The Corporation of the Town of Milton

Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	April 13, 2026
Report No:	DS-029-26
Subject:	We Make Milton Official Plan Consultations
Recommendation:	THAT Report DS-029-26 regarding the Milton Official Plan review be received for information for the purpose of a Statutory Public Meeting.

EXECUTIVE SUMMARY

- Staff has drafted and are engaging the community on the new fully comprehensive Official Plan.
- In January 2026, a series of consultation events were held.
- The current draft of the Official Plan incorporates the solutions that were reached as a result of those consultations.
- A statutory open house was held on March 31 to provide an opportunity for the draft Official Plan to be reviewed. Staff were available to answer questions. The purpose of this Public Meeting is for Council to hear from community members prior to making a decision. Council is not being asked to make a decision at this time.
- Following this Public Meeting, as directed by Council, Staff will make any final refinements to the draft plan taking into account any written or verbal comments received from the public.
- At a later council meeting Staff will present the final Official Plan for adoption.
- The new Official Plan must be approved by the Minister of Municipal Affairs and Housing prior to coming into full force and effect.

REPORT

Background

The Town's new Official Plan Project. We Make Milton, was launched in 2019 through report PD-030-19. The purpose of the project is to update the Official Plan, bringing it into conformity with Provincial plans and policies and to respond to current local considerations for growth and development. The update is occurring in phases and the project is in the

Background

final phase. Staff are consulting on the final version of the draft Official Plan policies and schedules. Throughout the process community engagement has been essential. A variety of engagement tools and opportunities have led to the development of the new draft Official Plan.

In accordance with Section 26 of the Planning Act, a Special Meeting of Council was held on November 18, 2019. Staff report PD-043-19 provided a summary of the issues identified through the "Listening and Learning" phase of the project.

In 2021, following extensive community consultation, Council approved a new Official Plan Vision Statement and Guiding Principles. The vision and guiding principles have been used to guide subsequent phases of We Make Milton.

During 2022 through 2023, Council received a series of discussion papers or "Big Questions" reports. The questions allowed for analysis of the options and presentation of solutions for a variety of growth management challenges that Milton's Official Plan will address. Formal and informal community engagement events were held to seek feedback on the potential approaches to new policies. Community members were also encouraged to submit comments to the Town through the Let's Talk Milton on-line platform.

The new Official Plan policies have been drafted in two phases. During the first phase, policies that established the framework for guiding growth and development to the year 2051 were prepared. These policies communicated the outcomes that the Town wants to achieve. They replaced the first three introductory chapters in the previous Official Plan. Generally, any existing policies in the remaining chapters that contradicted the new framework were removed and initial amends to the implementation policies were made. The Halton Region Official Plan was amended by merging pertinent policies into the Town's plan.

Staff held a series of consultations, including focused meetings with community members when requested. Informal community engagement events took place, such as an information booth at the local farmers market, open houses at Town Hall and events in other public venues. As required under the Planning Act, a formal open house and public meeting were held. In March 2025, the changes were adopted by Council through Official Plan Amendment 92. The Minister of Municipal Affairs and Housing then approved the amendment in December 2025.

In the second phase of the Official Plan review, Staff has drafted and are engaging the community on the new fully comprehensive Official Plan (Appendix 1 – Draft Town of Milton Official Plan March 2026). This new Official Plan includes the detailed implementation policies that provide the land use permissions, built form criteria and Official plan administration policies. These policies and revised mapping are the subject of the current consultations.

Discussion

In January 2026, a series of consultation events were held. Through this engagement process Staff received extensive feedback on the draft plan. Several interested parties submitted written comments (Appendix 2 – Summary of Submissions and Responses). When requested, follow-up meetings were held to discuss the comments and potential solutions. The current draft of the Official Plan incorporates the solutions that were reached.

A statutory open house was held on March 31 to provide an opportunity for the draft Official Plan to be reviewed. Staff were available to answer any questions. The purpose of this Public Meeting is for Council to hear from community members prior to making a decision. Council is not being asked to make a decision at this time.

Presented to Council in this report is the latest draft of the Official Plan. The updated draft builds upon and further refines the new policies that were approved through Official Plan amendment 92 and adds newly developed policies, taking into account feedback received through the consultations. The updated draft is summarized below.

Chapters 1 and 2 set the Milton context for growth and development and present the framework for growth. The population and employment growth targets were based on work completed by Watson and Associates. These targets are the basis for the intensification and density targets, projected timing of growth and the municipal structure that has been identified to facilitate the growing community. The Town's structure will continue to have an urban and rural area that is overlayed by a thriving natural heritage system. Within the urban area, Major Urban Centre, Urban Village Centres, Community Hubs, Neighbourhoods, and Economic Growth Areas will together accommodate a variety of built forms and land uses to create a vibrant and sustainable community. Within the rural area the Prime Agricultural Lands, Rural Lands and Hamlet accommodate the economic, housing, cultural and daily needs of the community.

Refinements were made to this chapter to clarify the intent of the policies, ensure consistent terminology and insert housekeeping amendments. For example, refinements were made to ensure the information in the tables, identification of places and defined terms were consistent with the schedules, secondary plans and provincial plan.

Chapter 3 provides the policies for identifying protecting, enhancing or restoring the Town's Environmental Systems. The policies and mapping have been updated to reflect the updated Provincial Policy Statement, 2024, among other provincial legislation and to incorporate outcomes from local studies. The goal of the policies is to create a long-term healthy and connected environmental system by retaining or restoring the features, areas and their functions. The policies also protect people and property from locating in areas that are unsafe.

All of the policies related to environmental management have been consolidated into one chapter. Refinements removed duplication of policies, clarified the policy wording to better communicate the intent and align with Provincial directions.

Discussion

The transportation policies have been consolidated into Chapter 4, Sustainable Transportation. The policies recognize that transportation connects people and places and influences quality of life. The new policies reflect the outcome of Town studies such as the Transportation Master Plan and Transit Master Plan. The policies have been updated, as appropriate to reflect the road function and classification requirements. For example, discrepancies in the Classification, Function and Design Requirements Table and Right-of-Way Width Table were corrected. Policies facilitating safe multi-model travel options have been set out. Policies were updated to clarify the Town's transportation requirements and new policies were added to further facilitate implementation.

Through consultations, it was communicated that housing affordability was a concern to community members. The updated policies in Chapter 5 insert affordable rental and ownership housing targets that are derived from the Town's Housing Strategy. The implementation policies set out a framework for assessing and monitoring the availability of affordable housing. Based on the feedback received staff have clarified the intent of the policies and the reporting requirements related to affordable housing. The affordable housing tables were also updated to simplify and clarify the information.

The policies in Chapter 5 also address creating people-friendly places with parks and open spaces, cultural heritage and accessible institutional uses. It is recognized that major institutions such as colleges and universities are choosing to locate in Milton. The Official Plan fosters their integration into the community. Policies further addressing the integration of additional land uses, including places of worship and employment lands were refined. The intent is to allow these uses to find appropriate places to locate, providing ease of access, while minimizing any adverse impacts to the surrounding community.

Creating diverse options for where community members live, work and grow is central to the Official Plan vision statement. The draft Official Plan creates opportunities to locate land uses in a variety of locations through a wider range of permissions. The draft Official Plan uses tools such as built form criteria to ensure compatibility among the mix of land uses. These permissions and criteria are presented in Chapter 6.

Updated were made to Chapter 6 which removed duplication, corrected errors, clarified the policy intent and ensure consistent terminology. New policies and charts were inserted to facilitate implementation requirements. For example, to avoid confusion, a chart was inserted to communicate the land use permissions within the Secondary Plan Areas.

The administration process for undertaking the land use planning projects is set out in Chapter 7. Many of these processes are directed through Provincial legislation. Others have been determined by the Town as the optimal approach to ensure accountability, clarity and efficiency. The updated policies have been amended to streamline the area specific planning process. The updated policies provide a framework that gives flexibility when advancing development in an orderly manner. The approach delivers complete communities while protecting the fiscal interest of the municipality.

Discussion

Next Steps

Following this public meeting, as directed by Council, Staff will make any final refinements to the draft plan taking into account any written or verbal comments received from the public. At a later council meeting Staff will present the final Official Plan for adoption. If adopted by Council, that document would wholly repeal and replace the current in-effect Official Plan, including the Halton Region Official Plan which became an Official Plan of the Town of Milton. The new Official Plan must be approved by the Minister of Municipal Affairs and Housing prior to coming into full force and effect.

Financial Impact

There are no financial implications.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

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

Attachments

Appendix 1 – Draft Town of Milton Official Plan March 2026

Appendix 2 – Summary of Submissions and Responses

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

MILTON

Town of Milton Official Plan

March 2026

DRAFT

Town of Milton
Official Plan
March 2026

CONTENTS

PART A

SECTION 1. Context And Vision 3
Indigenous Land Acknowledgement 3
Indigenous Past, Present and Future in Milton 3
Engage with First Nations and Indigenous Communities 3
1.1 Introduction and Overview 5
About Milton 5
1.1.1 The Town of Milton Official Plan 7
1.1.2 Official Plan Structure 7
1.1.3 How to Read the Official Plan 9
1.1.4 Measuring and Monitoring 10
1.1.5 Legal Authority 10
1.2 Vision and Guiding Principles 11
1.2.1 The Community Vision 11
1.2.2 Guiding Principles 11
1.2.3 Monitoring 11
1.3 Policy Pillars 13
1.3.1 Complete Communities 13
1.3.2 Equitable Communities 13
1.3.3 Healthy Communities 13
1.3.4 Resilient Communities 14
1.3.5 Attractive Communities 14
1.4 Policy Context 15
1.5 Provincial Plans and Policies 16

SECTION 2. Sustainable Growth 19
2.1. Town-Wide Growth Management Framework 19
2.1.1 Growth Targets and Phasing of Growth 19
2.2. The Municipal Structure 31
2.2.1 The Urban Area 31
2.2.2 The Rural Area 32
2.2.3 The Environmental System 32
2.2.4 The Transportation System 32
2.3. The Urban Structure 33
2.3.1 Urban Area 33
2.3.2 Major Urban Centre 37
2.3.3 Urban Village Centres 42
2.3.4 Community Hubs 46

DRAFT

2.3.5 Complete Neighbourhoods 48
2.3.6 Economic Growth Areas 49
2.4. The Rural Structure 51
2.4.1 Rural Area 52
2.4.2 Agricultural System 54
2.4.3 Rural Lands 54
2.4.4 Prime Agricultural Area 55
2.4.5 Hamlets 57
2.4.6 Mineral Aggregate Resources and Petroleum Resources 58

SECTION 3. Healthy Environment 63
3.1 Environmental System 63
3.1.1 Environmental Planning 64
3.1.2 Watershed Planning 65
3.1.3 Study Requirements 66
3.2 Green System 68
3.2.1 Green System Management 68
3.2.2 Local Natural Heritage System 68
3.2.3 Greenbelt Natural Heritage System 72
3.2.4 Parks and Open Space 75
3.2.5 Urban Forest 76
3.3 Blue System 78
3.3.1 Water Resources Features and Areas 78
3.3.2 Municipal Drinking Water: Source Water Protection 81
3.3.3 Stormwater Management 83
3.4 Soil 84
3.5 Air 86
3.6 Natural Hazards 87
3.7 Human-made Hazards 90

SECTION 4. Sustainable Transportation 91
4.1 Transportation System 91
4.2 Transportation Infrastructure: Classification, Function and Design Requirements 94
4.2.1 Classification 94
4.2.2 Local and Regional Roads 102
4.2.3 Rail 106
4.2.4 Trails 108
4.2.5 Parking 109
4.3 Mobility Management 111
4.3.1 Transportation Demand Management 111
4.3.2 Active Transportation 112
4.3.3 Complete Streets 113
4.3.4 Roundabouts/Intersections 114

DRAFT

4.3.5 Public Transit 114
4.3.6 Goods Movement 117
4.4 Major Arterial – Regional Roads 118
4.4.1 Development Policies 118

SECTION 5. Livable Communities 121
5.1 Housing 121
5.1.1 Housing Targets 121
5.1.2 Housing Strategy 121
5.1.3 Housing Supply 124
5.1.4 Affordable Housing 126
5.1.5 Housing Partnerships 127
5.1.6 Monitoring 127
5.2 Urban Design and Placemaking 129
5.2.1 Design Excellence 129
5.2.2 Built Form 131
5.2.3 Public Realm 132
5.2.4 Microclimate 135
5.2.5 Barrier Free Access 136
5.2.6 Automobile-Oriented Uses 136
5.2.7 Public Art 137
5.3 Cultural Heritage Resources 138
5.3.1 Cultural Heritage Resources Conservation 138
5.4 Parks, Open Spaces and Trails 145
5.4.1 Parks and Open Space Infrastructure 145
5.5 Institutional Uses 152
5.5.1 Institutional Uses 152
5.5.2 Cultural and Library Facilities 153
5.5.3 Schools 153
5.5.4 Colleges and Universities 154
5.5.5 Places of Worship 154
5.5.6 Emergency Services 155
5.6 Integrated Employment 157
5.6.1 Integrated Employment 157
5.7 Capital Infrastructure 160
5.7.1 Infrastructure 160
5.7.2 Communications Infrastructure 161
5.7.3 Generation, Transmission and Distribution Facilities 162
5.7.4 Major Oil and Gas Transmission Pipelines 162
5.7.5 Stormwater Infrastructure 163
5.7.6 Water and Sewage Services 167
5.7.7 Waste Management 172

DRAFT

PART B

SECTION 6. Development Directions 177
6.1 Land Use and Built Form 177
6.1.1 Land Uses 177
6.1.2 Built Form 182
6.2 Land Use Policies 187
6.2.1 Residential Uses 187
6.2.2 Commercial Uses 197
6.2.3 Office Uses 202
6.2.4 Entertainment and Recreation Uses 204
6.2.5 Tourism and Visitor Uses 205
6.2.6 Employment Uses 207
6.2.7 Institutional Uses 211
6.2.8 Public Service Facilities 213
6.2.9 Parks and Open Space 213
6.2.10 Local Natural Heritage System 214
6.2.11 Rural Lands 215
6.2.12 Greenbelt Natural Heritage System 216
6.2.13 Mineral Aggregate Resource Extraction Area 216
6.2.14 Uses Permitted in all Land Use Designations 217
6.2.15 Accessory Uses 217
6.2.16 Land Use Compatibility 217
6.2.17 Lot Creation 219
6.3 Urban Area Land Use Designation Policies 223
6.3.1 Downtown 223
6.3.2 Uptown/Milton GO PMTSA 225
6.3.3 Bronte-Steeles 230
6.3.4 Urban Village Centres 232
6.3.5 Community Hubs 233
6.3.6 Complete Neighbourhoods 236
6.3.7 Economic Growth Areas 239
6.3.8 Milton Heights Special Policy Area 244
6.3.9 Omagh Special Policy Area 255
6.4 Rural Area Land Use Designation Policies 257
6.4.1 General Policies 257
6.4.2 Hamlet Area 257
6.4.3 Rural Lands 259
6.4.4 Prime Agricultural Area 259
6.4.5 Rural Land Uses 260
6.4.6 Mineral Aggregate Resources Area 262

DRAFT

SECTION 7. Implementation 267
7.1 Implementation, Management and Monitoring 267
7.1.1 Implementation and Management 267
7.1.2 Monitoring Requirements 268
7.2 Phasing and Finance 269
7.2.1 Strategic Directions 269
7.2.2 Phasing of Growth and Development 270
7.2.3 Phasing of New Complete Neighbourhoods 271
7.2.4 Phasing of Future Complete Neighbourhoods 272
7.2.5 Phasing of New Economic Growth Areas 274
7.2.6 Phasing of Future Economic Growth Areas 275
7.2.7 Development of Existing Complete Neighbourhoods 275
7.2.8 Development of Existing Economic Growth Areas 279
7.3 Area Specific Plans 280
7.3.1 General Policies 280
7.3.2 Secondary Plans 280
7.3.3 Tertiary Plans 282
7.3.4 Comprehensive Development Plans 283
7.3.5 Development Plans 284
7.4 Supporting Plans and Documents 285
7.4.1 Master Plans and Studies 285
7.4.2 Standards and Guidelines 285
7.4.3 By-laws 285
7.5 Zoning By-law 286
7.5.1 Zoning By-law Policies 286
7.5.2 Holding Zones 287
7.5.3 Temporary Use By-law 288
7.5.4 Interim Control By-law 289
7.5.5 Delegated Authority 290
7.6 Development Applications 291
7.6.1 Complete Application Requirements 291
7.6.2 Supporting Studies and Information 295
7.6.3 Official Plan and Zoning By-law Amendments 295
7.6.4 Plans of Subdivision 296
7.6.5 Plans of Condominium 298
7.6.6 Site Plan Control 298
7.6.7 Urban Boundary Expansion 299
7.7 Committee of Adjustment 301
7.7.1 Committee of Adjustment 301
7.7.2 Minor Variances 301
7.7.3 Legal Non-Conforming Uses 301
7.7.4 Consents 302

DRAFT

7.8 Engagement and Consultation 304
7.8.1 Public Participation 304
7.8.2 Indigenous Consultation 307
7.9 Other Planning Tools 309
7.9.1 Community Improvement Plan 309
7.9.2 Community Planning Permit System 310
7.9.3 Inclusionary Zoning 311
7.9.4 Property Maintenance and Standards 311
7.9.5 Demolition Control 311
7.10 Interpretation 313
7.10.1 Boundaries 313
7.10.2 Minor Variations and Ajustments 314
7.10.3 Legislation 314

SECTION 8. Specific Policy Areas 315
8.1 Permitted Uses 315
8.2 Specific Policy Area Policies 315

SECTION 9. Definitions 327
9.1 Provincial Policy Statement Defined Terms 327
9.2 Town of Milton Official Plan Defined Terms 330

PART C

SECTION 10. Secondary Plans 349
10.1 General 349

SECTION 11. Derry Green Corporate Business Park 351
11.1 General 351
11.1.1 Purpose 351
11.1.2 Location 352
11.2 Secondary Plan Area Concept 353
11.2.1 Corporate Business Park Character 353
11.2.2 Key Design Elements 354
11.3 Vision And Objectives 356
11.3.1 Vision 356
11.3.2 Objectives 356
11.4 Strategic Policies 358
11.4.1 Transportation Facilities: Classification, Function And Design Requirements 358
11.4.2 Public Transit 359
11.4.3 Future Railway Grade Separation 359
11.4.4 Trails System 360

DRAFT

11.4.5 Sixteen Mile Creek Subwatershed Update Study 360
11.4.6 Urban Design 361
11.4.7 Cultural Heritage 364
11.4.8 Public Infrastructure And Services 364
11.5 Land Use Policies 365
11.5.1 Business Park Area 365
11.5.2 Industrial Area 367
11.5.3 Business Commercial Area 368
11.5.4 Prestige Office Area 368
11.5.5 Natural Heritage System 368
11.5.6 Environmental Linkage Area – Pipeline Easement 372
11.5.7 Environmental Linkage Area 372
11.5.8 Residential Special Policy Area 373
11.5.9 Parkway Belt West Plan/Utility Corridor Area 374
11.5.10 Storm Water Management Facility/Low Impact Development Practices 374
11.6 Implementation 374
11.6.1 Phasing and Finance 375
11.6.2 Zoning By-Law 378
11.6.3 Consents 378
11.6.4 Environmental Assessment 378
11.6.5 Complete Application Requirements 379
11.6.6 Removal of Employment Lands from Employment Areas 379

SECTION 12. Boyne Survey 381
12.1 General 381
12.1.3 Location 382
12.2 Secondary Plan Area Concept 382
12.2.1 Community Character 382
12.2.2 Key Design Elements 383
12.3 Goal and Objectives 386
12.3.1 Goal 386
12.3.2 Objectives 386
12.4 Strategic Policies 388
12.4.1 Transportation Facilities: Classification, Function and Design Requirements 388
12.4.2 Trails System 391
12.4.3 Sixteen Mile Creek, Areas 2 And 7 Subwatershed Update Study 391
12.4.4 Housing Mix 392
12.4.5 Urban Design 392
12.4.6 Emergency Response Facilities and Public Infrastructure and Services 395
12.4.7 Public Transit Infrastructure and Services 395

DRAFT

12.5 Land Use Policies 396
12.5.1 Residential Area 396
12.5.2 Residential/Office Area 399
12.5.3 Neigbourhood Centre Area 401
12.5.4 Institutional Area 403
12.5.5 Secondary Mixed Use Node 404
12.5.6 Major Node Area 407
12.5.7 Minor Sub-Node Area 409
12.5.8 Natural Heritage System 410
12.5.9 District Park Area 414
12.5.10 Neighbourhood Park Area 414
12.5.11 Village Square Area 414
12.5.12 Omagh Study Area 415
12.5.13 Existing Agricultural Operations 415
12.5.14 Stormwater Management Facility/Low Impact Development Practices 415
12.6 Implementation 416
12.6.1 Phasing And Finance 416
12.6.2 Parkland Dedication, Other Infrastructure and Utilities 418
12.6.3 Zoning By-Law 419
12.6.4 Consents 419
12.6.5 Complete Application Requirements 419
12.6.6 Environmental Assessment 421

SECTION 13. Trafalgar 423
Preamble 423
13.1 General 423
13.1.1 Purpose 423
13.1.2 Location 424
13.2 Secondary Plan Concept 424
13.2.1 Community Character 424
13.3 Goals and Objectives 425
13.3.1 Build Compact and Complete Communities 425
13.3.2 Protect and Enhance the Natural Heritage System 425
13.3.3 Provide Mobility Options 426
13.3.4 Establish a Logical Road Network 426
13.3.5 Create High-Quality Urban Spaces 426
13.3.6 Fiscal Responsibility 427
13.4 Strategic Policies 427
13.4.1 Natural Heritage System 427
13.4.2 Active Transportation and Road Network 427
13.4.3 Servicing 429
13.4.4 Housing 431

DRAFT

13.4.5 Urban Design 431
13.4.6 Infrastructure and Public Service Facilities 433
13.5 Community Structure 434
13.5.1 Tertiary Plan Area 434
13.5.2 Evolving Neighbourhoods 435
13.5.3 Local Centres 435
13.5.4 Neighbourhood Centres 436
13.5.5 Natural Heritage System 437
13.5.6 Road And Trail Networks 437
13.6 Land Use Policies 437
13.6.1 Residential 437
13.6.2 Mixed-Use 440
13.6.3 Public Service Facilities And Places Of Worship 443
13.6.4 Natural Heritage System 446
13.6.5 Existing Agricultural Operations 449
13.7 Implementation 449
13.7.1 Phasing and Finance 449
13.7.2 Parkland Dedication, Other Infrastructure and Utilities 454
13.7.3 Zoning By-Law 455
13.7.4 Consents 455
13.7.5 Complete Application Requirements 455
13.7.6 Roads Environmental Assessment 458
13.8 Interpretation 459
13.8.1 Boundaries 459
13.8.2 Symbols 459
13.8.3 Definitions 459

SECTION 14. Milton Education Village 461
Preamble 461
14.1 General 461
14.1.1 Purpose 461
14.1.2 Location 461
14.2 Secondary Plan Area Concept 462
14.2.1 Vision 462
14.2.2 Guiding Principles and Key Design Elements 462
14.3 Objectives 464
14.4 Transportation 465
14.4.1 General 465
14.4.2 Travel Demand Management 466
14.4.3 Active Transportation - Walking And Cycling 466
14.4.4 Public Transit 467
14.4.5 Street Network 468
14.4.6 Parking 470

14.4.7 Access 473
14.4.8 Noise 473
14.4.9 Right Of Way 473
14.5 Parks, Public Open Space and Greenways 474
14.5.1 General 474
14.5.2 Parks 475
14.5.3 Urban Squares/Pops 475
14.5.4 Strata Parks 476
14.5.5 Greenways 476
14.5.6 Green Edges 476
14.6 Public Service Facilities 477
14.6.1 General 477
14.6.2 Schools 477
14.6.3 Places Of Worship and Day Care Facilities 478
14.6.4 Cultural Facilities and Public Art 478
14.7 Energy, Water And Environmental Management 478
14.7.1 General 478
14.7.2 Functional Stormwater and Environmental Management Strategy (FSEMS) 479
14.7.3 Indian Creek Subwatershed Study 479
14.7.4 Subwatershed Impact Study (Sis) 479
14.7.5 Stormwater Management Facilities 480
14.7.6 Water And Wastewater Infrastructure 481
14.7.7 Green Innovation Plan 481
14.7.8 Public Service Facilities, Infrastructure and Utilities 482
14.8 Land Use and Built Form 482
14.8.1 General 482
14.8.2 Innovation District 483
14.8.3 Innovation Hub 483
14.8.4 Landmark Gateway 484
14.8.5 Village Centre 485
14.8.6 Innovation Campus 485
14.8.7 Innovation Neighbourhood 486
14.8.8 Neighbourhood Centre 487
14.8.9 Residential Area 488
14.8.10 Natural Heritage System 490
14.8.11 Parks, Public Open Space And Greenways 490
14.8.12 Stormwater Management Facility/Low-Impact Design Technologies 490
14.8.13 Agricultural Operations 491
14.9 Urban Design 491
14.9.4 Housing 495

DRAFT

14.9.5 Cultural Heritage Resources 496
14.10 Implementation 496
14.10.1 Phasing and Finance 496
14.10.2 Parkland Dedication, Other Infrastructure And Utilities 500
14.10.3 Zoning By-Law/Community Planning Permit By-Law 501
14.10.4 Consents 501
14.10.5 Complete Application Requirements 501
14.10.6 Roads Environmental Assessment 503
14.11 Interpretation 503
14.11.1 Boundaries 503
14.11.2 Symbols 503

SECTION 15. Britannia 505
15.1 General 505
15.1.1 Purpose 505
15.1.2 Location 505
15.2 Secondary Plan Vision 505
15.2.1 Community Character 506
15.2.2 Community Design Elements 506
15.3 Goal and Objectives 507
15.3.1 Build Compact Complete Communities 507
15.3.2 Protect and Enhance the Natural Heritage System 508
15.3.3 Provide Mobility Options and a Logical Road Network 508
15.3.4 Establish an Attractive Community Identity and Rich Sense of Place 509
15.3.5 Ensure Fiscal Responsibility 509
15.4 Strategic Policies 510
15.4.1 Natural Heritage System 510
15.4.2 Active Transportation And Road Network 510
15.4.3 Servicing 513
15.4.4 Housing 515
15.4.5 Urban Design 515
15.4.6 Infrastructure and Institutional Uses 517
15.4.7 Archaeological Resources 519
15.4.8 Existing Agricultural Operations 519
15.4.9 Green Innovation Plan 520
15.5 Community Structure 520
15.5.1 Tertiary Plans 520
15.5.2 Neighbourhoods 521
15.5.3 South Milton Village 522
15.5.4 Neighbourhood Nodes 522
15.5.5 Omagh 523
15.5.6 Natural Heritage System 523

DRAFT

15.5.7 Road And Active Transportation Network 523
15.6 Land Use Policies 524
15.6.1 Evolving Neighbourhood Designation 524
15.6.2 South Milton Village Designation 525
15.6.3 Neighbourhood Commercial Mixed Use Designation 526
15.6.4 Institutional Uses 526
15.6.5 Natural Heritage System Designation 529
15.7 Implementation 532
15.7.1 Phasing And Finance 532
15.7.2 Land Conveyance, Other Infrastructure and Utilities 536
15.7.3 Zoning By-Law 537
15.7.4 Consents 538
15.7.5 Required Studies Prior To Development Applications 538
15.7.6 Complete Application Requirements 541
15.7.7 Britannia Expansion Area 541
15.7.8 Roads Environmental Assessment 542
15.8 Interpretation 542
15.8.1 Boundaries 542
15.8.2 Numerical Standards 542
15.8.3 Symbols 543
15.8.4 Definitions 543

DRAFT

PART A.

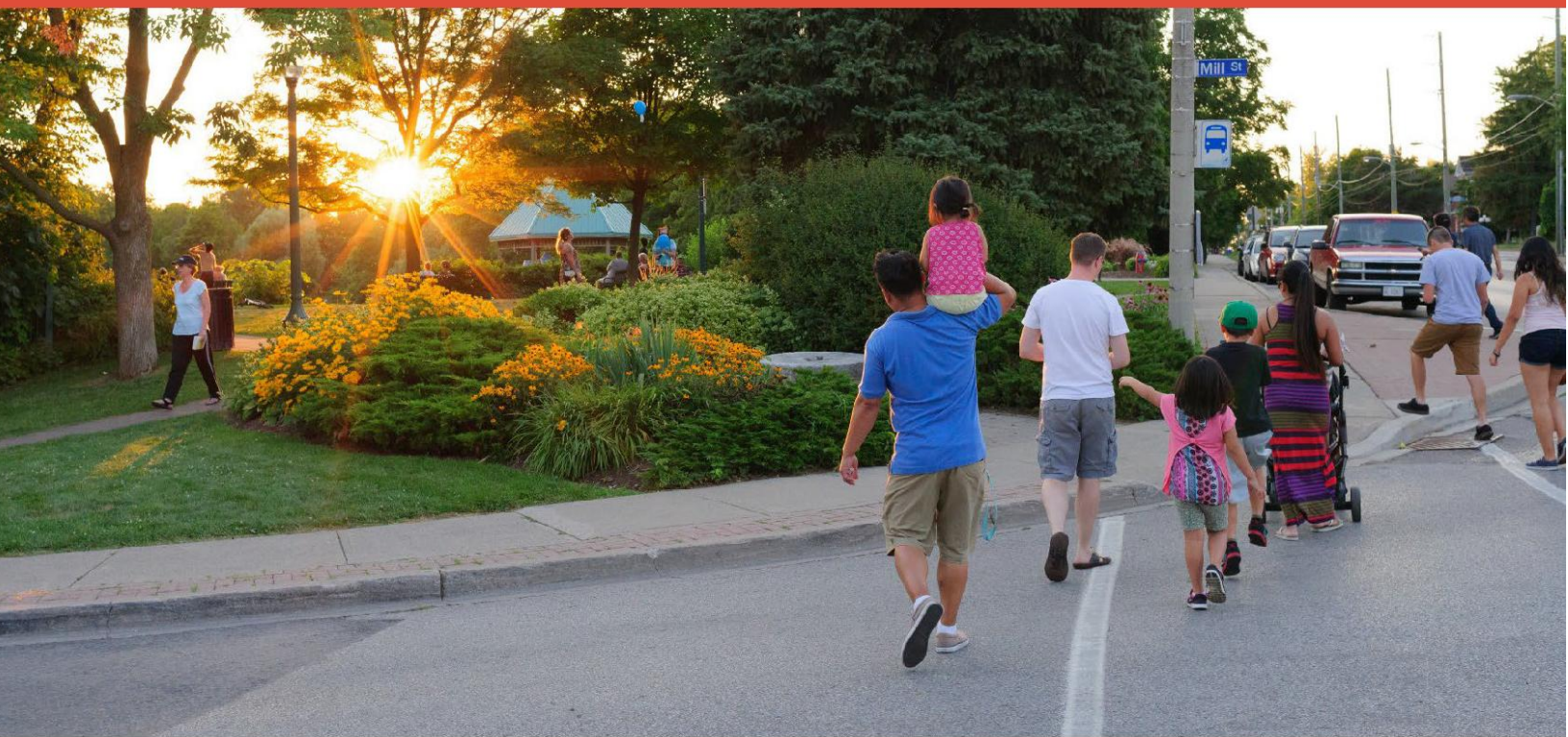
SECTION 1. Context and Vision

SECTION 2. Sustainable Growth

SECTION 3. Healthy Environment

SECTION 4. Sustainable Transportation

SECTION 5. Livable Communities



DRAFT

Town of Milton
Official Plan
March 2026

SECTION 1. CONTEXT AND VISION

1.1.1 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.

1.1.2 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 resources* 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.

1.1.3 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.

DRAFT

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.

DRAFT

1.2 Introduction and Overview

1.2.1 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.

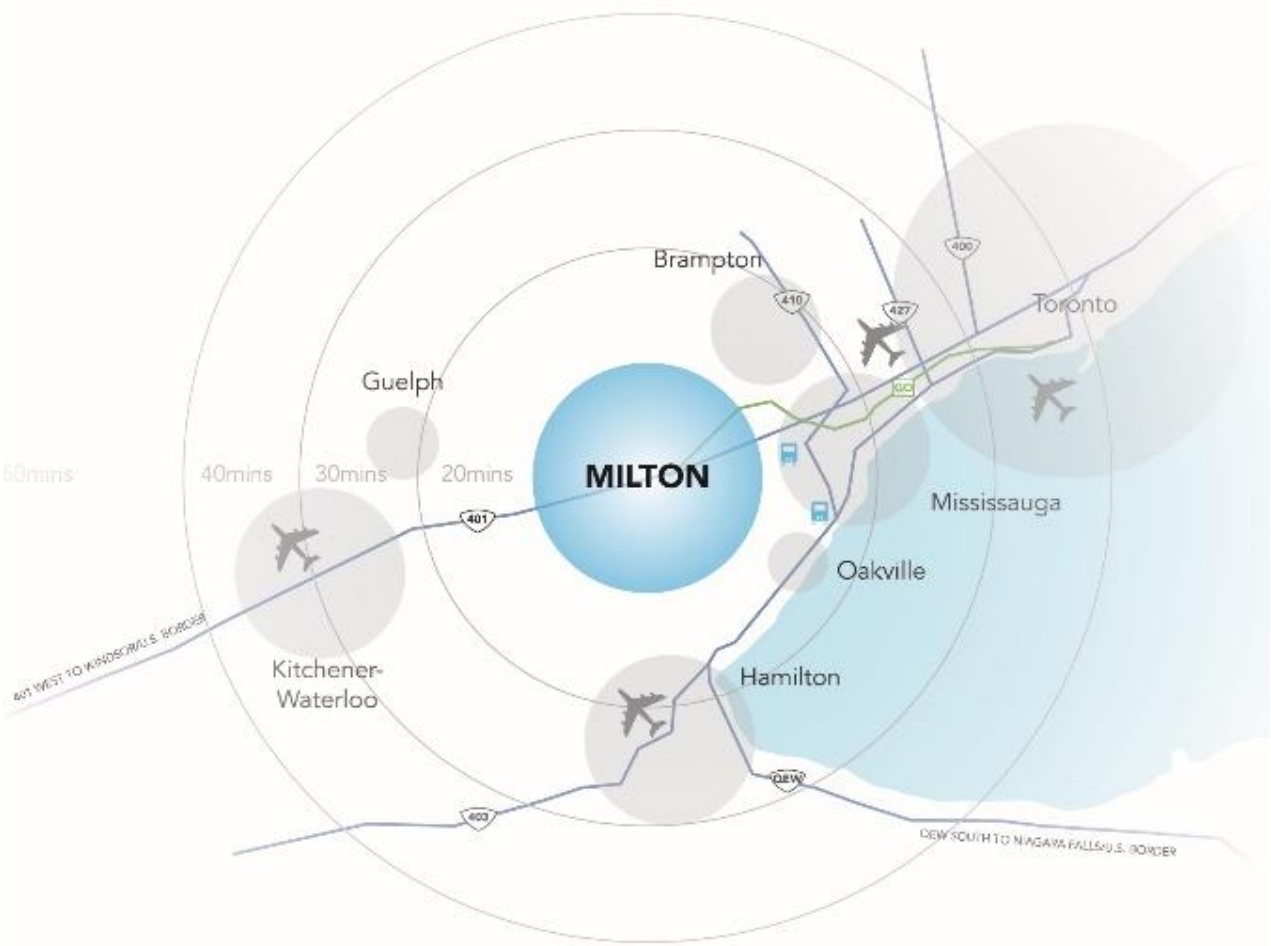
By 2051, Milton is anticipated to have 156,300 jobs. A diverse supply of lands and services will be available for a variety of businesses to locate and grow in Milton. Connecting people, goods and services to workplaces through a variety of transportation or wireless telecommunications *infrastructure*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



1.2.2 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.

1.2.3 Official Plan Structure

The 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* and promote environmental restoration and stewardship.

SECTION 4 SUSTAINABLE TRANSPORTATION. This section supports the movement of people and goods through policies that enable 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*.

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.

PART C

SECTION 10 SECONDARY PLANS. Secondary Plans consist of detailed policies for specific areas within the town, which constitutes a part of the Official Plan. The in effect Secondary Plans are:

SECTION 11 Derry Green Corporate Business Park

SECTION 12 Boyne Survey

SECTION 13 Trafalgar

SECTION 14 Milton Education Village

SECTION 15 Britannia

SCHEDULES The Schedules provide graphic information to aid in the interpretation and application of the applicable policies.

DRAFT

1.2.4 How to Read the Official Plan

There are three Parts that make up the Town of Milton Official Plan. The Plan should be read as a whole. Individual sections and policies should not be read out of context. 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.

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

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

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.

1.2.5 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.

1.2.6 Legal Authority

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

DRAFT

1.3 Vision and Guiding Principles

1.3.1 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 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.

1.3.2 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 guiding principles are applied in planning Milton's future growth and *development*.

1.3.3 Monitoring

To support the implementation of the Community Vision and Guiding Principles, the *Town* will monitor progress using a set of measurable indicators. In addition to growth and *development* metrics, these indicators may include neighbourhood walkability, access to parks and open spaces, proximity to daily services, and *active transportation* mode share. Tracking these measures over time will help assess progress and guide decision-making.

Mix Uses

Be Creative and Provide Choice

Prioritize the Public Realm

Move Efficiently and Safely

Diversify and Prosper

Make Connections

Support Arts, Culture and Recreation

Protect Our Environment

Promote the Countryside

Encourage Good, Green Design

Collaborate

GUIDING PRINCIPLES

1.4 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.

1.4.1 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*.

1.4.2 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.

1.4.3 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. A healthy community is one in which all residents have access to a quality affordable, and safe housing suited to their

needs; quality employment opportunities; transportation; and physical activity, among other benefits.

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.

1.4.4 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 environments* 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*.

1.4.5 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.

1.5 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 provide separation and definition of urban area boundaries, create links between urban areas by providing space for the movement of people, goods, energy and information, provide a land reserve for future linear facilities for transportation, community and *utility* purposes, and provide a system of open space and recreational facilities.

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.

DRAFT

1.6 Provincial Plans and Policies

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

1.6.1.1 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.

It is the policy of the *Town* to:

Niagara Escarpment Plan

1.6.1.2 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*.

1.6.1.3 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

1.6.1.4 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*.

1.6.1.5 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

1.6.1.6 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.

1.6.1.7 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*,

DRAFT

applicable Provincial land use regulations, and applicable policies of this Plan.

1.6.1.8 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. Movement of people, goods, energy and information;

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

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

1.6.1.9 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.

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

DRAFT

This page has been left
intentionally blank

DRAFT

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 *infrastructure*. Policies are also 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. New communities will be planned to ensure residents have access to daily needs, including retail, services, parks, or community facilities.

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 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 *development density* targets, and ensure that the supply of urban lands reflects the population and employment growth forecast.

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

Footnote 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.

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 commercial needs.

2.1.1.6 Monitor commercial *development* on a regular basis to track the progress towards achieving the additional commercial floor area 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 commercial floor area needed by 2051.

2.1.1.8 Consider a reduction to the additional commercial floor area needed by 2051 in *Strategic Growth Areas* shown in Table 2 through the completion of a Retail and Commercial Needs Assessment, as determined by the *Town*.

Table 2. Additional New Retail Commercial Floor Area needed in Strategic Growth Areas.

STRATEGIC GROWTH AREA	NEW COMMERCIAL FLOOR AREA IN 2051 (SQUARE METRES)	PROJECTED NUMBER OF DWELLING UNITS WITHIN STRATEGIC GROWTH AREA
Uptown/Milton GO PMTSA	23,400	8,430
Milton Trafalgar GO Village/Milton Trafalgar GO PMTSA	37,200	6,600
Education Village	9,490	2,690
Bronte - Steeles	6,400	2,570
South Milton Village	34,000	2,250

Footnote to Table 2:
Not including *office uses* and *major office uses*.

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* as follows:

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

b. New Complete Neighbourhoods comprising the Milton Education Village (MEV), Trafalgar and Britannia Secondary Plan Areas, and the Milton Trafalgar GO Protected *Major Transit Station Area*.

c. Future Complete Neighbourhoods comprising the Trafalgar, Britannia, and Rattlesnake urban expansion area to be planned.

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

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

f. Future Economic Growth Areas comprising lands at the Highway 401/Sixth Line and Eighth Line/Lower Base Line to be planned for employment *development* in accordance with the policies of this Plan.

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.

DRAFT

2.1.1.12 Work with the *Region* to ensure adequate *municipal water service* and *municipal sewage service* 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 and manage the phased development of serviced urban lands in accordance with the policies of this Plan.

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.

DRAFT

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 COMPLETE NEIGHBOURHOODS			
	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/Milton Trafalgar GO PMTSA	180 residents and jobs combined per hectare	60 per cent residents	40 per cent jobs
Education Village	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
South Milton Village	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; and
   iii) 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**

DRAFT

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**

DRAFT

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, and supported by appropriate servicing and financial plans to the satisfaction of the *Town*, in consultation with the *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, *development 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 comprehensive planning and supporting studies in accordance with the policies of this Plan.

