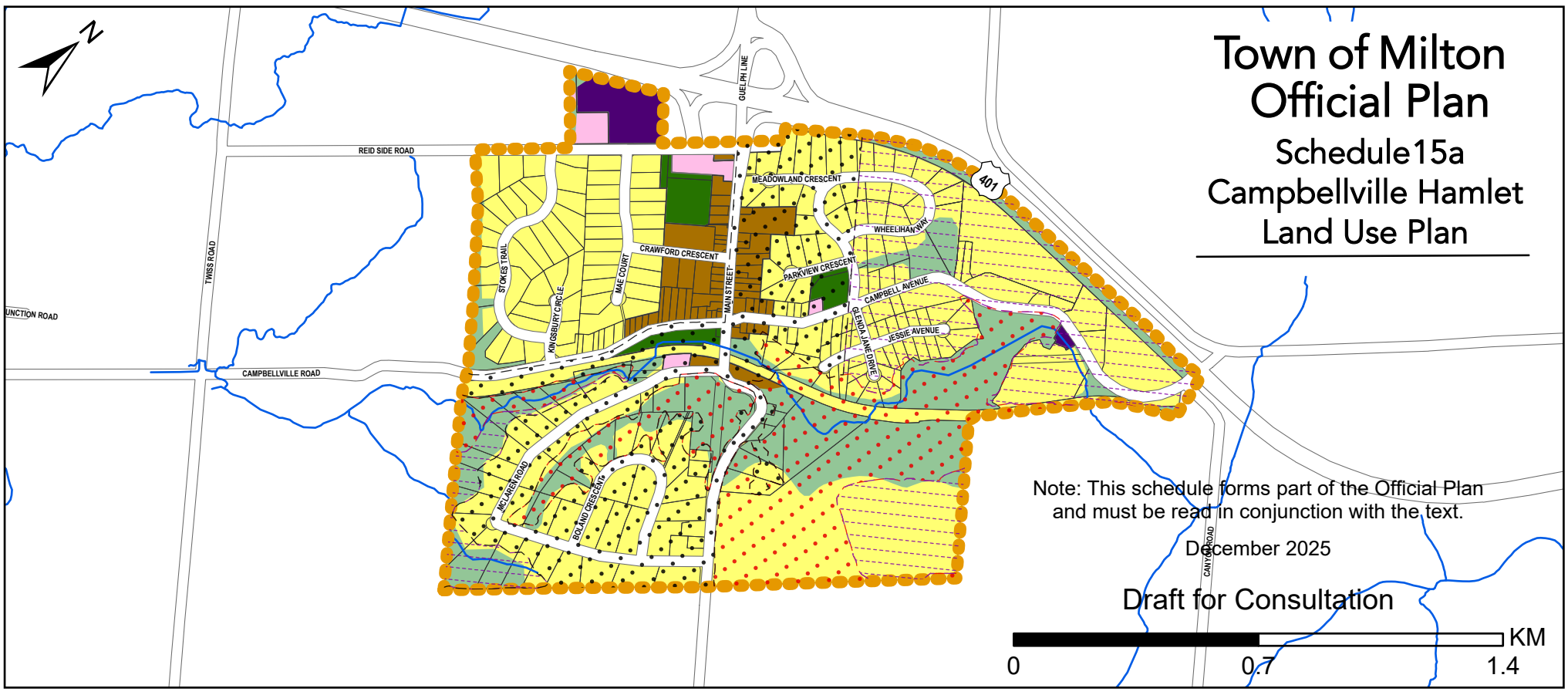
- Sub Neighbourhoods
- Village Square
- Community Park
- Parks and Open Space Local
- Natural Heritage System
- Milton Heights Boundary
- Streams
- Planned Interchange
- Provincial Freeway

Landuse Designation

- Business Commercial Area
- Business Park Area
- Residential Area
- Parks and Open Space
- Local Natural Heritage System
- Stormwater Management Facility
- Village Square
- Milton Heights Boundary
- Streams
- Planned Interchange