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. The availability of sufficient capacity in existing or planned

infrastructure, *public service facilities,* and *human services* required to accommodate the proposed expansion 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 to the satisfaction of the *Town*, in consultation with the *Region*;

d. The submission of applicable water and sewage services master plans or the equivalent, stormwater master plans or the equivalent, and *Watershed* Study or Subwatershed Study and/or the equivalent, as appropriate;

e. The proposed expansion, including associated water, sewage, 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. The new or expanded area complies with the *minimum distance separation formulae*;

h. 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 proposed expansion provides for the logical phased progression of urban *development*;

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

k. The proposed expansion is supported by a study for the protection, maintenance or enhancement of the *Natural Heritage System*; and avoidance of potential natural hazards;

l. 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;

m. 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

n. The proposed expansion is supported by a fiscal impact analysis of the new growth to the satisfaction of 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.

DRAFT

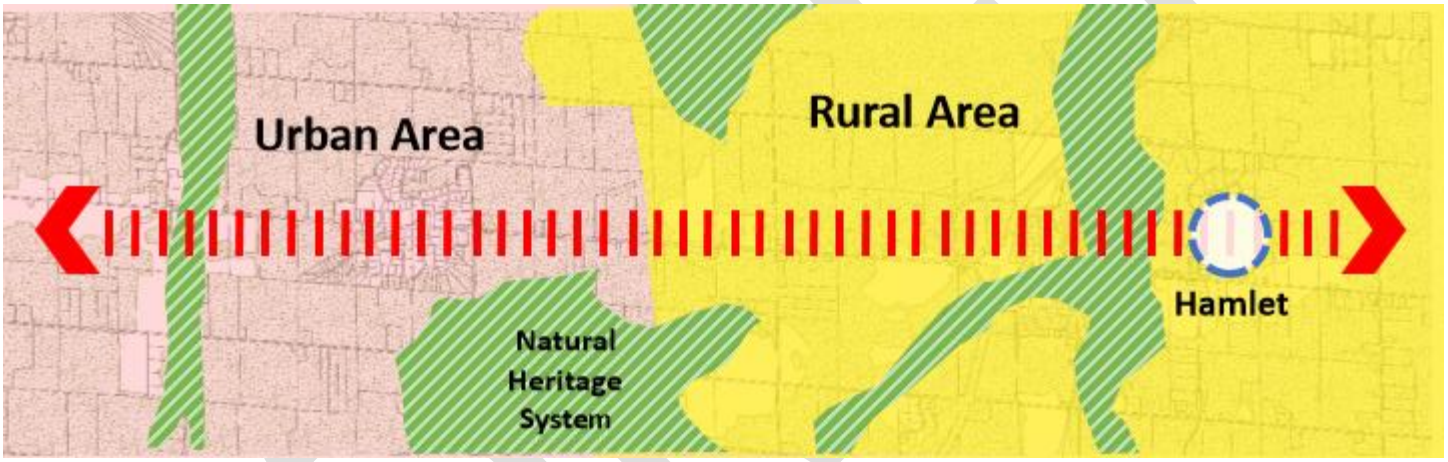
2.2. The Municipal Structure

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*.

There are three *settlement areas* in the *Rural Area*: Campbellville, Moffat and Brookville, which are identified as Hamlets in the Greenbelt Plan and the Niagara Escarpment Plan, respectively. 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.

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. 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.

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, economic prosperity, and wellbeing. The *Transportation System* consists of provincial, regional, and local *infrastructure*. Major transportation facilities are shown on Schedule 3 - Municipal Structure.

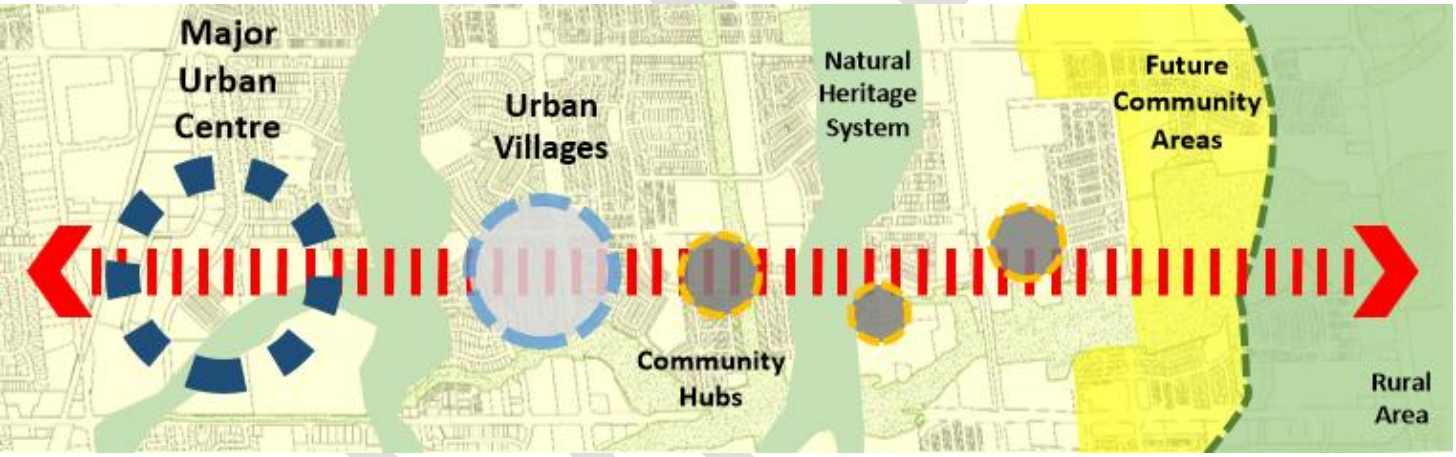
DRAFT

2.3. The Urban Structure

The *Town* has developed an Urban Structure to efficiently use land and resources. The Urban Structure represents the *Town*'s vision for the Urban Area. It 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/Milton GO PMTSA
   iii) Bronte - Steeles
b. Urban Village Centres:
   i) Education Village
   ii) Milton Trafalgar GO Village/PMTSA
   iii) South Milton Village
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 *redevelopment* 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 Create connectivity between various Community Hubs, the Major Urban Centre, Urban Village Centres, Residential Areas, and *Economic Growth Areas* through *transit supportive* corridors.

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

2.3.1.11 Foster a lively *public realm.*

2.3.1.12 Ensure the conservation and enhancement of the Environmental System.

2.3.1.13 Support opportunities for urban agriculture.

2.3.1.14 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:

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

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

a. *Uptown/Milton GO PMTSA;*
b. Bronte - Steeles;
c. Milton Trafalgar GO Village/ PMTSA;
d. Education Village; and
e. South Milton Village.

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

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

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

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

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

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

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

2.3.1.24 *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:

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

2.3.1.26 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.

2.3.1.27 Avoid, or where avoidance is not feasible, minimize and mitigate 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:

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

2.3.1.29 Establish design standards for *Town* roads to promote *active transportation*, pedestrian-oriented and *transit-supportive development*.

2.3.1.30 Encourage high quality and innovative urban design.

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

2.3.1.32 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/Milton GO PMTSA, 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 Encourage 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/Milton GO PMTSA

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

Objective 18. Create an innovative, *transit-supportive,* and pedestrian-oriented, vibrant centre and destination in Uptown 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 Achieve a transitional built form that is contextually appropriate adjacent to established low-rise *residential areas*.

2.3.2.27 Encourage the provision of *recreation* and *cultural uses* that provide entertainment and social interaction.

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

2.3.2.29 Require the proponents of major *development* or re-*development* proposals to prepare a Comprehensive *Development Plan*, to the satisfaction of the *Town*, in accordance with Section 7.3.4.

2.3.2.30 Plan and implement improvements to the *Transportation System* in Uptown in accordance with the *Town* Transportation Master Plan and policy 4.2.2.21.

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 provides 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 Bronte – Steeles as a mixed-use complete neighbourhood that accommodates population and employment growth.

It is the policy of the *Town* to:

2.3.2.31 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*.

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

2.3.2.33 Require the proponents of major *development* proposals to prepare a Comprehensive *Development Plan*, to the satisfaction of the *Town*, in accordance with Section 7.3.4.

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

Objective 20. Create a vibrant neighbourhood in Bronte – Steeles 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:

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

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

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

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

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

2.3.2.40 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, Milton Trafalgar GO Village/PMTSA, and South Milton Village. Milton's Urban Village Centres are distinctive destinations and gathering areas at various locations within the Urban Area, which contribute to create a strong sense of place. They are primary mixed-use centres focused around a planned transit-oriented node.

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

The Education Village 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 MEV is planned to be a unique and innovative neighbourhood focused around post-secondary education, related employment, and *recreation uses*, and planned regional and local transit services, in a well-connected pedestrian-oriented environment.

The Education Village 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.

DRAFT

By 2051, the Education Village will be a centre of creativity, innovation and research and 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 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 with the surrounding neighbourhoods.

2.3.3.7 Provide for *transit-supportive development* in a pedestrian-oriented urban environment.

Milton Trafalgar GO Village/PMTSA

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 form the core of the community with a cluster of major residential and employment uses 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 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 capacity of available *infrastructure*.

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.

2.3.3.15 Protect for the implementation of the Milton-Trafalgar GO Station with Metrolinx and upper levels of government.

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:

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

2.3.3.17 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.

South Milton Village

The South Milton Village 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 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 South Milton Village will be a focal point and community destination, providing a range and mix of uses, services and open spaces at *transit-supportive* densities.

DRAFT

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

It is the policy of the *Town* to:

2.3.3.21 Achieve a minimum *development density* target of 100 residents and jobs combined per gross hectare in the South Milton Village in accordance with the applicable policies of the Britannia Secondary Plan, recognizing that this may 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*.

2.3.3.22 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:

2.3.3.23 Create a walkable and vibrant *public realm* in the South Milton Village.

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

2.3.3.25 Support greater height and density in the South Milton Village while ensuring the proper integration with the surrounding neighbourhoods and Omagh.

2.3.4 Community Hubs

Milton's Community Hubs, identified on Schedule 4, are mixed-use destinations in the Urban Area 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 retail and services needs of residents in easily accessible locations. While some Community Hubs are intended to achieve higher residential intensities and a full mix of uses, other hubs may accommodate a more limited range of uses and density consistent with 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 for 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 Community Hub 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.

2.3.5 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, *Environmental System*, 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 contributing to vibrant neighbourhoods, where appropriate and applicable.

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

2.3.6 Economic Growth Areas

The *Town* will ensure sufficient land and services are available to accommodate the growth in the number of jobs in Milton. The needs of a variety of employers and residents will be considered by the *Town* when planning for the use of 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 Accommodate 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 goods movement traffic.

2.3.6.4 Ensure the necessary *infrastructure* to support the development of Economic Growth Areas in accordance with the *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 Manage, monitor and review the *sustainable development* of 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 Encourage a cluster of employment uses in *Employment Areas* that makes a substantial contribution 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 removal of lands from *Employment Areas* subject to the criteria established in policy 6.3.7.14.

2.4. The Rural Structure

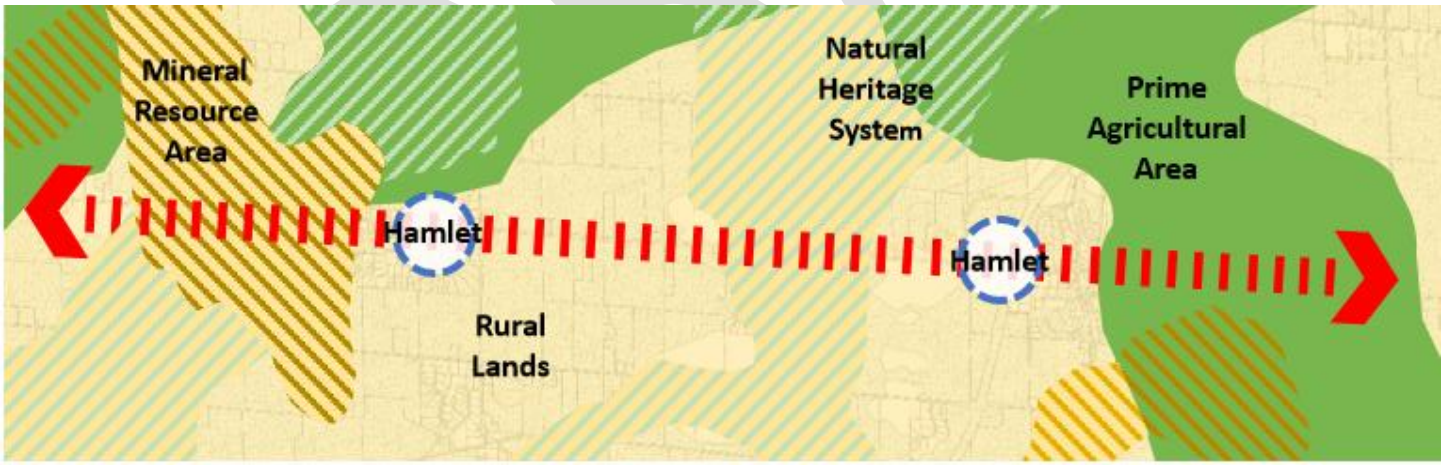
The land outside of the Urban Area is the *Rural Area*, as shown on Schedule 5 – Rural Structure. This area is mainly located in the northern portion of Milton and is 77 per cent of Milton's total land area. The *Rural Area* has a distinct *character* and has a productive agricultural sector. This sector 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 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*, which 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.



DRAFT

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 the *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 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 effects* 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 *Conservation Authority* and other applicable agencies.

2.4.1.18 Promote *environmentally sustainable* and sensitive agricultural practices.

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

It is the policy of the *Town* to:

2.4.1.19 Protect agricultural operations from adjacent urban *development*.

2.4.1.20 Recognize and take into account the impacts of trespassing on agricultural operations.

2.4.1.21 Use tools including, but not limited to, zoning and *setbacks*, to minimize the potential impacts from future urban *development* on agricultural operations.

2.4.2 Agricultural System

Objective 38. Protect and enhance agricultural lands and operations.

It is the policy of the *Town* to:

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

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

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

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

2.4.2.5 Recognize *agricultural uses*, *agricultural-related uses*, *on-farm diversified uses,* and *normal farm practices* as being compatible with the Environmental System, subject to the policies of this Plan.

2.4.2.6 Avoid the fragmentation of agricultural lands and encourage their consolidation.

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

2.4.3 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, such as golf courses or horse-riding schools.

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:

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

2.4.3.2 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*.

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

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

2.4.3.5 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.

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

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

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

2.4.4 Prime Agricultural Area

Prime Agricultural Lands are a limited, non-renewable resource. These lands are the foundation of the *Prime Agricultural Area*, 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 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 the existing *agricultural system* 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*, *agricultural-related* uses, and *on-farm diversified uses*.

It is the policy of the *Town* to:

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

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

2.4.4.3 Permit *agricultural uses* and *normal farm practices*, *agricultural-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.

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

2.4.4.5 Require *agricultural impact assessments* for non-agricultural *development* in *Prime Agricultural Areas* to identify and assess potential impacts from *development* on agricultural operation, where applicable.

2.4.4.6 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.

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

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

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

2.4.5 Hamlets

In Milton, the settlements of Brookville, Campbellville and Moffat are identified as Hamlets in the Greenbelt Plan Area. The cultural and economic activities that occur in the Hamlets meet the local needs of the rural residents and businesses. To promote their continued success, a limited 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:

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

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

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

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

2.4.5.5 Require *development* with three or more residential *lots* or their equivalent to provide a hydrogeological study in accordance with applicable guidelines and *best management practices*, to the satisfaction of the *Town*, in consultation with the *Region*.

2.4.5.6 Encourage business opportunities that support the rural community.

2.4.5.7 Consider the local rural characteristics, scale of *development* and the provision of appropriate service levels when integrating *development* within the Hamlets.

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

2.4.5.9 Prohibit the expansion of Hamlets into the Greenbelt Plan Area or the Niagara Escarpment Plan Area.

2.4.5.10 Develop an Area Specific Plan for the Hamlets, in accordance with Section 7.3, to enable the following:

a. *Opportunities to support the viability of residential, mixed-use, commercial and employment areas;*

b. Opportunities for *public realm* improvements;

c. Opportunities to enhance or facilitate economic activity; and

d. Opportunities for *cultural heritage resource* conservation.

2.4.5.11 Prior to commencing the preparation of an Area Specific Plan, Terms of Reference for this area specific 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.*

2.4.5.12 Through the area specific planning 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 the Area Specific Plan as approved by Council.*

2.4.6 Mineral Aggregate Resources and Petroleum Resources

Mineral aggregate resources are stone, sand and gravel used in the construction industry and in the production 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 use, 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* occur 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 managing *mineral aggregate operations*.

It is the policy of the *Town* to:

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

2.4.6.2 Protect high potential *mineral aggregate resource* areas consisting of primary and secondary sand and gravel resource areas and selected bedrock/shale resource areas, in accordance with the policies of this Plan.

2.4.6.3 Make available as much of the *mineral aggregate resources* as is realistically possible as close to market as possible.

2.4.6.4 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.

2.4.6.5 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.

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

2.4.6.7 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.

2.4.6.8 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:

2.4.6.9 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.

2.4.6.10 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.

2.4.6.11 Prohibit *mineral aggregate resource* extraction in the *provincially significant wetlands*, *significant habitat of endangered species and threatened species,* except in accordance with *provincial and federal requirements*, and, *quarries* within 200 metres of the *Escarpment Brow*.

2.4.6.12 Protect water resources from potential *adverse effects* 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 recommendations, to the satisfaction of the *Town*.

2.4.6.13 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.

2.4.6.14 Recognize *mineral aggregate operations* as 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.*

2.4.6.15 Support *mineral aggregate resource* conservation through resource recycling and support the use of accessory recycling facilities within operations, where feasible.

2.4.6.16 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.

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

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

2.4.6.19 Notwithstanding 2.4.6.14, require rehabilitation to an *agricultural condition* 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.

2.4.6.20 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 *petroleum resources* operations or access to *petroleum resources*; and

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

DRAFT

This page has been left
intentionally blank

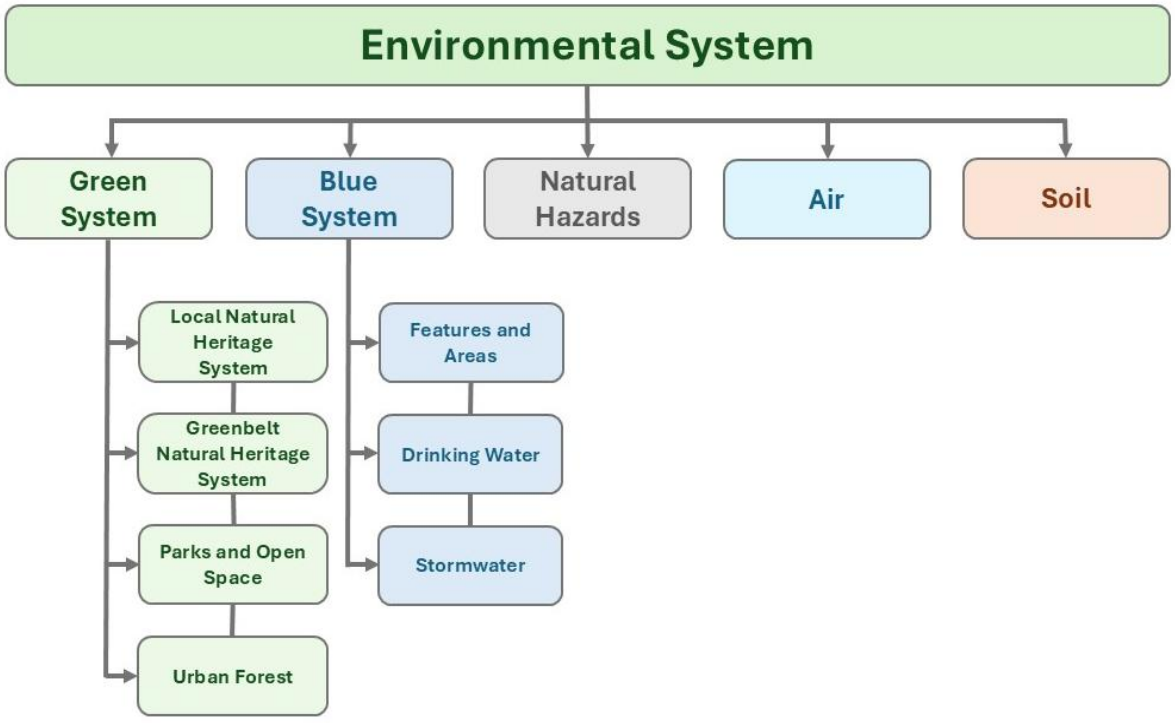
DRAFT

SECTION 2. SUSTAINABLE GROWTH

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*.

Figure 5. The Environmental System.



The 'Green System' includes provincial and local natural features and areas, hydrologic features, parks, lands that have been restored or have the potential to be restored to a natural state, areas that support *hydrologic functions*, and landscapes that maintain *ecological functions*. 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 natural hazards, 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.

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 and Greenbelt 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.

3.1.1.9 Recognize the important role the Environmental System plays in mitigating the *impacts of a changing climate* by protecting, restoring 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.

3.1.1.11 Work with the Niagara Escarpment Commission on *development* applications within the Niagara Escarpment Plan Area.

3.1.1.12 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.

3.1.2 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 subwatershed studies.

3.1.2.4 *Watershed Plans* and subwatershed plans will be used to inform land use and *infrastructure* planning and to consider the *cumulative impact* of *development* on the Green and Blue Systems.

3.1.2.5 The *Town* will collaborate with the *Conservation Authority* to implement 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*.

3.1.3.7 Notwithstanding policy 3.1.3.1, 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.

3.1.3.8 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*.

3.1.3.9 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.

3.1.3.10 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.

3.1.3.11 Through the Master Environmental Servicing Plan, or equivalent, the *Town* will comprehensively evaluate the environmental and functional servicing requirements, 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, recognizing the inter relationship with the Green System, *Water Resource System,* and natural hazards.

3.1.3.12 *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, the *Town's* Consolidated Linear *Infrastructure* Environmental Compliance Approval, *Town*'s Engineering and Parks Standards Manual, and other applicable legislation, when a Master Environmental Servicing Plan, or equivalent, is not required or has been completed.

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 wildlife habitat , clean air, and recreation and health benefits for residents. In order to obtain these benefits, the features and areas need to be linked together as a functional environmental network. Through the planning and *development* process, the *Town* will protect, enhance and integrate the Green System.

3.2.1 Green System Management

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

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

It is policy of the *Town* to:

3.2.1.1 Identify, as a component of the Green System on Schedule 6 - Green System, the following:

a. *Local Natural Heritage System;*

b. Greenbelt Natural Heritage System; and

c. Parks and Open Spaces.

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

3.2.1.3 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 green spaces to contribute to a healthy ecosystem and community well-being.

It is policy of the *Town* to:

3.2.2.1 Acknowledge that 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*.

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

3.2.2.3 Maintain and enhance the unique ecological areas of the Niagara Escarpment Plan.

3.2.2.4 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.

3.2.2.5 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.

3.2.2.6 Recognize the parts of the *Agricultural System* that are within the *Local Natural Heritage System* as areas where *agricultural uses* are promoted and supported as *compatible* and complementary uses in accordance with the policies of this Plan.

3.2.2.7 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*.

DRAFT

Local Natural Heritage System Management

3.2.2.8 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 6 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.

3.2.2.9 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*.

3.2.2.10 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.

3.2.2.11 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.

3.2.2.12 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.

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

3.2.2.14 *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.

3.2.2.15 *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*.

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

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

3.2.2.18 *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*.

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

3.2.2.20 Proponents of *development* or *site alteration* in an earth science *area of natural and scientific interest* shall ensure protection of the geological or geomorphological attributes for which the *area of natural and scientific interest* was identified.

3.2.2.21 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.

3.2.2.22 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.

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

3.2.2.24 *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.

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

3.2.2.26 The *Town* will encourage the protection and retention of non-*significant wetlands* for their continued environmental functions.

3.2.2.27 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 Trail;

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.

3.2.2.28 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.

3.2.2.29 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.

3.2.2.30 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.

3.2.3.2 Implement a systems approach to protecting the Greenbelt Natural Heritage System, as identified in the 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 Seek to acquire Greenbelt lands within the *Town*'s land holdings to develop parklands, ensure environmental enhancement and preservation and to protect such lands in perpetuity.

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* 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* or the Province.

3.2.3.11 *Development* or *site alteration* in the key *natural heritage features* of the Greenbelt 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, to the satisfaction of the *Town*.

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 off-road trail networks wherever possible.

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

3.2.4.7 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 multi-use paths, sidewalks, cycling paths and recreational trails to provide a continuous and interconnected *active transportation* network, where feasible.

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 Area Specific Plans to demonstrate a continuous and interconnected Green System, where feasible.

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 *tree* canopy and associated vegetation that provides environmental, social, and cultural benefits including crucial habitat, food source and corridors for birds, insects, and other wildlife.

3.2.5.2 Establish strategies, policies, and by-laws that protect, enhance, and value the *urban forest* as a natural asset.

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

3.2.5.4 Work with *development* proponents to identify and protect the *urban forest* from *adverse effects* 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 preservation and responsible management of *woodlots* within the town.

Urban Forest Management

3.2.5.7 The *Town* will seek to protect, enhance, and restore the *urban forest* through an *Urban Forest* Management Strategy to be reviewed and updated periodically.

3.2.5.8 The *Town* will plant and maintain native *trees* and vegetation within *Town*'s properties.

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

3.2.5.10 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.

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

3.2.5.12 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. Preserve *woodlots* in situ;

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

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

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

f. Integrating a diverse mix of native plant species.

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

DRAFT

3.3 Blue System

The Blue System is made up of the water resources that are found on the landscape, such as rivers and streams and below the ground such as aquifers. Water resources form a system that depends on rain or snow infiltrating into the ground or collecting in surface water bodies. 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 seeps into the ground and more water runs-off through the urban environment, which can then inundate the system and may compromise the water resource quality.

Hotter or drier conditions and bursts of heavy rainfall, associated with climate change can create challenges to the health of the *water resources system*.

The policies of this Plan are intended to protect water resources across Milton's watersheds.

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

3.3.1 Water Resources Features and Areas

Objective 50. Protect 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. Headwater drainage features

f. Permanent and intermittent streams

g. Waterbodies (and their littoral zones)

h. Wetlands

3.3.1.2 Protect, enhance, or restore *ground water features*, *surface water features* and *hydrologic function* 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 impact* 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 planning* and subwatershed 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 quality and quantity water resources;

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

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

d. Watercourses and headwater drainage features, flooding or erosion.

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

3.3.1.10 The *Town* will encourage the implementation of water conservation measures.

3.3.1.11 The *Town* will require the implementation of *low-impact development* measures.

3.3.1.12 The policies of the Greenbelt Plan will be applied to *development* and *site alteration*s within, or adjacent to the key hydrologic areas and key hydrologic features of the Greenbelt Plan Area.

DRAFT

3.3.2 Municipal Drinking Water: Source Water Protection

Objective 51. Protect municipal drinking water supplies.

It is policy of the *Town* to:

3.3.2.1 Identify 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, and are subject to change.

3.3.2.2 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.

3.3.2.3 Require an impact assessment to assess the potential of a proposed *development* to affect the quality and quantity of groundwater resources and a risk management plan to mitigate any potential impacts, in accordance with the applicable Source Water Protection Plan.

3.3.2.4 Require a risk management plan, for activities designated for the purpose of section 58 under the Clean Water Act, 2006 in accordance with the applicable Source Water Protection Plan, where there could be a significant drinking water threat.

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 sources.

3.3.2.7 Prohibit or restrict all land uses, except residential uses, where 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.

3.3.2.8 The *Town* will 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 Wellhead Protection Area.

3.3.2.9 The *Town* will prohibit waste disposal sites, as defined in Part V of the *Environmental Protection Act*, where waste disposal sites would be a

DRAFT

significant drinking water threat in accordance with applicable source protection plans.

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

3.3.2.11 The *Town* will require *development* proponents to locate septic systems outside of the *vulnerable* areas, in accordance with applicable source protection plans where feasible.

3.3.2.12 *Lot* sizes shall be sufficient to accommodate a septic system that requires approval under the Ontario Building Code, where the system is proposed in *vulnerable* areas, and the septic system would be a significant drinking water threat in accordance with applicable source protection plans.

3.3.2.13 The *Town* shall not permit salt storage facilities with capacity greater than 5,000 tonnes in vulnerable areas, in accordance with the applicable source protection plans.

3.3.2.14 Snow storage facilities shall only be permitted in *vulnerable* areas in accordance with applicable source protection plans.

3.3.2.15 The *Town* will require the use of *best management practices* for the site design of snow storage facilities, when the use is permitted, , in *vulnerable* areas in accordance with applicable source protection plan.

3.3.2.16 Gas bar or service station uses 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, within *vulnerable* areas, and in accordance with the applicable Source Protection Plan, 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.

DRAFT

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

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

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

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

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

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

3.3.3.7 The *Town* will require *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.

3.3.3.8 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*.

DRAFT

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 excavated and 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, Conservation and Parks' 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* processes.

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 applicable guidelines for reviewing *development* applications with respect to contaminated or potentially contaminated sites.

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 execution of a *development* agreement.

3.4.1.8 The *development* proponent shall submit a grading plan and an erosion control 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 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 or potentially contaminated sites to undertake a site assessment process in accordance with any applicable legislation, regulations, and guidelines, to determine whether there is any 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.

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 consumed. The *Town* is planning for communities that promote clean air by reducing the need to burn fossil fuels and promoting the use of 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*, the Province, and other partners to monitor, report on, and raise awareness of local air quality.

3.5.1.5 The *Town* will coordinate with stakeholders 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 support opportunities to use *green infrastructure* to improve air quality.

DRAFT

3.6 Natural Hazards

Natural hazards, such as flooding and erosion, are naturally occurring processes, that can be a risk to public health and safety and cause lands to be unsafe for development. Directing *development* to areas outside of *hazardous lands* protects public health and safety and contributes to climate change resilience. *Hazardous lands* can also be part of the Environmental System.

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 to protect and reduce any associated risks to human health and safety through the land use planning process.

By 2051, the risks associated with natural hazards are managed and mitigated to protect the health and safety ofthe community.

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 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 fire*s in accordance with provincial guidance.

3.6.1.3 Direct *development* to areas outside of lands that are unsafe for *development* due to the presence of *hazardous forest types for wildland fire*. *Development* may be permitted in lands with *hazardous forest types for wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards.*

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

3.6.1.5 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.

3.6.1.6 Work with the appropriate *Conservation Authority* to manage *development* that is permitted in or adjacent to flood and *erosion hazards*.

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

3.6.1.8 Encourage the use of *low-impact development* and *green infrastructure*, where appropriate, practices to reduce the risks from natural hazards.

Natural Hazards Management

3.6.1.9 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.

3.6.1.10 The *Town* will direct *development* 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 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.

3.6.1.12 The limit of the *hazardous lands* may only be refined through a required technical study in consultation with the Conservation Authority.

3.6.1.13 *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 *flood plain* regardless of whether the area of inundation contains high points of land not subject to flooding.

3.6.1.14 *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;

DRAFT

c. A use associated with the disposal, manufacture, treatment or storage of *hazardous substances*;

3.6.1.15 New construction and the expansion or replacement of existing non-conforming uses within *hazard lands* shall not be permitted, except where permitted by the *Conservation Authority* under the *Conservation Authorities Act*.

3.6.1.16 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 3.6.1.15, already existed in the *Regulatory Flood Plain*. Notwithstanding the foregoing, such uses are strongly encouraged to relocate outside of the *flooding hazard*.

3.6.1.17 *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.

3.6.1.18 *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.

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

DRAFT

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 The *Town* will 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.

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 The *Town* will implement minimum separation distances between non-*compatible* uses when required.

3.7.1.7 Implement noise abatement guidelines to reduce the impact of noise

from roads/traffic on adjacent residential and *sensitive land uses*.

SECTION 4. SUSTAINABLE TRANSPORTATION

4.1 Transportation System

Transportation connects people and places, influencing our quality of life, public health, *environment,* and economy. As Milton grows, viable transportation options will be provided. The Milton's *Transportation System* is comprised of local, regional and provincial *infrastructure*. The vision for Milton's future *Transportation System* is an integrated, *multimodal* network that includes modes such as walking, cycling, buses, and trains, 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 into the design of neighbourhoods to create safe, accessible, and supportive environments for daily movement.

Milton will also need to plan for safe and efficient *freight-supportive Transportation System*. Truck movement is a component of the *Transportation System* and a part of the local economy. The *Town* can proactively plan for goods movement 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 60. 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 local, regional, and provincial *infrastructure*.

4.1.1.2 Support the implementation of Town and Region 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 the *Transportation System* on Schedule 10 - Transportation Plan or Appendix D.

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

4.1.1.5 Provide trail connections in accordance with Town and Region Transportation Master Plans to enhance *active transportation* through the town, where feasible.

4.1.1.6 Seek opportunities to provide direct and convenient local transit and *active transportation* connections to higher-order transit stations.

4.1.1.7 Implement and support transit opportunities in accordance with the Milton Transit Five-Year Service Plan and Master Plan.

4.1.1.8 Implement *multimodal* transportation and *active transportation* options to accommodate and provide choice to all users and abilities, where feasible.

4.1.1.9 Encourage the use of *transportation demand 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.

4.1.1.10 Work with the Province, Metrolinx, the *Region*, and other municipalities to plan for an inter-regional *Transportation System*, including a *higher order transit* system and road network throughout the Greater Toronto and Hamilton Area.

4.1.1.11 Coordinate with the Province, Metrolinx and the *Region* on 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.

4.1.1.12 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.

4.1.1.13 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.

4.1.1.14 Support the adaptation of the *Transportation System* to make it barrier-free to persons with a *disability* or mobility impairment.

Objective 61. 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:

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

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

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

4.1.1.18 Integrate existing and planned transportation *infrastructure* and *public service facilities* to create a *multimodal Transportation System*.

4.1.1.19 Provide convenient transit facilities to align with the Milton's Transit Five-Year Service Plan and Master Plan.

4.1.1.20 Support the early introduction of public transit service and *active transportation infrastructure* into new urban *development* to encourage transit ridership.

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

4.1.1.22 Support the implementation of *active transportation infrastructure*, along Major Arterial Regional Roads.

4.1.1.23 Plan for and develop a well-connected *active transportation infrastructure* 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.

Objective 62. Support an efficient network to move goods for residents and a variety of businesses, including agricultural.

It is policy of the *Town* to:

4.1.1.24 Work with the *Region* and the Province to identify and protect *major goods movement facilities and corridors* for the long-term.

4.1.1.25 In areas adjacent to major transportation and facilities, require noise, vibration, odour, and air pollution mitigation measures in accordance with appropriate guidelines.

4.1.1.26 Promote railroad safety and the reduction of noise, vibration, or other potentially *adverse effects*.

4.1.1.27 Consult with NAV Canada to ensure that proposed *development* that is in the vicinity of the Burlington Executive *Airport* and the Milton District Hospital complies with applicable requirements.

4.1.1.28 Minimize *negative impacts* and *adverse impacts* of goods movement corridors on neighbourhoods and the *environment*.

4.1.1.29 Explore options to reduce noise impact of arterial roads on adjacent existing residential uses in accordance with best practices.

4.1.1.30 Facilitate efficient goods movement while having regard for the need to protect residential neighbourhoods from potential *adverse effects*.

4.1.1.31 Avoid or mitigate the negative impacts of heavy truck traffic where it may conflict with *sensitive land uses* such as schools, parks, hospitals, and rural recreation or farm operations.

4.2 Transportation Infrastructure: Classification, Function and Design Requirements

4.2.1 Classification

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*.

Classification Function and Design Policies

4.2.1.2 Transportation *infrastructure*, including reconstruction of existing roads, shall be planned and developed to comply with the classification, function and design requirements outlined in Table 5 - Classification, Function and Design Requirements of Transportation Facilities and with the right-of-way widths outlined in Table 6 - Right-of-Way Widths of Specific Transportation Infrastructure.

4.2.1.3 The location of future or planned transportation *infrastructure* shall generally conform with Schedule 10 - Transportation Plan.

4.2.1.4 Transportation facilities identified in a Secondary Plan are shown on the schedules of Part C of this Plan, and will be planned in accordance with the applicable Secondary Plan.

4.2.1.5 Transportation *infrastructure* may be subject to a Municipal Class Environmental Assessment, or equivalent study, which may modify the right-of-way requirement outlined in this Plan.

Functions and Design Requirements

4.2.1.6 The hierarchy of roads within the town is categorized based on the function prescribed in Table 5.

4.2.1.7 Functional classifications and minimum right-of-way widths identified for specific roads within Table 6 shall be adhered to, unless otherwise recommended through *Town* or *Region*-initiated studies.

4.2.1.8 Transportation *infrastructure* 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 implement *infrastructure*, including but not limited to, *utilities*, 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.

4.2.1.10 Transportation *infrastructure* shall adhere to standards and have regard for guidelines as applicable.

4.2.1.11 Transportation *infrastructure* 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 infrastructure* within the right-of-way, where possible.

4.2.1.12 The *Town* will require proposed *developments* to comply with minimum setback standards, parking provision policies, access control policies, and applicable design criteria for transportation *infrastructure* consistent with the function and design criteria as described in Table 5, in consultation with the Province and the *Region*, where appropriate.

4.2.1.13 All new and reconstructed transportation *infrastructure* 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.

4.2.1.14 Notwithstanding Tables 5 and 6, where a road width is shown on Schedule 13e, Schedule 13e rights-of-way prevail.

DRAFT

Table 5. Classification, Function and Design Requirements of Transportation Infrastructure.

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 infrastructure*	• 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 infrastructure*	• 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 infrastructure*	• Connects to Collector, Arterial, Expressway and Freeway • Traffic volume 5,000-20,000 vehicles/day • Express and local buses permitted

Continue on the next page

FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
Major Arterial Regional Roads	• Serve mainly inter-regional and regional travel demands through Urban Area and *Rural Area* • 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 infrastructure*	• High degree of access control • Right-of-way requirements up to 50 metres • 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 (1)	• 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

Continue on the next page

DRAFT

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 infrastructure* and transportation and transit *infrastructure*, at stations.

Footnote to Table 5:
(1) 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.

DRAFT

Table 6. Right-of-Way Width of Specific Transportation Facilities.

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
REGIONAL ROADS				
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	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	Tremaine Road (RR 22)	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 (RR 6)	James Snow Parkway (RR 4)	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
Appleby Line	Steeles Avenue (RR 8)	Campbelville Road	Collector	26m

Continue on the next page

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
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	Township 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	Thompson Road South	Collector	26m
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
Fifth Line	Main Street East	Highway 401	Local Arterial	35m
Heslop Road	Commercial Street	Bronte Street South	Collector	23m

Continue on the next page

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
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	30m
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
All other Local Arterials			Local Arterial	35m
All other Collectors			Collector	Up to 26m
All other Local Roads			Local	16m or 18m

DRAFT

4.2.2 Local and Regional 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.

4.2.2.2 Design and implement alternative rights-of-way that are identified through Area Specific Plans or Municipal Class Environmental Assessments.

Roads Policies

4.2.2.3 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 as may be amended, shall be required to the satisfaction of the *Town*.

4.2.2.4 The *Town* will work with the Province and the *Region* to plan for and protect *planned corridors* and rights-of-way for transportation *infrastructure* , as shown on Schedule 10 and Table 6, to meet current and projected needs.

4.2.2.5 *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.

4.2.2.6 The *Town* will work with the Province and the *Region* to continue to support the completion of Provincial Transportation Corridor Environmental Assessment Studies.

4.2.2.7 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.

4.2.2.8 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.

4.2.2.9 The *Town* may use a variety of "traffic calming" techniques on *Town* roads 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;

DRAFT

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.

4.2.2.10 The *Town* may require as a condition of approval of *development*, that sufficient lands are conveyed to the *Town*, the *Region,* or the Province as applicable, or as identified in the Municipal Class Environmental Assessment or other applicable process, 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, except where technically or environmentally infeasible.

4.2.2.11 All new and reconstructed transportation *infrastructure* 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.

4.2.2.12 The *Town* shall require the conveyance of lands at intersections to provide for exclusive turning lanes, daylighting and other special treatments including, but not limited to, the construction of roundabouts, bridges, overpasses, depressed sections of roads, lane channelization, or traffic control devices. 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.

4.2.2.13 Land dedication for daylight triangles on roads under the *Town*'s jurisdiction will be based on Table 7.

4.2.2.14 The conveyance of daylight triangles having lesser dimensions than specified in Table 7 will only be accepted where existing *development* prohibits such dimensions.

4.2.2.15 The *Town* will control the number and location of intersections on *Town* roads 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.

Table 7. Intersection Daylighting Requirements.

INTERSECTION	DAYLIGHTING
Local/Laneway	5.0m - Radius
Local/Local	5.0m - Radius
Local/Collector	7.5m - Triangle
Collector/Collector	10.0m - Triangle
Arterial/ Local	15.0m - Triangle
Arterial/Collector	15.0m - Triangle
Arterial/Arterial	15.0m - Triangle

Footnote to Table 7:
For other intersection requirements refer to the *Town*'s Engineering and Parks Standards Manual.

4.2.2.16 Public right-of-way allowance widths 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, grading, 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.

4.2.2.17 The *Town* may consider a reduced public right-of-way allowance width and/or daylighting requirements on *Town* roads 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;

f. The presence of a cultural heritage resource; and

g. would not compromise the *Town*'s ability to accommodate future *infrastructure* improvements.

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 on *Town* roads, 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 Road Study Areas

4.2.2.19 The *Town* and/or the *Region* may proceed with studies to implement new or improved road corridors, as identified in the *Town* and/or *Region* Transportation Master Plans. Study areas for new corridors are conceptually identified on Appendix D.

4.2.2.20 *Development* may be permitted within a study area conceptually identified on Appendix D, in accordance with the policies of the Plan and Secondary Plans, provided that it can be demonstrated that the *development* would not prejudice or inhibit reasonable consideration of potentially feasible alternatives for the location of the corridor, to the satisfaction of the *Town* and/or the *Region.*

Future Roads in Uptown

4.2.2.21 The *Town* will plan and implement improvements to the *Transportation System* in Uptown in accordance with the *Town* Transportation Master Plan to:

a. include active pedestrian boulevards, wide sidewalks, bike lanes, consistent paving treatments, and street *tree* planting on Main Street East;

b. add a new east-west street between Thompson Road North and Wilson Drive and a north-south street to connect the new east-west street with Main Street East as identified on Schedule 13e, to facilitate the *redevelopment* of properties along Main Street East and to provide access from the rear of these properties;

c. extend Nipissing Road to Ontario Street South, as identified on Schedule 13e; and

d. any other improvements identified through the comprehensive

development of the *development* blocks identified on Schedule 13e.

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.

4.2.3.2 Ensure *sensitive land uses* are appropriately designed, buffered, and/or separated from *rail facilities*, to mitigate *adverse effects*.

Rail Development Policies

4.2.3.3 The *Town* will advocate for improved railway *infrastructure* and service where it is the best interest of the *Town* and the *Region*.

4.2.3.4 In co-operation with the appropriate authorities and *public agencies*, the *Town* will review *development* applications 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 regard for such criteria as the frequency of rail traffic, vehicular and pedestrian traffic, road blockage or other hazardous conditions.

4.2.3.5 All proposed *development* adjacent to or in proximity to railways/yards/terminals and 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.

4.2.3.6 *Development* in proximity to a railway corridor is subject to the following:

a. Proposed residential *development* or other *sensitive land uses* located within 1,000 metres of a rail yard may 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.

b. 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.

c. Where applicable, any *development* within 75 metres of the rail corridor within which there is a Metrolinx rail service 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 and vibration study to the satisfaction of the *Town* and Metrolinx;

iii) Where requested by Metrolinx, register an Environmental/Operational *Easement* in favour of Metrolinx over the subject lands; and

iv) 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.

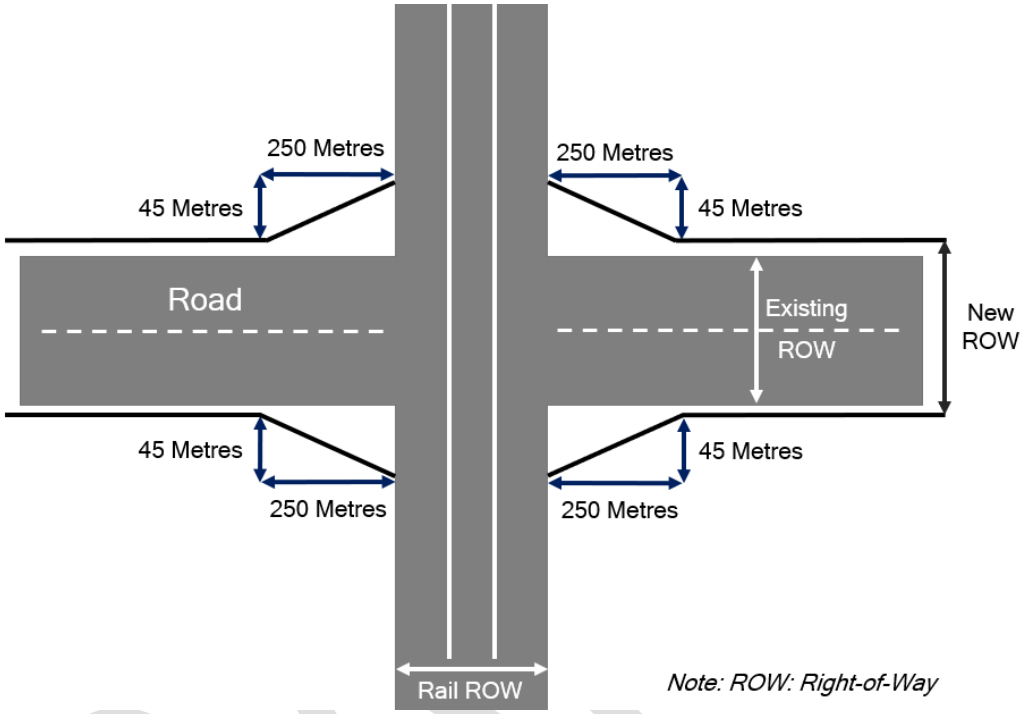
4.2.3.8 The *Town* will monitor and anticipate the need for pedestrian crossings at the intersection of the former CNR crossing and the existing CPKC corridor north of the Mill Pond.

4.2.3.9 Future grade separations at the crossing of *Town* roads with a rail line shall comply with minimum dimensions shown in Figure 6.

4.2.3.10 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.

4.2.3.11 *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.

Figure 6. Minimum Right of Way Requirements For Future Railway Grade Separations.



4.2.4 Trails

It is policy of the *Town* to:

4.2.4.1 Encourage and promote the connectivity and use of trails as part of the *active transportation* and recreational network.

4.2.4.2 Classify trails as either *passive trails* or *active trails* based on the intent and function of the trail within the town's *active transportation infrastructure*.

Trails Development Policies

4.2.4.3 The *Town* shall provide and maintain a trail system that is designed for safe, reliable, and year-round use, where appropriate.

4.2.4.4 The Town's trail system shall connect open space corridors (i.e. Ontario Hydro or TransCanada Pipeline rights-of-way), publicly-accessible lands, 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.

4.2.4.5 The *Town* shall maintain *active trails* for year-round usability and will not be required to service *passive trails* year-round.

4.2.4.6 The *Town* shall include wayfinding signage at trail heads to provide clarity on amenities, destinations, and seasonal levels of service, that can be accessed by trails.

4.2.4.7 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 Ensure parking provision within *development* is appropriate 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, passenger pick-up and drop-off, and loading requirements and may establish maximum parking requirements in the Zoning By-law, where appropriate.

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 to reduce car dependency.

4.2.5.6 Parking maximums may be considered within *Strategic Growth Areas,* and high-density nodes, for *affordable* housing or where high levels of transit exist or are planned.

4.2.5.7 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.

4.2.5.8 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.

4.2.5.9 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.

4.2.5.10 Ingress/egress points to parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged.

4.2.5.11 Parking lot design shall be in accordance with the policies of Section 5.2 and applicable policies of Section 6.

4.2.5.12 The *Town* will ensure adequate on-street and off-street parking facilities are provided to meet the parking demand by:

a. Specifying parking standards, 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 and Parks Standards Manual;

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; and

d. Implementing the recommendations and actions of the Town-Wide Parking Strategy.

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.

4.2.5.14 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.

DRAFT

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 is an essential part of an overall integrated and sustainable *Transportation System*. *Transportation demand management* measures shall be evaluated in all transportation related studies 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 Transportation Demand Management

It is policy of the *Town* to:

4.3.1.1 Support the use of *transportation demand management* measures.

Transportation Demand Management Policies

4.3.1.2 The *Town* may require any *development* which contains more than 3,000 square metres of either *office or institutional use* or 10,000 square metres of industrial use to provide 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*, which may include targets for mode share, including walking, cycling, and transit, to encourage measurable increases in sustainable transportation use.

4.3.2 Active Transportation

It is policy of the *Town* to:

4.3.2.1 Support the use of *active transportation infrastructure*.

4.3.2.2 Encourage partnerships with the *Conservation Authority* to identify off-road *active transportation* connections or opportunities.

Active Transportation Policies

4.3.2.3 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.

4.3.2.4 The *Town*'s existing and proposed *active transportation* network is shown in the Town Transportation Master Plan and/or in Area Specific Plans.

4.3.2.5 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 *Region*, as applicable, shall be executed prior to implementation.

4.3.2.6 The *Town* will encourage *the Region* to implement *active transportation infrastructure* along Major Arterial Regional Roads.

4.3.2.7 The *Town* shall encourage partnerships with the *Conservation Authority* to identify off-road *active transportation* connections or opportunities.

4.3.2.8 The *Town* will collaborate with applicable agencies to encourage the use of *active transportation* to schools.

4.3.2.9 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

DRAFT

development application that outlines connectivity and safe access between pedestrian generators, such as *residential areas*, schools, parks, commercial areas, and transit facilities.

4.3.2.10 The *Town* will implement, in conjunction with the Province, Metrolinx and the *Region*, a network of *active transportation infrastructure* that is integrated with public transit services.

4.3.3 Complete Streets

It is policy of the *Town* to:

4.3.3.1 Support the implementation of *complete streets* which balance the needs of all road users.

Complete Streets Policies

4.3.3.2 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.

4.3.3.3 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 Parks Standards Manual, 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.

4.3.3.4 *Development* shall be required to be in accordance with all applicable By-laws, and have regard for applicable guidelines or strategies.

Traffic Calming Policies

4.3.3.5 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 and Parks Standards Manual, including but not limited to, curb extensions, raised surface treatments, chicanes, and textured paving.

DRAFT

4.3.3.6 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.

4.3.3.7 The *Town* will design roads for speeds appropriate to their context.

4.3.4 Roundabouts/Intersections

It is policy of the *Town* to:

4.3.4.1 Provide guidance on when and how roundabouts should be used as a functional element of the *Transportation System*.

Roundabouts/Intersections Policies

4.3.4.2 The *Town* will require transportation assessments and studies to have regard to the following:

a. Measures to mitigate intersection safety concerns;

b. How roundabouts function in relation to pedestrian safety, transit service, 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.

4.3.5 Public Transit

It is policy of the *Town* to:

4.3.5.1 Develop, maintain, upgrade and advocate for a network of transit services that provide safe, equitable, and convenient access to people of all abilities.

Public Transit Policies

4.3.5.2 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, service regularity, and *transit service integration*, 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;

DRAFT

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.

4.3.5.3 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* allows for the early provision of transit services and transit integration through supportive street layouts, block sizes, and walking connections to encourage transit use;

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 *development* and major destinations.

4.3.5.4 The *Town* will ensure that all on-street public transit stops are coordinated with current and future service needs and 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.

4.3.5.5 The *Town* will increase connectivity and integration between transit and cycling by locating bus stops adjacent to *active trail* access points.

4.3.5.6 The *Town* will develop transit service guidelines and transit accessibility standards to support the implementation of transit expansion and accessibility to transit services.

4.3.5.7 The *Town* will monitor transit ridership and service, and update the Milton Transit Master Plan from time to time.

4.3.5.8 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.

4.3.5.9 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.

4.3.5.10 The *Town* will provide local service to GO services to facilitate *transit service integration* between the systems and to support convenient public access to major destinations surrounding Milton in accordance with the Milton Transit Five-Year Service Plan and Master Plan.

4.3.5.11 The *Town* will ensure *development* has regard for Metrolinx planned *infrastructure* and service delivery network, where applicable.

4.3.5.12 The *Town* will work with the Province, Metrolinx, the *Region*, and other municipalities towards the co-ordination of inter- and intra-regional transit services.

4.3.5.13 The *Town* will work with the Province, Metrolinx, the *Region*, and other municipalities, in achieving the continuous service and network enhancement of the GO Transit system.

4.3.5.14 The *Town* will seek provincial and federal funding and advocate other revenue sources to support a strong local transit system.

4.3.5.15 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.

4.3.6 Goods Movement

It is policy of the *Town* to:

4.3.6.1 Support the safe and efficient movement of goods within and through the Town.

Goods Movement Policies

4.3.6.2 The *Town* shall monitor goods movement activity and, as necessary, update the *Town*'s Uniform Traffic Control By-law, as may be amended.

4.3.6.3 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.

4.3.6.4 The *Town* will work with the *Region* to ensure goods movement within the town is integrated with the regional *Transportation System*.

4.3.6.5 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*.

4.3.6.6 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.

DRAFT

4.4 Major Arterial – Regional Roads

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 applicable guidelines. The goal for the regional transportation is to provide a safe, convenient, accessible, affordable, and efficient inter-regional *Transportation System*, while minimizing the impact on the environment and promoting energy efficiency. The policies of this section provide a 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 policy of the *Town* 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 15 metres by 15 metres 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) 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, grading, noise walls, additional turning lanes and channelization at

intersections, landscaped medians, elements required to address pedestrian comfort, safety or accessibility, separated bicycle paths, wider roadway cuts or embankments;

iii) turning lanes and channelization at intersections;

iv) traffic control devices or other utility locations; and

v) 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 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.

4.4.1.3 In conjunction with the *Region*, restrict access to Major Arterial Regional Roads in accordance with the Region's most up to date guidelines and by-laws and in consideration of 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 *infrastructure* 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 Support the *Region* in maintaining programs to continually improve safety on the regional *Transportation System*.

4.4.1.7 Support the *Region* in monitoring the overall performance of the regional *Transportation System*.

4.4.1.8 In conjunction with the Province, and other municipalities in the Greater Toronto and Hamilton Area, plan an efficient, safe, and integrated *Transportation System* for goods movement by rail, road, water, and air.

4.4.1.9 Require a land use *compatibility study,* 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.

This page has been left
intentionally blank

DRAFT

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 8 to 11 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 63. Maintain a balance of primary rental and ownership housing stock as outlined in the *Town's* Housing Strategy.

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*, upper 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, and this Plan.

Table 8. Town-wide Housing Targets

TARGET TYPE	PERCENTAGE OF TOTAL ANNUAL TARGET
Urban Area	50 per cent of all new homes to be in the form of townhouses or multi-storey buildings
Affordability Target	25 per cent of all new homes to be affordable
Ownership Housing Target	75 per cent of all new homes to be ownership tenure
Rental Housing Target	25 per cent (a + b) of all new homes to be rental tenure: a. 72 per cent of all new rental homes be market rental; and b. 28 per cent of all new rental homes be *affordable* rental.

Table 9. Ownership Housing Target

TARGET TYPE	PERCENTAGE OF TOTAL OWNERSHIP UNITS	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

Table 10. Urban Area Housing Target

DENSITY SUB-TARGET	PERCENTAGE IN THE FORM OF TOWNS AND MULTIPLEXES
Medium Density Sub-target	24 per cent
High Density Sub-target	76 per cent

Footnote to Table 10:
Medium-density residential *development* typically consists of townhouses, triplexes, fourplexes, and some forms of low-rise apartments buildings. High-density residential *development* typically consists of mid-rise and *high-rise* apartment buildings.

Table 11. Rental Housing Target

TARGET TYPE	PERCENTAGE OF TOTAL ANNUAL TARGET (25 PER CENT OF TOTAL TARGETS TO BE RENTAL)	PRODUCT TO ACHIEVE TARGET	METHODS TO ACHIEVE TARGET
A. Market Rental Housing	A. 72 per cent	New rental housing, both primary and secondary market (rented condos, *ARUs*).	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, *ARUs*).
B. *Affordable* Rental Housing (a + b)	B. 28 per cent (a + b)		
a. Below Market (80-100 per cent AMR) Sub-target	a. 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.
b. Deeply *Affordable* (less than 80 per cent AMR) Sub-target	b. 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 (A + B)	100 per cent (A + B)		

5.1.3 Housing Supply

Objective 64. 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 the proponent for residential development, including conversion of rental buildings to condominium tenure or demolition of rental, to provide 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 generally include the following, where appropriate:

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 Encourage innovative housing design that will facilitate *affordable housing*, including options to incorporate *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 Encourage the proponent of *assisted* and *affordable housing* projects receiving government funding to include, as appropriate, units with *universal physical access* and enhanced energy conservation standards.

5.1.3.12 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.

5.1.3.13 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.

5.1.3.14 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.

5.1.3.15 Encourage integration of *assisted housing*, *affordable* housing, and *shared housing* with *market housing*.

5.1.3.16 Only permit *shared housing* which accommodates more than ten (10) individuals, exclusive of staff, within an Institutional Designation.

5.1.3.17 Prohibit, where appropriate under the *Planning Act* or the *Condominium Act*, the conversion of residential rental properties to a uses unless replacement units are provided in order to maintain a rental housing vacancy threshold of 3 per cent.

5.1.4 Affordable Housing

Objective 65. 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 upper 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 with the Region and community partners in the *Town* 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 Notwithstanding policy 5.1.3.17, 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*.

5.1.4.6 Encourage the provision of *affordable* and/or rental housing within any *redevelopment* proposal located on a surplus school site, when feasible.

5.1.4.7 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.

5.1.4.8 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 66. 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, 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.

DRAFT

5.2 Urban Design and Placemaking

Urban design 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, Economic Growth Areas, *Strategic Growth Areas,* and to the community in its entirety.

Objective 67. 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 Ensure high quality design is used in all *public service facilities,* parks, and open spaces.

5.2.1.5 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.

5.2.1.6 Ensure that the design of *development* is informed by applicable urban design and built form guidelines.

5.2.1.7 Ensure that the preparation of urban design guidelines, where required, contributes to *development* that:

a. is *compatible* with and achieves appropriate transition to abutting development;

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*.

5.2.1.8 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 68. Ensure that new *development* is complementary to and *compatible* with existing *development*.

It is policy of the *Town* to:

5.2.1.9 Encourage new *development* to establish a contextual relationship between the proposed *development* to adjacent buildings, streets, and areas.

5.2.1.10 Design *development* to reinforce, complement, and enhance the overall pattern of built form and open spaces in the surrounding area.

5.2.1.11 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 69. Design civic buildings and spaces to a high standard of design excellence.

It is policy of the *Town* to:

5.2.1.12 Site civic buildings and spaces for prominence, visibility and universal accessibility.

5.2.1.13 Design civic buildings and spaces that are fully integrated with the urban design and built form of the community.

5.2.1.14 Incorporate low-impact design and other green site *development* and buildings practices.

5.2.1.15 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 70. Provide 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 a municipal sidewalk; and

d. create visual interest and diversity in the built environment. With a variety of architectural designs; and

e. complement the character of built form with *mature neighbourhood areas*.

5.2.2.3 Mid-rise and *high-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 the site, 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*;

f. include publicly accessible retail and *service commercial* interior spaces, where appropriate;

g. provide sufficient setbacks and adequate space and soil volume for *tree* planting and other landscaping;

h. incorporate bird-friendly designs and materials; and

i. create visual interest and diversity in the built environment.

5.2.2.4 In addition to the design considerations of policy 5.2.2.3, *high-rise buildings* will also be designed to:

a. consider the effect of the *development* on the existing *character* of its surroundings, including the relationship with other existing and planned *high-rise buildings*;

b. maximize sunlight penetration and views between buildings, including views of the sky;

c. mitigate microclimatic impacts on the *public realm* and private amenity areas; and

d. 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 71. 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 more comfortable for people of all ages and abilities.

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 interaction, economic development, and environmental improvements.

5.2.3.5 Encourage the use of *Privately-Owned Publicly Accessible Spaces* (POPS) at appropriate locations 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 72. 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 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.

DRAFT

5.2.3.15 Encourage the sharing of facilities such as parking, outdoor and indoor walkway systems, elevators, and lobbies, to increase use and natural surveillance 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 73. 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 Prohibit reverse lotting to ensure a high-quality and active streetscape, unless there are no reasonable alternatives.

5.2.3.21 Consider the following when designing *Town* roads, where appropriate:

a. The maintenance of an adequate and unobstructed 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* 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 74. 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.

5.2.4.2 Encourage the implementation of urban design measures that mitigate the impacts of the urban heat island effect.

5.2.4.3 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.

5.2.4.4 Encourage the provision of sheltered entranceways for pedestrians and cyclists at major entrances to public buildings, transit stations, recreational facilities, and large commercial complexes.

5.2.4.5 Encourage the provision of weather-protected paths at grade between public sidewalks and major *developments*.

5.2.4.6 Design pedestrian paths and crosswalks to ensure all are clearly visible through winter snow or slush.

5.2.4.7 Design all pedestrian and cycle routes, sidewalks and crosswalks and adjacent roadways with adequate drainage to prevent an accumulation of rain, ice, or slush.

5.2.4.8 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 75. 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 76. 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 bar or service station uses to have regard for the location requirements of policy 3.3.2.16.

5.2.7 Public Art

Objective 77. 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.

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 Develop and implement a Public Art Strategy.

DRAFT

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 78. 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 of properties on the municipal heritage register that are not yet designated, to identify their properties as candidates for designation by the municipality 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 Where appropriate, require the evaluation of an identified *cultural heritage resource* to determine whether it is considered *significant* and worthy of designation based on criteria prescribed by regulation.

5.3.1.10 Identify areas that may have potential for consideration as a Heritage Conservation District. Where a Heritage Conservation District is

proposed, the Town will undertake studies to examine the *character* of an area and to assist in the delineation of a boundary. Of potential interest will be the Victoria Street and Mill Street neighbourhood and other areas where significant clusters of *cultural heritage resources* exist and are designated. 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 plan for a proposed Heritage Conservation District 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 79. 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 Require a Heritage Impact Assessment, plans and any other information as is deemed necessary by the *Town* for approval under the *Ontario Heritage Act*, prior to issuing a permit for demolition or alteration of a property.

5.3.1.16 Discourage the demolition, destruction, or inappropriate alterations to designated or listed *cultural heritage resources*.

5.3.1.17 Prohibit *development* and *site alteration* on adjacent lands to *protected heritage property* unless the *heritage attributes* of the *protected heritage property* are *conserved*.

5.3.1.18 Require a Heritage Impact Assessment and any other information as is deemed necessary for approval under the *Ontario Heritage Act*, 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.

5.3.1.19 Enter into a Heritage Easement Agreement with property owners to implement recommendations set out in a Heritage Conservation Plan, Archaeological Assessment, and Heritage Impact Assessment.

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 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.

5.3.1.22 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.

5.3.1.23 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.

5.3.1.24 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 80. Promote Milton's *cultural heritage resources*.

It is policy of the *Town* to:

5.3.1.25 Promote awareness of cultural heritage conservation and work in partnership with cultural heritage organizations and the public.

5.3.1.26 Inform promptly the appropriate *public agencies* and First Nations of *development* proposals that may affect *cultural heritage resources* and known archaeological sites.

5.3.1.27 Consult with First Nations on relevant *development* applications in accordance with provincial legislation, regulations, and guidelines.

5.3.1.28 Consult, and seek advice and assistance from local heritage bodies, where appropriate, on the designation and determination of *significant cultural heritage resources*.

5.3.1.29 Partner with historical societies and other organization in the promotion and conservation of *cultural heritage resources*.

5.3.1.30 Promote and reinforce community recognition of the historical sense of place by incorporating enhanced street signage, plaques, and lighting features, where feasible.

5.3.1.31 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*.

5.3.1.32 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 Citizenship and Multiculturalism, and other appropriate authorities.

5.3.1.33 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.

5.3.1.34 Consult with individual property owners to recognize *significant cultural heritage resources* through appropriate forms of commemoration (i.e., plaques and signage).

5.3.1.35 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.

5.3.1.36 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.

5.3.1.37 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 81. Identify and conserve *archaeological resources* and *areas of archaeological potential*.

It is policy of the *Town* to:

5.3.1.38 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.

5.3.1.39 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.

5.3.1.40 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.

5.3.1.41 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.

5.3.1.42 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.

5.3.1.43 Engage and consult with the appropriate First Nations, Inuit and Metis communities in conserving *cultural heritage* and *archaeological resources*.

DRAFT

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. These facilities provide 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, and build stronger social ties together with creating connections to the outdoors and access to the benefits of the *natural environment*.

The configuration and size of parks and open spaces depend on physical constraints, 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 82. 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 Promote 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 broad 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 Undertake timely reviews and updates to 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 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 at the discretion of the *Town*; and

g. Support *urban agriculture* and other local food initiatives.

5.4.1.10 Adhere to the policies of the Greenbelt Plan when considering opportunities to incorporate *recreation 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 hydrologic 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 effects* on the natural heritage.

Objective 83. 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 12.

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;

c. 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; and

d. Village Squares to serve as local community amenities and provide passive open space and playgrounds 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, 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 and Conservation Halton to identify and, where appropriate, coordinate enhancements to the Niagara Escarpment Parks, Conservation Halton Lands, 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 12. 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 84. 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, where feasible;

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 85. 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, 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 Require the landowner to enter into an agreement with the *Town* 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 86. Promote public access to 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, *watercourses*, *woodlots*, or *utility* corridors, into the community, where appropriate.

5.4.1.27 Consider using lands such as hydro corridors and the Parkway Belt West Area as components of the open space system.

5.4.1.28 Consider alternative park typologies to create additional complementary park options, such as urban squares.

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 the *Town*'s parkland quantum by acquiring Greenbelt lands to create "Tournament Level" spaces within the Urban Area.

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.

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 as parkland per the provisions in the Land Conveyance By-law and Policy.

DRAFT

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 resilient and healthy community.

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.

5.5.1 Institutional Uses

By 2051, a range of *institutional uses* that serve the community is available to urban and rural residents.

Objective 87. 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 Plan 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 for *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 worship* 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, social service providers, and the *Region* to plan for future needs for social services and secure spaces.

Objective 88. 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 worship*, by working with community partners and upper levels of government to integrate these uses.

5.5.2 Cultural and Library Facilities

Objective 89. 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 90. 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 School Boards or authorities.

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 School Boards or Authority for the park and open space network.

5.5.3.7 Prioritize *affordable housing* and land for parks and recreation purposes where closure and sale of a school site is proposed.

5.5.4 Colleges and Universities

Objective 91. Encourage 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 upper 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 Integrate colleges and universities into the surrounding communities and the broader Region by implementing the principles of *transit-supportive* and walkable, *complete communities*.

5.5.4.3 Direct the *development* of colleges and universities to *Strategic Growth Areas,* where feasible.

5.5.5 Places of Worship

Objective 92. 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, and pedestrian safety.

5.5.5.3 Require *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 avoided, where possible.

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 93. 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.

DRAFT

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. Some major industrial facilities 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 workplace 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 94. 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 95. 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 *intensification* of employment uses, in compact *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 96. 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.

DRAFT

5.7 Capital Infrastructure

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, energy generation, storage, 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 97. 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 planned or available capacity of *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 Plan for and protect corridors and rights-of-way for rail, roads, trails and other linear *infrastructure* such as energy transmission and distribution facilities and communication.

5.7.1.6 Work with other municipalities to plan for cross boundary connections of linear infrastructure.

5.7.1.7 Encourage the coordination and co-location of linear *infrastructure* to promote cost-effectiveness and to facilitate service integration and access.

5.7.1.8 Avoid *Prime Agricultural Areas* when locating new or expanding existing *infrastructure*, unless it has been demonstrated, to the satisfaction of the *Town*, that there are no reasonable alternatives.

5.7.1.9 Require an *agricultural impact assessment* or equivalent analysis, based on provincial guidance, as part of an environmental assessment where *infrastructure* crosses *Prime Agricultural Areas*.

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 Wastewater Technical Report to meet the growing needs of the community.

5.7.1.11 Encourage *utility* providers in the Urban Area to locate *infrastructure* underground and grouped in a single *utility* trench wherever possible. Regardless of how the *utilities* are accommodated, the establishment of new, or expansion of existing *utilities* must be carried out in a manner that is protective of public safety and the *environment* in accordance with provincial regulations and guidelines.

5.7.1.12 Require new or expansion of existing *utilities* to be carried out in a manner that is protective of public safety and the *environment* in 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 Infrastructure

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 *infrastructure*, 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 *infrastructure* are permitted in all land use designations without an amendment to this Plan.

5.7.3.3 Energy *utility* providers should consult with the *Town* when planning for transmission and distribution *infrastructure*.

5.7.3.4 Electric power generation *infrastructure* 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 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.

DRAFT

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 quality and quantity.

5.7.5.4 Achieve greater integration of land use, servicing, and stormwater *infrastructure* management by requiring Subwatershed Impact Studies for the Subwatershed Impact Areas that have been identified as part of the Functional Stormwater and Environmental Management Strategy or equivalent study.

5.7.5.5 The *Town* will require the *development* proponent to complete a stormwater *infrastructure* management report in accordance with the policies in policy 5.7.5.9.

5.7.5.6 Require the approval of a Stormwater *Infrastructure* Management Plan which implements the management recommendations of a Subwatershed Impact Study or equivalent and or which is in accordance with *best management practices*.

5.7.5.7 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.

5.7.5.8 Promote *best management practices*, including *low-impact development* and *green infrastructure* technologies, as tools to manage stormwater runoff, including quantity and quality controls.

DRAFT

Stormwater Management Planning

5.7.5.9 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 impact* of stormwater from *development* on a *watershed* basis; and

f. Ensure that stormwater *infrastructure* is financially viable over the *infrastructure*'s lifecycle.

5.7.5.10 *Development* proponents prepare a Stormwater *Infrastructure* Management Plan for all *developments* and areas undergoing *intensification*.

5.7.5.11 Stormwater *Infrastructure* Management Plans shall:

a. Be in accordance with the *Town's* Stormwater Master Plan and Consolidated Linear *Infrastructure* Environmental Compliance Approval;

b. Be in accordance with a *watershed plan*, 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 *infrastructure* 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

5.7.5.12 Planning, design, construction, and monitoring of stormwater management systems *infrastructure* within the Greenbelt Plan Area shall be subject to the policies of the Greenbelt Plan.

5.7.5.13 All public and private stormwater management systems *infrastructure* 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 *infrastructure* with emphasis on source and conveyance controls;

g. For existing and future *developments* adjacent to regional roads, minimize drainage spill to regional *infrastructure*, where feasible, by requiring stormwater infrastructure to accommodate storm flows from the Regional Road and adjacent development at no cost to the *Region*;

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 *infrastructure* has sufficient existing, planned, or allocated system capacity.

Locating Stormwater Infrastructure

5.7.5.14 Stormwater management *infrastructure* shall not be permitted within the significant features of the *Local Natural Heritage System* or *hazard lands*.

5.7.5.15 Stormwater management pond may be permitted to locate within the Natural Heritage System buffer area, enhancement areas or linkage area, on the least sensitive area, subject to all of the following criteria being met:

a. There is no other reasonable alternative location outside of the Local Natural Heritage System

b. An approved Environmental Impact Study, or equivalent study demonstrates that the stormwater management pond will have no negative impacts on the natural heritage features or their functions, and

c. Are designed to be integrated into the adjacent Natural Heritage System.

5.7.5.16 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.

5.7.5.17 Stormwater management ponds shall have a minimum 7.5 metre buffer block between the stormwater management pond block and the adjacent *development.*

5.7.5.18 Stormwater management *infrastructure* facilities shall be located and sized to ensure releases are controlled to protect the *natural environment* and *infrastructure* and mitigate flooding and erosion risks in consultation with the Conservation Authority.

5.7.5.19 All stormwater infrastructure shall be located outside of the ultimate regional road right-of-way, in the Urban Area. Stormwater infrastructure shall be located on, or conveyed through future *development* lands or future municipal easements.

5.7.5.20 New stormwater *infrastructure* management facilities shall be designed to integrate into the character of the *development* including, but not limited to the following considerations where feasible and financially viable over the life cycle of the facility:

a. Designed as an aesthetic feature that provides pollinator habitat within a community;

b. Located adjacent to open space, parks or the *Local Natural Heritage System*;

c. Use of subsurface storage and/or infiltration systems within high-density nodes and beneath parks; and

d. Installation of 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.

5.7.5.21 When it is necessary to use private stormwater management systems *infrastructure* 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.

5.7.5.22 *Development* proponents shall be required to design stormwater management and conveyance system *infrastructure*, among other things, which incorporates climate change considerations and aids in building community resilience to the *impacts of a changing climate*.

5.7.6 Water and 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 Wastewater 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 *Development* in the Urban Area will be required to connect to *municipal water services* and *municipal sewage services* in accordance with its approved financing plan.

5.7.6.4 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.

5.7.6.5 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.

5.7.6.6 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*.

5.7.6.7 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.

5.7.6.8 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 with the policies of this Plan.

5.7.6.9 The *Town* will support the *Region* in monitoring the servicing requirements of proposed and approved *development* in terms of allocations of *municipal water services* and *municipal sewage services* 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.

5.7.6.10 The *Town* will support the *Region* in monitoring the quantity of flows, in both the water supply and sewage treatment systems and developing, programs for allocating the remaining servicing capacities on the basis of the status of *development* approvals and phasing strategies.

5.7.6.11 The *Town*, in coordination with the *Region*, may support a request to add new locations to the areas eligible for *municipal water services* and *municipal sewage services* provided all of 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 a site specific Official Plan Amendment.

Municipal Water Services and Sewage Services Development

5.7.6.12 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.

5.7.6.13 *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*.

5.7.6.14 All *development* and *redevelopment* in the Urban Area shall be required to be connected to the *municipal water service* and *municipal sewage service*.

5.7.6.15 *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 criteria are met:

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*.

5.7.6.16 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 and standards.

5.7.6.17 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 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.

5.7.6.18 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.

5.7.6.19 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, Conservation and Parks, limited *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 *development* in each of these areas which address, among other matters, the specific type of servicing proposed, are adopted by both Regional and Town 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 the *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; and

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

5.7.6.20 *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*.

5.7.6.21 *Development* proponents in the *Rural Area* are required to demonstrate that the servicing method will be the most suitable option for the site.

5.7.6.22 *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.

5.7.6.23 The *Town* will review proposals for *private communal water services* and *private communal sewage services* in the context of applicable guidelines and policies to ensure suitable administrative, engineering, environmental, operational, maintenance, and financial arrangements to the satisfaction of the *Town* and the Province, in consultation with the *Region*.

5.7.6.24 The *Town* may permit *individual on-site sewage services* and *individual on-site water services* in the *Rural Area* when *municipal sewage service* and *municipal water service* are not available, planned, or feasible, provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

5.7.6.25 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.

Inter-municipal Connections

5.7.6.26 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* and abutting municipalities.

5.7.6.27 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.

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 Province, 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.

5.7.7.9 New landfill operations will only be permitted through an amendment to this Plan.

5.7.7.10 New *solid waste* management facilities will be considered and evaluated outside of the Niagara Escarpment Plan Area and after studies have been completed.

DRAFT

This page has been left
intentionally blank

DRAFT

PART B.

SECTION 6. Development Directions

SECTION 7. Implementation

SECTION 8. Specific Policy Areas

SECTION 9. Definitions

DRAFT

Town of Milton
Official Plan
March 2026

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 to 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 Uses

Land use describes the land's potential, such as providing environmental or socio-economic benefits and services to the community, and defines what activities occur on the land, like housing, commercial, industrial, or agricultural.

Land uses 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.

The planning framework establishes a series of land use designations that are used to implement the vision and provide direction and criteria for the applicable use and form of *development*, prevent incompatible uses, and protect natural features and resources.

A general distribution of land uses in the Urban Area, including Secondary Plans, and the *Rural Area* is provided for general reference on Tables 13 to 15.

DRAFT

Table 13. General Distribution of Land Uses 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		O			
Downtown Civic Precinct	O	O	O		O			
UPTOWN/MILTON GO PMTSA								
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	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			

Footnote to Table 13:
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 Uses in Secondary Plan Areas.

LAND USE DESIGNATION	RESIDENTIAL	COMMERCIAL	OFFICE	INDUSTRIAL	PUBLIC SERVICES	INSTIT.	ENTERT. RECR.	TOURISM
DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN								
Prestige Office Area		O	O	O	O		O	O
Industrial Area		O (1)	O (2)	O	O			
Business Park Area		O (1)	O (2)	O	O			
Business Commercial Area		O	O	O	O	O		O
BOYNE SURVEY SECONDARY PLAN								
Residential Area	O	O	O		O	O		
Residential/Office Area	O	O	O		O	O		
Neighbourhood Centre Area	O	O	O		O	O	O	
Institutional Area	O	O	O		O	O		
Secondary Mixed Use Node	O	O			O			
Major Node Area	O	O	O		O	O		
Minor Sub-Node Area	O	O			O	O		
TRAFALGAR SECONDARY PLAN								
Low-Density Residential	O				O			
Medium-Density Residential I	O				O			
Medium-Density Residential II	O				O			
Medium-Density Mixed Use	O	O			O	O		
Neighbourhood Centre Mixed-Use I	O	O			O	O		
Neighbourhood Centre Mixed-Use II	O	O			O	O		

Continue on the next page

DRAFT

LAND USE DESIGNATION	RESIDENTIAL	COMMERCIAL	OFFICE	INDUSTRIAL	PUBLIC SERVICES	INSTIT.	ENTERT. RECR.	TOURISM
MILTON EDUCATION VILLAGE SECONDARY PLAN								
Innovation Hub	O	O	O		O	O		
Landmark Gateway	O	O	O		O	O	O	
Village Centre	O	O	O		O	O	O	
Innovation Campus	O (3)	O (3)	O		O	O	O (3)	
Innovation Neighbourhood	O	O	O		O	O		
Neighbourhood Centre	O		O		O	O		
Medium-Density Residential I	O				O			
Medium-Density Residential II	O				O			
High-Density Residential	O				O			
BRITANNIA SECONDARY PLAN								
Evolving Neighbourhoods	O	O			O	O		
South Milton Village	O	O			O	O		
Neighbourhood Commercial Mixed-Use	O	O			O	O		

Footnote to Table 14:
For detailed land use permissions, the Secondary Plan policies prevail.
(1) Ancillary retail use associated with the primary employment use.
(2) Ancillary *office use* associated with the primary employment use.
(3) Complementary to major education facilities.

DRAFT

Table 15. General Distribution of Land Uses in the Rural Area.

LAND USE DESIGNATION	RESID.	COMMERCIAL	OFFICE	INDUSTRIAL	PUBLIC SERVICES	INST.	RECR.	HOSPI-TALITY	AGRIC. USES
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	O
Prime Agriculture Area	O								O

Footnote to Table 15:
For detailed land use permissions and *development* criteria, the policies throughout this Plan prevail.

DRAFT

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.

Three built form typologies that aim to contribute to the creation of *complete communities*, shaping Milton's urban and rural character and identity. Buildings heights are broadly defined by number of storeys into low-rise, mid-rise, and *high-rise* typologies:

a. Low-rise buildings: up to and including four (4) full storeys;

b. Mid-rise buildings: between five (5) and eight (8) full storeys; and

c. *High-rise buildings*: nine (9) full storeys or greater.

Different building typologies can coexist within the same site, block, or area, especially in mixed-use developments that combine various uses. They may take the form of purpose-built or mixed-use buildings, linking land function to built form. 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 design guidelines.The general distribution of the three built form typologies uses in the Urban Area, including Secondary Plans, and the Hamlets is described in Tables 16 and 17 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:

6.1.2.1 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 directions established in this Plan.

Low-rise Buildings

Low-rise buildings are typically no taller than four (4) storeys in height. Low-rise buildings include a variety of grade related housing types that range from *single-detached* and semi-detached dwellings, and additional residential units, to 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 uses*.

6.1.2.2 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 the variety and human scale of neighbourhoods;

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 animate pedestrian activity along the frontage.

Mid-rise Buildings

Mid-rise buildings are typically 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 a range of uses and provide *transit-supportive* densities at a moderate scale proportional to the street and are usually related to high quality, accessible public open spaces.

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.

6.1.2.3 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 or at locations established through a secondary plan process;

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 area-specific policies, land use designations and zoning;

d. Mid-rise buildings will achieve an appropriate transition to existing and planned lower scale development areas;

e. Amenity space may be provided as a combination of private balconies, communal gardens, and rooftop amenity space; and

f. 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*, typically have a height greater than eight (8) storeys up to height maximums as prescribed by area-specific policies and land use designations. An appropirate transition in height stepping down to adjacent low-rise areas is normally expected.

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 and intensification targets.

6.1.2.4 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, land use designations and zoning;

d. *High-rise buildings* will achieve an appropriate transition to existing and planned lower scale development areas; and

e. Amenity space may be provided as a combination of private balconies, communal gardens, and rooftop amenity space.

6.1.2.5 *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.

DRAFT

Table 16. Summary of Built Form Typologies in the Urban Area and the Hamlets.

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/MILTON GO PMTSA					
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		8	Table 12
Prestige Office Area	O			8	Table 12
Industrial Area	O	O		(1)	(1)
Business Park	O	O		(1)	(1)
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)

Footnote to Table 16:
For a summary of built form typologies in Secondary Plan Areas refer to Table 16.
Refer to the policy reference for further details.
(1) maximum building height is not established in policy.

DRAFT

Table 17. Summary of Built Form Typologies in Secondary Plan Areas.