Town of Milton Official Plan

Schedule15a Campbellville Hamlet Land Use Plan



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

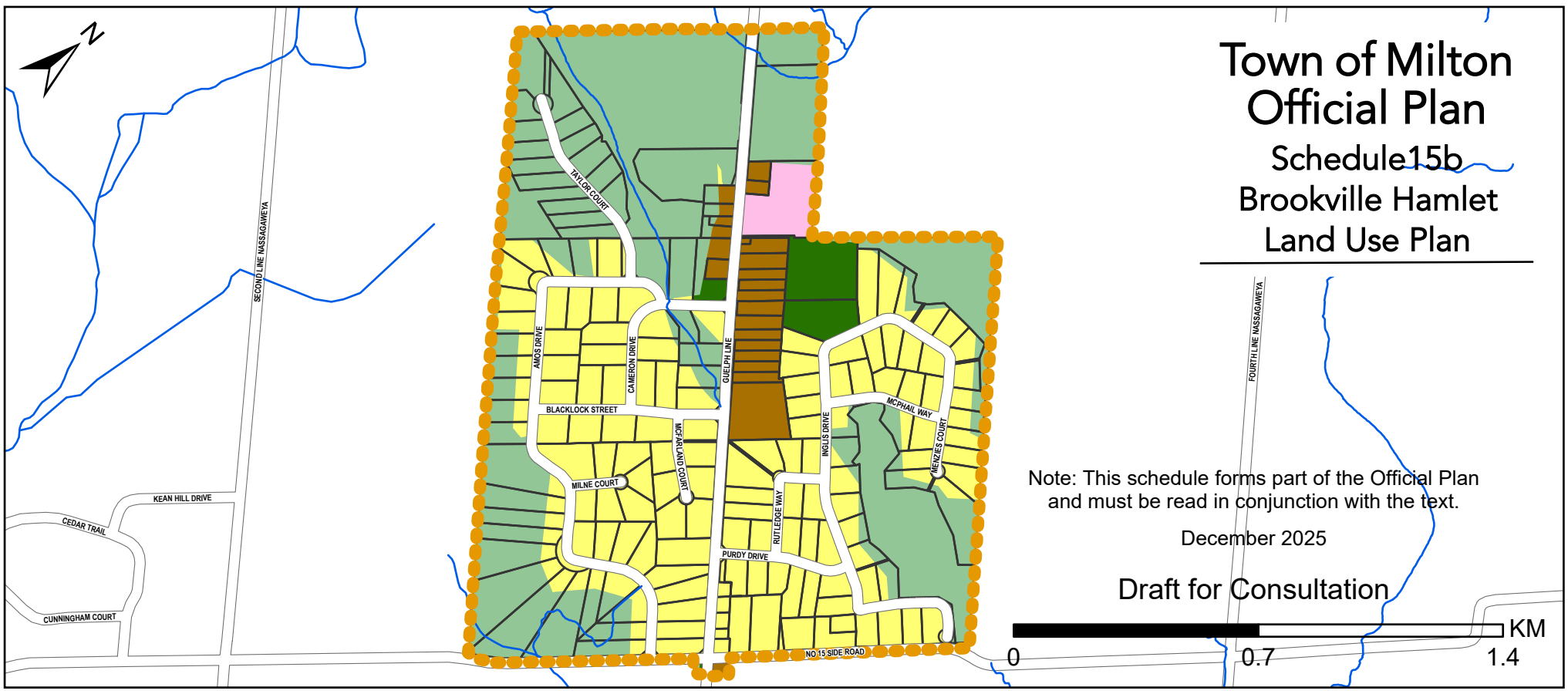
December 2025

Draft for Consultation

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Town of Milton Official Plan