LAND USE DESIGNATION	LOW-RISE	MID-RISE	HIGH-RISE	MAXIMUM HEIGHT (STOREYS)	POLICY REFERENCE
BOYNE SECONDARY PLAN					
Residential Area	O	O	O	15	12.5.1
Residential/Office Area		O		15	12.5.2
Neighbourhood Centre Area	O	O	O	15	12.5.3
Institutional Area	O		O	15	12.5.4
Secondary Mixed Use Node	O	O	O	15	12.5.5
Major Node Area	O	O	O	15	12.5.6
Minor Sub-Node Area	O	O	O	15	12.5.7
TRAFALGAR SECONDARY PLAN					
Low-Density Residential	O			4	13.6.2.2
Medium-Density Residential I	O			4	13.6.2.3
Medium-Density Residential II	O	O		8	13.6.2.4
Medium-Density Mixed Use	O	O		8	13.6.2.5
Neighbourhood Centre Mixed-Use I	O	O	O	15	13.6.2.6
Neighbourhood Centre Mixed-Use II	O	O	O	25	13.6.2.7
MILTON EDUCATION VILLAGE					
Innovation Hub	O	O		8	14.8.3
Landmark Gateway		O	O	(1)	14.8.4
Village Centre		O	O	(1)	14.8.5
Innovation Campus	O	O		8	14.8.6
Innovation Neighbourhood	O	O		8	14.8.7
Neighbourhood Centre	O	O	O	(1)	14.8.8
Medium-Density Residential I	O			4	14.8.9
Medium-Density Residential II	O	O		8	14.8.9
High-Density Residential	O	O		8	14.8.9
BRITANNIA SECONDARY PLAN					
Evolving Neighbourhoods	O	O		8	15.6.1
Urban Village Centre	O	O	O	25	15.6.2
Neighbourhood Commercial Mixed-Use	O	O	O	15	15.6.3

Footnote to Table 17:
Residential Uses are not permitted in the Derry Green Corporate Business Park.
Refer to the policy reference for further details.
(1) maximum building height is not established in policy.

DRAFT

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 and all other applicable policies of this Plan.

6.2.1 Residential Uses

A steady supply of housing is needed in order to meet the *Town*'s growth projections, and to provide *housing options* to meet the needs of residents. Housing diversity has a direct correlation to housing affordability. Extending housing choices requires a range of typologies, especially *missing middle housing* types.

Missing middle housing types generally fill the gap between *single-detached* and semi-detached dwellings and some forms of apartments. This includes townhouses, live/work units, duplexes, multiplexes and walk-out apartments. A variety of homes in the community, from single person to larger family homes, caters to residents at different life stages and with different household sizes and lifestyles.

As a reference, the general distribution of residential typologies in the Urban Area, including Secondary Plans, is described in Tables 18 and 19.

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, or Secondary Plan schedules, 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;
i. Secondary Mixed Use Node; and
j. In Secondary Plan Areas, as set out in Secondary Plans.

DRAFT

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 Within the ***Local Natural Heritage System*** designation, a *single-detached dwelling* on an existing *lot* is permitted.

6.2.1.4 Within ***Strategic Growth Areas***, new residential *development* shall be required to plan for the creation of new commercial floor area in accordance with the requirement of Table 2.

6.2.1.5 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.

6.2.1.6 Within the **Residential Area** designation, residential uses will be established through the zoning by-law that will set out permissions, maximum *building height*s, and appropriate density thresholds to allow:

a. Low-density *development* in the form of low-rise residential building typologies such as *single-detached* and semi-detached dwellings, and duplexes;

b. Medium-density *development* in the form of low-rise residential building typologies such as *single-detached* and 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.

6.2.1.7 Within the **Downtown Supportive Area** designation, residential uses are permitted in accordance with the following:

a. In *development* where *primary retail frontage* is required,

apartments above retail or *service commercial* uses in mixed-use buildings; and

b. In all other areas, duplexes, multiplexes, townhouses, stacked townhouses, and apartments in low-rise standalone residential or mixed-use buildings.

6.2.1.8 Within the **Downtown Residential Area** designation, residential uses are permitted in the form of low-rise buildings containing *single-detached dwellings*, semi-detached dwellings, duplex, triplex, and fourplex dwellings.

6.2.1.9 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.

6.2.1.10 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 *high-rise buildings*, including street townhouse, back-to-back townhouse, and stacked townhouse dwellings; and apartment units in standalone residential or mixed-use buildings.

6.2.1.11 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.

6.2.1.12 Within the **Major Commercial Area** designation, residential uses will be encouraged in the upper storeys of mixed-use buildings and may be permitted in the form of apartment buildings provided that:

a. 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

b. The residential building is part of an overall *development* of mixed residential and commercial buildings.

6.2.1.13 Within the **Secondary Mixed Use Node** designation, residential uses are permitted in the form of low-rise, mid-rise, and *high-rise* residential or mixed-use buildings, excluding *single detached* and semi-detached dwellings.

6.2.1.14 Within the **Hamlet Residential Area** designation, residential uses are permitted in the form of *single-detached dwellings,* semi-detached dwellings, and duplexes.

6.2.1.15 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.

6.2.1.16 Within the ***Rural Lands*** and ***Prime Agricultural Area*** designations, a *single-detached dwelling* on an existing *lot* is permitted.

6.2.1.17 Within the ***Rural Lands*** and ***Prime Agricultural Area*** designations, farm workers housing may be permitted.

Additional Residential Units

6.2.1.18 An *Additional Residential Unit(s) (ARUs)* 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 the following:

a. *ARU*s 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* 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 **Rural Area**, where municipal water services and municipal sewage services are not available to a lot, an ARU may be served by adequate individual on-site water service and/or individual on-site water service 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, to the satisfaction of the Town;

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*.

DRAFT

Table 18. 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/MILTON GO PMTSA									
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								

Footnote to Table 18:
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.

Table 19. Distribution of Residential Typologies in Secondary Plan Areas.

LAND USE DESIGNATION	SINGLE-DETACHED	SEMI DETACHED	MISSING MIDDLE HOUSING (2) DUPLEX	TRIPLEX	FOURPLEX	TOWNHOUSE	BACK-TO-BACK TOWNHOUSE	STACKED TOWNHOUSE	APARTMENT UNITS
BOYNE SURVEY SECONDARY PLAN									
Residential Area	O (1)	O (1)	O	O	O	O (1)	O	O	O
Residential/Office Area								O	O
Neighbourhood Centre Area								O	O
Institutional Area									O
Secondary Mixed Use Node						O (1)	O	O	O
Major Node Area						O (1)	O	O	O
Minor Sub-Node Area						O (1)	O	O	O
TRAFALGAR SECONDARY PLAN									
Low-Density Residential	O (1)	O (1)	O			O (1)	O		
Medium-Density Residential I	O (1)	O (1)	O	O	O	O (1)	O	O	
Medium-Density Residential II				O	O	O (1)	O	O	O
Medium-Density Mixed Use				O	O	O (1)	O	O	O
Neighbourhood Centre Mixed-Use I				O	O	O (1)	O	O	O
Neighbourhood Centre Mixed-Use II				O	O	O (1)	O	O	O

Continue on the next page

DRAFT

LAND USE DESIGNATION	SINGLE-DETACHED	SEMI DETACHED	*MISSING MIDDLE HOUSING* (2) DUPLEX	TRIPLEX	FOURPLEX	TOWNHOUSE	BACK-TO-BACK TOWNHOUSE	STACKED TOWNHOUSE	APARTMENT UNITS
MILTON EDUCATION VILLAGE SECONDARY PLAN									
Innovation Hub					O				O
Landmark Gateway					O				O
Village Centre					O				O
Innovation Campus						O (1)	O	O	O
Innovation Neighbourhood						O (1)	O	O	O
Neighbourhood Centre					O	O (1)	O	O	O
Medium-Density Residential I	O (1)	O (1)	O	O	O	O (1)	O	O	
Medium-Density Residential II					O	O (1)	O	O	O
High-Density Residential					O	O (1)	O	O	O
BRITANNIA SECONDARY PLAN									
Evolving Neighbourhoods	O (1)	O (1)	O	O	O	O (1)	O	O	O
Urban Village Centre	O (1)	O (1)	O	O	O	O (1)	O	O	O
Neighbourhood Commercial Mixed-Use	O (1)	O (1)	O	O	O	O (1)	O	O	O

Footnote to Table 18:
Residential Uses are not permitted in the Derry Green Corporate Business Park.
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.

DRAFT

Assisted Housing, Special Needs Housing and Shared Housing

6.2.1.19 *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

6.2.1.20 *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 *individual on-site water service* and/or *individual on-site water service* 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, to the satisfaction of the *Town*;

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

6.2.1.21 *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;

DRAFT

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.

Live/Work

6.2.1.22 In the **Urban Area**, live/work uses are permitted in the following designations, identified on Schedule 12, Schedule 13a, and Schedule 14b, or Secondary Plan schedules, 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;

g. Secondary Mixed Use Node; and

h. In Secondary Plan Areas, as set out in Secondary Plans.

6.2.1.23 In the *Rural Area*, live/work uses are permitted within the **Hamlet Commercial Area** designation.

6.2.1.24 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.

DRAFT

Rural Home Industry

6.2.1.25 *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.

Farm Worker Housing

6.2.1.26 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 *individual on-site water service* and/or *individual on-site water service* 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, to the satisfaction of the *Town*;

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.

6.2.2 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, or Secondary Plan schedules, 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 Node;
i. Business Commercial Area;
j. Prestige Office Area; and
k. In Secondary Plan Areas, as set out in Secondary Plans.

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 the **Urban Area**, training and commercial educational facilities are permitted in the **Business Commercial Area** designation, and in Secondary Plan Areas, as set out in Secondary Plans.

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 6.2.2.20.

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 Notwithstanding policy 6.2.2.5, within the **Local Commercial Areas** described on Table 19, the maximum permitted total commercial *gross floor area* shall be in accordance with Table 18.

Table 19. 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

6.2.2.7 Within the **Major Commercial Area** designation, the minimum combined commercial *gross floor area* shall be generally no less than 20,000 square metres.

6.2.2.8 Within the **Secondary Mixed-Use Node** designation, the combined commercial *gross floor area* shall generally be between 9,000 and 14,000 square metres.

6.2.2.9 Within the **Business Commercial Area** designation, automobile related uses, including vehicle wash facilities, automobile sales and service, are also permitted.

6.2.2.10 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.

6.2.2.11 Commercial *development* that extends retail and *service commercial uses* and *office uses* above the first floor will be encouraged.

6.2.2.12 Within the ***Rural Lands*** designation, retail and *service commercial uses* are only permitted in accordance with the criteria for *agricultural-related uses* in policy 6.4.5.1.

Planned Retail and Service Commercial Function

6.2.2.13 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.

6.2.2.14 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*.

6.2.2.15 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 demonstrating that the proposal will not undermine or adversely impact the commercial function required to serve the need of the future on-site population and existing or planned neighbourhoods.

6.2.2.16 Within ***Strategic Growth Areas***, a *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 demonstrating that the proposal will not undermine or adversely impact the planned commercial function required to serve the future on-site population and the existing or planned ***Strategic Growth Areas***.

6.2.2.17 *Food stores* and supermarkets are supported in new commercial *development* in areas where there is a demonstrated need.

6.2.2.18 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.

6.2.2.19 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

6.2.2.20 Within a *primary retail frontage* as identified on Schedule 13a, *development* 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

6.2.2.21 The locations where drive-through facilities associated with retail and *service commercial uses* are generally permitted are identified in the Zoning By-law. *Development* of drive-through facilities shall be subject to the following:

a. The *development* does 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* is consistent with the planned *character* and function of the area;

d. The *development* is *compatible* with adjacent uses and in a *compact built form*;

DRAFT

e. The *development* supports walkable neighbourhoods;

f. The *development* reinforces street edges, achieves a pedestrian scale and contributes 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; and

g. The *development* implements noise abatement measures abutting *sensitive land uses*.

Outdoor Storage and Display Areas

6.2.2.22 Outdoor storage, including garbage enclosures, and display areas shall generally not be permitted and shall be restricted through the Zoning By-law.

6.2.2.23 Notwithstanding policy 6.2.2.22, 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, or Secondary Plan schedules, 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;

l. Prestige Office Area;

m. In Secondary Plan Areas, as set out in Secondary Plans.

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 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 residential properties.

6.2.3.4 Within the **Uptown Mixed Use Area** designation, *major office uses* are also permitted.

6.2.3.5 Within **Secondary Plan Areas**, *office uses* and *major office uses* are permitted in accordance with the Secondary Plan Area policies.

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.

6.2.3.6 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.

6.2.3.7 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.

DRAFT

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, or Secondary Plan schedules, 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. Business Commercial Area;
g. Secondary Mixed-Use Nodes;
h. Prestige Office Area; and
i. In Secondary Plan Areas, as set out in Secondary Plans.

6.2.4.2 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.

6.2.4.3 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 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. The use does not negatively impact, and where feasible, enhances the Environmental System;
h. Adequate water services and sewage services capacity to accommodate the proposed use is available; and
i. The use conforms with the policies of Greenbelt Plan and Niagara Escarpment Plan when applicable.

DRAFT

6.2.4.4 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 are permitted, subject to the policies of this Plan, the Greenbelt Plan and the Niagara Escarpment Plan, where applicable.

6.2.4.5 Within the **Greenbelt Natural Heritage System** designation, *recreation uses* are permitted, subject to the policies of the Greenbelt Plan.

6.2.4.6 Residential units and overnight accommodations associated with a *recreation use* located outside of the **Hamlet Areas** shall not be permitted.

6.2.5 Tourism and Visitor Uses

Tourism and visitor uses, including *agri-tourism 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.

Hotel, Conference, Convention and Banquet Facility uses

6.2.5.1 In the **Urban Area**, Hotel, Conference, Convention and Banquet Facility uses are permitted in the following designations, identified on Schedule 12 and Schedule 13a, or Secondary Plan schedules, or Secondary Plan schedules, subject to criteria:

a. Downtown Supportive Area;
b. Uptown Mixed Use;
c. Major Commercial Area;
d. Business Commercial Area;
e. Prestige Office Area; and
f. In Secondary Plan Areas, as set out in Secondary Plans.

Tourism Uses in the Rural Area

6.2.5.2 In the ***Rural Area***, tourism uses are permitted within the **Hamlet Commercial Area** and ***Rural Lands*** designation, subject to the policies of this Plan.

6.2.5.3 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

6.2.5.4 In the **Urban Area**, *bed and breakfast establishments* are permitted in the following designations, identified on Schedule 12 and Schedule 13a or Secondary Plan schedules, subject to criteria:

a. Residential Area;

b. Downtown Residential Area; and

c. In Secondary Plan Areas, as set out in Secondary Plans.

6.2.5.5 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.

6.2.5.6 *Bed and breakfast establishments* are permitted subject to a licensing procedure established by the *Town*, the regulations 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 dwelling*;

b. The use is in accordance with Provincial regulations including the policies of the Niagara Escarpment Plan, Greenbelt Plan and Parkway Belt West Plan, where applicable;

c. 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 individual on-site water service and/or individual on-site water service 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 to the satisfaction of the Town; and

d. All the requirements of the Zoning By-law, including the provision of adequate parking, and applicable policies of this Plan can be satisfied.

DRAFT

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, Research and Development, and other Business and Economic Uses

6.2.6.3 *Light industrial uses*, including ancillary retail and *office uses* directly related to such uses and located within the principal building; research and development uses (excluding uses which produce biomedical waste); and any other business and economic uses prescribed by provincial regulation are permitted in the following designations, identified on Schedule 12, and Schedule 13a, or Secondary Plan schedules, subject to criteria:

a. Industrial Area;
b. Business Park Area;
c. Bronte-Steeles Business Park Area;
d. Business Commercial Area;
e. Prestige Office Area; and

f. In Secondary Plan Areas, as set out in Secondary Plans.

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; and

b. Rural Lands.

6.2.6.5 In the ***Rural Area***, new industrial uses are only permitted in accordance with the criteria for *agricultural-related uses* in policy 6.4.5.1.

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. Industrial Area;

b. Business Park Area; and

c. Bronte-Steeles 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.

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:

a. The proposed site is large enough to permit adequate landscaping, buffering of outside storage and operations;

b. The proposed use shall be subject to Site Plan Control; and

c. Outdoor storage is in accordance with policy 6.2.6.15 a;

d. 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;

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.

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. Concrete batching plants and asphalt plants; and

d. Waste management or composting facilities.

Outdoor Storage

6.2.6.14 Outdoor storage 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. Outdoor storage as a stand-alone use is prohibited.

6.2.7 Institutional Uses

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, or Secondary Plan schedules, 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;
i. Business Commercial Area; and
j. In Secondary Plan Areas, as set out in Secondary Plans

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 *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:

i) The use shall be implemented through a Zoning By-law amendment;

ii) Impacts of noise and light shall be mitigated;

iii) Subject to a hydrogeological study, the use shall be serviced 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 *individual on-site water service* and/or *individual on-site water service* ; and

iv) The use conforms with the applicable policies of Greenbelt Plan and Niagara Escarpment Plan, and the *Local Natural Heritage System* policies of this 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.

6.2.7.4 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;

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.*

6.2.7.5 In the ***Rural Area***, major *institutional uses*, including *major places of worship*, shall not be permitted.

6.2.7.6 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*.

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,*** in consultation with applicable *public agencies* and subject to the policies of this Plan, the Greenbelt Plan and the Niagara Escarpment 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 uses*;

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 specific policy area designation or 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 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 uses are permitted within the ***Local Natural Heritage System*** designation:

a. All types, sizes and intensity of *agricultural uses, agricultural-related uses* and *on-farm diversified uses*, are permitted in the *Local Natural Heritage System*, except within the significant 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. Non-intensive recreation uses;

d. Accessory buildings or structures;

e. Incidental uses;

f. Conservation, *forest*, fisheries and *wildlife management*;

g. Archaeological activities;

h. Essential transportation and *utility* facilities;

i. 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;

j. Essential *watershed management* and flood and erosion control projects; and

k. *Mineral aggregate operation*, subject to the policies of policies 6.4.6.4 to 6.4.6.24.

6.2.11 Rural Lands

6.2.11.1 The following uses are permitted within the ***Rural Lands*** designation:

a. Agricultural uses, agricultural-related uses and on-farm diversified uses;

b. Existing uses;

c. Accessory buildings or structures;

d. Non-intensive recreation uses;

e. Incidental uses;

f. Conservation, *forest*, fisheries and *wildlife management*;

g. *Watershed management* and flood and erosion control projects carried out or supervised by a *public agency;*

h. Archaeological activities;

i. Essential transportation and *utility* facilities;

j. Horticultural trade uses;

k. Animal kennels;

l. Veterinary clinic;

m. Uses permitted in a Niagara Escarpment Plan Open Space Master Plan;

n. *Watershed management* and flood and erosion control projects; and

o. Cemeteries.

6.2.12 Greenbelt Natural Heritage System

6.2.12.1 The following 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 and non-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;

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.

6.2.13 Mineral Aggregate Resource Extraction Area

6.2.13.1 The following uses are permitted within the ***Mineral Aggregate Resource Extraction* Area** designation:

a. *Mineral aggregate operations* and uses listed in the licence,

DRAFT

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, subject to the policies of this Plan, the Greenbelt Plan, and the Niagara Escarpment Plan:

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 this 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 effects* 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.

6.2.16.5 In considering residential *development* on 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.

DRAFT

6.2.17 Lot Creation

6.2.17.1 In addition to conformity with any other policies of this Plan, consent applications in all land use designations shall conform to the following:

a. *Lot* creationshall be directed to areas outside of hazardous lands which are impacted by flooding hazards and/or erosion hazards;

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 *public 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, consent applications in the **Urban Area** shall conform to the following:

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:

a. Acquisition by a *public body*;

b. *Lot* consolidation;

c. *Lot* line adjustments provided that:

d. Are minor and for legal or technical reasons;

e. Do not result in additional building *lots;*

f. Severance of a surplus farm dwelling; and

g. 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, 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. *Agricultural-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*:

a. 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.; and

b. 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 *mineral aggregate resource* for its long term use.

DRAFT

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. The following policies direct how development in a specific designation will be considered 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.

DRAFT

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,.

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.

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/Milton GO PMTSA

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* targets of this Plan or the minimum *block-level densities* 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 coordinated *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.

6.3.2.8 *Development abutting* residential uses 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.

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 the policies of Section 6.2.16, 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 *development* or *redevelopment* proposal introducing either multiple buildings or a significantly large building, as determined by the *Town*. The Comprehensive *Development* Plan shall be prepared in accordance with Section 7.3.4.

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, 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, 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, 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 the policies of Section 6.2.6 and policies 6.3.7.1 to 6.3.7.10.

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, 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, and in Secondary Plan schedules: the **Education Village**, **Milton Trafalgar GO Village**, and **South Milton Village**. The Urban Village

Centres will support *transit-supportive development* and provide a mix and range of uses, including residential, office, and commercial uses, in accordance with the Secondary Plan.

Education Village

Three land use designations within the Milton Education Village Secondary Plan comprise the Education Village: Landmark Gateway, Village Centre, and Innovation Hub, as shown on Schedule 18a.

6.3.4.1 *Development* in lands designated Landmark Gateway, Village Centre, and Innovation Hub on Schedule 18a will be assessed based on conformity with the policies of Section 14 of this Plan.

South Milton Village

The South Milton Village comprises the lands designated Milton Village Centre within the Britannia Secondary Plan, as shown on Schedule 21c.

6.3.4.2 *Development* in lands designated South Milton Village on Schedule 21c will be assessed based on conformity with the policies of Section 15 of this Plan.

Milton Trafalgar GO Village

The Milton Trafalgar GO Village comprises the Milton Trafalgar GO Protected *Major Transit Station Area* within the Agerton Secondary Plan, as shown on Schedule 4.

6.3.4.3 *Development* within lands designated Milton Trafalgar GO 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 into various land use designations in Secondary Plans, as set out in Secondary Plan Schedules. Community Hubs 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* 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 the provisions of 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 as **Residential Area** in the Urban Area, as shown on Schedule 12, or as various residential designations in Secondary Plans, as shown on Secondary Plan schedules.

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 Table 15, or in accordance with the applicable Secondary Plan policies;

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;

d. The orientation and sizing of the new *lots* do not have a negative impact on significant views and vistas; and

e. There is no negative impact on surrounding drainage patterns.

Mature Neighbourhoods

6.3.6.3 *Mature neighbourhoods* are identified as an overlay in 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 policy 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.

Local Commercial Area

Local Commercial areas in the Residential Area designation 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.*

6.3.7 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.

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, and designated **Industrial Area** and **Business Park Area** on Schedule 12 and in Secondary Plan schedules. *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

6.3.7.1 *Development* applications within the **Industrial Area** and **Business Park Area** designations 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 Roads, 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.*

6.3.7.2 *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.

6.3.7.3 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.

6.3.7.4 *Compact development* that accommodates a mix of employment uses to facilitate the efficient use of urban land and *infrastructure* shall be encouraged.

6.3.7.5 All *development* shall have regard for the general design policies of Section 5.2 and applicable urban design guidelines.

6.3.7.6 The Zoning By-law may contain provisions relating to building siting, location, and massing to implement the general design policies of Section 5.2.

6.3.7.7 *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.

6.3.7.8 The *Town* shall, through the Zoning By-law and site plan approval process, control *development* along Regional Road 25, Steeles Avenue, No. 5 Sideroad, James Snow Parkway, Britannia Road, and Trafalgar Road to ensure a high quality of site and building design is achieved. 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;

c. Safe and functional vehicular and pedestrian access shall be provided; and

d. Service, loading and open storage facilities shall not be permitted in the yard abutting these roads and shall be screened from these roads.

Removal of Lands from Employment Areas

6.3.7.9 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 Areas* 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 this Plan.

6.3.7.10 Notwithstanding policy 6.3.7.9, the identification of employment lands as *Local Natural Heritage System* is not considered to be a removal of lands from *Employment Areas*.

Supportive Economic Growth Areas

Within Economic Growth Areas, commercial, industrial, offices, and other uses supportive of *Employment Areas* and Residential Areas are enabled within lands designated **Business Commercial Area** and **Prestige Office Area** on Schedule 12 and in Secondary Plan schedules.

Business Commercial Area

The Business Commercial Area designation on Schedule 12 applies to lands where a mix of retail and *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

6.3.7.11 *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.*

6.3.7.12 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 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

6.3.7.13 Uses permitted in the Prestige Office Area designation shall be within enclosed buildings.

6.3.7.14 The minimum building height shall be two (2) storeys and the minimum *floor space index* shall be 0.5.

6.3.7.15 *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.*

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.

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 *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 Ministry of Environment, Conservation and Parks 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 designation 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, Conservation and Parks 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, Conservation, and Parks 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.

DRAFT

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 use 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.

6.3.8.20 Further to and in accordance with the applicable policies of Sections 6.2.6 and 6.3.7, *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, Conservation and Parks 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, Conservation and Parks 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 *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, Conservation and Parks 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, Conservation and Parks 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 requirement 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 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 Subwatershed 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.

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 18c - Boyne Survey Secondary Plan Land Use Plan and Schedule 21c - 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, *flooding hazard* and *erosion hazard* 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.

DRAFT

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 enable 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 effects* to adjacent land uses by addressing any potential *adverse effects* associated with noise, odour, dust, traffic, parking and *water services* and *sewage services*.

6.4.1.2 In the ***Prime Agricultural Area*** and ***Rural Lands*** designations, 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 limited growth in the *Rural Area* and small scale 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, as identified on Schedules 15a, 15b, and 15c, 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* or the Environmental System.

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 in the Hamlet Residential Area designation 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 *Development* in the Hamlet Commercial Area designation 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 uses in the Hamlet Industrial Area designation 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.

DRAFT

Hamlet Institutional Area

6.4.2.8 *Development* applications in the Hamlet Institutional Area designation 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*;

DRAFT

vii) the land does not comprise a *specialty crop area*; and

b. extraction of mineral aggregate resources.

6.4.4.5 Within the ***Prime Agricultural Area*** designation, *transportation terminals* shall not be permitted.

6.4.5 Rural Land Uses

Agricultural-Related Uses

6.4.5.1 *Agricultural-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 supports the local agricultural industry;

e. The use provides a direct product or service to agricultural operations as a primary activity; and

f. The use benefits from being in close proximity to agricultural operations.

6.4.5.2 Proponents of *development* of new *agricultural-related uses* are required to seek a Zoning By-law amendment in order to permit the use.

6.4.5.3 Proposals for *agricultural-related uses* will be evaluated based on consistency with applicable local and provincial guidelines and the policies of the Greenbelt Plan and the Niagara Escarpment Plan.

6.4.5.4 *Cumulative impact* of multiple *agricultural-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.

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.

6.4.5.8 Proposals for new *on-farm diversified uses* will be evaluated based on consistency with applicable local and provincial guidelines and the policies of the Greenbelt Plan and the Niagara Escarpment Plan.

Horticultural Trade Uses

6.4.5.9 Proponents of *development* of *horticultural trade uses*, where permitted, are required to seek an amendment to the Zoning by-law.

6.4.5.10 *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.

6.4.5.11 *Horticultural Trade uses* shall also be subject to a Site Plan in accordance with Section 7.6.6 this Plan.

Animal Kennels

6.4.5.12 *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.

DRAFT

6.4.5.13 *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 the policies of Section 6.4.5.

6.4.5.14 A new *animal kennel* shall be subject to site plan approval.

Existing Industrial and Commercial Uses

6.4.5.15 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.

6.4.5.16 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. *Light industrial, general 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 resources*. ***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 effects* 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 Natural Area;

b. For *quarries*, areas within 200 meters of the *Escarpment Brow*;

c. Significant wetlands;

d. Significant habitat of endangered species and threatened species, except in accordance with provincial and federal requirements; 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 effects* 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 System;

g. Visual character of the areas;

h. Air quality; and

i. Financial risk to the *Town*, when continuous active on-site

management is required.

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 impact* 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.

Rehabilitation

6.4.6.18 Progressive rehabilitation of *mineral aggregate extraction* areas should be undertaken wherever feasible.

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*, *Prime Agricultural Area* or *Rural Lands*.

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.

6.4.6.23 Within the ***Prime Agricultural Area*** designation rehabilitation is carried out so that substantially the same areas and same average soil quality for agriculture are restored.

Wayside Pits and Quarries

6.4.6.24 *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.

6.4.6.25 *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*.

DRAFT

SECTION 7. IMPLEMENTATION

Implementation of this Plan will be administered through various tools, instruments, and processes such as municipal by-laws, review of *development* applications, and financial charges, as authorized through 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 Implementation, Management and Monitoring

7.1.1 Implementation and Management

7.1.1.1 The policies established by this Plan shall be implemented by means of the authority conferred upon the *Town* by the *Planning Act*, the *Municipal Act,* and other applicable legislation.

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 The *Town* will monitor, review, and amend this Plan and enabling by-laws, as needed, to address emerging and evolving legal, technical, social, economic, and environmental issues and needs.

7.1.1.4 The *Town* will establish and maintain effective mechanisms for collaborating and coordinating with 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 The *Town* will review and revise this Plan no less frequently than 10 years after it comes into effect as a new official plan; and every five years thereafter unless this plan has been replaced by another new official plan.

7.1.2 Monitoring Requirements

7.1.2.1 The *Town* will 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 minimum *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 commercial floor area needs in *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 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 shall be reported to Council annually.

7.1.2.3 Based on the results of the monitoring program and its implications, the *Town* may identify and evaluate policies of this Plan which may require modification, update, and/or amendment, including adjustment to the phasing of growth and *development* where required.

DRAFT

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 fiscally responsible and sustainable method in accordance with the *Town's* financial policies.

7.2.1.2 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 employment and *housing options* by prioritizing *development* that meets a demonstrated need acknowledged by the *Town* 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.

7.2.1.3 The phasing of growth within the Urban Area identify on Schedule 2, 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.

7.2.1.4 The *Town* will coordinate and collaborate with the *Region*, the Province, and the Federal Government to identify the need and timing for the *infrastructure* and *public service facilities* required to implement this Plan.

7.2.1.5 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.

7.2.1.6 The *Town* will, in collaboration with applicable *public agencies*, identify the need and timing for any additional *infrastructure* and *public service facilities* required, 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*.

7.2.1.7 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.

7.2.2 Phasing of Growth and Development

7.2.2.1 The *Town* will monitor growth and permit the progression from one phase of *development* to the next based on:

a. The phasing policies of Section 7.2.2;

b. The need to maintain a sufficient supply of developable land to accommodate the projected population and employment 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 Section 7.2.2 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*;

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 orderly progression of *development* to enable the fiscally responsible delivery of *public service facilities*, including operations and services and other community amenities to the satisfaction of the *Town* and other applicable *public agencies*; 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 this Plan.

DRAFT

7.2.2.3 In order to implement the policies of this Plan, applications for *development* within **Secondary Plan Areas** 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 *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 *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 7.2.2.3 c and d 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 *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.

7.2.2.4 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.

7.2.3 Phasing of New Complete Neighbourhoods

7.2.3.1 To ensure the orderly progression of *development* of **New Complete Neighbourhoods** identified on Schedule 2 and Schedule 12 and the

fiscally responsible delivery of *infrastructure*, *development* staging shall be subject to the policies of Section 7.2 and the applicable Secondary Plan policies.

7.2.4 Phasing of Future Complete Neighbourhoods

7.2.4.1 To ensure the orderly progression of *development* of **Future Complete Neighbourhoods** identified on Schedule 2 and Schedule 12 and the fiscally responsible delivery of *infrastructure*, *development* shall be subject to policies 7.2.4.2 to 7.2.4.14 inclusive, and the policies of Section 7.2.

7.2.4.2 A Subwatershed Study, or equivalent study, shall be completed, to the satisfaction of the *Town* and *Conservation Authority* prior to considering *development* applications within a **Future Complete Neighbourhood**,

Trafalgar Expansion Area

7.2.4.3 **Trafalgar Expansion Area,** as identified on Schedule 2 and Schedule 12, will be brought forward for *development* through an amendment to this Plan as an urban extension of the Trafalgar Secondary Plan inclusive of a Tertiary Plan. The amendment will establish the land uses and detailed official plan policies in accordance with the applicable policies of this Plan, and shall be supported by the applicable requirements of policy 7.3.2.4 or addendums to the Trafalgar Secondary Plan background studies identified by the *Town*, prepared to the satisfaction of the *Town* in consultation with applicable *public agencies*:

7.2.4.4 Before *development* applications can be submitted for approval within the **Trafalgar Expansion Area**, the amendment to the Trafalgar Secondary Plan shall be approved by Council.

7.2.4.5 *Development* in the **Trafalgar Expansion Area** may proceed subject to policies 7.2.4.3 and 7.2.4.4 when either:

a. 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 19c, have draft plans of subdivision or site plan approval; or

b. A similar approach for the sequential phasing and successive staging of *development* as may be established through the Secondary Plan amendment process in accordance with policy 7.2.4.3, and consistent with the general phasing policies in Section

7.2.2, to the satisfaction of the *Town* and applicable *public agencies*.

Britannia Expansion Area

7.2.4.6 **Britannia Expansion Area,** as identified on Schedule 2 and Schedule 12, will be brought forward for *development* through an amendment to this Plan as an urban extension of the Britannia Secondary Plan inclusive of a Tertiary Plan. The amendment will establish the land uses and detailed official plan policies in accordance with the applicable policies of this Plan, and shall be supported by the applicable requirements of policy 7.3.2.4 or addendums to the Britannia Secondary Plan background studies identified by the *Town*, prepared to the satisfaction of the *Town* in consultation with applicable *public agencies*.

7.2.4.7 Before *development* applications can be submitted for approval within the **Britannia Expansion Area**, the amendment to the Britannia Secondary Plan shall be approved by Council.

7.2.4.8 *Development* in the **Britannia Expansion Area** may proceed subject to policies 7.2.4.6 and 7.2.4.7 when either:

a. A minimum of 75 per cent of the gross developable area of participating lands within the Britannia Secondary Plan (those lands party to the *Town*'s financial, and landowner cost sharing agreement and *Region*'s allocation program), designated Evolving Neighbourhood Area on Schedule 21c, have draft plans of subdivision or site plan approval; or

b. A similar approach for the sequential phasing and successive staging of *development* as may be established through the Secondary Plan amendment process in accordance with policy 7.2.4.6, and consistent with the general phasing policies in Section 7.2.2, to the satisfaction of the *Town* and applicable *public agencies*.

Rattlesnake Expansion Area

7.2.4.9 **Rattlesnake Expansion Area**, as identified on Schedule 2 and Schedule 12, will be brought forward for *development* through a Secondary Plan inclusive of a Tertiary Plan. The Secondary Plan will establish the land uses and detailed official plan policies in accordance with the applicable policies of this Plan, and shall be supported by the applicable requirements of policy 7.3.2.4 identified by the *Town*, and prepared to the satisfaction of the *Town*, in consultation with applicable *public agencies*.

7.2.4.10 The **Rattlesnake Expansion Area** Secondary Plan will be prepared at the discretion of the *Town,* subject to the monitoring of the supply of urban land and *development* and the progress towards achieving the population and employment targets set out in Section 2.1.

7.2.4.11 Before *development* applications can be submitted for approval within the **Rattlesnake Expansion Area**, the Secondary Plan shall be approved by Council.

7.2.4.12 Notwithstanding policy 7.2.4.11, Major Commercial Area *development* may be permitted, with the exception of residential uses, in the general vicinity of Regional Road 25 and Britannia Road in advance of a Secondary Plan, where it is demonstrated the *development* would not prejudice future Area Specific Plans for the surrounding area, subject to an Official Plan Amendment defining the boundaries of the subject lands to be designated for Major Commercial Area *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;

d. The submission of a Functional Servicing Plan, including servicing connections to the adjacent Future Complete Neighbourhood Area;

e. The submission of environmental studies, as required by the *Town*;

f. 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

g. The completion of any applicable Municipal Class Environmental Assessment(s).

7.2.5 Phasing of New Economic Growth Areas

7.2.5.1 **New Economic Growth Areas**, as identified on Schedule 2 and Schedule 12, will be brought forward for *development* through a Secondary Plan. The Secondary Plan will establish the land uses and detailed official plan policies in accordance with the applicable policies of this Plan, and shall be supported by the applicable requirements of policy 7.3.2.4 identified by the *Town*, and prepared to the satisfaction of the *Town* in consultation with applicable *public agencies*:

7.2.5.2 A Subwatershed Study, or equivalent study, shall be completed, to the satisfaction of the *Town* and *Conservation Authority* prior to considering *development* applications within the **New Economic Growth Area**.

7.2.5.3 Before *development* applications can be submitted for approval within the **New Economic Growth Area**, the Secondary Plan shall be approved by Council.

7.2.6 Phasing of Future Economic Growth Areas

7.2.6.1 *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.

7.2.6.2 A Subwatershed Study, or equivalent study, shall be completed, to the satisfaction of the *Town* and the *Conservation Authority* prior to considering *development* applications within a **Future Economic Growth Area**.

7.2.6.3 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 Zoning By-law amendment where demonstrated through studies justifying the commercial need. If a reduction in the Business Commercial Area designation is approved, the adjacent *Employment Area* land use designation will apply to the residual lands.

7.2.6.4 The *Town* may consider the removal of lands from *employment areas* to increase the Business Commercial Area designation within **Future Economic Growth Areas**, only where the requirements of policy 6.3.7.14 have been demonstrated to the satisfaction of the *Town.*

7.2.7 Development of Existing Complete Neighbourhoods

Bristol Survey Phasing and Finance

7.2.7.1 In accordance with the implementation policies of Section 7, policies 7.2.7.2 and 7.2.7.3 are applicable to *development* within the Bristol Survey, as identified on Schedule 2.

7.2.7.2 Building Permits shall only be issued when the criteria in policy 7.2.7.3 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.

7.2.7.3 *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

7.2.7.4 In accordance with the implementation policies of Section 7, policies 7.2.7.5 through 7.2.7.7 are applicable to *development* within the Sherwood Survey, as identified on Schedule 2.

7.2.7.5 *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 sewage 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.

7.2.7.6 Building Permits shall only be issued when the criteria in Section 7.2.2.3 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.

7.2.7.7 *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.

7.2.8 Development of Existing Economic Growth Areas

Milton 401 Industrial/Business Park Phasing and Finance

7.2.8.1 In accordance with the implementation policies of Section 7, *development* within the Milton 401 Industrial/Business Park, as identified on Schedule 2, shall only proceed when the criteria in policy 7.2.2.3 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.

7.2.8.2 Notwithstanding policy 7.2.8.2, 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.

7.3 Area Specific Plans

7.3.1 General Policies

7.3.1.1 The *Town* will require that Area Specific Plans accommodate area specific population, unit, and employment targets to be established by, or in consultation with the *Town*, informed by Tables 2, 3 and 4, where appropriate.

7.3.1.2 All Area Specific Plans shall be consistent with the vision, objectives, and policy pillars of this Official Plan, except where there is a conflict, the policies and schedules of an in force and effect Secondary Plan shall prevail.

7.3.2 Secondary Plans

7.3.2.1 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 specific planning area, neighbourhood or group of neighbourhoods.

7.3.2.2 The Secondary Plans provide a policy framework to guide *development* and manage growth within specific areas of the town. Where there is a conflict between the policies, tables, and schedules for these Secondary Plan Areas and the policies, tables, and schedules of this Plan, the Secondary Plan policies, tables, and schedules shall prevail. References to town-wide growth management forecasts and targets of this Plan apply to and take into account these Secondary Plan Areas.

7.3.2.3 Secondary Plans shall be adopted by council as amendments to this Plan.

7.3.2.4 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. Area Servicing Studies;

e. Urban Design Guidelines;

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*; and

p. *Agricultural Impact Assessment.*

7.3.2.5 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 having jurisdiction.

7.3.2.6 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 sewage 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; 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 satisfaction of the *Town* and the *Region* 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.

7.3.3.4 The *Town* shall require that Tertiary Plans be supported by detailed studies in accordance with a scope of work and Terms of Reference, approved by the *Town*.

7.3.4 Comprehensive Development Plans

7.3.4.1 A Comprehensive *Development* Plan shall be required in support of any major *development* or *redevelopment* proposal. A major *development* or *redevelopment* proposal consists of either multiple buildings or a significantly large building, as determined by the *Town*. The Comprehensive *Development* Plan shall be prepared in accordance with a Terms of Reference approved by the *Town*, and 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.

7.3.5 Development Plans

7.3.5.1 Where a site specific *development* application is submitted to the *Town* in a designation where a *development plan* is required, such a plan shall be used by the *Town* as a basis for evaluating the proposed *development*. The *development plan* shall include a 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. As a basis for the concept, the *development* proponent shall also provide:

a. Data and descriptive material which clearly describes the proposal;

b. Measures planned to mitigate any adverse impacts on surrounding land uses and streets; and

c. Technical studies which may be required to substantiate information about the site, its surroundings, and the proposed *development*.

DRAFT

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 will 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's* and the *Region*'s 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, and include the right-of-way requirements for any local and/or regional 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

7.4.3.1 The policies of this Plan shall be implemented through various by-laws, as appropriate.

DRAFT

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 7.5.1.1 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 7.5.1.1, 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.