Schedule15b Brookville Hamlet Land Use Plan



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

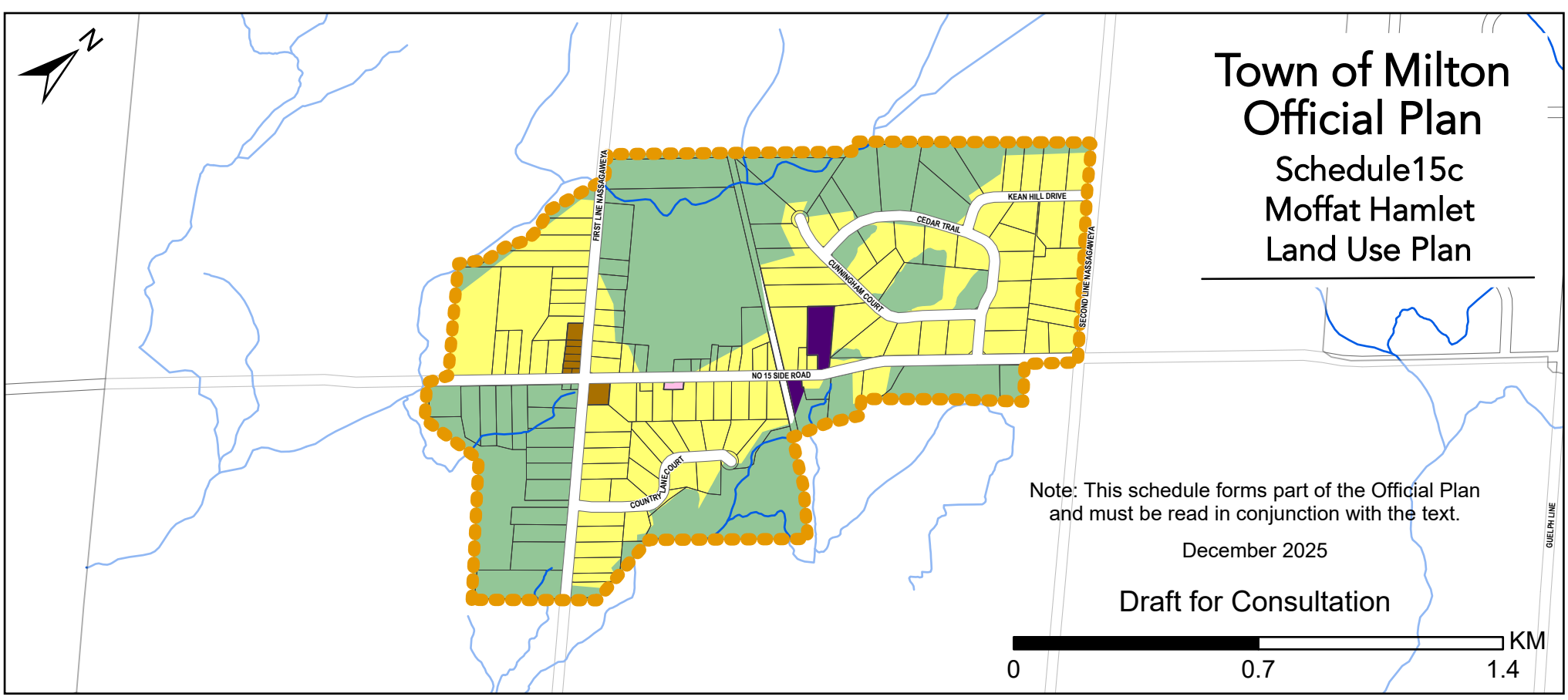
December 2025

Draft for Consultation

0 0.7 1.4 KM

Town of Milton Official Plan

Schedule15c Moffat Hamlet Land Use Plan



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

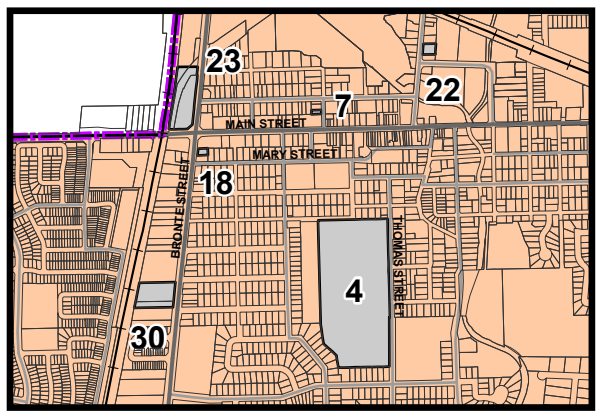
December 2025

Draft for Consultation

0 0.7 1.4 KM

- Hamlet Residential
- Hamlet Commercial
- Hamlet Industrial
- Institutional
- Park and Open Space
- Local Natural Heritage System
- Hamlet Boundary
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Streams

Town of Milton
Official Plan
Schedule 16a
Urban Area
Specific Policy Areas



Town of Halton Hills

Town of Milton

City of Burlington

City of Mississauga

Town of Oakville

CAMPBELLVILLE ROAD
NO 5 SIDE ROAD
SIXTH LINE NASSAGAWEYA
401 HIGHWAY
KELSO ROAD
MARTIN STREET
STEELES AVENUE
APPLEBY LINE
NO 14 SIDE ROAD
DERRY ROAD
LOUIS ST LAURENT AVENUE
BELL SCHOOL LINE
JAMES SNOW PARKWAY
SIXTH LINE
EIGHTH LINE
BRITANNIA ROAD
TREMAINE ROAD
FIRST LINE
REGIONAL ROAD NO 25
THOMPSON ROAD
FOURTH LINE
FIFTH LINE
TRAFALGAR ROAD
407 HIGHWAY
LOWER BASE LINE
NINTH LINE
HENDERSON ROAD
NO 2 SIDE ROAD
NO 1 SIDE ROAD
BURNHAMTHORPE ROAD
403 HIGHWAY
401
407
403
6
34
26
8
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Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