DRAFT

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.

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.

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.

DRAFT

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

- 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
- Phasing 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
- Tree Inventory and Preservation 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

DRAFT

- Garbage Enclosure Details
- Waste Management Plan
- 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

DRAFT

- Hydrogeological, Soils and/or Geotechnical Study
- Transportation Impact Study
- Land Use *Compatibility Study*
- 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
- Air Quality Study

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 *Town* 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 Development Services, 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.

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

DRAFT

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. Consistency with 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.

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.

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 *Town* 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*, in consultation with the Milton Accessibility Advisory Committee, will ensure that Site Plan applications adhere to the requirements of the *Accessibility for Ontarians with Disabilities Act*, where appropriate.

7.6.6.6 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.

7.6.6.7 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.*

7.6.6.8 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 Official Plan Amendment to expand the urban boundary shall be completed in accordance with policies 2.1.1.20 to 2.1.1.23.

7.6.7.2 In addition to the requirements of policy 2.1.1.22, 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.

7.6.7.3 Council shall consider an application for an expansion to the urban boundary, prior to and not concurrently with any other *Planning Act* application.

DRAFT

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.

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.

DRAFT

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 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

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 water service and municipal sewage service;

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.

DRAFT

7.8 Engagement and Consultation

7.8.1 Public Participation

7.8.1.1 The *Town* will undertake public and stakeholder consultation 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 clauses 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 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.

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.

DRAFT

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 *Rural Area*;

i. Opportunities to support the *Agricultural System* and agri-tourism.

j. Opportunities to enhance placemaking, culture, the *public realm* and public art;

k. The provision and delivery of *affordable* housing and other housing types that are lacking, deficient or not readily being delivered by the market;

l. Eliminating, mitigating or relocating incompatible land uses;

m. Remediation of soil or water contamination; and

n. Any other improvements to the physical, social and cultural environment, economic development, health or safety.

DRAFT

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;

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; and

d. 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 the ability for the *Town* to responsibly and sustainably fund the project costs.

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 clause 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

DRAFT

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.

DRAFT

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 The *Town* may refine and augment *Prime Agriculture Areas* and *Rural Lands* boundaries in conformity with the Greenbelt Plan, provincial mapping, and implementation procedures.

7.10.1.5 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.

7.10.1.6 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.

DRAFT

7.10.1.7 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 minor adjustments to the location, or alignment, of roads, provided that the general intent of this Plan is maintained.

7.10.2 Minor Variations and Ajustments

7.10.2.1 Minor variations from numerical requirements in the Plan may be permitted without amendment to this Plan, provided the general intent of the Plan is maintained.

7.10.2.2 An amendment to this Plan is not required and changes may be made by the *Town* during office consolidations for:

a. altering the numbering, arrangement and cross-referencing of provisions in this Plan;

b. correcting clerical, grammatical, and spelling errors;

c. updates to address references;

d. adding technical information to schedules or maps; and/or

e. changing format or presentation.

7.10.3 Legislation

7.10.3.1 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.

DRAFT

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

8.2.1.1 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

8.2.1.2 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

8.2.1.3 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, 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.

DRAFT

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

8.2.1.4 The area identified as Specific Policy Area No. 4 on Schedule 16a of this Plan, being Part Lot 13, Concession I, 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

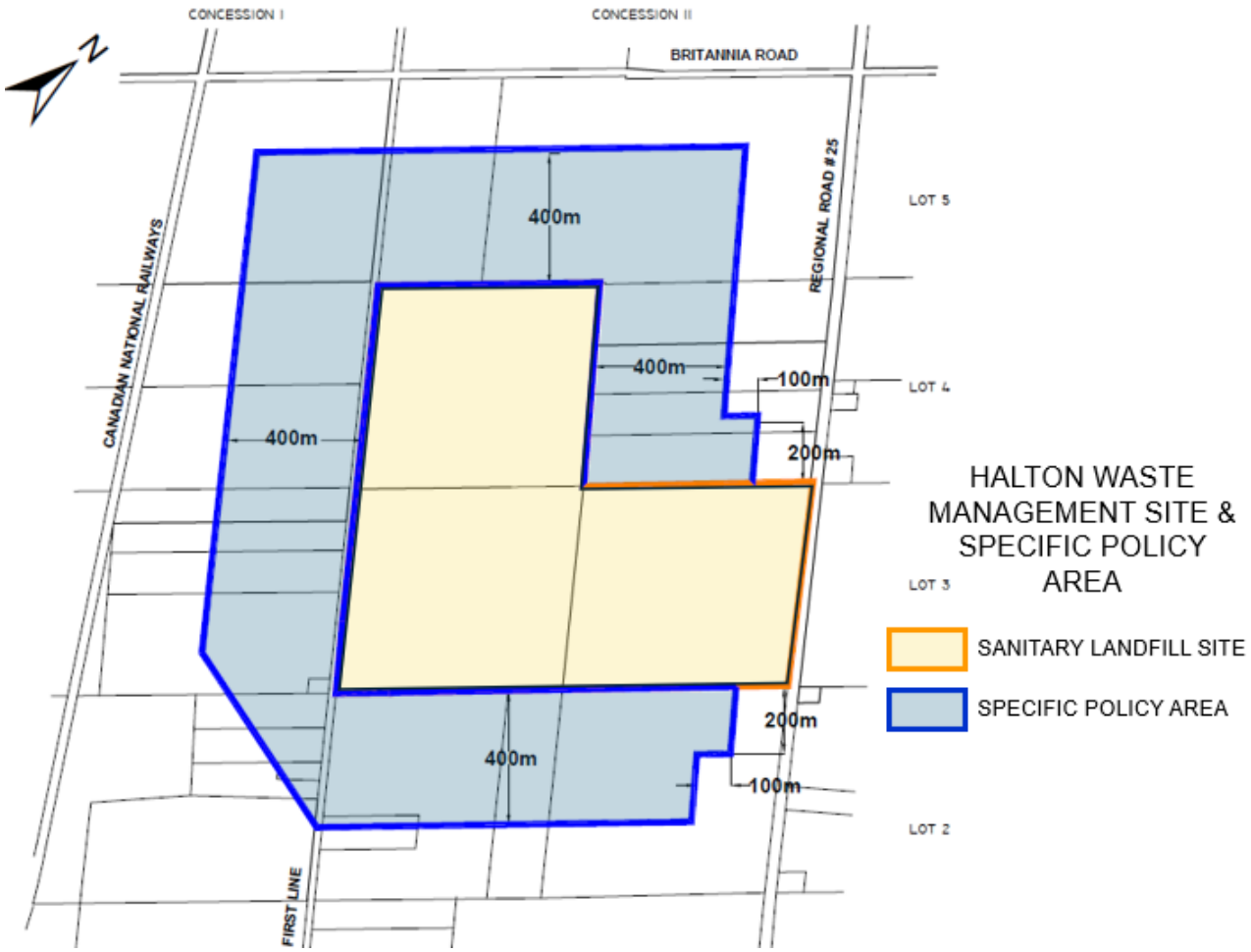
8.2.1.5 The area identified as Specific Policy Area No. 5 on Schedule 16b of this Plan, being Part Lots 2, 3, 4 and 5, Concessions I and II, shall be used as The Halton Waste Management Site. The Specific Policy Area, as defined in Figure 7 covers the lands generally within 400 metres of the Sanitary 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, Conservation and Parks to ensure that the provisions contained in the Ministry's Policy Guideline D-4 (formerly 07-07), dated March 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, Conservation and Parks, the *Region* and the *Town* 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, Conservation and Parks, 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

8.2.1.6 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

8.2.1.7 The area identified as Specific 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 of this Plan for the purposes of a living museum and limited retail ancillary to this use.

Specific Policy Area No. 8

8.2.1.8 The area identified as Specific Policy Area No. 8 on Schedule 16a of this Plan includes lands within a 1.0 Kilometre radius of the AM Radio transmission facilities located in Milton near the corner of Trafalgar Road and Highway 401. Where new *development* is 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 29 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

8.2.1.9 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 (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

8.2.1.10 The area identified as Specific 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

8.2.1.11 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

8.2.1.12 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), 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

8.2.1.13 Notwithstanding the policies of the *Rural 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

8.2.1.14 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.

Specific Policy Area No. 15

8.2.1.15 Notwithstanding policy 11.5.1.4 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

8.2.1.16 Notwithstanding policies 12.5.6.2 a and 12.5.5.1 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

8.2.1.17 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 12.5.6.2 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

8.2.1.18 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.

Specific Policy Area No. 19

8.2.1.19 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

8.2.1.20 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

8.2.1.21 Notwithstanding Section 6.2.1 the land identified as Specific 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

8.2.1.22 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

8.2.1.23 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

8.2.1.24 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

8.2.1.25 Notwithstanding policies 11.5.1.5 b and 6.3.7.15 d of this 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 11.5.1.2 b of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 25 on Schedule 16b and designated Business Park Area with a Natural Heritage Oriented Area overlay on Schedule 17b 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 11.5.1.6 of the Derry Green Corporate Business Park Secondary Plan.

Specific Policy Area No. 26

8.2.1.26 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 Urban Area Boundary to the north and east in the town.

These lands shall be subject to the following additional *development* application requirements:

a. James Snow Parkway is planned to be widened to six lanes from Highway 401 to Tremaine Road per the Halton Region 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 Specific 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

8.2.1.27 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

8.2.1.28 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* up to 5.0.

Specific Policy Area No. 29

8.2.1.29 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

8.2.1.30 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

8.2.1.31 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

8.2.1.32 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

8.2.1.33 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

8.2.1.34 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

8.2.1.35 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.

DRAFT

Specific Policy Area No. 36

8.2.1.36 That notwithstanding policies 11.5.1.4 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, 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.

Specific Policy Area No. 37

8.2.1.37 The lands identified as Specific Policy Area No. 37 on Schedule 16b of this Plan, being Part of Lot 6, Concession 2, former Township of Nassagaweya, are permitted to allow for the following uses:

a. Light and general industrial uses;
b. Transportation terminal;
c. Asphalt batching plant;
d. Cement batching plant;
e. Ancillary *office uses*;
f. Motor Vehicle and Equipment Storage;
g. Seasonal Vehicle Storage;
h. Service and repair shop;
i. Equipment Sales and Rental;
j. Veterinary Clinic; and
k. A dwelling for a watchman or caretaker or other similar person employed on the premises concerned.

In addition, *development* shall be subject to policies 6.4.5.15 and 6.4.5.16.

DRAFT

SECTION 9. 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

Terms in this section that have been italicized in this Plan have a definition in the Provincial Planning Statement. The reader should refer to the definition that is provided in the Provincial Planning Statement.

ACTIVE TRANSPORTATION

ADJACENT LANDS

ADVERSE EFFECTS

AFFORDABLE

AGRICULTURAL CONDITION

AGRICULTURAL IMPACT ASSESSMENT

AGRICULTURAL SYSTEM

AGRICULTURAL-RELATED USES

AGRICULTURAL USES

AGRI-FOOD NETWORK

AGRI-TOURISM USE

AIRPORTS

ALTERNATIVE ENERGY SYSTEM

ARCHEOLOGICAL RESOURCES

AREAS OF ARCHEOLOGICAL POTENTIAL

AREA OF NATURAL AND SCIENTIFIC INTEREST

BROWNFIELD SITES

BUILT HERITAGE RESOURCE

COMPACT BUILT FORM

COMPLETE COMMUNITIES

CONSERVED

CULTURAL HERITAGE LANDSCAPE

COMPREHENSIVE REHABILITATION

DEPOSITS OF MINERAL AGGREGATE RESOURCES

DESIGNATED AND AVAILABLE

DEVELOPMENT

ECOLOGICAL FUNCTION

EMPLOYMENT AREA

ENDANGERED SPECIES

EROSION HAZARD

ESSENTIAL EMERGENCY SERVICE

FISH

FISH HABITAT

FLOOD PLAIN

FLOODING HAZARD

FLOODWAY

FREIGHT-SUPPORTIVE

FREQUENT TRANSIT

GREEN INFRASTRUCTURE

GROUND WATER FEATURE

DRAFT

HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES

HAZARDOUS FOREST TYPES FOR WILDLAND FIRE

HAZARD LANDS OR HAZARDOUS LANDS

HAZARDOUS SITES

HAZARDOUS SUBSTANCES

HERITAGE ATTRIBUTES

HIGHER ORDER TRANSIT

HOUSING OPTIONS

IMPACTS OF A CHANGING CLIMATE

INDIVIDUAL ON-SITE SEWAGE SERVICES

INDIVIDUAL ON-SITE WATER SERVICES

INFRASTRUCTURE

INTENSIFICATION

LEGAL OR TECHNICAL REASONS

LOW- AND MODERATE-INCOME HOUSEHOLDS

LOW-IMPACT DEVELOPMENT

MAJOR GOODS MOVEMENT FACILITIES AND CORRIDORS

MAJOR FACILITIES

MAJOR TRANSIT STATION AREA

MAJOR TRIP GENERATORS

MINERAL AGGREGATE OPERATION

MINERAL AGGREGATE RESOURCES

MINERAL AGGREGATE RESOURCE CONSERVATION

MINIMUM DISTANCE SEPARATION FORMULAE

MULTIMODAL

MUNICIPAL SEWAGE SERVICES

MUNICIPAL WATER SERVICES

NATURAL HERITAGE SYSTEM

NEGATIVE IMPACTS

NORMAL FARM PRACTICE

ON-FARM DIVERSIFIED USES

ONE-HUNDRED-YEAR FLOOD

PARTIAL SERVICES

PETROLEUM RESOURCE OPERATIONS

PETROLEUM RESOURCES

PLANNED CORRIDORS

PORTABLE ASPHALT PLANT

PORTABLE CONCRETE PLANT

PRIME AGRICULTURAL AREA

PRIME AGRICULTURAL LAND

PRIVATE COMMUNAL SEWAGE SERVICES

PRIVATE COMMUNAL WATER SERVICES

PROTECTED HERITAGE PROPERTY

PROVINCIAL AND FEDERAL REQUIREMENTS

PUBLIC SERVICE FACILITIES

QUALITY AND QUANTITY OF WATER

RAIL FACILITIES

REDEVELOPMENT

RENEWABLE ENERGY SYSTEM

DRAFT

RESIDENCE SURPLUS TO AN AGRICULTURAL OPERATION

RURAL AREAS

RURAL LANDS

SENSITIVE LAND USES

SETTLEMENT AREAS

SEWAGE AND WATER SERVICES

SIGNIFICANT

SITE ALTERATION

SPECIAL POLICY AREA

SPECIALTY CROP AREA

STRATEGIC GROWTH AREAS

SURFACE WATER FEATURE

THREATENED SPECIES

TRANSIT SERVICE INTEGRATION

TRANSIT-SUPPORTIVE

TRANSPORTATION DEMAND MANAGEMENT

TRANSPORTATION SYSTEM

URBAN AGRICULTURE

VALLEYLANDS

VULNERABLE

WASTE MANAGEMENT SYSTEM

WATER RESOURCE SYSTEM

WATERSHED

WATERSHED PLANNING

WATER RESOURCE SYSTEMS

WAYSIDE PIT AND QUARRY

WETLANDS

WILDLAND FIRE ASSESSMENT AND MITIGATION STANDARDS

WILDLIFE HABITAT

WOODLANDS

DRAFT

9.2 Town of Milton Official Plan Defined Terms

In addition to the terms in Section 9.2 that have a definition in the Provincial Planning Statement, the terms in this section that have been italicized 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 TRAIL means a trail that is a part of the *Town*'s *active transportation* network (outside the road right of way) and serve a community wide connectivity function. They are generally found along Gas Corridors and the Green System. *Active trail* is 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 services of which a principal feature or characteristic is the nudity or partial nudity of any person; and 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.

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. For the purpose of the definition, *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.

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 Subwatershed 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.

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*.

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.

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 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*;

DRAFT

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 development 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 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.

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 West 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.

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 in conjunction with permitted uses.

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.

HIGH-RISE BUILDING OR TALL BUILDING means generally a 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.

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 sewage services, 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.

For the purpose of policy 2.5.5.8, it means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure or floodproofing measures or protection works, or erosion.

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.

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 *Natural Heritage System*.

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 OF 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.

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 TRAIL mean a trail that is complementary to the *Town*'s parks system and serve neighbourhood level connectivity and recreation function. It is generally found in engineered channels, adjacent to *woodlots* and natural or naturalized area. A *Passive Trail* is typically 3 metres wide and limestone in material.

DRAFT

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.

PRIVATELY OWNED PUBLICLY ACCESSIBLE SPACE means open space that is privately owned and maintained but is open to the public, complementing public parks and/or offering other public programming purposes, and is secured by an *easement* in favour of the *Town*.

PROVINCIALLY SIGNIFICANT WETLANDS means *wetlands* identified as provincially significant using evaluation criteria and procedures established by the Province..

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 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*.

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.

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*.

RECREATION USE means a place designed and equipped for the consumer to actively participate in the conduct of sports, fitness and other leisure time activities, undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential; but does not include an *adult entertainment use*, public auditorium, community or recreational centre.

REGION means the Council and administration of the Regional Municipality of Halton.

REGIONAL STORM means a significant weather event that poses risk of flooding, particularly in areas prone to riverine floods, as defined and calculated by the Province and *Conservation Authority*.

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.

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*.

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 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.

TOWER means the portion of a *tall building* above the *podium* including the *tower* top or crown.

TOWN means The Town of Milton.

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.

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 sewage 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 subwatershed 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.

DRAFT

This page has been left intentionally blank

DRAFT

PART C.

SECTION 10. Secondary Plans - General

SECTION 11. Derry Green Corporate Business Park

SECTION 12. Boyne Survey

SECTION 13. Trafalgar

SECTION 14. Milton Education Village

SECTION 15. Britannia

DRAFT

Town of Milton
Official Plan
March 2026

SECTION 10. SECONDARY PLANS

10.1 General

10.1.1.1 In accordance with the provisions of Section 7.3.2 of the Town of Milton Official Plan, Secondary Plans may be prepared to allow for more detailed area-based, issue-based and site-based planning in newly developing areas or other areas where specific issues and concerns are identified.

10.1.1.2 The appropriate Secondary Plans shall provide for, among other criteria, in accordance with the policies of Section 7.3 of this Plan:

a. Policies related to the provision of transit service showing, if possible, location and level of anticipated services;

b. *Transit-supportive* corridors with appropriate policies and Zoning By-laws to encourage pedestrian movement and transit usage; and;

c. A network of pedestrian and bicycle paths in the Urban Area that serves a transportation function, providing convenient access to activity centres and transit routes.

10.1.1.3 Part C of the Official Plan includes all the secondary plans prepared for specific areas of the town that are in effect:

SECTION 11	Derry Green Corporate Business Park
SECTION 12	Boyne Survey
SECTION 13	Trafalgar
SECTION 14	Milton Education Village
SECTION 15	Britannia

DRAFT

This page has been left intentionally blank

DRAFT

SECTION 11. DERRY GREEN CORPORATE BUSINESS PARK

11.1 General

11.1.1 Purpose

The purpose of the Derry Green Corporate Business Park Secondary Plan is to establish a more detailed planning framework for the Secondary Plan Area in support of the general policy framework provided by this Plan.

11.1.1.1 It is a fundamental purpose of this Secondary Plan to ensure that:

a. the impacts on existing taxpayers of the cost of new *development* within the Secondary Plan area shall be minimized

b. to the maximum extent possible and practical, the conveyance of lands for *public service facilities* shall keep pace with growth in the Secondary Plan area to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;

c. to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure shall keep pace with the growth in the Secondary Plan Area so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval in both a fiscally responsible and physically efficient manner;

d. overall *development* in the Secondary Plan area shall be phased in accordance with Schedule 18c – Derry Green Corporate Business Park Secondary Plan Phasing Plan and the phasing policies of Section 11.6.1;

e. *development* in the Secondary Plan area shall be consistent with the requirements and recommendations of the Subwatershed Update Study (SUS), Functional Stormwater and Environmental Management Strategy (FSEMS), Conceptual Fisheries Compensation Plan (CFCP) and applicable Subwatershed Impact Study (SIS) as approved to the satisfaction of the *Town* and the *Region*, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities; and

f. the progression of development within the Secondary Plan is

managed in a manner which promoted the achievement of efficient land use and development patterns and is supported by an appropriate range of public infrastructure, facilities, services, and amenities.

11.1.1.2 In order to ensure the implementation of this policy, no applications for *development* shall be approved and no *development* shall proceed in the Secondary Plan area unless *development* conforms with the phasing policies of Section 11.6.1.2, and until:

a. the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associated Economists Ltd., as modified by Report CORS-063-12, is approved by Council;

b. 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;

c. the recommendations of the Financial Plan are secured through agreements with affected parties to the satisfaction of Council in accordance with Section 11.6.1 of this Plan; and

d. the recommendations of the *Region*'s financial plan are secured through agreements with affected parties to the satisfaction of Regional Council in accordance with application regional policies.

11.1.2 Location

11.1.3.1 The Derry Green Corporate Business Park Secondary Plan Area is bounded by:

a. North: Highway 401 and the west edge of the *flood plain* of the Middle Branch of Sixteen Mile Creek;

b. East: West edge of the *flood plain* of the Middle Branch of Sixteen Mile Creek;

c. South: North edge of the *flood plain* of the Centre Tributary of the Middle Branch of Sixteen Mile Creek; and

d. West: James Snow Parkway.

DRAFT

11.2 Secondary Plan Area Concept

11.2.1 Corporate Business Park Character

11.2.1.1 The Secondary Plan is designed to create a comprehensively planned, high quality, corporate business park. It will have approximately 17-18,000 employees based on an assumption of approximately 45 employees per net hectare. This area will also serve as a gateway to the Urban Area and, as such, will reflect the strong sense of community and the environment evident in Milton today by:

a. providing a *multimodal transportation system*, including road, rail, transit and trail/path facilities, and a development pattern which supports that system, to ensure the maximum degree of physical connection to key market areas, as well with the Urban Area, within the Secondary Plan Area, and with other surrounding areas of the town;

b. ensuring that *development* fronting on major roads, and the road allowances, achieves high urban design standards to reinforce the town's image and provide an attractive entrance to the community;

c. providing the flexibility to accommodate a broad range of potential uses in the Corporate Business Park as a whole, while at the same time, establishing appropriate controls on development to ensure that high quality and prestige uses locate at key locations such the areas fronting on Highway 401, Derry Road and James Snow Parkway, and to minimize potential conflicts between uses, including conflicts which relate to the *character* of specific areas of the Corporate Business Park and the relationship to residential development on the west side of James Snow Parkway;

d. creating a *Natural Heritage System* within the Secondary Plan Area which is connected to the *Natural Heritage System* and parkland in other areas of the town, particularly the Provincial Greenbelt to the east and south of the Secondary Plan Area;

e. providing for the potential of features and/or *public service facilities* including a Community Park, within the Secondary Plan Area which may serve as landmarks or focal points for the Corporate Business Park, its employees and also for all town residents; and

f. recognizing that within the general vision for the Corporate Business Park, individual areas may develop their own specific *character*.

DRAFT

11.2.2 Key Design Elements

11.2.3.1 The following key design elements form the basis of the Secondary Plan as outlined on Schedule 17a, Derry Green Corporate Business Park Structure Plan. They include:

a. *Natural Heritage System*

A *Natural Heritage System* consisting of habitat complexes, *watercourse* corridors and *buffers* is a central feature of the community protecting key *environmental* features and where feasible providing a connection to the *Natural Heritage System* in the rest of the Urban Area, as well as to the surrounding rural area and, in particular, the Provincial Greenbelt to the east and south of the Secondary Plan Area. The road system will be aligned to give appropriate accessibility to the *Natural Heritage System* both physically and visually.

b. Bicycle/ Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, generally location within the outer portion of the *Natural Heritage System buffers*. In addition, sidewalks or, in certain locations, multi-use trails will be provided on all roads and separate bicycle lanes will be incorporated into the right-of-way on collector and arterial roads to ensure a community which provided maximum opportunities for pedestrian, bicycle and other similar movement, as well as access to transit services. All *development* shall have regard for the *Town*'s Trails and Cycling Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

c. Connectivity/Accessibility

The Secondary Plan Area includes numerous barriers to connectivity and accessibility, both externally and internally, (e.g. Highway 401, gas line and the railway). Improved internal and external access for vehicles, but also for pedestrians and cyclists, strengthens the area's integration with the rest of the community, as well as enhancing its gateway function and marketability. The road system within the framework of the *transportation system* designated on Schedules 17a and 17b will be designed with a modified grid pattern to enhance connectivity and accessibility. Key

DRAFT

planned improvements to the *transportation system* designed to overcome barriers to connectivity and accessibility include:

i) a grade separation at the railway for Fifth Line;

ii) pedestrian/bicycle bridge over the Middle Branch of the Sixteen Mile Creek at the gas pipeline;

iii) road connections to James Snow Parkway opposite existing roads on the west side of the Parkway; and

iv) easterly extensions of Main Street and Louis St. Laurent Blvd.

d. Highway 401 Landscape Corridor

The view of the town from Highway 401 is one of the most significant in forming the community's image both for residents and visitors. A number of initiatives have already been taken to enhance this image (e.g. fountain at RR25 interchange). The 401 Industrial/Business Park established a requirement for the creation of a landscape corridor along Highway 401 and this should be continued in the Derry Green Corporate Business Park. This corridor will also provide a visual linkage between different parts of the *Natural Heritage System*.

e. Enhanced Streetscape Design

James Snow Parkway and Derry Road represent major access routes into and throughout the community. In addition, each of these roads has a significant role in the community:

i) James Snow Parkway is a major gateway to the Urban Area and is the key interface between the Corporate Business Park and the residential community to the west; and

ii) Derry Road is also a major gateway to the Urban Area from the east.

As such, it is important in creating the image of the community that these streets have an enhanced level of streetscape design including coordinated street furniture and landscaping. The *Town* will work with the *Region*, recognizing that these are regional roads, to achieve this objective.

f. Integration of Cultural Heritage Resources

The retention of *cultural heritage resources* contributes to the *character* of the area. A careful review of all the identified *cultural heritage resources* will be required to determine how best to integrate the key features with the proposed *development*, including the adaptive reuse of *built heritage resources*.

g. Gateways

The intersections of Main Street and James Snow Parkway; Derry Road and James Snow Parkway; Louis St. Laurent Boulevard and James Snow Parkway; and Derry Road and Sixth Line are recognized as key points of entry or gateways to the Town which will require special design treatments both of the road right-of-way and any development adjacent to the right-of-way.

h. Hydro/*Utility* Corridor

A significant corridor north of the railway in the Secondary Plan area is used for Hydro transmission facilities. These facilities and the lands in the corridor are publicly owned and the function of the corridor is not anticipated to change. This fact must be recognized in the Plan.

11.3 Vision And Objectives

11.3.1 Vision

11.3.1.1 The Derry Green Corporate Business Park will be based on strong design requirements to ensure the achievement of quality development, while providing for a full range of employment uses in a variety of different environments. These will include prestige *offices*, campus settings in close proximity to the *Natural Heritage System*; and street related *light industrial uses*.

11.3.2 Objectives

11.3.3.1 To create a Corporate Business Park that capitalizes on Milton's competitive advantage in the Greater Toronto Area market and its location adjacent to the Highway 401 corridor by establishing a development framework that:

a. streamlines approvals;

b. is flexible in dealing with various types and forms of land uses and buildings while directing prestige uses to key locations; and

c. promotes a program of urban design that is attractive and financially responsible.

11.3.3.2 To create functional *transportation system*, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connections to key market areas, as well as with the Existing Urban Area, within the Secondary Plan Area and with other surrounding areas. This system should be based on a modified grid road system and

designed to ensure maximum accessibility and connectivity and opportunities for integration with the rest of the community.

11.3.3.3 To ensure through the establishment of urban design guidelines and other measures, including zoning regulations, a high quality and consistent level of urban design for both public and private areas of the Corporate Business Park, including specific directions to ensure the highest quality of development at key locations, while providing the flexibility to accommodate a broad range of potential use in the Corporate Business Park as a whole.

11.3.3.4 To create, in consultation with the *Region* and Conservation Halton, a linked *Natural Heritage System*, including a trail system, which is connected with other areas of the town, forms a central feature of the Corporate Business Park, protects and enhances key existing *natural features*, and which is easily accessible and visible to residents and visitors.

11.3.3.5 To develop a function servicing plan, in consultation with the *Region* and with Regional approval where applicable, which ensures that all services, including major capital projects, are provided in a cost-effective and timely manner as the area develops.

11.3.3.6 To preserve existing cultural heritage features which are designated or on the *Town*'s heritage register, "in situ" wherever possible or, if supported by an approved heritage study, on an alternative, appropriate site. Adaptive reuse of these features will be encouraged.

11.3.3.7 To create focal points for the Corporate Business Park, employees and town residents through the use of cultural heritage features which are designated on the *Town*'s heritage register, or the creation of other landmark features, including a Community Park.

11.3.3.8 To ensure an appropriate interface with the residential development west of James Snow Parkway and to mitigate impacts to the extent feasible on remaining, existing residential development and agricultural operations from adjacent new, non-residential and employment uses through design and the establishment of appropriate setbacks and buffering, while recognizing that the primary and long-term use of the area is for employment development.

11.3.3.9 To work with the Ministry of Transportation and abutting owners to create a comprehensive landscape corridor along Highway 401 and pedestrian/bicycle trail linkages across Highway 401 at major crossings such as James Snow Parkway.

11.3.3.10 To work with the *Region* to design James Snow Parkway and Derry Road, and key intersections on those roads, to reflect their roles as major gateways to the Milton Urban Area.

11.4 Strategic Policies

11.4.1 Transportation Facilities: Classification, Function And Design Requirements

11.4.1.1 General

a. Transportation *infrastructure* shown on the Schedules attached to the Derry Green Corporate Business Part Secondary Plan may be subject to Environmental Assessments at both Town and town Regional levels, recognizing that this Secondary Plan together with the "Derry Green Corporate Business Park Transportation Strategy Report (December 2010)" and the Halton Region Transportation Master Plan to 2031satisfy Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations of transportation *infrastructure* are conceptual and will only be finally determines upon completion of any required Environmental Assessments. Where appropriate, some of the required detail and assessment may be completed as a component of the plan of subdivision review process which will examine among other issues minimizing impacts on the *Natural Heritage System* and open space system.

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

c. The range of land uses ultimately developed within the Secondary Plan area may, in some instances, not require the full road network identified on the Schedules to the Secondary Plan. Where, through the submission of supplementary transportation studies, it can be demonstrated to the satisfaction of the *Town* and the *Region* that certain roads are not required, the road network as illustrated on the Schedules to this Secondary Plan may be modified accordingly, without amendment to this Plan.

11.4.1.2 Sixth Line

A portion of Sixth Line south of Derry Road is within the *regional storm flood plain* associated with the Sixteen Mile Creek and is subject to seasonal flooding. As a result, Sixth Line may have to be diverted in order to move it outside of the *regional storm* flood line. No *development* shall occur on *adjacent lands* until flood-free access is available and has received all required approvals, including but not limited to the approval of an Environmental Assessment.

11.4.1.3 Future Major Arterial Regional Road Study Area

The Halton Region Transportation Master Plan to 2031 has identified the need for additional north/south Major Arterial Regional Road capacity within the Derry Green Corporate Business Park Secondary Plan to support travel demand in 2031. Within Milton, the Transportation Master Plan has conceptually identified a new north/south corridor located between Fifth and Sixth Lines, extending from Britannia Road to Provincial Highway 401.

In the interim, *development* may commence in accordance with the Secondary Plan including the phasing plan on Schedule 17c within the area between Fifth and Sixth Lines, extending from Britannia Road to Provincial Highway 401, provided that the *development* does not restrict consideration of alternatives for the location of the corridor as part of the Corridor Study, and subject to the consent of the *Region*.

The Secondary Plan identifies a north/south collector road within the area between Fifth and Sixth Lines, extending from Britannia Road to Provincial Highway 401. The need for this collector road will be reviewed in consultation with the *Region* prior to its construction. If the *Region*'s Corridor Study determines that a Major Arterial Regional Road will be located within this area and that the collector road is no longer required, the collector road will be deleted without amendment to the Plan.

11.4.2 Public Transit

11.4.2.1 In conformity with Section 4.3.5, the *Town* will ensure that the development of the Derry Green Corporate Business Park maximized the potential for the provision of transit service, including the development of *transit-supportive* design criteria and standards in the urban design guidelines.

11.4.3 Future Railway Grade Separation

11.4.3.1 A future railway grade separation is designated on the Schedules to the Secondary Plan. The design of *development* shall protect for the

eventual construction of the future grade separation based on projected traffic volumes, possible increases in rail traffic including expanded GO Transit service, and the limited road way crossings of the rail line.

Due to the presence of hydroelectric transmission towers in the immediate vicinity of the CP Rail line, the alignment of the Fifth Line grade separation (underpass) will result in the need for an asymmetric road widening loaded to the east side of Fifth Line.

11.4.4 Trails System

11.4.4.1 Schedule 17a, Derry Green Corporate Business Park Structure Plan establishes the proposed recreational pedestrian/bicycle trail system for the Secondary Plan area. It also identified the location of roads which will be designed in accordance with the *Town*'s standards to accommodate a bicycle path as part of the roadway and/or a multi-use path. Separate multi-use paths will only be required on arterial roads. A potential bicycle trail linkage is identified crossing Highway 401 on James Snow Parkway. The *Town* will work with the Ministry of Transportation and the *Region* to establish this bicycle trail linkage in this location, and at other major crossings.

11.4.5 Sixteen Mile Creek Subwatershed Update Study

11.4.5.1 All new *development* within the Derry Green Corporate Business Park shall be consistent with the recommendations of the SUS, including the use of *low-impact development* practices. Functional recommendations, derived from the SUS principles and specifically focused on the Derry Green Corporate Business Park Secondary Plan Area will also apply as outlines in the FSEMS and the CFCP.

No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Update Study, FSEMS or CFCP. Such functional recommendations will be implemented through the required SIS as approved by the *Town* in consultation with Conservation Halton, the *Region* and any other relevant *public agencies*. In particular, where the SUS, FSEMS or CFCP supports the realignment, relocation, elimination, replication or other modification of *watercourse* corridors or other *key features* including *wetlands* and restoration areas or changes in the locations of drainage facilities in accordance with the policies of Section 11.5.9, no amendment shall be required to this Plan where such works are undertaken.

11.4.5.2 In addition to the SUS, the Halton-Hamilton Source Protection Plan is in effect. The *Town* shall keep monitoring the approved updates of the Plan

by the Ministry of Environment, Conservation and Parks for any Source Water Protection implications in this area.

11.4.5.3 Subwatershed Impact Studies are required for Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. The study areas can be modified or consolidated subject to approval of the *Town*, in consultation with the *Conservation Authority* and the *Region*. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The Terms of Reference for the Subwatershed Impact Studies must be adhered to and can be found in the FSEMS.

11.4.6 Urban Design

11.4.6.1 Urban Design Strategy and Guidelines

The policies of Section 5.2 established a detailed urban design strategy for the town which is applicable to the Derry Green Corporate Business Park Secondary Plan Area.

Further to, and in accordance with the policies of Section 5.2, all *development* within the Derry Green Corporate Business Park Secondary Plan Area shall be designed in a manner which reflects the following principles and policies, as well as the other policies of this Secondary Plan, particularly Section 11.2, Secondary Plan Area Concept, Section 11.3, Vision and Objectives, and Schedule 17a, Derry Green Corporate Business Park Structure Plan; and has the regard for urban design guidelines for the Secondary Plan Area. Development is encouraged to employ innovative and sustainable design features and construction practices consistent with the approach advocated by the Leadership in Energy and Environmental Design (LEED) rating system.

11.4.6.2 General Design Principles

Further to, and in accordance with the provisions of Vision and Objectives of Section 11.3.1, *development* shall be designed in accordance with the following general design principles:

a. Creation of a visually and physically well-connected Corporate Business Park incorporating high quality streetscape design and urban design which is innovative and supportive of transit and *active transportation*; and

b. Creation of a unique, place specific Corporate Business Park as a gateway to the Urban Area.

11.4.6.3 Key Design Directions

In addition to the policies of this Secondary Plan, the following policies and the designations on Schedule 17a, Structure Plan, and 17b, Land Use Plan, provide directions with respect to key design features.

11.4.6.4 Natural Heritage System

The *Natural Heritage System* as designated on Schedules 17a and 17b consisting of habitat complexes, *watercourse* corridors and *buffers*, is a central feature of the Secondary Plan area and forms a strong connection to lands within the Greenbelt Plan.

11.4.6.5 Connectivity/Accessibility

Strong connectivity and accessibility both internally and externally for the Corporate Business Park shall be achieved through the enhancements of the *transportation system* as designated on Schedule 17a, Structure Plan and, in accordance with the policies of Sections 11.4.1 to 11.4.4, and the other policies of this Secondary Plan.

11.4.6.6 Highway 401 Landscape Corridor

All *development* abutting Highway 401 or any related service roads shall be designed to achieve a landscaped corridor along the highway, although views of primary buildings will be permitted. The corridor shall be located outside of any lands required by the Ministry of Transportation and the width shall be specified in the Zoning By-law. In addition, to further implement this direction:

a. buildings shall be designed so that all elevations facing a street, including Highway 401, present an attractive, articulated elevation;

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, or open storage, will not be permitted in any yard facing Highway 401 and, regardless of location, will be screened from Highway 401.

11.4.6.7 Enhanced Streetscape Design

James *Snow* Parkway, Derry Road, and Main Street East represent major access routes into and through the community. The *Town* will ensure that they are designed with an enhanced and coordinated approach to landscaping, street *tree* planting, sidewalks, lighting,

private/public *utilities*, bike and multi-use paths and boulevards in accordance with the *Town*'s Urban Design Guidelines and Regional Right-of-Way Dimension Guidelines and subject to any required Environmental Assessment.

In addition, the *Town* shall through the Zoning By-law and site plan approval process, ensure *development* immediately adjacent to these roads achieve a high quality of site and building design. In particular:

a. *Development* should be "street-oriented";

b. Significant parking areas will be screened by berms and landscaping;

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;

d. Safe and functional vehicular and pedestrian access shall be provided; and

e. The use of native and non-native species for landscaping and street *tree* planting will be promoted. Consideration will be given to eco-friendly features, including *low-impact development* (LID) practices in any streetscape design and landscaping involving publicly owned road rights-of-way.

11.4.6.8 Streetscape Design

The design of all streets in the Corporate Business Park will also be carefully reviewed to ensure that the streets are functional for goods movement, while still being comfortable for pedestrians and bicyclists. The urban design guidelines will establish specific design treatment for all streets.

11.4.6.9 Cultural Heritage Features

In the development of the Corporate Business Park, land owners shall be strongly encouraged to incorporate key cultural heritage features with the proposed *development*, including the adaptive reuse of *built heritage resources*.

11.4.6.10 Gateways

Gateways are designated on Schedule 17a and are key points of entry to the Urban Area of the town which require special design treatment of both the road allowance and adjacent development. In addition, it is recognized that the railway also serves as a gateway to the Town, and

DRAFT

consideration will be given to screening open storage along the tracks to minimize its visual impact.

11.4.7 Cultural Heritage

Four properties in the Secondary Plan area are considered of cultural heritage significance. They are listed on the *Town*'s register and the *Town* may consider their designation under the *Ontario Heritage Act*. These properties are 7429 Fifth Line, 7542 Fifth Line, 7622 Fifth Line and 6566 Sixth Line and are identified on Schedule 17b as *Cultural Heritage Resources*. The *Town* shall, in conformity with the cultural heritage policies of Section 5.3, actively encourage:

a. the conservation of these buildings or any other sites which may be identified and listed on the register or designated under the *Ontario Heritage Act;*

b. their retention in-situ wherever possible or, if supported by an approved heritage study, on an alternative, appropriate site; and

c. their integration with the Corporate Business Park *development*.

11.4.7.2 The *existing uses* shall be encouraged to continue, however, adaptive re-use of the building and site, shall also be permitted. Notwithstanding the uses permitted in the land use designation applicable to these sites, permitted adaptive re-use shall be restricted to a limited commercial use or uses such as *offices*, a restaurant, a studio or a workshop subject to a zoning by-law amendment and site plan approval, and provided that:

a. the character and appearance of the building and site are maintained, and any additions maintain the character, to the satisfaction of the *Town;*

b. for 6566 Sixth Line, the approval of Conservation Halton, recognizing that the site is located in the *flood plain*; and

c. for 7622 Fifth Line, the *Town* is satisfied, in consultation with Conservation Halton, that there will be no significant impact on the *natural environment* recognizing that the site is located in the *Natural Heritage System* designation.