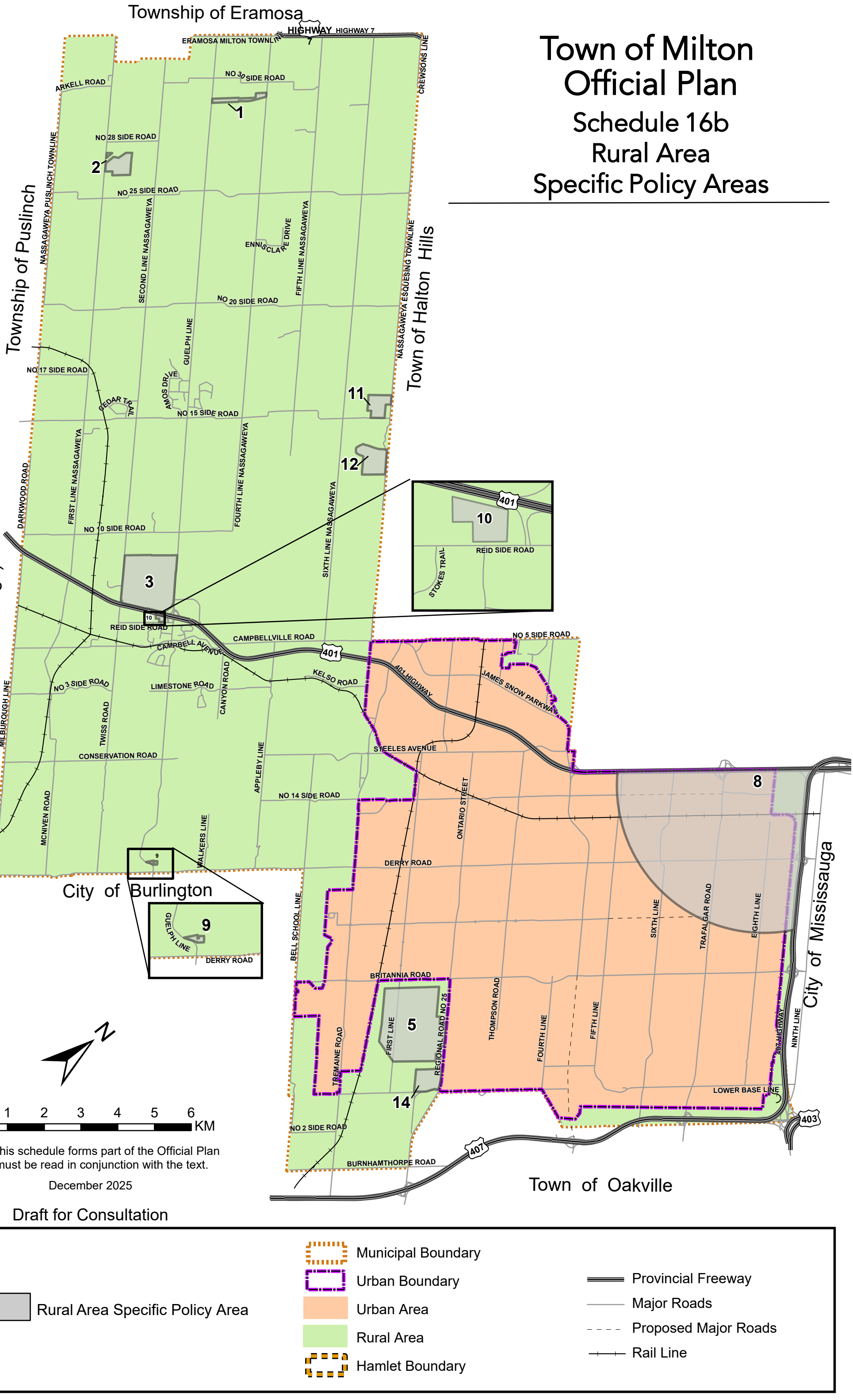
December 2025

Draft for Consultation

- Urban Area Specific Policy Area
- Municipal Boundary
- Urban Boundary
- Urban Area
- Rail Line
- Provincial Freeway
- Major Roads
- Collector Roads
- Proposed Major Roads