11.4.8 Public Infrastructure And Services

a. Federal, Provincial, Regional and *Town*-owned and/or operated public *infrastructure* and services are permitted to be located within any land use designation, except the *Natural Heritage System* designation, subject to the completion and approval of an Environmental Assessment or where such public infrastructure and services are required as a condition of approval under the *Planning*

Act;

b. Notwithstanding the foregoing, public infrastructure such as roads, above and below ground *utilities* including water and wastewater mains, storm sewers, gas lines, underground telecommunications *infrastructure* and stormwater management outlets may be located within the *Natural Heritage System* designation subject to the satisfactory demonstration of the following:

   i) There are no feasible alternatives to the proposed location; and

   ii) The degree of intrusion is minimized to the extent possible.

c. The provision of temporary/interim water and wastewater servicing to facilitate *development* may be considered by the *Town* and the *Region*, where full services will be provided within a defined period of time and a requirement that connection to full services will be required once available, provided that it complies with all relevant policies of this Plan, and is in accordance with any applicable provincial, regional and local planning legislation and regulations.

11.5 Land Use Policies

The applicable land use policies of Section 6, together with the additional policies on this Section, shall apply to the lands in the Derry Green Corporate Business Park Secondary Plan Area in accordance with the land use designations on Schedule 17b, Derry Green Corporate Business Park Land Use Plan.

11.5.1 Business Park Area

11.5.1.1 General

Limited open storage may be permitted at the rear of a lot, subject to a zoning by-law amendment, on lands designated Business Park Area on Schedule 17b, with the exception of lands at Gateway locations; lands immediately adjacent to James Snow Parkway, Derry Road and Main Street East; and lands subject to the Natural Heritage Oriented Area overlay designation, where it can be demonstrated to the *Town* that the open storage can be buffered by landscaping, berms or other screening mechanisms.

11.5.1.2 Overlay Designations

The following uses shall be the only uses permitted on lands designated Business Park Area on Schedule 17b, immediately adjacent to James Snow Parkway, Derry Road, and Main Street East; and in the Natural Heritage Oriented Area overlay designation, subject to the applicable

policies of Sections 11.5.1.3 and 11.5.1.4 and the submission of a *development* plan which illustrate how the policies of this Plan and the Urban Design Guidelines will be addressed:

a. *light industrial uses*;

b. ancillary retail and *office* uses directly related to the *light industrial use* and located within the industrial building; and

c. research and development uses, excluding uses which produce biomedical waste.

11.5.1.3 Service Stations/Gas Bars

Service stations/gas bar uses including related convenience stores, care wash and other accessory uses shall only be permitted subject to the urban design guidelines, a site-specific amendment to the Zoning By-law and site plan approval on lands designated Business Park Area immediately adjacent to Derry Road. Such uses shall be prohibited at the intersection of Derry Road and any arterial road. Such *development* shall not be subject to the specific policies of Section 11.5.1.5, but shall be designed to foster an urban character recognizing the specific requirements of the use.

11.5.1.4 Street Oriented Design

Development applications on lands designated Business Park Area immediately adjacent to James Snow Parkway, Derry Road and Main Street East shall be reviewed by the *Town* in accordance with the Urban Design Guidelines. In particular, *development* shall be designed with street-oriented sites and buildings, including a continuous frontage of buildings, contributing to the pedestrian orientation of the street, wherever feasible; have a minimum height of 6 metres; and be encouraged to exceed one storey in height.

The relationship of any *development* to the *Natural Heritage System* designation, including any crossings, shall be evaluated in conformity with the policies of the *Natural Heritage System* designation of this Plan, and the Subwatershed Update Study.

11.5.1.5 Natural Heritage Oriented Area

Lands designated Business Park Area with a Natural Heritage Oriented Area overlay designation on Schedule 17b shall be reviewed by the *Town* in accordance with the urban design guidelines. In particular:

a. *Development* shall be designed to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the surrounding *Natural Heritage System;*

b. Careful consideration shall be given to the design of impervious

surfaces and other factors that impact stormwater management including the use of LID practices;

c. Natural heritage supporting areas and restoration areas which may be located on the site and which have been identified through the SUS and FSEMS shall be considered for integration into the *development* where feasible in such a way as to link them to the *Natural Heritage System*; and

d. *Development* shall be designed with a campus-like design to achieve better integration with the surrounding *Natural Heritage System*.

11.5.1.6 Natural Heritage Oriented Area – Special Use Area

The lands south of the Enbridge Gas High Pressure Gas Transmission Line, east of Sixth Line designated on Schedule 17b as Natural Heritage Oriented Area - Special Use shall be subject to the policies of the Natural Heritage Oriented Area save and except that the existing *place of worship* is permitted to operate one day per week on the lands. The Zoning By-law shall place restrictions on the use to ensure that the building footprint size and intensity of the use is not increased.

11.5.2 Industrial Area

11.5.2.1 Further to, and in accordance with the policies of Section 6.2.6, on lands designated Industrial Area on Schedule 17b, notwithstanding the provisions of Section 6.2.6 which permit the full range of *light industrial* and *general industrial uses*, the Zoning By-law may not initially permit the full range of such uses on all sites.

11.5.2.2 Sites where uses may be restricted shall include sites adjacent to the railway, Fifth and Sixth Lines and lands adjacent to the *Natural Heritage System* designations on Schedule 17b.

11.5.2.3 On sites identified in Section 11.5.2.2, or other sites as the *Town* may determine, the By-law may prohibit specific uses including truck terminals, fuel depots, cement batching and asphalt plants and waste management or composting facilities or similar uses which cannot easily be designed to maintain the high quality of development required for such areas. Further. Through the By-law or site plan control process, the location and extent of open storage areas may be limited and/or specific buffering may be required.

11.5.2.4 Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a *development plan* which illustrates how the policies of this Plan and the urban design guidelines will be addressed, including elevations and plans; and may be approved

provided that the *Town* is satisfied that the *development* can be designed to maintain the high quality required for such areas.

11.5.3 Business Commercial Area

11.5.3.1 *Development* shall be in conformity with the Business Commercial Area land use policies of Section 6.2 and policies 6.3.7.11 and 6.3.7.12.

11.5.4 Prestige Office Area

11.5.4.1 *Development* shall be in conformity with the Prestige Office Area land use policies in Section 6.2 and policies 6.3.7.13 to 6.3.7.15.

11.5.5 Natural Heritage System

11.5.5.1 Purpose

Within the Derry Green Corporate Business Park Secondary Plan, the Greenlands A Area and Greenlands B Area designations as established in the Official Plan are collectively designated *Natural Heritage System* in order to better reflect the systems approach taken to ensure the protection, preservation and enhancement of the *key features*, *buffers* and *linkages* of which it is composed. The purpose of the *Natural Heritage System* designation in the Derry Green Corporate Business Park Secondary Plan Area is:

a. to protect areas which have been identified as having *environmental* significance based on the functional recommendations of the Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study, the FSEMS and CFCP for the Derry Green Corporate Business Park Secondary Plan Area; and

b. to establish a *Natural Heritage System*, achieving enhanced natural habitat areas and *ecological functions* that will be resilient to the impacts of the adjacent urban development.

11.5.5.2 Criteria for Designation

The lands in the *Natural Heritage System* on Schedules 17a and 17b consist of the following *key features* and functions:

a. habitat complexes consisting of *valleylands*, *forest*, thicket, meadow, *wetland* and associated restoration areas;

b. *watercourse* corridors; and

c. buffers.

11.5.5.3 Permitted Uses

The *Natural Heritage System* designation on Schedules 17a and 17b means that only the following uses may be permitted subject to the policies of this Section:

a. recreational trails and similar non-intensive recreation uses;

b. forest, wildlife and fisheries management;

c. archaeological activities in accordance with Provincial Ministry requirements; and

d. public *infrastructure* in accordance with Section 11.4.8.

11.5.5.4 Criteria for Habitat Complexes

The FSEMS identifies the location of habitat complexes consisting of *valleylands*, *forest*, thicket, meadow, and *wetland* and associated restoration areas. The boundaries of habitat complexes shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

a. key *Natural Heritage System* areas as defined in the FSEMS;

b. goals and conservation priorities in the FSEMS; and

c. targets and implementation details in the FSEMS.

11.5.5.5 Criteria for Watercourse Corridor Design

The FSEMS and CFCP identify the approach for *watercourse* corridor design to be followed in the SIS. The dimensions of *watercourse* corridors, exclusive of the required *buffers* set out in 11.5.5.6, measured from stable top of bank to stable top of bank, shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

a. Meander belt width of natural channel design, including 10 per cent safety factor, and all required fisheries compensation/habitat;

b. Maintenance of existing riparian storage volumes;

c. *Watercourse* corridors designated to contain *regional storm* storage shall be sized accordingly;

d. Construction of a stable valley wall from the top of the valley wall to the proposed finished grade at the top of the valley wall; and

e. Provision of flood protection for adjacent properties up to and including the *regional storm* event.

11.5.5.6 Criteria for *Buffers*

Buffers shall be provided in accordance with the following:

a. *Watercourse* Corridors:

10 metres from the greatest hazard (*regional storm flood plain* or stable top of bank), except where a trail is planned to be located within the *buffer*, in which case an additional 5 metres will be added to the *buffer* width and the trail will be located within the outer 5-metre portion of the *buffer* in accordance with Schedule 17a. Notwithstanding the foregoing, where a trail is located within a stormwater management facility adjacent to a *watercourse buffer*, an additional 5-metre *buffer* width will not be required.

b. *Woodlots*:

10 metres from the drip line except where a trail is planned to be located within the *buffer* in which case an additional 5 metres will be added to the *buffer* width and the trail will be located within the outer 5-metre portion of the *buffer* in accordance with Schedule 17a; Where a trail is located within an existing *utility easement* or an adjacent stormwater management facility, an additional 5 metres *buffer* width shall not be required.

c. *Sixteen* Mile Creek (Middle Branch):

30 metres from the greater of the existing physical top of bank or the stable top of bank limit along both sides of the main valley;

d. *Wetlands*:

i) 30 metres from the boundary of all provincially significant wetlands of any size; and

ii) 15 metres from the boundary of all other *wetlands*.

e. Hedgerows:

10 metres from the drip line. Trails may be located within these *buffers* without augmentation of the 10 m *buffer* width.

11.5.5.7 *Natural Heritage System* Policies

a. The boundaries of the *Natural Heritage System* designations on Schedules 17a and 17b have been delineated in a conceptual manner based on the functional recommendations of the Sixteen Mile Creek, Subwatershed Planning Study, Areas 2 and 7, Subwatershed Update Study and FSEMS for the Derry Green Corporate Business Park Secondary Plan Area. These boundaries are subject to field verification as part of the preparation of the Subwatershed Impact Studies, and within those areas regulated by

Conservation Halton must be consistent with the policies of Conservation Halton;

b. Where as part of the subwatershed planning process or in the FSEMS and the approval of the Subwatershed Impact Study(s) it is recommended that the boundary of the *Natural Heritage System* can be altered through the removal, restoration and/or modification or realignment of *watercourse* corridors, or other features, or the relocation, modification or elimination of restoration areas, or the modification or elimination of *wetlands* subject to the replication of their function elsewhere in the *Natural Heritage System* within the Derry Green Corporate Business Park Secondary Plan, and the *Town* approved the recommendation, in consultation with Conservation Halton, the recommended alteration of the *Natural Heritage System* boundary can be made without further amendment to this Plan where such works are undertaken in accordance with an approved SIS. Furthermore, the *Natural Heritage System* designation shall be deemed to apply to all lands within the modified boundaries and an adjacent land use designation shall be deemed to apply to any lands removed from the *Natural Heritage System* designation;

c. *Endangered* and *threatened species* were identified in the Derry Green Corporate Business Park Secondary Plan Area through the Subwatershed Update Study. Prior to the earlier of *site alteration*, subdivision registration and/or site servicing, the proponent will be required to address impacts, if any, to *endangered* and *threatened species* through consultation with the Ministry of Natural Resources;

d. The lands within the *Natural Heritage System* designation are considered to be a crucial part of the proposed *Natural Heritage System* and open space system intended for the Milton Urban Area and shall be acquired by the *Town* in accordance with the applicable policies of Section 5.4.1. However, where any land within the *Natural Heritage System* designation is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that such lands be purchased by the *Town* or other *public agency*, but may be acquired by dedication to the *Town* through the *development* approval process; and

e. Lands within the *Natural Heritage System* designation shall be enhanced and restored in accordance with the recommendations of the approved FSEMS, CFCP and SIS. Any requirements for

restoration and planting shall be in accordance with *Town* standards as set out in the FSEMS.

11.5.5.8 Implementation – Lands Adjacent to Natural Heritage System

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

11.5.6 Environmental Linkage Area – Pipeline Easement

11.5.6.1 The following policies apply to the Environmental Linkage Area – Pipeline *Easement* designation on Schedule 17b which consists of the Enbridge Gas High Pressure Gas Transmission Line *Easement*.

a. *It is an objective of this Secondary Plan to develop the lands in the Environmental Linkage Area/Pipeline Easement as a part of the Natural Heritage System for the Derry Green Corporate Business Park Secondary Plan Area;*

b. The permitted uses, in addition to those in Section 3.2.2 of this Plan shall include gas pipelines and related facilities;

c. No significant structures shall be permitted in the Environmental Linkage Area – Pipeline *Easement*; and

d. All uses of, and *development* within, the Enbridge Gas *Easement*, including any *site alteration*, grading or landscaping works, shall be subject to the approval of Enbridge Gas, in consultation with the *Town*.

11.5.7 Environmental Linkage Area

11.5.7.1 The following policies apply to the Environmental Linkage Area designation on Schedule 17b which consists of the local scale *linkage* components of the *Natural Heritage System* identified through the Subwatershed Update Study, Areas 2 and 7, FSEMS and an approved Subwatershed Impact Study:

a. *The Environmental Linkage Area designation is shown conceptually on Schedule 17b. This designation is designed to*

protect lands which have the potential to form linkages in the Natural Heritage System. The designation includes in some cases existing features such as hedgerows, intermittent flow channels or overland flow routes, which have the potential to be rehabilitated or enhanced to form the basis for the linkage, while recognizing that these areas would not generally be subject to any corridor or buffer requirements. They may also be areas where there are no existing features, but where trails or landscape areas could be created to form a linkage;

b. Notwithstanding the permitted uses in policy 11.5.6.1, parking lots and recreational trails are prohibited;

c. It is the objective of the *Town* to have the lands in the Environmental Linkage Area designation, where their protection is recommended through the approved Subwatershed Impact Study, dedicated to the *Town* at no cost to the *Town*; and

d. *Development* in areas designated Environmental Linkage Area shall be in accordance with the policies in Section 6.2.10.

11.5.8 Residential Special Policy Area

11.5.8.1 The Residential Special Policy Area designation is an overlay designation. The lands in the Residential Special Policy Area designation on Schedule 17b shall be developed in accordance with the underlying land use designation. The Special Policy Area designation identifies an area where there is an existing strip of residential dwellings which are unlikely to be redeveloped in the short term. To recognize this situation the following special policies will apply to the subject lands:

a. Zoning

The subject lands shall be zoned to permit the existing use and uses related to the residential use, including home occupations. Any new development will require a rezoning and which will be reviewed by the Town in the context of the Secondary Plan policies;

b. Interim Use

In addition to the uses permitted by the underlying land use designation on Schedule 17b, the *Town* may rezone the lands to permit the use of the existing residential dwellings, including additions to such dwellings, for *office* or other uses which are *compatible* both with the adjacent residential uses and uses permitted by the underlying land use designation; and

c. Abutting Development

Where *development* is proposed on lands *abutting* residential development in the Residential Special Policy Area designation, the *Town* shall give consideration to the provision of landscaping or other buffering on the boundary with the residential use.

11.5.9 Parkway Belt West Plan/Utility Corridor Area

11.5.9.1 The Parkway Belt West Plan Area designation on Schedules 17a and 17b shall be subject to the applicable policies of the Parkway Belt West Plan and the policies of this Plan.

11.5.10 Storm Water Management Facility/Low Impact Development Practices

11.5.10.1 The Stormwater Management Facility designation on Schedules 17a and 17b represents a general location for these facilities. The location and configuration of the stormwater management facilities shall be more specifically delineated in the FSEMS. They will be further refined through the applicable Subwatershed Impact Studies and through Stormwater Management Plans prepared in support of individual *development* applications. Through the preparation and review of these studies and plans, careful consideration shall also be given to the use of *low-impact development* (LID) practices for stormwater management including the design of impervious surfaces and other factors that positively impact on stormwater management. Through these studies, the management of stormwater from public property, including regional roadways, shall also be accommodated.

11.5.10.2 Stormwater Management Facility sites may be relocated or consolidated without an amendment to this Plan, subject to the approval of the *Town* and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the Sixteen Mile Creek, Subwatershed Update Study, Areas 2 and 7, 2021, FSEMS, Conceptual Fisheries Compensation Plan and Subwatershed Impact Studies.

11.6 Implementation

Further to, and in accordance with, the implementation policies of Section 7 of this Plan, the following policies are applicable to the Derry Green Corporate Business Park Secondary Plan Area.

DRAFT

11.6.1 Phasing and Finance

11.6.1.1 In order to implement the policy of this Secondary Plan set out in Section 11.1.1, applications for *development* in the Secondary Plan area shall only be approved, and *development* shall only proceed in accordance with the phasing policies on Section 11.6.1.2, and when:

a. *the Long-Term Fiscal Impact Assessment of Growth dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modifies by Report CORS – 063-12 is approved by Council;*

b. 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;

c. Landowners in the Secondary Plan area have entered into an agreement or agreements with the *Town* for the provision of funds or the provision of services or both in accordance with the recommendations of the Long-term Fiscal Impact Assessment of Growth prepared by Watson & Associates Economists Ltd. as modified by Report CORS - 063-12; and the following:

   i) In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the *Town* may require a separate agreement or agreements with the landowners within each phase or phases; and

   ii) Landowners who are not parties to the original agreements referred to in subsections c and c i) herein shall entre into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement;

d. Landowners in the Secondary Plan area have entered, or will enter into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities; and

e. Any additional requirements of the *Town* and/or *Region* are satisfied.

11.6.1.2 In addition to the policies of Section 11.6.1.1, *development* in the Derry Green Corporate Business Park shall proceed in three phases as designated on Schedule 17c, as well as a Potential Future Phase. Prior to the commencement of *development* in each phase, the policies of

Section 11.6.1.1 shall be satisfied and confirmation shall be received from the *Region* that water and wastewater services can be provided, and the following conditions must be met:

a. *Phase 2 – 60 per cent of the developable land in Phase 1 must be in registered plans of subdivision or approved site plans prior to commencement of development in Phase 2;*

b. Phase 3 – 60 per cent of the development land in Phase 2 must be registered plans of subdivision or approved site plans prior to commencement of *development* in Phase 3; and

c. Potential Future Phase – the *Town* and the *Region* are satisfied that the lands can be appropriately provided with water and wastewater services.

Notwithstanding, the policies in Section 11.6.1.2 and the phasing shown on Schedule 17c, the phasing may change as a result of the approval and implementation of the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modifies by Report CORS – 063-12 or other considerations including the timing of servicing availability in accordance with the policies set out in Section 11.6.1.1; and Section 11.6.1.2 and Schedule 17c can be modified by the *Town* without amendment to this Plan.

11.6.1.3 Building Permits shall only be issued when the criteria in Sections 7.2.2 and policy 11.6.1.1 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Derry Green Corporate Business Park Water and Wastewater Servicing Area Servicing Plan. In addition, building permits for individual plans of subdivision or phases thereof and site plan applications in the Derry Green Corporate Business Park shall only be issued when the following criteria are satisfied with each criteria to be included as a condition of draft approval or site plan approval, whichever is applicable, and to effected upon registration of a subdivision agreement or site plan agreement:

a. *Lands designated Natural Heritage System and Environmental Linkage Area has been dedicated to either the Town or to Conservation Halton if so directed by the Town;*

b. Stormwater management facilities shall be constructed and dedicated to the *Town*, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan

agreement, as applicable, shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities. Temporary stormwater management facilities shall only be considered where they have been contemplated and addressed in the approved Subwatershed Impact Study; and

c. Lands required for large *utility* structures shall be shown as block(s) and/or *easements* on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the *utility* provider and the *Town*.

11.6.1.4 Notwithstanding policy 11.6.1.2:

a. *Federal, Provincial, Regional and Town owned and/or operated public infrastructure and services as permitted by Section 11.4.8 may proceed at any time even if the precise requirements of Section 11.6.1.2 above have not been satisfied; and*

b. The *Town* may, at its sole discretion, but subject to the *Region*'s confirmation of available services, determine that a regionally or locally-significant employment development proposal within the Secondary Plan that falls outside of Phase 1 can proceed, even if the precise requirements of Section 11.6.1.2 above are not fully met, if it can be demonstrated to the *Town* that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Derry Green Corporate Business Park Secondary Plan, and if there are no unacceptable negative impacts to the *Town* or the *Region* as determined by Council at its sole discretion.

11.6.1.5 Prior to approval of *development* within the Secondary Plan area, all interested telecommunications providers and other *utilities* are to confirm if services can be provided to support the proposed *development*, and shall determine appropriate locations for large *utility* equipment or *utility* cluster sites.

All interested telecommunications providers and other *utilities* wishing to be located within a development areas should be located within an initial common trench, whenever possible, to avoid unnecessary over digging and disruption on municipal rights of way.

Consideration shall be given to the location of *utilities* within public rights of way as well as on private property. *Utilities* shall be grouped/clustered or combined where possible to minimize visual impact. *Utilities* shall be placed in such a manner so as to not visually detract from the streetscape. The *Town* shall encourage *utility* providers to consider innovative methods of containing *utility* services on or within the

streetscape features such as gateways, light standards, bulk way meters and transit shelters.

The *Town* supports where feasible the provision of electronic communication technology involving high-capacity fiber optics to enhance telecommunication services within the Secondary Plan Area.

11.6.2 Zoning By-Law

11.6.2.1 This Secondary Plan shall be implemented by an appropriate amendment(s) to the *Town*'s comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 7.5.

11.6.3 Consents

11.6.3.1 Subdivision of land shall generally take place by a plan of subdivision in the Derry Green Corporate Business Park Secondary Plan Area. Consents may be permitted in accordance with the provisions of Section 6.2.17_and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan.

11.6.4 Environmental Assessment

11.6.4.1 The water, wastewater and roads projects identified by the Secondary Plan are subject to the provisions of the Municipal Engineers Association Class Environmental Assessment, 2000, as updated 2007 or its successors.

The provisions of the Class Environmental Assessment must be met in this Secondary Plan or as outlined in the following:

a. *Water and Wastewater Projects - Halton Urban Structure Plan, Water and Wastewater Master Servicing Plan Update, 2008 or as amended;*

b. Transportation Projects - This Secondary Plan together with the Halton Transportation Master Plan, June 2004 and/or Transportation Master Plan 2007 Update satisfy Phases 1 and 2 of the Environmental Assessment process; and

c. Sixteen Mile Creek, Subwatershed Update Study, Areas 2 and 7, 2010.

11.6.4.2 Projects which are not specifically addressed in the above noted documents, or in this Secondary Plan, are generally either exempt from the provisions of the Class EA or will be addressed by the approvals provided for under the *Planning Act* (i.e. subdivision approvals).

11.6.5 Complete Application Requirements

11.6.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section 7.6.1 with respect to the requirements of a complete application. In addition, the SUS, FSEMS and CFCP must have been completed to the satisfaction of the *Town* and the *Region*, in consultation with Conservation Halton and where applicable, Provincial and Federal Authorities. Furthermore, prior to the making of any application for draft plan approval, a SIS shall be prepared in accordance with the policies of Section 11.4.5. An application for draft plan approval shall not be considered to be complete unless it reflects the results of the SIS, or provides justification for changes to the SIS satisfactory to the *Town*.

11.6.6 Removal of Employment Lands from Employment Areas

11.6.6.1 It is the policy of the *Town* to protect and preserve *employment areas*.

11.6.6.2 *Employment Areas* are defined in the Derry Green Corporate Business Park Secondary Plan as all lands designated Business Park Area, and Industrial Area on Schedule 17b.

11.6.6.3 The *Town* may consider the removal of lands from *employment areas* within the Derry Green Corporate Business Park Secondary Plan Area only where the requirements of policy 6.3.7.14 have been demonstrated to the satisfaction of the *Town*.

DRAFT

This page has been left intentionally blank

DRAFT

SECTION 12. BOYNE SURVEY

12.1 General

The purpose of the Boyne Survey Secondary Plan is to establish a more detailed planning framework for the Boyne Survey Secondary Plan Area in support of the general policy framework provided by the Official Plan.

12.1.1.1 It is a fundamental policy of this Secondary Plan that:

a. *the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized;*

b. to the maximum extent possible and practical, the conveyance of lands for *public service facilities* shall keep pace with growth in the Secondary Plan area to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;

c. to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure shall keep pace with the growth in the Secondary Plan area so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;

d. overall development in the Secondary Plan area shall be phased in accordance with Schedule 18d Boyne Survey Secondary Plan Phasing Plan and the policies of Section 12.6.1;

e. *development* in the Secondary Plan area shall be in accordance with the requirements and recommendations of the Sixteen Mile Creek, Areas 2 and 7 Subwatershed Update Study (SUS), Functional Stormwater and Environmental Management Strategy (FSEMS), Conceptual Fisheries Compensation Plan (CFCP) and applicable Subwatershed Impact Studies (SIS) as approved to the satisfaction of the *Town* and the *Region*, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities; and

f. the progression of development within the Secondary Plan is managed in a manner which promotes the achievement of complete, healthy, and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

DRAFT

12.1.1.2 In order to ensure the implementation of this policy, no applications for *development* shall be approved and no *development* shall proceed in the Secondary Plan area until:

a. *the Long-Term Fiscal Impact Assessment of Growth dated December 6, 2010 prepared by Watson & Associates Economists Ltd. As modified by Report CORS-063-12 is approved by Council;*

b. 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;

c. the recommendations of the Financial Plan are secured through agreements with affected parties to the satisfaction of Council in accordance with Section 12.6.1 of this Plan; and

d. the recommendations of the *Region*'s financial plan are secured through agreements with affected parties to the satisfaction of Regional Council in accordance with applicable policies of this Plan.

12.1.3 Location

12.1.4.1 The Boyne Survey Secondary Plan is bounded by:

a. *North* *Louis St. Lauren Avenue ;*

b. East James Snow Parkway (RR 4) right-of-way (James Snow Parkway);

c. South Britannia Road (RR 6); and

d. West Tremaine Road (RR 22).

12.2 Secondary Plan Area Concept

12.2.1 Community Character

12.2.1.1 The Secondary Plan is designed to create a complete, safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton by:

a. *ensuring the maximum degree of physical connection with the Urban Area, within the Boyne Survey Secondary Plan Area itself, and with other surrounding areas of the town, particularly the Niagara Escarpment, Bruce Trail, and Greenbelt Plan - Protected Countryside to the north and west, and the Milton Education Village*

Neighbourhood planned for the area west of Tremaine Road;

b. creating a *Natural Heritage System* and linked parkland system within the Secondary Plan Area, which is connected to the Greenbelt, including the Niagara Escarpment Plan Area and the natural heritage system and parkland in other areas of the town;

c. developing *public service facilities* and mixed-use nodes within the Secondary Plan Area, including the extensions of two Secondary Mixed-Use Nodes, which will serve as focal points not only for area residents, but also for all town residents;

d. ensuring that *development* is sensitive to the Greenbelt, including the Niagara Escarpment, given its proximity to these features, and that *development* is designed to maintain views to the Escarpment;

e. ensuring a compact community and *transit-supportive* densities through the achievement of an overall residential density of 40 units per net hectare and an overall density of approximately 70 residents and jobs combined per gross hectare exclusive of lands within the *Natural Heritage System*;

f. ensuring a strong pedestrian orientation by creating development and a transportation/transit system which reflects the characteristics of the established Milton Urban Area and which is supportive of transit and pedestrian/bicycle movement; and

g. recognizing the unique *character* of the Omagh area both with respect to cultural heritage and natural heritage.

12.2.2 Key Design Elements

12.2.2.1 The Boyne Survey Secondary Plan Master Concept Plan forms the basis for the Secondary Plan. Key elements derived from the Master Concept Plan are outlined on Schedule 18a, Community Structure Plan and Schedule 18b, Active Transportation and Greenlands/*Natural Heritage System* Plan. They include:

a. *Natural Heritage System*

A *Natural Heritage System*, consisting of habitat complexes, *watercourse* corridors and *buffers* is a central feature of the community and provides a strong connection to the Greenbelt Plan Protected Countryside, and the Niagara Escarpment Plan Area. The road pattern is aligned to give appropriate accessibility to the *Natural Heritage System* both physically and visually (e.g. single loaded roads at key locations and vistas in a manner that has regard to the urban design guidelines). Parks are used as central

meeting places for neighbourhoods and sub-neighbourhoods and to the extent possible are located to complement the *Natural Heritage System*.

b. Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the *Natural Heritage System buffers*. In addition, sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All *development* shall have regard for the *Town*'s Trail Master Plan Update and comply with other relevant *Town* standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

c. Greenbelt Plan Protected Countryside and Niagara Escarpment Lands.

The Plan has been designed to protect an appropriate interface with the urban area through the location of mixed-use nodes at the intersections of Louis St. Laurent Avenue and Britannia Road (RR 6) with Tremaine Road (RR 22). Provision is also made for the potential of trail connections to the Greenbelt Plan Protected Countryside and the protection of views to the Niagara Escarpment.

d. Road System

The road system within the framework of the Active Transportation Plan shown on Schedule 18b will be designed with a modified grid pattern. The grid pattern reflects the historical pattern of the established urban area and the development pattern of the Boyne Survey. This ensures:

i) maximum connections within the Secondary Plan Area and with other areas of the town and with the arterial road system;

ii) maximum potential for provision of transit service;

iii) ease of pedestrian/bicycle movement;

iv) maintenance of views to the Niagara Escarpment; and

v) potential for the creation of views of key public facilities and landmark structures.

In addition, the alignment of the road pattern shall be designed in a manner which is respectful of and sensitive to the *Natural Heritage System*, particularly valleylands, to the extent possible.

e. Community Structure

The Secondary Plan Area includes:

i) significant portions of two secondary mixed-use nodes (District Node designations on Schedule 18a) which provide facilities for the district and the entire Urban Area, including substantial commercial uses;

ii) a range of opportunities for higher density mixed use *development* at key intersections (nodes) and in corridors (residential/office areas, nodes) along both arterial and local roads to provide for a wide range of housing and commercial and other services for the community, as well as *transit-supportive development densities*;

iii) five neighbourhoods, each of which is focused on a neighbourhood centre, which includes a range of park and *public service facilities* and four of which are also located adjacent to the *Natural Heritage System*; and

iv) a number of sub-neighbourhoods focused on small parks known as Village Squares.

f. Gateway Streets/Enhanced Streetscape Design

Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue represent significant corridors in and through the Boyne Survey and the Milton Urban Area, as well as being potential major transit corridors, and as such they require enhanced streetscape design. The design of Tremaine Road will also be critical to ensuring an appropriate interface with the future Sustainable Halton lands An essential focus of its design in the area will be to mitigate any barrier effects.

Internal to Boyne Survey, an east/west system of collector roads consisting of Community Connectors, a Community Connector Link and an *Active Transportation* Link will ultimately link the neighbourhoods in the Secondary Plan Area and provide opportunities for the full range of transportation modes. This system will be designed as a focal point for the community with an enhanced and coordinated approach to landscaping, street *tree* plantings, sidewalks, lighting, public/private *utilities*, bike paths and boulevards having regard to the urban design guidelines.

In addition, the *Town* shall, through the subdivision, zoning by-law and site plan approval processes, control development along these roads to ensure both a high quality of side design and built form. In particular, buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.

g. Gateways

Gateways are recognized as key points of entry to the Urban Area which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Gateway intersections are located at:

i) Tremaine Road (RR 22) and Britannia Road (RR 6)

ii) Regional Road 25 and Britannia Road (RR 6); and

iii) James Snow Parkway and Britannia Road (RR 6).

12.3 Goal and Objectives

The following specific goal and objectives are applicable to the Boyne Survey Secondary Plan Area.

12.3.1 Goal

To create a safe, liveable, attractive, complete and healthy community in Boyne Survey which is designed to be integrate with the rest of the Urban Area, and to reflect the engaging, balanced and connected character of the town as a whole.

12.3.2 Objectives

12.3.3.1 To create strong physical connections with the rest of the Urban Area, particularly the Milton Education Village, to ensure maximum opportunities for integration of all components of the Urban Area.

12.3.3.2 To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.

12.3.3.3 12.3.2.3 To create, in consultation with the *Region* and Conservation Halton, a linked *Natural Heritage System* and open space system, including a trail system, connected with other areas of the town, particularly the Greenbelt Plan Protected Countryside, and the Niagara Escarpment. This system will form a central feature of the community, protect and enhance key existing *natural features*, including *woodlots*, and be easily accessible and visible to residents and visitors.

12.3.3.4 To ensure that *development* is sensitive to the proximity of the area to the Greenbelt Plan Protected Countryside, including the Niagara Escarpment, by protecting views of the Escarpment and providing for the potential of *environmental linkages* and trail connections.

12.3.3.5 To create a road network based on a modified grid pattern.

12.3.3.6 To create secondary mixed-use nodes at Bronte Street and Louis St. Laurent Avenue, and Thompson Road and Louis St. Laurent Avenue, which provide *public service facilities* for both the Secondary Plan Area and the town as a whole including significant commercial facilities.

12.3.3.7 To develop a residential community with its own special *character* which maintains the "small town" *character* of the established Milton urban area, while providing for a diverse range of *housing options* as well as employment opportunities, and *transit-supportive* development patterns and densities.

12.3.3.8 To develop neighbourhoods that each have a sense of place created by the design of the *development*, including the pedestrian orientation of the streetscape, and the provision of *public service facilities* for social, cultural, recreational, education and religious purposes within neighbourhoods, with a particular emphasis on parks which are designed as meeting points for the immediate area.

12.3.3.9 To ensure that the integrated street and path system is designed to provide maximum opportunities for *active transportation* including pedestrian, bicycle and other similar movement as well as access to public transit.

12.3.3.10 To ensure the provision of an appropriate quantity of parkland to adequately respond to a broad range of recreational needs and functions as well as to support the achievement of the desired level of service for the Secondary Plan area including the provision of a Community Park outside of the Secondary Plan area, widely accessible to the majority of residents and serving a town-wide function.

12.3.3.11 To recognize the special *character* of the Omagh area and ensure that any *development* reflects its unique *character*.

12.3.3.12 To protect and enhance existing natural heritage features as part of a linked *Natural Heritage System* in accordance with the SUS, FSEMS and CFCP.

12.3.3.13 To preserve existing *cultural heritage resources* which are designated or are on the *Town*'s register, in situ" wherever possible, or if supported by an approved heritage study, on an alternative, appropriate site. Adaptive reuse of these features will be encouraged.

12.3.3.14 To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that reverse lotting major roads is prohibited, except where the *Town*, after consultation, with the *Region* and other *public agencies* as applicable, is satisfied that there is no other feasible option.

12.3.3.15 To design Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue to reflect their role as major gateways to the Milton Urban Area, and to design the proposed Community Connector System as a focal point for the Boyne Survey.

12.3.3.16 To ensure the coordination of design and placement of *utility infrastructure* for all *utilities* (including telecommunications, cable, hydro, gas, and Canada Post) required for any part of the Secondary Plan area through the subdivision process.

12.4 Strategic Policies

12.4.1 Transportation Facilities: Classification, Function and Design Requirements

Transportation *infrastructure* shown on the schedules attached to the Boyne Survey Secondary Plan may be subject to Environmental Assessments at both regional and town levels, recognizing that this Secondary Plan together with the "Boyne Survey Secondary Plan and Milton Education Village Traffic Operations Assessment" (March 2012) and the Halton Region Transportation Master Plan to 2031 satisfy Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations of transportation *infrastructure* are conceptual and will only be finally determined upon completion of any required Environmental Assessments or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the *Natural Heritage System* and open space system. The *Town*, at its sole discretion, may require additional lands for right-of-way purposes where the approved right-of-way design is required to be modified to minimize impacts on the *Natural Heritage System*.

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

12.4.1.1 Public Transit

In conformity with Section 4.3.4, the *Town* will ensure that the development of the Boyne Survey maximizes the potential for the provision of transit service, through the achievement of appropriate densities and the development of *transit-supportive* design criteria and standards in the urban design guidelines. The extension of public transit services to the Secondary Plan Area is encouraged in order to support greater mobility options for its residents.

12.4.1.2 Community Connector System

a. An east/west collector road system designated as Community Connector and Community Connector Link on Schedule 18b is intended to provide a focal point for the community integrating urban design, *active transportation* and transit-oriented development objectives with its transportation function. The design of the Community Connector System shall have regard to the Boyne Survey Urban Design Guidelines.

   The Community Connectors shall be developed as continuous collector roads, one of which shall have a 24-metre right-of-way the other of which shall have a 26-metre right-of-way. The greater right-of-way width shall be determined through the Tertiary Plan process, with the 26-metre right-of-way being aligned to the frontages of the majority of public spaces within the Neighbourhood Centres.

   The Community Connector Link shall consist of a 26-metre right-of-way, with additional lands as may be required within the Sixteen Mile Creek *buffer* to protect for any required structures or *active transportation* connections as identified through the Environmental Assessment process. The lands required for this link shall be conveyed to the *Town*.

b. Sixteen Mile Creek Community Connector Study Area

   The alignment of the Community Connector Link, as shown on Schedules 18a, 18b, and 18c within the Community Connector Study Area, will be evaluated and determined through the completion of an Environmental Assessment for the Area or through a comprehensive process undertaken to the satisfaction of the *Town*, *Region* and *Conservation Authority*. The alignment shall be determined prior to any *development* approvals being granted to the adjacent lands.

DRAFT

12.4.1.3 Planned Active Transportation Link

As shown on Schedule 18b, a grade-separated Planned Active Transportation Link shall be provided across the CN Rail line. The purpose of this link is to provide continuous non-vehicular east-west connectivity. The design of the link shall incorporate appropriate control measures to ensure the safety of those utilizing the link.

12.4.1.4 Future and Existing Grade Separations

Grade separations are designated on Schedule 18b. The design of *development* shall protect for the construction of the grade separations.

12.4.1.5 Driveway Access

The *Town* will work with the *Region* to ensure that direct access to regional roads is restricted and/or controlled and where access to a regional road is required, safe solutions shall be found to provide an alternative to direct access, particularly to Tremaine Road (Regional Road 22), Britannia Road (RR 6) and Regional Road 25.

12.4.1.6 Roundabouts

a. Roundabouts shall be the preferred method for intersection traffic control over all-way stop and traffic signals

b. Roundabouts shall be designed to incorporate pedestrian crossovers on each approach to the satisfaction of the *Town*. Additionally, roundabouts shall include bicycle bypasses on approaches with bicycle lanes.

c. Roundabouts shall be implemented at locations identified to operate under roundabout control in the Road Network Assessment unless deemed otherwise by the *Town*.

d. Additional roundabouts may also be required by the *Town* where it is determined through the review of specific *development* applications that traffic signals or all-way stops are warranted at an intersection that was not identified for a roundabout in the Road Network Assessment.

e. Where the *Town* has identified the need for single or multi-use roundabouts, the *Town* may require the conveyance of additional lands for right-of-way purposes. 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.

DRAFT

12.4.2 Trails System

12.4.2.1 Schedule 18b, Active Transportation and Natural Heritage System Plan establishes the proposed recreational pedestrian/ bicycle trail system for the Boyne Survey Secondary Plan area. The trail system will be coordinated with the existing and planned trail systems at both the local and regional levels and its design will have regard for the Town of Milton Trails Master Plan Update, the Regional Road Right-of-Way Dimension Guidelines and the Regional Active Transportation Master Plan. Schedule 18b also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Separate pathways will only be required on arterial roads.

12.4.3 Sixteen Mile Creek, Areas 2 And 7 Subwatershed Update Study

12.4.3.1 All new *development* within the Boyne Survey shall be in accordance with the recommendations of the applicable SUS, including the use of *low-impact development* practices. Functional recommendations derived from the SUS principles and specifically focused on the Boyne Survey Secondary Plan Area will also apply as outlined in the respective FSEMS and CFCP. No amendments to the Secondary Plan shall be required to implement the recommendations of the applicable SUS, FSEMS or CFCP. Such functional recommendations will be implemented through the applicable SIS as approved by the *Town* in consultation with Conservation Halton, the *Region* and any other relevant *public agencies*. In particular, where the applicable SUS, FSEMS or CFCP supports the realignment, relocation, elimination, replication or other modification of *watercourse* corridors or other *key features* including *wetlands* and restoration areas or changes in the locations of drainage facilities in accordance with the policies of Section 12.5.14 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

12.4.3.2 All new *development* within Boyne Survey shall comply with the recommendations of the applicable subwatershed study or update study including the use of Low Impact Design Standards. Functional recommendations, derived from the subwatershed plan principles and specifically focused on the Boyne Survey Secondary Plan Area will also apply as outlined in the respective Functional Stormwater and Environmental Management Strategies (FSEMS) and compendium documents titled "Conceptual Fisheries Compensation Plan" (CFCP).