Town of Milton Official Plan

Schedule 16b
Rural Area
Specific Policy Areas



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

December 2025

Draft for Consultation

Rural Area Specific Policy Area

Municipal Boundary
Urban Boundary
Urban Area
Rural Area
Hamlet Boundary

Provincial Freeway
Major Roads
Proposed Major Roads
Rail Line

APPENDICES

Appendix A. Subwatershed Areas 2 and 7

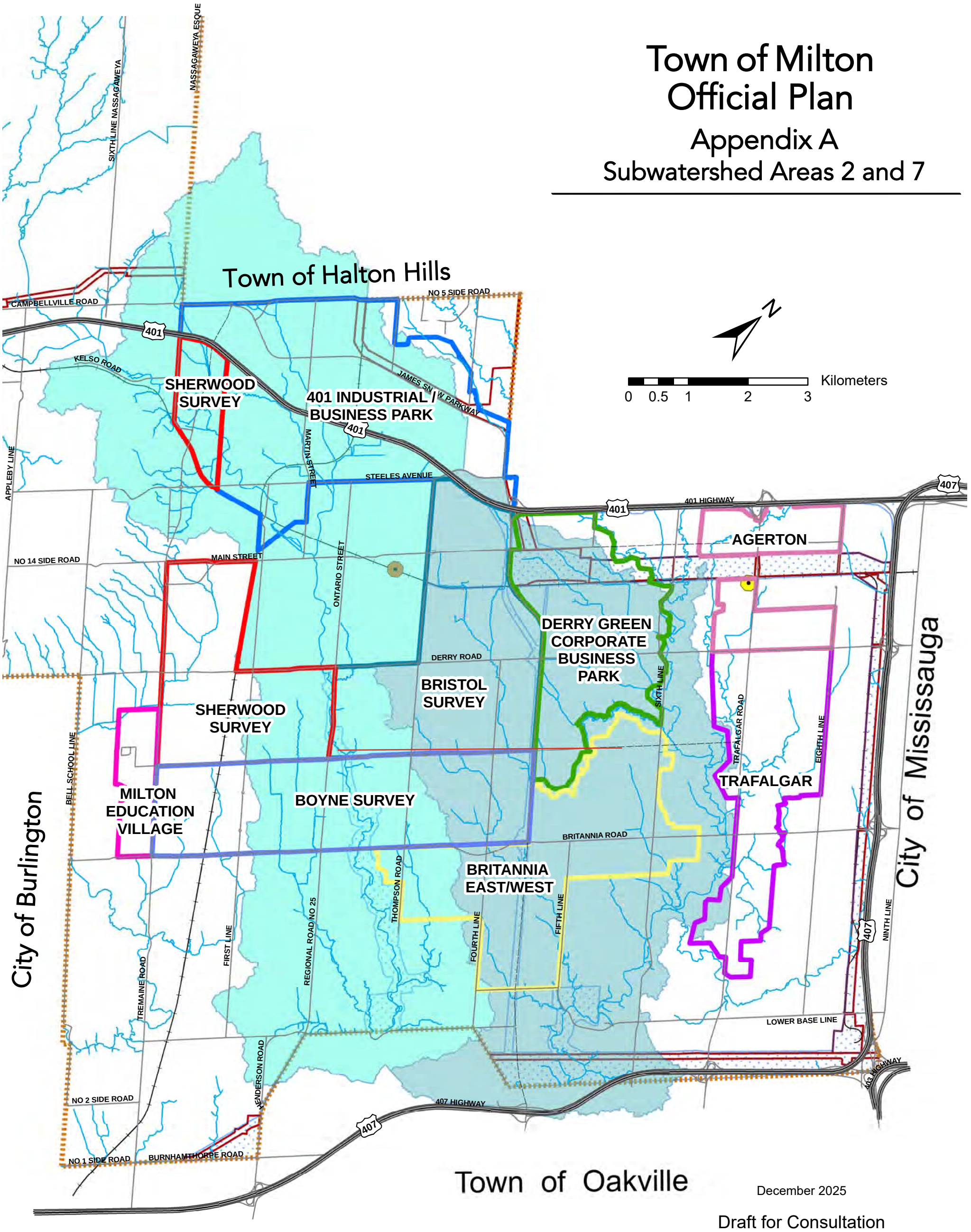
Appendix B. Methodology for Determining Housing Affordability in Milton