No amendments to the Secondary Plan shall be required to implement the recommendations of the applicable subwatershed plan study or update study, FSEMS or CFCP. In particular, where the applicable subwatershed study or update study, FSEMS or CFCP support the realignment or other modification of streams or changes in the locations of drainage facilities in accordance with the policies of Section 12.5.15 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

12.4.3.3 Subwatershed Impact Studies are required for Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. These will guide and inform the development of tertiary plans as required in Section 12.6.5 of this Plan. The study/tertiary plan areas can be modified or consolidated subject to the approval of the *Town*, in consultation with Conservation Halton and the *Region*. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The Terms of Reference for the Subwatershed Impact Study must be adhered to and can be found in the FSEMS.

12.4.4 Housing Mix

12.4.4.1 Boyne Survey is designed to provide for a diverse range of *housing options* and *transit-supportive* development. To assist in achieving these objectives, the following housing mix target, which anticipates a higher percentage of medium and high-density *development* than in other parts of the Urban Expansion Area, is established:

a. Low density 48 per cent
b. Medium density 35 per cent
c. High density 17 per cent

12.4.5 Urban Design

12.4.5.1 Section 5.2 of this Plan establishes a detailed urban design strategy for the *Town* which is applicable to the Boyne Survey Secondary Plan Area.

12.4.5.2 Further to, and in accordance with the policies of Section 5.2 of this Plan, all *development* within the Boyne Survey Secondary Plan Area shall be designed in a manner which:

a. incorporates the key design elements of Section 12.2.2;
b. reflects the goal and objectives of this Secondary Plan in Section 12.3; and
c. has regard to the Boyne Survey Urban Design Guidelines.

12.4.5.3 Further to the policies of Section 12.4.5.2, *development* shall also be designed in accordance with the following:

a. Significant views of, and accessibility to, public spaces including parks, schools, stormwater management facilities and other *public service facilities* will be provided in strategic locations through the use of single-loaded roads adjacent to such spaces or through the use of other approaches having regard to the Boyne Survey Urban Design Guidelines

b. Vistas of the *Natural Heritage System* will be incorporated strategically into development to afford scenic views and managed public access..

c. A hierarchy of *public service facilities* will be directed to locations which allow them to serve as focal points for the Secondary Plan Area as a whole, neighbourhoods and sub-neighbourhoods.

d. The urban design guidelines establish four types of streets with respect to design treatment:

i) Gateway Streets - Arterials/Collectors/Community Connectors

Gateway streets will provide a symbolic function to identify the entrance to the Milton Urban Area in a manner which reflects its historic character and *natural environmental* features, as well as the distinct nature of the Boyne Survey Secondary Plan Area. Gateway streets will have the highest form of design treatment, and may include such features as special signage and central medians.

ii) Primary Streets – Arterials/Collectors/Community Connectors /Local Roads

Primary Streets connect neighbourhoods to the major focal points of the Secondary Plan Area. They also link sub-neighbourhoods, provide access to parks, schools (with secondary schools being located on arterials and elementary schools on collectors and local roads) and the trail system. In addition, they define the boundaries of the Secondary Plan Area and the neighbourhoods, and in the case of the Community Connectors, serve as focal points for Boyne Survey.

The Primary Streets, particularly the Community Connectors, which connect neighbourhoods to major focal points or which act as boundaries to the Secondary Plan Area, will have a higher order of design than the Secondary Streets, through

DRAFT

the extended use of *tree* and feature planting, paving, lighting and signage design.

iii) Secondary Streets – Collector/Local Roads

Secondary Streets do not have a symbolic role but are designed to support transportation needs while recognizing that streets are used as key neighbourhood socialization spaces. The design requirements for secondary streets are less substantial than for primary streets.

iv) Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, lanes and service roads may be considered. The design requirements of such facilities will be much more limited than for local streets. At the same time, certain minimum technical and design standards will be required to address pavement width, relationship to parking areas and other operational considerations including winter control.

e. A range of alternatives will be encouraged to ensure a high quality of streetscape design which:

i) provides for an attractive and safe streetscape for pedestrians, cyclists and drivers as well as attractive and safe links for all users of the *transportation system* within the Boyne Survey Secondary Plan Area and to the surrounding community; and

ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety.

f. All *development*, including low and medium-density residential *development* shall be encouraged to front on and have access to public roads; however, where development fronts on arterial or collector roads, vehicular access may be provided from lanes subject to the approval of the *Town*, in consultation with the *Region*. Service roads will be discouraged, but may be considered as an alternative, subject to review by the *Town*. Reverse lotting shall not be permitted, except where the *Town* after consultation, where applicable, with the *Region* and other agencies, is satisfied that there is no other feasible option.

g. *Development* shall be designed to support and facilitate access to public transit.

h. A mix of *lot* sizes, building types and architectural styles with high quality building materials will be encouraged on a street-by-street basis to reinforce the *character* of the existing community. In

particular, dwellings shall be designed to reduce the impact of garages, and garages shall generally not project beyond the main wall of a unit without significant mitigating design elements.

i. Consideration shall be given to the location of public *utilities* within public rights-of-way as well as on private property. *Utilities* will be grouped/clustered or combined where possible to minimize visual impact. The *Town* will encourage *utility* providers to consider innovative methods of containing *utility* services on or within the streetscape features such as gateways, lighting standards and transit shelters.

12.4.6 Emergency Response Facilities and Public Infrastructure and Services

12.4.6.1 A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Boyne Survey. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities may be located in any land use designation other than the *Natural Heritage System* designation, and shall be designed and developed in manner which is *compatible* with the surrounding neighbourhood.

12.4.7 Public Transit Infrastructure and Services

a. Federal, Provincial, Regional and *Town*-owned and/or operated public infrastructure and services are permitted to be located within any land use designation, except the *Natural Heritage System* designation, subject to the completion and approval of an Environmental Assessment or where such public infrastructure and services are required as a condition of approval under the *Planning Act.*

b. Notwithstanding the foregoing, public infrastructure such as roads, above and below ground *utilities* including water and wastewater mains, storm sewers, gas lines, underground telecommunications *infrastructure* and stormwater management outlets may be located within the *Natural Heritage System* designation subject to the satisfactory demonstration of the following:

   i) there are no feasible alternatives to the proposed location; and

   ii) the degree of intrusion is minimized to the extent possible.

DRAFT

12.5 Land Use Policies

The applicable land use policies of Section 6 of the Official Plan together with the additional policies in this Section shall apply to the lands in the Boyne Survey Secondary Plan Area in accordance with the land use designations on Schedule 18c, Land Use Plan.

12.5.1 Residential Area

12.5.1.1 Permitted Uses

The following uses shall be permitted in the Residential Area designation on Schedule 18c:

a. Medium Density Residential I uses consisting of low-rise residential units such as *single-detached dwellings*, duplex and semi-detached dwellings, townhouses, triplexes and fourplexes and similar grade-related multiple attached housing forms with a density range of 31 to 45 units per net hectare in accordance with policy 12.5.1.2

b. Medium Density Residential II uses consisting of mid-rise multiple attached residential units such as stacked townhouses and apartments with a density range of greater than 45 to 100 units per net hectare in accordance with policy 12.5.1.3;

c. High-density residential uses consisting of apartment buildings and stacked townhouse dwelling units with a common underground parking area, generally containing the equivalent of the required tenant parking, with a density range of greater than 100 to 200 units per net hectare in accordance with policy 12.5.1.4;

d. *Additional residential units* in accordance with policy 6.2.1.19;

e. *Assisted housing, special needs housing* and *shared housing* accommodating more than 8 persons in accordance with policy 6.2.1.20;

f. Minor *institutional uses*, which by their activity, scale and design are *compatible* with residential uses and which serve adjacent *residential areas*, including elementary schools, libraries, *places of worship*, day care facilities and community centres in accordance with the policies of Section 6.2.7;

g. Local commercial uses including limited convenience commercial, service stations and *office uses* which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of Sections 6.2.2 and 6.2.3; and

h. *Home Occupation* and live/work uses in accordance with policies 6.2.1.22 and 6.2.1.26.

12.5.1.2 Medium Density Residential I

a. Applications for *development* of residential uses in the Medium Density Residential I category, except for applications for *single-detached dwellings*, duplex, and semi-detached dwellings on individual *lots*, or proposed sites for such uses, shall be evaluated based on conformity with the following criteria:

i) The area of the site allows for integration of the proposed medium density *development* with adjacent low-density *development*;

ii) The area of the site provides for adequate buffering for any adjacent low-density residential uses, appropriate on-site recreation amenities and adequate parking facilities;

iii) The site is generally located so that the *development* is well integrated with adjacent low-density *development* and a gradation in density between uses is generally achieved;

iv) The site is in general proximity to a park, natural area, local institutional or local commercial facility;

v) The height of the main buildings does not exceed three storeys;

vi) Adequate *municipal water service, municipal sewage service* and storm drainage facilities can be provided; and

vii) The submission of a *development plan*.

b. Street-Oriented Medium Density Residential Uses

Where street-oriented medium-density residential uses, such as street townhouses, are interspersed with *single-detached* and semi-detached dwelling units in blocks of 15 to 30 units, the following shall apply:

i) The height of the main buildings does not exceed three storeys;

ii) The site is in general proximity to a park, natural area, local institutional or local commercial facility; and

iii) Adequate *municipal water service, municipal sewage service* and storm drainage facilities can be provided.

However, such *development* shall be evaluated through the *development* review process, to the satisfaction of the *Town*, to ensure appropriate integration with the adjacent low-density dwelling units having regard to the Boyne Survey Urban Design

Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

c. Minimum Density Requirements

Notwithstanding the minimum density requirement for the Medium Density Residential I uses, consideration may be given by the *Town* in areas abutting or across a road from the *Natural Heritage System* to allowing limited areas of housing at a minimum density of 20 units per net hectare. However, the *Town* shall be satisfied that the total number of units which would have been required had the subdivision been developed at minimum density of 31 units per net hectare is maintained.

Density shall be calculated on the basis of individual plans of subdivision. Where the registration of a draft plan of subdivision is phased, prior to the registration of the first phase, a phasing plan for the entire subdivision shall be submitted and approved by the *Town* demonstrating the manner in which the overall density requirements are achieved across the entire subdivision area.

12.5.1.3 Medium Density Residential II

a. Applications for *development* of residential uses in the Medium Density Residential II category, or proposed sites for such uses, shall be evaluated based on conformity with the following criteria:

i) The area of the site allows for integration of the proposed medium density *development* with adjacent medium and low density *development*;

ii) The area of the site provides for adequate buffering for any adjacent low-density residential uses or there is, or will be, medium density residential *development* to provide a transition between the proposed *development* and adjacent low-density uses;

iii) The area of the site is sufficient to provide appropriate on-site recreation amenities and adequate parking facilities;

iv) The site is generally located so that the *development* is well integrated with adjacent medium density I and low-density *development* and a gradation in densities between uses is generally achieved;

v) The site is in proximity to a park, natural area, public transit use, local institutional or local commercial facilities;

vi) The height of the buildings does not exceed four storeys;

vii) The height or bulk of the proposal will not unduly overshadow

adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criterion;

viii) On-site or local park, institutional and commercial facilities provide or can be expanded to provide an adequate level of service for the development.

ix) Adequate *municipal water service, municipal sewage service* and storm drainage facilities can be provided; and

x) The submission of a *development plan*.

Such *development* shall be encouraged to locate adjacent to arterial, and Community Connector roads to facilitate access to public transit. Furthermore, Medium Density Residential II *development* shall be evaluated through the *development* review process, to the satisfaction of the *Town*, to ensure appropriate integration with the adjacent lower density residential *development* having regard to the Boyne Survey Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

12.5.1.4 High Density Residential Uses

a. Applications for *development* of apartment buildings in the High-Density Residential use category shall be evaluated based on conformity with the following criteria:

i) The area of the site is sufficient to provide appropriate on-site recreation and/or open space amenities, adequate parking facilities and landscaping.

ii) The site is generally located abutting an arterial road to facilitate access to public transit;

iii) The residential uses may form part of a mixed-use building or be located in a purposely designed building;

iv) Buildings shall have a minimum height of three storeys and a minimum *floor space index* of 1.0, with a maximum height of 15 storeys and a maximum *floor space index* of 3.0; and

v) The height or bulk of the proposal will not unduly overshadow any adjacent low and medium-density residential uses. Shadow studies may be required from the applicant to satisfy this criterion.

12.5.2 Residential/Office Area

12.5.2.1 The Residential/Office Area designation on Schedule 18c is conceptual, except where bounded by existing major roads. The exact configuration

shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan(s) as required in Section 12.6.5 of this Plan. Where the approval of the Subwatershed Impact Study(s) results in the realignment of a *watercourse* corridor or the location of a stormwater management facility such that the lands within the designation no longer have frontage on and direct access to an arterial road, the adjacent land use designation will be deemed to apply to such lands without amendment to this Plan.

12.5.2.2 The main permitted uses in the Residential/Office Area shall be:

a. *Office uses* in accordance with the following criteria:

i) Minimum density shall be 100 employees per hectare;

ii) The site is generally located so that the *development* has direct access to a Collector Road, Local Arterial Road, or Major Arterial Regional Road and shall be oriented to the road from which it obtains its major access.

iii) The *office use* may form part of a mixed use building, or be located in a purpose designed building; and

iv) *Office uses* shall have a minimum *floor space index* of 1.0 and a minimum height of two storeys, with a maximum height of 15 storeys and a maximum *floor space index* of 3.0.

b. Medium Density Residential II uses in accordance with policies 12.5.1.1 b and 12.5.1.3;

c. High-density residential uses in accordance with policies 12.5.1.1. c and 12.5.1.4;

d. *Assisted housing, special needs housing* and *shared housing* accommodating more than 8 persons in accordance with policy 6.2.1.10;

e. Minor *institutional uses*, which by their activity, scale and design are *compatible* with residential uses and which serve adjacent *residential areas*, including elementary schools that are in addition to those located within the Neighbourhood Centre Areas, libraries, *places of worship*, day care facilities and community centres in accordance with the policies of Section 6.2.7; and

f. Local commercial uses including limited convenience commercial, service stations and *office uses* which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of Sections 6.2.2 and 6.2.3.

12.5.2.3 Furthermore, *development* in the Residential/Office Area designation:

a. fronting on Regional Road 25 will reflect the significance of this

gateway location in accordance with policy 12.4.5;

b. adjacent to Fourth Line shall be designed to be integrated with the adjacent Neighbourhood Centre Area and transition appropriately to the *Natural Heritage System* with a minimum *floor space index* of 1.0 and a minimum height of two storeys and with a maximum height of 8 storeys and a maximum *floor space index* of 2.5. Such *development* may include mid-rise multiple attached residential uses categorized as Medium Density Residential II such as stacked townhouses and apartments with a density range of greater than 45 to 100 units per net hectare in accordance with policy 12.5.1.3; and

c. located between Bronte Street and the CN Rail Line shall reflect the following:

   i) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;

   ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to Bronte Street;

   iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

   iv) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and

   v) *Development* shall be designed to facilitate access to public transit.

12.5.3 Neigbourhood Centre Area

12.5.3.1 Purpose

The Neighbourhood Centre Area designation on Schedule 18c is intended primarily for community uses and public/private facilities which serve the neighbourhood as a whole, and to a limited extent, for *compatible* high-density residential *development*. These areas are designed to support the community structure as established on Schedule 18a by providing focal points for each neighbourhood. The Neighbourhood Centre Area designations on Schedule 18a and 18c are conceptual, except where bounded by existing major roads or the *Natural Heritage System* or where sized to support drainage diversion techniques. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan(s) as required in Section 12.6.5 of this Plan.

12.5.3.2 Permitted Uses

The Neighbourhood Centre Area designation on Schedule 18c means that the main uses permitted shall be uses which by their activity, scale and design are *compatible* with adjacent residential uses and which primarily serve the adjacent neighbourhood, including elementary schools, transit stops, postal outlets, parks and open space systems including trails, community recreational and leisure facilities, *places of worship*, day care facilities and convenience commercial and *office uses* and other similar local institutional and commercial uses. Public/private partnerships for the provision of *public service facilities* will be encouraged and may incorporate certain limited, accessory or ancillary uses not specifically identified as permitted, if required to ensure their viability. Provided that the main permitted uses form the great majority of uses within a Neighbourhood Centre Area, the Neighbourhood Centre Area may be rounded out by the following additional uses:

a. Medium Density Residential II uses in accordance with policies 12.5.1.1 b and 12.5.1.3;

b. High-density residential uses in accordance with policies 12.5.1.1 c and 12.5.1.4; and

c. *Assisted housing, special needs housing* and *shared housing* in accordance with policy 6.2.1.10.

12.5.3.3 Notwithstanding the foregoing, it is recognized that the location of neighbourhood parks and designation of elementary schools on Schedule 18a is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites will be established in conformity with the policies of this Plan during the evaluation of the tertiary plan as required in Section 12.6.5 of this Plan, and; specifically with respect to the school locations, in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with provincial, and *Town* policy.

12.5.3.4 Site Design

Development in the Neighbourhood Centre Area designation shall be reviewed by the *Town* having regard to the Boyne Survey Urban Design Guidelines. In particular, *development* shall be designed to:

a. maximize multiple use of lands and facilities;

b. eliminate barriers between facilities, particularly between parks and

schools;

c. ensure that buildings are oriented to public streets and accessible to public transit;

d. maximize public service and safety; and

e. design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

12.5.4 Institutional Area

Further to, and in accordance with, the policies of Section 6.2.7 of this Plan, *development* on lands designated Institutional Area on Schedule 18c shall be subject to the following policies:

12.5.4.1 Purpose

The Institutional Area designation on Schedule 18c is intended primarily for major *public* and quasi-*public uses* which serve the Boyne Survey Secondary Plan Area, although uses which serve a town-wide function may also be permitted.

12.5.4.2 Permitted Uses

The Institutional Area designation on Schedule 18c means that the main permitted uses shall be public, quasi-public and private non-profit uses including secondary schools, large religious facilities and *places of worship*, which serve the Boyne Survey Secondary Plan Area, or which have a town-wide function on sites which generally exceed one hectare in area. Quasi-*public uses* include *places of worship*, service clubs and organizations and similar charitable and/or philanthropic services which serve broader community needs but are not owned or operated by a *public agency*. In addition, accessory residential uses such as a rectory, manse and/or caretaker's residence, accessory *service commercial uses*, retail uses and *office* functions shall be permitted as well as:

a. High-density residential *development* in accordance with the policies 12.5.1.1 c and 12.5.1.4 in conjunction with *institutional uses* or on separate sites; and

b. *Assisted housing, special needs housing* and *shared housing* in accordance with policy 6.2.1.10.

12.5.4.3 Site Design

Development in the Institutional Area designation shall be reviewed by the *Town* having regard to the Boyne Survey Urban Design Guidelines. In particular, *development* shall be designed to:

a. Maximize multiple use of lands and facilities;

b. Eliminate barriers between facilities, particularly between parks and schools;

c. Ensure that buildings ·are oriented to public streets;

d. Maximize public service and safety; and

e. Ensure that parking, loading and access areas are designed in a manner which will minimize conflicts between pedestrian and vehicular traffic.

12.5.4.4 Alternative Uses

Lands within the Institutional Area designation are identified to provide opportunity for the development of a range of *public* and quasi-*public uses* in conjunction with the development of the surrounding neighbourhood. If, however, such uses are not developed concurrently with the balance of the neighbourhood, the adjacent land use designation as determined by the *Town* shall be deemed to apply and the site may be developed accordingly, without amendment to this Plan.

12.5.5 Secondary Mixed Use Node

12.5.5.1 The Secondary Mixed-Use Nodes shall generally develop in accordance with the policies of Sections 6.2.2 and 6.3.5, however:

a. Single-storey commercial buildings may be permitted; however commercial *development* with additional height and density is strongly encouraged;

b. Residential *development* shall be limited predominantly to high-density residential uses in accordance with policies 12.5.1.1 b and 12.5.1.4;

c. *Assisted housing, special needs housing* and *shared housing* shall also be permitted in accordance with policy 6.2.1.10.

d. In addition to the *development* criteria of policy 6.3.5.8, *development* shall reflect the following:

i) Land assembly to create larger viable holdings and facilitate comprehensive *development* shall be encouraged;

ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;

iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

iv) For mixed use buildings, pedestrian traffic generating activities, particularly retail commercial uses and restaurants,

DRAFT

shall be located at grade level, with residential and *office uses* in upper storey locations;

v) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and

vi) *Development* shall be designed to facilitate access to public transit;

e. Notwithstanding the policies of 12.5.5.1 b, the *Town* will consider permitting a limited extent of Residential Medium Density II uses, including grade-related multiple-attached housing forms such as townhouses, stacked townhouses, and back-to-back townhouses in accordance with the policies of 12.5.1.1 b within the Secondary Mixed-Use Nodes subject to a Comprehensive *Development Plan* in accordance with the policies of 12.5.6.5 and the following:

i) the size and configuration of the node is sufficient to accommodate the planned concentration of land uses and built form;

ii) the node has sufficient frontage to provide safe and direct access from the adjoining road system;

iii) the total number of grade-related dwelling units does not exceed 20 percent of the total number of dwelling units within the specific quadrant of the node in which it is proposed;

iv) a concentrated massing of taller buildings is located at key intersections with grade-related forms being located interior to the site such that a transition in heights is created that respects the context of the surrounding lower density neighbourhood;

v) generally continuous street walls are provided along major corridors to provide pedestrian-friendly, visually connected and coherent streetscapes;

vi) the proposed introduction of grade-related housing maintains the nodal hierarchy established by the Secondary Plan;

vii) the grade-related housing form supports and enhances the balance of the existing or planned development within the node; and

viii) it has been demonstrated to the satisfaction of the *Town* that the initial phases of development will not preclude the achievement of the ultimate vision for the Secondary Mixed-Use Node in accordance with the policies of this Plan, having regard to the Boyne Survey Urban Design Guidelines.

DRAFT

f. Notwithstanding policy 12.5.5.1 to the contrary, within the Boyne Survey Secondary Plan, the only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail stores ancillary to the gas station use.

g. Drive-through service facilities and gas stations may only be permitted subject to the following:

   i) such uses shall not be located at the intersections of arterial roads with other arterial roads,

   ii) such uses shall be oriented away from pedestrian traffic generating activities including main entrances and sidewalks and shall be designed in a manner which prioritizes pedestrian comfort and safety and minimizes conflicts between pedestrian and vehicular traffic;

   iii) the appearance of large expanses of pavement is minimized through the use of landscaping and setbacks; and

   iv) such uses shall require a detailed design review having regard to the Boyne Survey Urban Design Guidelines and shall be subject to a site-specific amendment to the zoning by-law through which process detailed design considerations can be appropriately evaluated;

h. There are two Secondary Mixed-Use Nodes located within the Boyne Survey Secondary Plan Area, including that portion of the node located north of Louis St. Laurent Avenue (as currently exists within either the Bristol Survey or Sherwood Survey Secondary Plan Areas as applicable). Each of the nodes shall include a maximum of approximately 29,728 square metres of commercial uses.

   Within the Secondary Mixed-Use Node located at the intersection of Louis St. Laurent Avenue and Thompson Road, the commercial *gross floor area* available to the lands within the Boyne Survey shall be distributed equally between the southwest and southeast quadrants of the Node, subject to the provision of high-density residential uses on an equivalent area of each quadrant of the node. Such high-density residential uses may be developed within purpose-designed and/or mixed use buildings in accordance with policies 12.5.5.1 b and d of this Plan.

   The commercial component within a Secondary Mixed-Use Node may precede the residential *development* within the Node subject to a *Development Plan* for the entire node in accordance with policy 12.5.6.5.

The two secondary Mixed-Use Nodes may also aggregately accommodate an additional 13,935 square metres of commercial uses of which approximately half shall be allocated to the Secondary Mixed Use Node at the intersection of Louis St. Laurent Avenue and Thompson Road and shall be distributed equally between the south west and south east quadrants of the node.

A Retail and Commercial Needs Assessment will not be required unless these maximums are proposed to be exceeded. Further, the *Town* shall review the distribution of retail space in each of the nodes through the tertiary plan process in conjunction with the review of the overall concept plan for the nodes.

12.5.5.2 The Secondary Mixed Use Node designations on Schedule 18c are conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section 12.6.5.

12.5.6 Major Node Area

12.5.6.1 Purpose

The Major Node Area designation on Schedule 18c identifies integrated concentrations of mixed uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for surrounding residential neighbourhoods, be pedestrian-oriented and maximize the use of public transit.

12.5.6.2 Permitted Uses

The Major Node Area designation on Schedule 18c means that the main uses permitted may include a variety of high-density residential, *institutional* and *office uses* and *public service facilities*. The following additional uses may also be permitted subject to a Comprehensive *Development Plan* for the entire node in accordance with policy 12.5.6.5:

a. Medium Density Residential II uses, including limited grade-related multiple attached housing forms subject to policies 12.5.1.1 b and 12.5.1.3;

b. *Assisted housing, special needs housing* and *shared housing* in accordance with policy 6.2.1.10;

c. Minor *institutional uses* in accordance with policy 12.5.1.1 f;

d. Retail and *service commercial uses*, generally not exceeding a combined total *gross floor area* of 2,787 square metres within a single node, located on the main floor of a multi-storey building. A

Retail and Commercial Needs Assessment will not be required unless this maximum is proposed to be exceeded; or

Retail and *service commercial uses* in purpose designed buildings, generally not exceeding a combined total *gross floor area* of 1860 meters square within a single node, provided that the size of the node is sufficient in size to accommodate the residential unit mix and density for the node in addition to any retail and *service commercial uses*.

Purpose designed commercial buildings shall have a minimum height of 2 storeys with commercial primarily on the ground floor and with *office*, institutional and/or community uses primarily on the second floor.

It is strongly encouraged that retail and *service commercial uses* be developed in combination with one or more mixed use buildings.

Retail and *service commercial uses* in the node shall not be permitted to be developed in conjunction with local commercial uses permitted in the Residential Area designation and/or Residential Office Area designation; and

e. Drive through service facilities and gas stations with or without car washes and convenience retail stores ancillary to the gas station use and subject to policy 12.5.5.1 g.

12.5.6.3 The design of *development* within the Major Node Area shall ensure compatibility and transition between the Node and adjacent *development*. In addition, the following policies apply:

a. Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;

b. A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;

c. Buildings shall have a minimum height of three storeys and a minimum *floor space index* of 1.0, however *development* with additional height and density is encouraged to a maximum height of 15 storeys and a maximum *floor space index* of 3.0. For the purposes of this policy, the *floor space index* shall be calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be zoned to ensure the achievement of the *floor space index* at the time of the approval of the first

development application or any phase thereof;

d. Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

e. Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and *office uses* in upper storey locations except in purpose designed buildings;

f. Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and

g. *Development* shall be designed to facilitate access to public transit.

12.5.6.4 Notwithstanding the foregoing, the Major Node Area designation on Schedule 18c is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section 12.6.5 of this Plan.

12.5.6.5 Prior to the granting of any planning approvals, the following are required to the satisfaction of the *Town*:

a. A *development plan* for the entire Node identifying *development* blocks, with suitable size, configuration and access for the proposed use, and concept plans for the *development* blocks in accordance with policy 7.3.5, and Sections 12.5.5, 12.5.6, and 12.5.7;

b. An urban design brief in accordance with the *Town*'s Urban Design Brief Terms of Reference; and

c. For properties included in the *Town*'s Heritage Register, a Heritage Impact Assessment of the property in accordance with the *Town*'s Terms of Reference, for the purpose of ensuring that the *heritage resources* are *conserved* and sympathetically integrated into any proposed *development*.

12.5.7 Minor Sub-Node Area

12.5.7.1 Purpose

The Minor Sub-Node Area designation on Schedule 18c identifies smaller concentrations of mixed uses and higher residential densities at secondary intersection locations. These areas are intended to support the overall neighbourhood structure and, in particular, the use of public transit.

12.5.7.2 Permitted Uses

Permitted uses shall be in accordance with Section 12.5.5, however, retail and *service commercial uses* shall not exceed a combined total *gross floor area* of 450 square metres within each of the Minor Sub-Nodes.

Notwithstanding the foregoing, the Minor Sub-Node Area designation on Schedule 18c is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section 12.6.5 of this Plan.

12.5.8 Natural Heritage System

12.5.8.1 Purpose

Within the Boyne Survey Secondary Plan, the Greenlands A Area, Greenlands B Area and Greenlands Restoration Area designations as established in the Official Plan are collectively designated *Natural Heritage System* in order to better reflect the systems approach taken to ensure the protection, preservation and enhancement of the *key features*, *buffers* and *linkages* of which it is composed.

The purpose of the *Natural Heritage System* designation in the Boyne Survey Secondary Plan Area is:

a. to protect areas which have been identified as having *environmental* significance based on the functional recommendations of the SUS, the FSEMS and CFCP for the Boyne Survey Secondary Plan Area; and

b. to establish a *Natural Heritage System*, achieving enhanced natural habitat areas and *ecological functions* that will be resilient to the impacts of the adjacent urban *development*.

12.5.8.2 Criteria for Designation

The lands in the *Natural Heritage System* on Schedules 18b and 18c consist of the following *key features* and functions:

a. habitat complexes consisting of *valleylands*, *forest*, thicket, meadow, *wetland* and associated restoration areas;

b. *watercourse* corridors; and

c. buffers.

12.5.8.3 Permitted Uses

The *Natural Heritage System* designation on Schedules 18b and 18c means that only the following uses may be permitted subject to the policies of this Section:

a. recreational trails and similar non-intensive recreation uses;

b. forest, wildlife and fisheries management;

c. archaeological activities in accordance with Provincial requirements;

d. transportation and public *infrastructure* in accordance with Section 12.4.6; and

e. and stormwater management facilities in accordance with policy 12.5.8.6 c iii).

12.5.8.4 Criteria for Habitat Complexes

The FSEMS identifies the location of habitat complexes consisting of *valleylands*, *forest*, thicket, meadow, and *wetland* and associated restoration areas. The boundaries of habitat complexes shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

a. key *Natural Heritage System* areas as defined in the FSEMS;

b. goals and conservation priorities in the FSEMS; and

c. implementation details in the FSEMS.

12.5.8.5 Criteria for Watercourse Corridor Design

The FSEMS and CFCP identify the approach for *watercourse* corridor design to be followed in the SIS. The dimensions and locations of *watercourse* corridors, exclusive of the required *buffers* set out in 12.5.8.6, measured from stable top of bank to stable top of banks, shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

a. Meander belt width for natural channel design, including 10 percent safety factor, and all required fisheries compensation/habitat;

b. Maintenance of existing riparian storage volumes;

c. *Watercourse* corridors identified to contain *regional storm* storage shall be sized accordingly;

d. Establishment of a stable valley wall from the toe of the valley wall to the proposed finished grade at the top of valley wall; and

e. Provision of flood protection for adjacent properties up to and including the *regional storm* event.

12.5.8.6 Criteria for Buffers

Buffers shall be provided in accordance with the following:

a. *Watercourse* Corridors:

10 metres from the greatest hazard (*regional storm flood plain* or stable top of bank), except where a trail is planned to be located within the *buffer*, in which case an additional 5 metres will be added to the *buffer* width and the trail will be located within the outer 5-metre portion of the *buffer* in accordance with Schedule 18b.

Notwithstanding the foregoing, where a trail is located within a stormwater management facility adjacent to a *watercourse buffer*, an additional 5-metre *buffer* width will not be required. In addition, no *buffer* will be required in connection with the realignment of Reach I-NE-1 B-2 or in connection with the treatment of Reaches I-NE-2A-4 and SWS-2A-1 as depicted in the SUS and FSEMS.

b. *Woodlots*:

10 metres from the drip line except where a trail is planned to be located within the *buffer* in which case an additional 5 metres will be added to the *buffer* width and the trail will be located within the outer 5-metre portion of the *buffer* in accordance with Schedule 18b. Where a trail is located within an existing *utility easement* or an adjacent stormwater management facility, an additional 5-metre *buffer* width shall not be required.

c. Sixteen Mile Creek:

i) 30 metres from the greater of the existing physical top of bank or the stable top of bank limit along both sides of the main valley;

ii) 10 metres from the drip line of the tableland wooded area in the east-central portion of the valley where top-of-bank *setbacks* do not apply except where a trail is planned to be located within the *buffer* in which case an additional 5 metres will be added to the *buffer* width and the trail will be located within the outer 5-metre portion of the *buffer*;

iii) notwithstanding ii) above, where a trail is located within an existing *utility easement* or an adjacent stormwater management facility, an additional 5-metre buffer width shall not be required; and

iv) notwithstanding any policies within this Plan, storm water management is permitted within the 30-metre *buffer* for Sixteen Mile Creek provided that it is located no closer than 15 metres to the stable top-of-bank.

d. *Wetlands*:

i) 30 metres from the boundary of all provincially significant wetlands of any size; and

ii) 15 metres from the boundary of all other *wetlands*.

e. Hedgerows

10 metres from the drip line of the east-west hedgerow between Regional Road 25 and the Sixteen Mile Creek valley and from the drip line of the hedgerow associated with Omagh Woods. Trails may be located within these *buffers* without augmentation of the 10-metre *buffer*.

12.5.8.7 *Natural Heritage System* Policies

a. The boundaries of the *Natural Heritage System* designations on Schedules 18b and 18c have been delineated based on the functional recommendations of the "Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study" and FSEMS for the Boyne Survey Secondary Plan Area.

b. The *Natural Heritage System* shall be implemented, enhanced restored or modified in accordance with the recommendations of the approved "Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study", FSEMS, CFCP, and applicable SISs.

c. *Endangered* and *threatened species* are identified in the Boyne Survey Secondary Plan Area through the SUS. Prior to *site alteration*, subdivision registration and/or site servicing, the proponent will be required to address impacts to *endangered* and *threatened species* through consultation with the Ministry of Natural Resources.

d. The lands within the *Natural Heritage System* designation are considered to be a crucial part of the proposed *Natural Heritage System* and Open Space System intended for the Milton Urban Area and shall be acquired by the *Town* in accordance with policy 12.6.2.2.

12.5.8.8 Implementation – Lands Adjacent to Natural Heritage System

Prior to development of lands adjacent to the *Natural Heritage System* and subsequent to the preparation of the required Subwatershed Impact Study, as a condition of draft plan approval or prior to site plan approval where necessary, the *Town* may require the preparation of a detailed implementation plan which defines mitigation plans including matters such as maintenance of clean surface water contributions to *watercourses*, and *wetlands*, grading, edge management, acceptable

construction practices and building placement on each development site. The implementation plan will reflect the recommendations of the approved Subwatershed Impact Study.

12.5.9 District Park Area

12.5.9.1 Two District Park Areas have been designated on Schedule 18a. These parks may be developed with indoor and outdoor sports facilities.

12.5.10 Neighbourhood Park Area

12.5.10.1 The Neighbourhood Park Area designation on Schedule 18a represents the general location of these parks. These parks are located centrally within Neighbourhood Centre Areas together with schools and other *public service facilities* and are planned to accommodate a range of outdoor park facilities and athletic fields. The location and configuration of the Neighbourhood Parks shall be further refined through the preparation of the tertiary plan(s), as required in Section 12.6.5 of this Plan; however, any such refinement must be conducive to the accommodation of the range of active playing fields and athletic facilities intended to be provided.

12.5.11 Village Square Area

12.5.11.1 The Village Square designation on Schedule 18a represents the general locations of primarily passive open space areas which are intended to serve as focal points for a sub-neighbourhood. The location and configuration of the Village Squares shall be further refined when the tertiary plans, as required in Section 12.6.5 of this Plan, are prepared and these sites will generally include tot *lots* and other passive recreation features such as gazebos and seating areas. Village Square sites may be relocated without an amendment to this Plan provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan, including maintenance of a general distribution through the Secondary Plan Area. In determining the ultimate location and distribution of Village Square sites, consideration should be given, where possible, to their strategic alignment with the *Natural Heritage System* to support its long-term viability and sustainability, to manage public access and to achieve urban design objectives through the provision of important vistas and views. However, regardless of the location, such sites must have significant frontage on a public street, generally on two sides of the property.

DRAFT

12.5.12 Omagh Study Area

12.5.12.1 Omagh has a special *character* which reflects its significant cultural heritage and its relationship to the *Natural Heritage System*. The Omagh designation on Schedules 18a and 18c is an overlay designation. In addition to the policies of the underlying land use designations prescribed in this Secondary Plan, lands identified as Omagh on Schedule 18a are subject to Section 6.3.9 of this Plan.

12.5.13 Existing Agricultural Operations

12.5.13.1 Within the Boyne Survey Secondary Plan, *agricultural uses* are permitted as interim uses until the lands are developed in accordance with the policies of this Plan. Development should have regard to existing agricultural operations. Potential impacts will be minimized.

12.5.14 Stormwater Management Facility/Low Impact Development Practices

12.5.14.1 Stormwater Management Facility Location and Low Impact Development Practices

The Stormwater Management Facility designation on Schedule 18a represents a general location for these facilities. The location and configuration of the stormwater management facilities are more specifically delineated in the FSEMS. They will be further refined through the applicable Subwatershed Impact Study and through Stormwater Management Plans prepared in support of individual *development* applications. Through these studies and plans careful consideration shall also be given to the use of *low-impact development* (LID) practices for stormwater management including the design of impervious surfaces and other factors that impact on stormwater management. Through these studies, consideration shall also be given to account for storm water management as it pertains to drainage from public property, including regional roads.

12.5.14.2 Relocation of Stormwater Management Facility Designations

Stormwater management facility sites can be relocated or consolidated without amendment to this Plan, subject to the approval of the *Town* and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the applicable FSEMS.

12.5.14.3 Location Permitted in all Land Use Designations

Stormwater management facilities shall be permitted in all land use designations on Schedule 18c. Notwithstanding the foregoing, stormwater management facilities shall not be permitted in the *Natural Heritage System* except in accordance with policy 12.5.8.6 c iii). *Low-impact development* (LID) practices shall also be permitted in all land use designations in accordance with an approved SIS. Stormwater management facilities and LID practices shall be designed, where possible, to be linked with the *Natural Heritage System* and open space system.

12.6 Implementation

Further to, and in accordance with, the implementation policies of Section 7 of this Plan, the following policies are applicable to the Boyne Survey Secondary Plan Area.

12.6.1 Phasing And Finance

12.6.1.1 *Development* in the Boyne Survey Secondary Plan Area shall proceed in two phases, Phase 3A and Phase 3B as designated on Schedule 18d. Prior to the approval of any applications for *development* in Phase 3B, building permits must have been issued by the *Town* for a minimum of 4,000 dwelling units in Phase 3A.

12.6.1.2 Notwithstanding the foregoing:

a. Public infrastructure such as roads, parks, fire halls, schools and *public service facilities* may proceed at any time in Phase 38, subject to the availability of servicing *infrastructure* and other requirements both at the local and regional levels; and

b. Council may, at its sole discretion, determine to accept and approve an application for *development* in Phase 38, prior to the issuance of building permits for 4,000 dwelling units in Phase 3A, if it is determined by Council that the *development* for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the Region, that there are no negative impacts on the *Town or Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

12.6.1.3 Prior to the commencement of *development* in each phase, all requirements of the *Town* and the *Region* shall be satisfied and

confirmation shall be received from *utility* providers and school boards that appropriate services and facilities can be accommodated.

12.6.1.4 All new urban *development* in the Boyne Survey Secondary Plan area shall be connected to the *municipal* wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section 12.1.1 applications for *development* in the Secondary Plan area shall only be approved, and *development* shall only proceed when:

a. The *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modified by Report CORS-063-12 is approved by Council;

b. The *Town* has in 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 Secondary Plan area;

c. Landowners within the Secondary Plan area have entered into an agreement or agreements with the *Town* for the provision of funds or the provision of services or both in accordance with The *Long-Term Fiscal Impact Assessment of Growth*. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the *Town* may require a separate agreement or agreements with the landowners within such phase or phases. In addition, landowners who are not parties to the original agreement or agreements referred to herein shall enter into an agreement with the *Town* assuming all the rights and obligations of the agreements, as applicable, as if such landowners had been original signatories to that agreement;

d. Landowners within the Secondary Plan area have entered, or will enter, into an Allocation Agreement with the *Region* ~~of Halton~~ addressing the provision of water and wastewater servicing and roads;

e. Water treatment and distribution and wastewater collection and treatment are available in accordance with local and regional policies;

f. An Area Servicing Plan for the Boyne Survey Secondary Plan area has been prepared to the satisfaction of the Region;

g. The SUS, FSEMS and CFCP have been approved to the satisfaction of the *Town* and the *Region*, and in consultation with

Conservation Halton; and

h. Any additional requirements of the *Town* and/or the *Region* are satisfied.