Appendix C. Area Eligible for Municipal Sewage Services and Municipal Water Services

Appendix D. Guidelines

Town of Milton Official Plan

Appendix A
Subwatershed Areas 2 and 7



0 0.5 1 2 3 Kilometers

December 2025

Draft for Consultation

- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East/West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial/Business Park
- Watercourse
- Subwatershed 2
- Subwatershed 7
- Municipal Boundary Parkway
- Belt West Boundary
- Hydro Corridors
- Major Transit Station
- Future Major Transit Station
- Rail Line
- Provincial Freeway
- Major Roads
- Proposed Major Roads

Appendix B. Methodology for Determining Housing Affordability in Milton

The HNA reviewed how different definitions can be applied, showing the numeric value of "affordable" based on the Affordable Residential Units for the Purposes of the *Development Charges Act*, 1997 Bulletin and HART. It also referenced the *Provincial Planning Statement*, 2024.

The PPS came into effect on October 20, 2024. It is a planning document that provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land, helping to achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Municipalities in Ontario must consider and apply PPS directions when preparing and implementing Official Plans and planning for housing. Table A provides a breakdown of the PPS requirements for determining "*affordable*" ownership and rental housing:

Table A. PPS Requirements for Determining "Affordable" Ownership and Rental Housing.

	IN THE CASE OF OWNERSHIP HOUSING, THE LEAST EXPENSIVE OF:	IN THE CASE OF RENTAL HOUSING, THE LEAST EXPENSIVE OF:
Income Based	Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low- and moderate-income households*; or	A unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or
Market Based	Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality	A unit for which the rent is at or below the average market rent of a unit in the municipality

A key detail in these definitions is the term "low- and moderate-income households," which the PPS also defines:

a. In the case of ownership housing: households with incomes in the lowest 60 percent of the income distribution for the municipality; and
b. In the case of rental housing: households with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.

Based on the PPS definitions and policy directions, the *Town* is required to establish and implement minimum targets for the provision of housing that is affordable to low- and moderate-income households.

While the *Town* is not responsible for administering or delivering "assisted housing", PPS policy requires collaboration between the *Town* and the *Region*, who is the service manager for this type of housing, as well as other levels of government. Together, these partners must work to ensure that there are suitable housing options available for low and very low-income households in Milton.

Previous work completed through the HNA included preliminary affordability thresholds based on the Provincial Bulletin and Housing Assessment Resource Tools (HART). The HNA did note that additional work was required to determine the thresholds for affordability that align with PPS requirements for Official Plan conformity and implementation.

The following sections explain how the PPS policy framework is applied within the Milton context to determine what is affordable for both owner and renter households.

Table B presents the household income percentiles (quintiles) for the *Town* and Province based on 2021 Census data inflated to 2025 estimates. A further breakout of household income percentiles by ownership and renter households is also provided.

Table C below illustrates the maximum monthly rent that renter households by household income percentile in Milton can afford based on the 30% shelter to household income ratio. Based on the data shown in Table C, the gross annual income for renter households in the 60th income percentile in 2025 is $101,100. Therefore, the income based *affordable* rental benchmark is $2,990 per month.

Table D illustrates the maximum house purchase price that owner households by household income quintile in Milton can afford based on the 30% shelter to household income ratio. Based on the data shown in Table E, the gross annual

income for owner households in the 60th income percentile in 2025 is $156,900. Therefore, the income based *affordable* ownership benchmark is a purchase price $535,400.

Table B. Income Percentiles of Households in Milton and Ontario, 2025.

	MILTON			ONTARIO		
Type of Household	All	Owner	Renter	All	Owner	Renter
Total Number of Households	40,035	33,085	6,950	5,491,200	3,755,720	1,724,970
10th Percentile	$46,500	$38,400	$8,100	$21,400	$36,000	$12,100
20th Percentile	$56,200	$65,500	$32,300	$40,400	$62,300	$20,800
30th Percentile	$83,700	$92,400	$52,500	$57,300	$79,500	$32,100
40th Percentile	$104,600	$115,000	$69,300	$74,400	$97,500	$43,600
50th Percentile	$125,500	$137,100	$84,800	$92,300	$115,700	$56,100
60th Percentile	$146,400	$156,900	$101,100	$111,300	$134,300	$70,200
70th Percentile	$169,700	$178,900	$118,500	$132,000	$153,700	$87,000
80th Percentile	$192,900	$202,200	$137,100	$155,300	$173,000	$105,900
90th Percentile	$225,400	$237,000	$163,800	$184,800	$194,400	$114,000
Median	$125,500	$137,100	$84,800	$ 92,300	$115,700	$56,100
Average	$127,900	$135,900	$85,300	$96,600	$116,300	$60,200

Table C. Maximum affordability by income percentile for Milton, 2025.

PERCENTILE	INCOME OF RENTER HOUSEHOLDS ($)	30% GROSS ANNUAL INCOME	MAXIMUM AFFORDABLE MONTHLY RENT ($)
10th	$8,100	$2,430	$240
20th	$32,300	$9,690	$960
30th	$52,500	$15,750	$1,550
40th	$69,300	$20,790	$2,050
50th	$84,800	$25,440	$2,510
60th	$101,100	$30,330	$2,990
70th	$118,500	$35,550	$3,500
80th	$137,100	$41,130	$4,050
90th	$163,800	$49,140	$4,840

Table D. Affordable homeownership prices by income percentile for Milton, 2025.

PERCENTILE	INCOME OF OWNER HOUSEHOLDS ($)	AFFORDABLE HOUSE PRICE ($)
10th	$38,400	$131,100
20th	$65,500	$223,500
30th	$92,400	$315,300
40th	$115,000	$392,500
50th	$137,100	$467,800
60th	$156,900	$535,400
70th	$178,900	$610,500
80th	$202,200	$690,000
90th	$237,000	$808,800

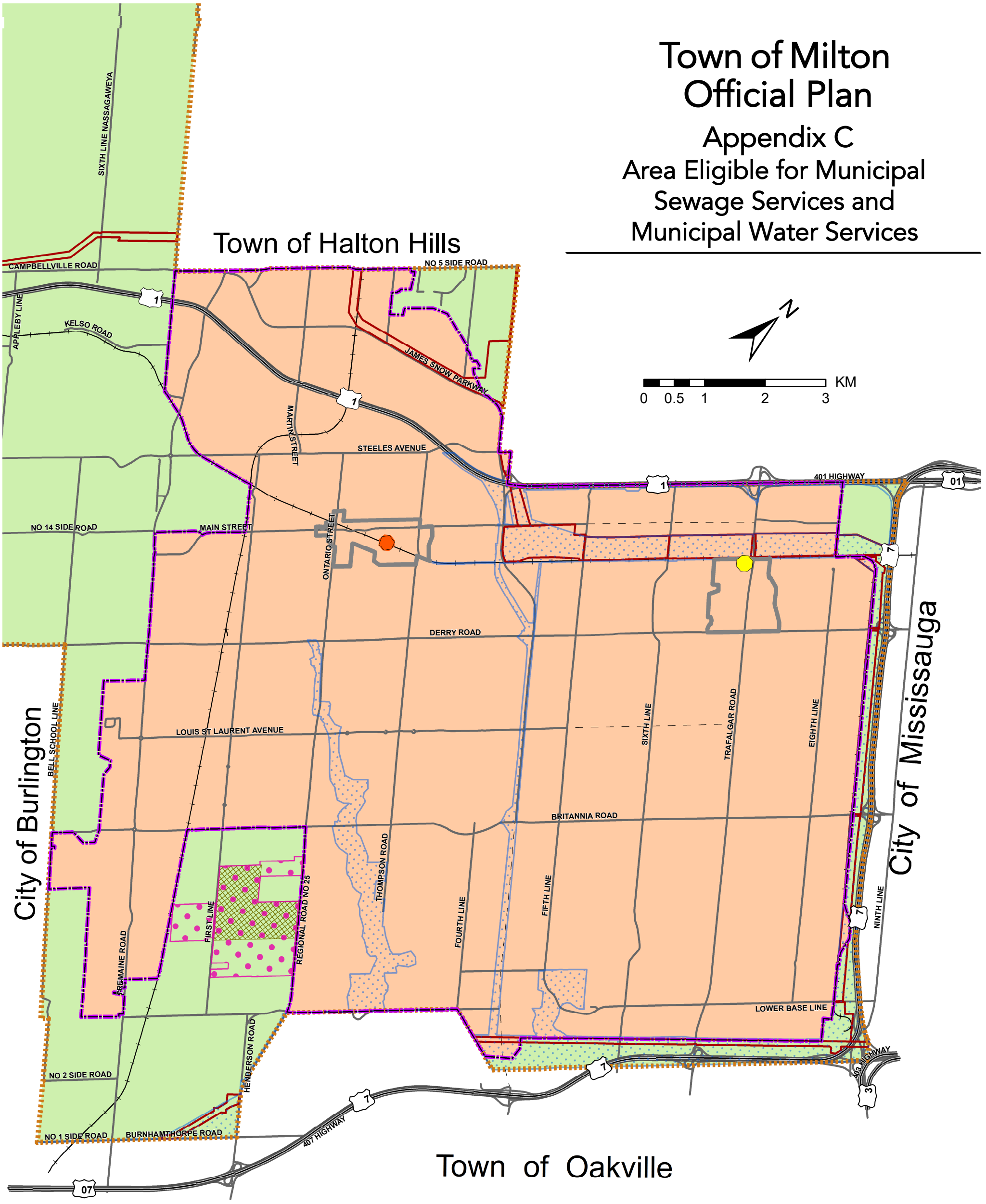
Footnote to Table D: Ownership calculation assumes 25-year mortgage terms, 10% down payment, average utility payments and property tax rates.
Source: Adapted from 2021 Custom Census data table and adjusted to current 2025 income levels by Watson & Associates Economists Ltd.

Table E. Determining which definition of "affordable" to apply for ownership and rental housing.

	OWNERSHIP	RENTAL
Income Based	The gross annual income for all households in the 60th income percentile in 2025 is $156,900 and the maximum affordable purchase price is $535,400.	The gross annual income for renter households in the 60th percentile in 2025 is $101,100 and the maximum affordable rent is $2,990.
Market Based	The average resale price of a house in 2025 was $964,086. The market-based benchmark is set at 10 per cent below the average resale price at $867,677.	According to CMHC, the average market rental rate in Milton in 2024 was $1,703
Provincial Bulletin	$535,400 (2025).	Bachelor: $1,324 1-Bedroom: $1,655 2-Bedroom: $1,762 3-Bedroom: $2,359
Threshold Milton must apply/ use for PPS Conformity	The market-based benchmark is higher than the income-based benchmark. Therefore, the ownership benchmark for 2025 is set using the income-based benchmark.	The market-based benchmark is lower than the income-based benchmark. Therefore, the rental benchmark for 2025 is set using the market-based benchmark.

Town of Milton
Official Plan

Appendix C
Area Eligible for Municipal Sewage Services and Municipal Water Services



December 2025

Draft for Consultation

- Area Eligible for Urban Servicing
- Halton Waste Management Site
- Urban Area
- Rural Area
- Municipal Boundary
- Parkway Belt West Boundary
- Hydro Corridor
- PMTSA Boundary
- Protected Major Transit Station
- Future Protected Major Transit Station
- Provincial Freeway Major
- Roads Proposed Major
- Roads Collector Roads
- Rail Line

Appendix D Guidelines

Town of Milton Guidelines

1. Boyne Survey Urban Design Guidelines
2. Bristol Survey Urban Design Guidelines
3. Central Business District Secondary Plan Urban Design Guidelines
4. Derry Green Corporate Business Park Urban Design Guidelines
5. 401 Industrial/Business Park Urban Design Guidelines
6. Mobility Hub Study Urban Design Guidelines
7. Sherwood Survey Secondary Plan Urban Design Guidelines
8. Trafalgar Secondary Plan Urban Design Guidelines
9. Mid-Rise Design Guidelines
10. Tall Building Design Guidelines

Halton Region Guidelines

11. Access Management Guidelines
12. Air Quality Guidelines
13. Aggregate Resources Reference Manual
14. Agricultural Impact Assessment (AIA) Guidelines
15. Environmental Impact Assessment Guideline
16. Development Design Guidelines for Source Separation of Solid Waste
17. Guideline for Coordinated Municipal Responses to Renewable Energy Proposals
18. Golf Course and Recreational Facilities Best Management Guidelines
19. Healthy Communities Guidelines
20. Highway Dedication Guidelines
21. Hydrogeological Studies & Best Management Practices for Groundwater Protection Guidelines
22. Land Use Compatibility Guidelines
23. Livestock Facility Guidelines
24. Noise Abatement Guidelines
25. On Farm Business Guidelines
26. Protocol for Reviewing Development Applications with Respect to Transportation Impact Study Guidelines
27. Contaminated or Potentially Contaminated Sites
28. Regional Road Landscaping Guidelines and Specifications
29. Urban Services Guidelines