12.6.2 Parkland Dedication, Other Infrastructure and Utilities

12.6.2.1 Building Permits beyond 25 per cent build out of the areas specified below shall only be issued when the criteria in policy 12.6.1.1 of this Plan and the following criteria are satisfied:

a. The District Park Area in Phase 3A on Schedule 18d to the Official Plan and Schedule 18a, shall be prepared to an acceptable base condition as determined through the *Town*'s Engineering and Parks Standards and conveyed to the *Town* at or prior to 25 per cent build out of the lands in Phase 3A;

b. The portion of the District Park Area in Phase 3B on Schedule 18a owned by the landowners who have signed the Financial Agreement required pursuant to Section 12.6.1.4 c shall be prepared to an acceptable base condition as determined through the *Town*'s Engineering and Parks Standards and conveyed to the *Town* at or prior to 25 per cent build out of the lands in Phase 38;

c. Neighbourhood Parks which serve the various neighbourhoods shall be prepared to an acceptable base condition as determined through the *Town*'s Engineering and Parks Standards and conveyed to the *Town* at or prior to 25 per cent build out of the lands in each Phase as identified on Schedule 18d;

d. Village Squares shall be prepared to an acceptable base condition as determined through the *Town*'s Engineering and Parks Standards and conveyed to the *Town* at or prior to 25 per cent build out of the lands in the respective sub-neighbourhood as identified on Schedule 18a; and

e. School sites for each neighbourhood shall be shown as block(s) on an approved draft plan of subdivision at or prior to 25 per cent build out of the applicable neighbourhood.

12.6.2.2 In addition to the foregoing, building permits for individual plans of subdivision/site plans or phases thereof shall only be issued when the following criteria are satisfied, with each criteria to be included as a condition of draft plan approval or site plan approval, whichever is applicable, and to be effected upon registration of a subdivision agreement or site plan agreement:

a. lands designated *Natural Heritage System* as may be refined

through the subdivision/site plan approval process have been dedicated to the *Town*, or to Conservation Halton if so directed by the *Town*;

b. stormwater management facilities have been constructed and dedicated to the *Town*, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities; and

c. lands required for large *utility* structures shall be shown as block(s) and/or *easements* on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the *utility* provider and the *Town*.

12.6.3 Zoning By-Law

12.6.3.1 This Secondary Plan shall be implemented by an appropriate amendment(s) to the *Town*'s Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 7.5.

12.6.4 Consents

12.6.4.1 Subdivision of land shall generally take place by plan of subdivision in the Boyne Survey Secondary Plan Area. Consents may be permitted in accordance with the provisions of Section 6.2.17 and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. In particular, consents may be permitted which result in the assembly of land which is a size and configuration which will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

12.6.5 Complete Application Requirements

12.6.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section 7.6.1 with respect to the requirements of a complete application. In addition, the SUS, FSEMS and CFCP must have been completed to the satisfaction of the *Town* and the *Region*, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities. Further, prior to making of any application for draft plan

approval within any neighbourhood as identified on Schedule 18a or portion of a neighbourhood approved by the *Town*, a tertiary plan shall be prepared and submitted in accordance with the policies of Section 7.3.3. Prior to draft approval, a subdivision application must reflect the results of the tertiary plan, or be supported by justification for changes to the tertiary plan satisfactory to the *Town*. In accordance with *Town* requirements, a tertiary plan shall be prepared in conjunction with the required Subwatershed Impact Studies which shall also be required prerequisite to the granting of draft plan approval. The tertiary plan for lands in Boyne Survey shall address and demonstrate:

a. the location and configuration of schools, neighbourhood parks, and village squares;

b. the location, size and general configuration of stormwater management facilities;

c. through a traffic impact assessment to be undertaken to the satisfaction of the *Town* and the *Region*:

   i) intersection configuration;

   ii) a traffic control plan;

   iii) detailed road pattern;

   iv) on and off-road *active transportation* system (including sidewalks, trails, pathways);

   v) anticipated traffic operations at major intersections;

   vi) transit service routes; and

   vii) *Transportation Demand Management* (TDM) initiatives.

d. the location of transit facilities;

e. the boundaries of land use categories;

f. concept plans for secondary mixed-use nodes, major nodes, minor sub-nodes and residential office areas which may include elevations and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density *development*;

g. any refinements to the *Natural Heritage System* based on the studies and policies of this Plan;

h. regard for the Boyne Survey Urban Design Guidelines including addressing the relationship of *development* to Regional roads; and

i. the recommendations of any supporting technical studies including the noise, vibration and safety impact mitigation measures for *development* adjacent to the railway right-of-way and noise and

vibration impact measures for *development* adjacent to arterial roads.

12.6.6 Environmental Assessment

12.6.6.1 The water, wastewater and roads projects identified by this Secondary Plan are subject to the provisions of the Municipal Engineers Association Class Environmental Assessment, 2000, as updated 2007, or its successors.

12.6.6.2 The provisions of the Class Environmental Assessment must be met in this Secondary Plan or as outlined in the following:

a. Water and Wastewater Projects Halton Urban Structure Plan, Sustainable Halton Water and Wastewater Master Plan (2011), or as amended;

b. Transportation Projects -This Secondary Plan together with the Transportation Master Plan To 2031 -The Road to Change;

c. Sixteen Mile Creek, Areas 2 and 7, Subwatershed Update Study, 2010.

12.6.6.3 Projects which are not specifically addressed in the above noted documents, or in this Secondary Plan, are generally either exempt from the provisions of the Class EA or will be addressed through the tertiary plan process or by the approvals provided for under the *Planning Act*, (i.e. subdivision approvals).

DRAFT

This page has been left intentionally blank

DRAFT

SECTION 13. TRAFALGAR

Preamble

The Trafalgar Secondary Plan is envisioned to be developed as a mixed-use, higher density corridor which supports the extension of higher-order transit. The Trafalgar Secondary Plan is being planned concurrently with the Agerton Secondary Plan to the north.

A proposed Major Transit Station has been identified in the vicinity of the intersection of Derry and Trafalgar Roads (in the adjacent Agerton Secondary Plan Area). The area is physically separated from the balance of the Urban Area by the Sixteen Mile Creek Valley and, as such, is afforded an opportunity to accommodate higher density *development* and taller built form in a manner which contributes positively to the overall urban structure.

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

13.1 General

13.1.1 Purpose

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

13.1.1.2 The Secondary Plan:

a. Implements the objectives, policies and overall planning approach of this Plan within the local context;

b. Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;

c. Provides growth management policies to implement the 2031 planning horizon for a minimum target of 32,000 residents and 4,000 jobs;

d. Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies, and

the Community Structure Plan; and

e. Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed tertiary plan.

13.1.2 Location

13.1.2.1 The Trafalgar Secondary Plan is generally bounded by:

a. North Derry Road;

b. East Eighth Line; and

c. South/West Greenbelt Plan Area.

13.2 Secondary Plan Concept

13.2.1 Community Character

13.2.1.1 The community characteristics that provide direction for *development* in the Trafalgar Secondary Plan, a section of the Trafalgar corridor, are:

a. A Complete Community

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

b. A Well-Serviced Community

A community that provides *transit-supportive* centres of activity that maximize access to shopping, recreation, institutional, and leisure choices.

c. An Environmentally Sustainable Community

A community that provides a *Natural Heritage System* and linked open space system within the Secondary Plan, which is sensitive and connected to the Greenbelt.

d. A Connected Community

A community that provides a *multimodal* transportation network of *complete streets* and an *active transportation* and open space network accessible to all users that is well integrated with the *Town*'s and *Region*'s *Transportation System*.

e. An Attractive Community

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

13.3 Goals and Objectives

Further to, and in accordance with Sections 1 to 5 of this Plan, the following goals and objectives are applicable to the Trafalgar Secondary Plan:

13.3.1 Build Compact and Complete Communities

a. Identify appropriate locations for *transit-supportive* mixed-use Neighbourhood and Local Centres that provide a focus of retail commercial and community services within reasonable walking distance from most of the population;

b. Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Trafalgar Secondary Plan (with higher densities in the neighbourhood centres as prescribed in subsequent sections of this Secondary Plan);

c. Ensure that a range and mix of housing by density, type, unit size and tenure is provided, including opportunities for *affordable* and *assisted housing*, to meet the needs of family-sized households balanced with higher density forms of *transit-supportive* housing;

d. Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;

e. Identify an interconnected system of parks, open spaces, elements of the *Local Natural Heritage System* and *public realm* areas with *active transportation* as one of the main organizing features of the community;

f. Identify the *public service facilities* needs of the community; and

g. Provide opportunities for *places of worship*.

13.3.2 Protect and Enhance the Natural Heritage System

a. Protect or enhance *key features* of the *Natural Heritage System*, and demonstrate that there will be no *negative impacts* on the *natural features* and areas or their *ecological functions*;

b. Create, in consultation with any other appropriate *public agency*, a combined natural heritage and off-street trail system as a central feature of the community that is easily accessible and visible to residents and visitors; and

c. Encourage vistas and view corridors that result in visibility of the *Natural Heritage System* and the location of parks and open space adjacent to, or near, the *Natural Heritage System* where possible.

13.3.3 Provide Mobility Options

a. Foster a connected and accessible on- and off-road pedestrian and cycling path network which promotes a culture of *active transportation*;

b. Provide the opportunity for a local transit network that can support higher-order transit service on Trafalgar Road;

c. Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;

d. Provide a land use structure and distribution of density that is *transit-supportive* within walking distance of transit stops; and

e. Extend *frequent transit* services to the Trafalgar Secondary Plan with potential to support dedicated rapid transit along Trafalgar Road in the future.

13.3.4 Establish a Logical Road Network

a. Identify a modified grid pattern of collector roads that provide connectivity within the Secondary Plan and other areas of the town; and

b. Recognize Trafalgar Road, a Major Arterial Regional Road roadway, as the main north- south corridor of the Secondary Plan, intended to accommodate all modes of transportation and accommodate travel throughout the *Region*.

13.3.5 Create High-Quality Urban Spaces

a. Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;

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

c. Ensure communities are designed to be accessible by all, regardless of age or physical ability.

DRAFT

13.3.6 Fiscal Responsibility

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

13.4 Strategic Policies

Further to, and in accordance with, the Strategic Policies of Section 1 to 5 of this Plan, the following policies are applicable to the Trafalgar Secondary Plan.

13.4.1 Natural Heritage System

13.4.1.1 The *Natural Heritage System* will be established in accordance with Sections 3.2.2 and 6.2.10 of this Plan. The focus of the *Natural Heritage System* is to preserve and enhance the biological diversity and *ecological functions*. The *Natural Heritage System* is identified on Schedules 19a to 19d and further detailed in Section 13.6.4 of this Secondary Plan.

13.4.2 Active Transportation and Road Network

13.4.2.1 Public Transit

In conformity with Section 4.3.5 of this Plan, and with regard for the *Town*'s Transportation Planning, the *Town* will ensure that the *development* of the Secondary Plan maximizes the potential for the provision of transit service, through the achievement of appropriate densities and the development of *transit-supportive* design criteria and standards in the urban design guidelines.

13.4.2.2 Trails System

Schedule 19b, Active Transportation and Natural Heritage System Plan identifies a conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Section 4.2.4 and 4.3.2 of this Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the local and regional levels, having regard for the *Town* and *Region's* Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the *Town*, in consultation with any other appropriate *public agency*. Where possible, trails are encouraged to connect to parks.

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

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

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

13.4.2.3 Road Network

In conformity with Sections 4.2.1 and 4.2.2 of this Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule 19b. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the *transportation system* and water and wastewater system to support the planned *development* of the area. Any proposed deletions to arterial or collector roads identified on Schedule 19b will require an amendment to this Plan. Any proposed additions of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Plan.

A potential future collector road extension is identified on Schedule 19b. If an update to the Environmental Assessment (EA) is required to accommodate this collector road linkage, Phase 1 and 2 of the EA process shall be undertaken at the Tertiary Plan stage.

13.4.2.4 Regional Road Network

Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of Major Arterial Regional Roads for the transport of goods and people in a safe and efficient manner in accordance with the *Region*'s most current master plan, policies, by-laws and guidelines. The regional road network within the Secondary Plan includes Trafalgar Road (Regional Road 3), Britannia Road (Regional Road 6) and Derry Road (Regional Road 7).

13.4.2.5 Potential Local Arterial Extension

Within the Secondary Plan, a new east-west major collector road is identified on Schedule 19b, north of Britannia Road. The continuation of

this road, west of Trafalgar Road, will be protected for the potential future connection with the existing Milton Urban Area through the Britannia Secondary Plan Area and Greenbelt Plan Area as a local arterial road.

The feasibility, need, and function of the potential east-west local arterial road, west of Trafalgar Road, as identified on Schedule 19b shall be further assessed through a town-wide Transportation Master Plan.

Where the east-west local arterial road traverses the *Natural Heritage System*, it must demonstrate conformity with this Plan, policy 13.6.4.1 of this Secondary Plan, and the Greenbelt Plan.

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

13.4.2.6 Regional Road Considerations

The *Town* will work with the *Region* to ensure that regional roads, including Trafalgar Road, Britannia Road and Derry Road function efficiently as major routes through the Secondary Plan area. The *Town* and the *Region* will monitor the need for network improvements to be addressed after construction of each stage of *development* of the Tertiary Plan (as detailed in Sections 13.5.1 and 13.7.5.2 of this Secondary Plan).

A Road Network Assessment (as detailed in Section 13.7.5.2 f) must be completed through the Tertiary Plan process (as detailed in Sections 13.7.1.2 and 13.7.5.2 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation *infrastructure* to be implemented as required to support full build out of the Trafalgar Secondary Plan area.

13.4.3 Servicing

13.4.3.1 Water and Wastewater *Infrastructure*

The public *infrastructure* system shall be developed in conformity with Section 5.7.6 of this Plan.

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

13.4.3.2 Stormwater Management

In conformity with Section 5.7.5 of this Plan the *Town* shall, prior to the approval of a *development* application, require the approval of a

stormwater management plan that is consistent with the direction of the SWS.

The location of the stormwater management facilities (including *green infrastructure* and *Low-Impact Development* (LID techniques) are to be more specifically delineated in the Tertiary Plan in accordance with the *MESP*. Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new *development* and implemented to the extent feasible, as determined by the *Town* in consultation with the *Conservation Authority*. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including existing and ultimate Regional roadways.

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations, where feasible. For *developments* adjacent to a Regional Road, the design of storm sewer systems and storm water management ponds shall accommodate storm flows from the Regional Road, where feasible. Such design shall be in accordance with the Halton Region Urban Services Guidelines and at no cost to the *Region*. At no time shall the *Region* contribute to the cost of land required to construct a storm water management pond or the oversizing of the storm sewer service to accommodate regional or municipal flows.

In Neighbourhood Centre Mixed-Use I and II designations, facilities that are integrated into a mixed-use format (e.g., storage tanks under buildings or parks) shall be considered, and stand-alone stormwater management facilities shall be discouraged. The intent of this policy is to limit the location of stand-alone stormwater management facilities (e.g., ponds) in mixed- use areas where they would undermine *transit-supportive* densities within walking distance of higher-order transit. Where stand-alone stormwater management facilities can only feasibly be accommodated in Neighbourhood Centre Mixed-Use I and II designations, the Tertiary Plan shall demonstrate that an appropriate intensity of people and jobs can be achieved within a 400-metre walking distance of the station or stop.

Subject to Sections 3.2.2 and 5.7.5 of this Plan, stormwater management facilities and LID techniques shall only be permitted in the *Natural Heritage System* where deemed *essential* and if demonstrated that there will be no *negative impacts* on *key features* and components of the *Natural Heritage System* or their *ecological functions* through a *MESP*, *Development Area Environmental Functional Servicing Study (DAEFSS)*, *Environmental Impact Assessment (EIA)* or equivalent study

prepared to the satisfaction of the *Town*, in consultation with any other appropriate *public agency*, including the *Conservation Authority* where it relates to regulated areas. Stormwater management facilities are permitted in all other land use designations.

13.4.3.3 Utilities

In conformity with Section 5.7.3 of this Plan, Federal, Provincial, Regional and *Town*-owned and/or operated essential transportation and *utility* facilities are permitted to be located within any land use designation and, where required, subject to the completion and approval of an EA.

Essential transportation and *utility* facilities may be located within the *Natural Heritage System* designation in accordance with Section 13.6.4.1 of this Secondary Plan and supported through an EA if required.

13.4.4 Housing

13.4.4.1 No more than 50 per cent of the residential units within the overall Trafalgar Secondary Plan area shall be *single-detached* and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are family-sized with at least 2-bedrooms, as demonstrated through the Tertiary Plan. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each Stage.

13.4.4.2 The Trafalgar Secondary Plan establishes a target for *affordable* and *assisted housing*, where the target is that 30 per cent of all new residential units shall be *affordable housing*, *assisted housing,* stacked townhouses, back-to-back townhouses, or apartments.

13.4.5 Urban Design

13.4.5.1 Section 5.2 of this Plan establishes a detailed urban design strategy for the town which is applicable to the Trafalgar Secondary Plan.

Further to, and in accordance with the policies of Section 5.2 of this Plan, all *development* within the Trafalgar Secondary Plan shall be designed in a manner which:

a. reflects the goal and objectives of this Secondary Plan in Section 13.3; and

b. has regard for the Trafalgar Secondary Plan Urban Design Guidelines.

13.4.5.2 Further to the policies of Section 13.4.5.1, *development* shall also be designed in accordance with the following high-level guidelines:

a. The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and *watercourses*, or to provide better connectivity with adjacent streets within neighbourhoods;

b. All roads within the Secondary Plan shall be designed as *complete streets*;

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

d. Arterial roadways, including Trafalgar, Derry, and Britannia Roads, shall be designed with boulevards that will be vegetated with *trees* and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists. Landscaped boulevards considered on Trafalgar Road, Derry Road, and Britannia Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;

e. The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where building elevations of these uses should be designed to animate the *public realm* on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street *trees* and other plants as appropriate, to the satisfaction of the *Region*;

f. Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces *abutting* Park Type 1 and Park Type 2;

g. Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;

h. All *tall* and mid-rise buildings in the Secondary Plan shall have regard for the Milton *Tall Building* and Mid-Rise Design Guidelines;

i. New buildings shall be positioned to positively define the shape and

DRAFT

function of open spaces;

j. There shall be a "Special Character" collector road, approximately parallel to Trafalgar Road, to serve as a primary *active transportation* spine through the Secondary Plan. The "Special Character" collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines;

k. Special consideration shall be given to the relationship between the Trafalgar corridor and the parallel north-south "Special Character" collector road. *Development* between Trafalgar Road and this road should reflect its *active transportation* focus and shall be designed accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the collector road;

l. There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary. All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;

m. New *development* shall be sensitive to adjacent built *cultural heritage resources*. This may include:

   i) minimizing shadow and other visual impacts;

   ii) stepping down height and bulk;

   iii) utilizing appropriate setbacks; and/or

   iv) utilizing complementary materials and design.

n. *Public service facilities* shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a *compact built form*;

o. A range of uses such as *office*, *service commercial* and retail alongside residential shall be encouraged to create a *complete community*; and

p. The *development* of reverse frontage *lots* on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

13.4.6 Infrastructure and Public Service Facilities

13.4.6.1 A range of *infrastructure*, including *public service facilities* will be permitted in all land use designations on Schedule 19c, except where not permitted in the *Natural Heritage System* in accordance with Sections

13.4.3.2 and 13.6.4.1. A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Trafalgar Secondary Plan. Such services will be encouraged to locate in shared facilities. Emergency response facilities are permitted in any land use designation other than the *Natural Heritage System* designation and shall be designed and developed in a manner which is *compatible* with the surrounding neighbourhood.

13.5 Community Structure

The Community Structure shown on Schedule 19a, Community Structure Plan is an overall framework for the Trafalgar Secondary Plan. Key Community Structure elements include Evolving Neighbourhoods, Local Centres, Neighbourhood Centres, *Natural Heritage System* and Road and Trail Networks.

Discrete land use designations are shown on Schedule 19c, Land Use Plan and detailed in Section 13.6.

13.5.1 Tertiary Plan Area

13.5.1.1 The Secondary Plan consists of one Tertiary Plan, which will represent a more detailed level of planning and is to be endorsed by Council. Submissions of *development* applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan. In accordance with Section 7.3.3 of this Plan, Section 13.7.5.2 of this Secondary Plan sets out the requirements for the Tertiary Plan.

The Tertiary Plan is intended to implement the Secondary Plan and provide more detail than the Secondary Plan to inform *development*. The Tertiary Plan will be prepared to the satisfaction of the *Town,* in consultation with any other appropriate *public agency* and will demonstrate how *development* will proceed in a coordinated manner, addressing *infrastructure* servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the regional and local road networks, parks and open space, and linkages. It provides a framework for coordinating neighbourhood subdivision *development* that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan are achieved. Where the Tertiary Plan is not consistent with the intent of the Secondary Plan, an amendment to the Secondary Plan will be required.

13.5.2 Evolving Neighbourhoods

13.5.2.1 Evolving Neighbourhoods generally include the residential designations shown on Schedule 19c such as Low Density Residential, Medium Density Residential I, and Medium Density Residential II. The Evolving Neighbourhoods are intended to accommodate a range of housing types and elements of the open space system (e.g., trails and parks).

Within Evolving Neighbourhoods, the densities and requirements for land use designations are outlined in Section 13.6 of this Secondary Plan.

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

13.5.3 Local Centres

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

Local Centres provide some *intensification* and mixing of uses including Local Commercial, appropriate for local resident needs. The underlying designation is generally Medium Density Mixed-Use. It is intended that flexibility is permitted to determine the location of Local Centres through the Tertiary Plan process without the need for amendment to this Plan, provided the intent of the Local Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Local Centre is located. A Local Centre shall be planned to generally accommodate 2,000 square metres of non-residential floor area. The Tertiary Plan shall delineate the area of the Local Centres as required in Section 13.7.5.

If a stormwater management facility, school, park or other *public service facility* can only feasibly be located in the Local Centre, a proportional amount of Medium Density Mixed Use lands shall be provided within walking distance of the Local Centre to support the provision of local serving transit.

13.5.4 Neighbourhood Centres

13.5.4.1 Neighbourhood Centres are intended to be major focal points for the Secondary Plan, and shall have the greatest intensity of uses, height and density within the Secondary Plan. These Centres shall have greater height and density than their immediate surroundings, being occupied by *tall* and mid-rise buildings. Generally, these elements are located at major intersections along Trafalgar Road in order to optimize access to higher-order transit service.

Neighbourhood Centres are strategic *intensification* areas within the Secondary Plan, and each is intended to provide a full mix and range of uses at *transit-supportive* densities between 100 and 160 residents and jobs per hectare at a minimum. Neighbourhood Retail sites are to be located within these areas to serve the residents of multiple neighbourhoods and the travelling public in transit accessible locations. Underlying designations generally include Neighbourhood Centre Mixed-Use I and Neighbourhood Centre Mixed Use II.

It is intended that flexibility is permitted to determine the location and configuration of Neighbourhood Centres through the Tertiary Plan process without the need for amendment to this Plan, provided the intent of the Neighbourhood Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Neighbourhood Centre is located. A Neighbourhood Centre shall be planned to generally accommodate 11,000 square metres of non-residential floor area and a minimum of 1,500 people. The Neighbourhood Centre located at Trafalgar Road and Derry Road may be planned to accommodate 4,800 square metres of non-residential floor area and a minimum of 750 people. The southernmost Neighbourhood Centre may be planned to accommodate a minimum of 850 people. The Tertiary Plan shall delineate the area of the Neighbourhood Centre as required in Section 13.7.5.

If a stormwater management facility, school, park or other *public service facility* can only feasibly be located in the Neighbourhood Centre, a proportional amount of Neighbourhood Centre Mixed Use I or Neighbourhood Centre Mixed Use II lands, as applicable, shall be

provided within walking distance of the Neighbourhood Centre to support the provision of higher-order transit.

13.5.5 Natural Heritage System

13.5.5.1 The *Natural Heritage System* is delineated on Schedules 19a to 19d of this Secondary Plan. Components of the *Natural Heritage System* are outlined in Section 3.2.2 of this Plan.

13.5.6 Road And Trail Networks

13.5.6.1 The road and trail networks have been identified on Schedule 19b to ensure that the integrated street and path network is designed to provide maximum opportunities for *active transportation* including pedestrian, bicycle and other similar movements as well as access to public transit.

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

13.6 Land Use Policies

The applicable land use policies of Section 6 of this Plan, together with the additional policies in this section, shall apply to the lands in the Trafalgar Secondary Plan in accordance with the land use designations on Schedule 19c, Land Use Plan.

13.6.1 Residential

Residential densities shall be calculated on a net residential hectare basis for each land use designation within a Draft Plan of Subdivision. Where the first phase of *development* within a block will not meet minimum density requirements the applicant shall be required to submit an *intensification* plan in accordance with Section 13.7.5.6 demonstrating how the following phases of the block will be developed to achieve the ultimate density and how other objectives for the site can be achieved.

13.6.1.1 Permitted Uses

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule 19c: together with the uses permitted:

a. Low Density Residential uses consisting of low-rise residential uses such as *single-detached dwellings*, semi-detached dwellings, street

townhouses, and back-to-back townhouses excluding stacked townhouses in accordance with policy 13.6.1.2;

b. Medium Density Residential I uses consisting of low-rise residential units such as *single-detached dwellings*, semi-detached dwellings, and townhouses (i.e., stacked and back-to-back townhouses), where higher density forms of townhouses will be directed to arterial roads in accordance with policy 13.6.1.3;

c. Medium Density Residential II uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes, and apartments in accordance with policy 13.6.1.4;

d. *Additional residential units* in accordance with policy 6.2.1.19;

e. *Assisted housing, special needs housing* and *shared housing* accommodating more than 8 persons in accordance with policy 6.2.1.20;

f. Rooming, boarding and lodging houses and *bed and breakfast establishments* in accordance with policies 6.2.1.21 and 6.2.5.8;

g. Minor *institutional uses*, which by their activity, scale and design are *compatible* with residential uses and which serve adjacent *residential areas*, including elementary schools, libraries, *places of worship*, day care facilities and community centres in accordance with the policies of Section 6.2.7; and

h. *Home Occupation* and live/work uses in accordance with policies 6.2.1.22 and 6.2.1.26.

13.6.1.2 Low Density Residential

a. General Provisions

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

b. Height and Density Requirements

The following requirements apply:

i) The housing mix is predominantly *single-detached* and semi-detached housing. To achieve 2031 population projections, a maximum of 25 per cent street townhouses and back-to-back townhouses, excluding stacked townhouses, are permitted provided that back-to-back townhouses are dispersed as demonstrated in the Tertiary Plan in accordance with 13.7.5.2 e; and

ii) A minimum density of 27 units per net hectare is required.

13.6.1.3 Medium Density Residential I

a. General Provisions

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

Development within the Medium Density Residential I designation will generally focus more intensive residential *development* along arterial roads, collector roads proximal to transit stops/stations, Neighbourhood Centres, and Local Centres to optimize access to transit, retail commercial, and *public service facilities* Height and Density Requirements.

The following requirements apply:

i) The housing mix is predominantly street, back-to-back and stacked townhouses. To achieve 2031 population projections, a maximum of 20 per cent *single-detached* and semi-detached units are permitted;

ii) A minimum density of 35 units per net hectare and maximum density of 100 units per net hectare is required; and

iii) A maximum building height of 4 storeys.

13.6.1.4 Medium Density Residential II

a. General Provisions

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

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

b. Height and Density Requirements

The following requirement applies:

i) The housing mix is predominantly medium-density units such as street townhouses, stacked townhouses, back-to-back townhouses, and multiplexes;

ii) apartments may be permitted if generally located adjacent to collector or arterial roads and if the height does not exceed 8 storeys;

iii) a minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes; and

iv) a maximum density generally up to 3.0 *floor space index* for apartment buildings provided that the height does not exceed 8 storeys.

13.6.2 Mixed-Use

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

Generally, the permitted uses include a range of residential, retail, *service commercial*, *office*, restaurant, civic, *recreational*, *cultural*, *entertainment*, and *institutional uses*. Where the minimum standards are not proposed to be achieved with the initial *development* proposals, the applicant shall be required to submit an *intensification* plan in accordance with Section 13.7.5.6.

13.6.2.1 Medium Density Mixed-Use

The Medium Density Mixed-Use designation on Schedule 19c is generally located at arterial and collector road intersections in proximity to Local Centres in order to optimize opportunities for access to local transit service, local serving retail commercial, and community uses.

In accordance with Section 13.5.3, the Medium Density Mixed-Use designation permits the following in a stand-alone or mixed-use building format:

a. Residential uses in accordance with the Medium Density Residential II designation, except *single-detached* and semi-detached dwellings shall not be permitted;

b. Local Commercial uses in accordance with policies 6.3.6.8 and 6.3.6.9 and the following:

i) Notwithstanding policy 6.2.2.5, Local Commercial uses are generally small-scale retail commercial *development* up to approximately 2,000 square metres anchored by retail commercial, pharmacy, financial institution, personal service uses, or small-scale community uses;

ii) The size, location, and configuration of Local Commercial *development* blocks shall be determined at the Tertiary Plan stage; and

iii) Local *Institutional* uses in accordance with Sections 6.2.7 and 13.6.3.

13.6.2.2 Neighbourhood Centre Mixed-Use I

The Neighbourhood Centre Mixed-Use I designation identified on Schedule 19c is conceptual, except where bounded by existing major roads or the *Natural Heritage System*. The designation is generally located at collector road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service.

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

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

a. Residential uses including mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:

   i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;

   ii) A maximum *floor space index* density generally of 4.0 for apartment and mixed-use buildings; and

   iii) The height of the buildings is not to exceed 15 storeys;

b. Neighbourhood Retail in accordance with the following:

   i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 square metres and are generally anchored by a larger tenant such as a *food store* or pharmacy;

   ii) If an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial *gross floor area*, the *Town* shall require the preparation of a Retail and Commercial Needs Assessment;

   iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use I designation shall be determined at the Tertiary Plan stage;

iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;

v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:

i. Obscure or where necessary minimize visibility to the travelling public;

ii. Support walkability by minimizing pedestrian and automobile interactions; and

iii. Be accommodated at-grade within a multi-storey mixed-use building; and

c. Local *institutional uses* in accordance with Sections 6.2.7 and 13.6.3.

13.6.2.3 Neighbourhood Centre Mixed-Use II

The Neighbourhood Centre Mixed-Use II designation identified on Schedule 19b is conceptual, except where bounded by existing major roads or the *Natural Heritage System*. The designation is generally located at Major Arterial Regional Road or Collector Road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service.

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

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

a. Residential uses including multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:

i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;

ii) A maximum *floor space index* density generally of 6.0 for apartment and mixed-use buildings; and

iii) The height of the buildings is not to exceed 25 storeys;

b. Neighbourhood Retail in accordance with the following:

i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 square metres and are generally anchored by a larger tenant such as a *food store* or pharmacy;

ii) If an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial *gross floor area*, Council shall require the preparation of a Retail and Commercial Needs Assessment;

iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;

iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;

v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:

i. Obscure or where necessary minimize visibility to the travelling public;

ii. Support walkability by minimizing pedestrian and automobile interactions; and

iii. Be accommodated at-grade within a multi-storey mixed-use building; and

c. Minor *institutional uses* in accordance with Sections 6.2.7 and 13.6.3.

13.6.3 Public Service Facilities And Places Of Worship

Notwithstanding the policies of Sections 5.4 and 5.5, *development* of *public service facilities* such as parks, greenspace and schools, identified on Schedule 19c and/or through the Tertiary Plan process, as well as *places of worship*, shall be subject to the policies of this subsection.

13.6.3.1 Schools, Libraries, Community Centres and Parks shall be co-located, where possible.

DRAFT

13.6.3.2 General Parks and Open Spaces

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through a mix of passive and active spaces that support the strategic objectives of the *Town*'s Parks and Recreation Master Plan. The intent is to provide for a variety of parks distributed throughout the Trafalgar corridor.

Within the Trafalgar Secondary Plan, the parks and open space system consists of Greenspace, Park Type 1, Park Type 2, and a Trail Network (per Section 13.4.2), as identified on Schedules 19a to 19c. The parks and open space system also includes Village Squares.

The locations of these elements are conceptual. The exact location and configuration may be modified without amendment to this Plan and established through the development of the Tertiary Plan, as required in Section 13.7.5 of this Secondary Plan, and *development* approval process.

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

13.6.3.3 Parkland Dedication

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

The following shall not be counted towards parkland dedication:

a. Landscape *buffers* and vistas;
b. *Natural Heritage System*;
c. Greenspace lands;
d. *Active transportation* network lands (unless approved within a park);
e. Stormwater management lands and associated *buffers*; and
f. Green roofs and sustainability features (unless approved within a park).

13.6.3.4 Park Type 1

Park Type 1 is intended to serve the Secondary Plan and should include major outdoor recreation facilities such as sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and limited spectator facilities, in addition to park facilities. Generally, Park Type 1 will be a minimum of approximately 6 hectares in size, located in proximity to nodes such as Neighbourhood Centres and Local Centres, and should have access along an arterial or collector road.

DRAFT

A minimum of two (2) Park Type 1's shall be included in the Secondary Plan, distributed to equally serve the population. It is encouraged that Park Type 1's are co-located with an institutional or other community use (e.g., community centre, library, secondary school).

13.6.3.5 Park Type 2

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

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

13.6.3.6 Village Squares

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

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

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

13.6.3.7 Greenspace

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

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

13.6.3.8 Schools

Schools will generally be developed in accordance with Section 5.5.3 of this Plan.

The Secondary Plan requires a minimum of six (6) Elementary Schools and one (1) Secondary School. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

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

Elementary Schools are preferably located on a collector road and Secondary Schools are preferably located at the intersection of two collector roads, to encourage transit utilization and *active transportation*. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (e.g., public library).

It is recognized that the location of schools on Schedule 19c is conceptual and is intended to identify general potential locations for these facilities.

13.6.3.9 Places of Worship

Background studies have identified a potential need for two (2) additional *places of worship* to the Secondary Plan area. These *places of worship* will generally be encouraged in Local Centres and developed in accordance with Sections 5.5.5 and 6.2.7.3 of this Plan.

13.6.4 Natural Heritage System

The *Natural Heritage System* is to be integrated in *settlement areas* to preserve and enhance biological diversity and *ecological functions*. Within the Trafalgar Secondary Plan, the *Natural Heritage System* is depicted on Schedules 19a to 19d and is designated in accordance with the policies of Section 3.2.2 of this Plan. Preliminary refinements to the *Natural Heritage System* have been incorporated into this Secondary Plan through input from the SWS and ROPA 38 Minutes of Settlement. Further refinements to the *Natural Heritage System* including additions, deletions and/or boundary adjustments may occur without amendment to this Plan where they are supported by either a SWS, *MESP*, a *DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town,* in consultation with any appropriate *public agency*, including the *Conservation Authority* where it relates to regulated areas. Refinements

to the *Natural Heritage System* will be in effect on the date of an approval under a *Planning Act* process.

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

13.6.4.1 Permitted Uses

The *Natural Heritage System* designation on Schedules 19a to 19c permits uses subject to the policies of Sections 3.2.2 and 6.2.10 of this Plan.

13.6.4.2 Criteria for Buffers

The *Natural Heritage System* as shown on Schedules 19a to 19d includes *buffers* that are an important component to the overall *Natural Heritage System* and are required to protect *key features* and *ecological functions* by mitigating the impacts of proposed *development* or *site alteration*. Consistent with the SWS, *buffer* widths will be determined through a *MESP*, a *DAEFSS*, and/or an *EIA* or equivalent study, provided that these studies are accepted by the *Town*, in consultation with any other appropriate *public agency* and in accordance with Sections 3.2.2 and 13.6.4.

The final *buffers* will:

a. Consider adjacent land uses, and sensitivity and significance of the *key features*, *watercourses* and their *ecological functions*. Consideration shall also be given to additional mitigation opportunities such as fencing.

b. In conjunction with other potential mitigative measures, avoid *negative impacts* on *key features* and their *ecological functions*; and

c. Conform with the relevant goals, objectives and policies of the *Natural Heritage System* in the Secondary Plan, in this Plan, and relevant Provincial legislation, regulations, and policies to the satisfaction of the *Town*, in consultation with any other appropriate *public agency* including the *Conservation Authority* where it relates to regulated areas.

13.6.4.3 Linkages

The *Natural Heritage System* as shown on Schedules 19a to 19d includes *Linkages* that are intended to provide connectivity supporting the *ecological functions* related to the long-term movement of plants and animals between *key features* and provide an important contribution to the long-term sustainability of the *Natural Heritage System*.

Linkages discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the *Natural Heritage System* in the Secondary Plan, and in this Plan. The extent and location of the *linkage* can be assessed though the *MESP, DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the *Natural Heritage System*. The *linkage* shall support a range of community and ecosystem processes enabling plants and animals to move between *key features* over multiple generations. Refinements to identified SWS *Linkages* may occur through the *MESP, DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the *Town,* in consultation with any other appropriate *public agency* and in accordance with Sections 3.2.2 and 13.6.4.

As shown on Schedule 19b, the pipeline corridor will provide an east-west ecological *linkage* which will connect an isolated *key feature* that has been identified south of Derry Road and west of Eighth Line, to other components of the *Natural Heritage System* to the east and south. Through the *MESP*, further information will be provided regarding the future natural vegetation cover and function of this *linkage*. No further study is required to assess the extent and location of the east-west *linkage* in the *MESP*, *DAEFSS*, and/or *EIA* or equivalent study.

13.6.4.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Schedule 19b conceptually illustrates realignment of select headwater drainage features, *watercourses*, and associated *flooding* and *erosion hazards*, as well as changes to *wetlands*, consistent with the directions of the SWS. The alignment, configuration and characteristics of the realigned headwater drainage features, *watercourses*, and/or *flooding* and *erosion hazards*, as well as any changes to *wetlands* are to be confirmed through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the *Town* and *Conservation Authority*. Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological *linkage* assessments, where applicable, and identify the location, length, width, design elements and functions of the changed features and areas. Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other *natural features* where possible, and will provide an *ecological linkage* to *key features*,

where applicable. Realignment will demonstrate no *negative impacts* to adjacent *key features*. Refinements to *watercourses*, natural hazards and *wetlands* where required will be addressed to the satisfaction of the *Town* and *Conservation Authority*.

Based on future studies, further refinements to these features and/or areas, other medium constraint *watercourses* and/or conservation headwater drainage features may be made without requiring amendment to this Plan.

13.6.5 Existing Agricultural Operations

13.6.5.1 Within the Trafalgar Secondary Plan, *agricultural uses* are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. An *Agricultural Impact Assessment* on potential impact of urban development on existing agricultural operations, within the Trafalgar Secondary Plan area, including the requirement for compliance with *Minimum Distance Separation formulae* does not apply within the Trafalgar Secondary Plan.

13.7 Implementation

Further to, and in accordance with, the implementation policies of Section 7 of this Plan, the following policies are applicable to the Trafalgar Secondary Plan.

13.7.1 Phasing and Finance

13.7.1.1 *Development* in the Trafalgar Secondary Plan shall proceed in multiple phases, conceptually shown on Schedule 19d. The Phases are generally consistent with the estimated delivery of water and wastewater servicing *infrastructure*. Development Stages within each Phase shall be delineated within the Tertiary Plan.

13.7.1.2 It is the intent of this Secondary Plan that the sequencing of growth is controlled through the Tertiary Plan process to ensure that within each phase:

a. There is availability and efficient use of public infrastructure and services, where each Development Stage shall be delineated to result in the population (generally 8,000 people) required to support a school and park(s). If the Tertiary Plan proposes more than 32,000 residents, the *Town* may require that the Tertiary Plan, building on the background studies to the Secondary Plan, identify and address the implications of the additional population on community uses and infrastructure based on Terms of Reference

approved by the *Town*;

b. *Development* proceeds in a manner that is supportive of transit services;

c. Services and required *infrastructure* are provided as part of each Stage in a fiscally responsible manner consistent with the objectives of this Secondary Plan in accordance with all applicable legislation, and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;

d. The progression of *development* will follow a logical sequence generally north to south and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;

e. Despite 13.7.1.2 d, Phase 2 Stage 1 can occur south of Britannia Road prior to lands on the west side of Trafalgar Road north of Britannia Road; and

f. There is an appropriate range and mix of housing types within each phase, including *affordable housing*, to achieve the targets of this Secondary Plan.

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

a. Past Stage 1, a minimum of 75 per cent of the gross developable area of participating lands (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, of the previous Stage shall have draft plan or site plan approval;

b. Regional *municipal water* and wastewater *services* are extended to the lands in the subject Stage and adequate local water and wastewater servicing has been confirmed by the *Region*;

c. Satisfactory arrangements have been made with the *Town* to ensure the early delivery of projected *public service facilities*, off-street trails and components of the *active transportation* network and transit facilities to support growth;

d. An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Trafalgar Secondary Plan has been prepared and approved by Council;

e. The *Town* has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges

By-law enacted under the *Development Charges Act*, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;

f. The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Council in accordance with Section 13.7.1 of this Secondary Plan;

g. The recommendations of the *Region*'s financial plan are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Regional Council; and

h. Any financial and other requirements of the *Town* and the *Region* to support sustainable growth, pursuant to applicable legislation, are satisfied.

13.7.1.4 Notwithstanding the foregoing:

a. Public infrastructure such as roads, parks, fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing *infrastructure* and other requirements both at the local and regional levels,

b. Notwithstanding the phasing policies above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town*'s sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town*, in consultation with the *Region*, that there are no negative impacts on the *Town* or the *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

c. The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in subsequent stages, notwithstanding Section 13.7.1.3 a, if it is determined by Council that the *development* for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the *Region*, that there are no negative impacts on the *Town* or the *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

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

13.7.1.6 All new urban development in the Trafalgar Secondary Plan shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further in accordance with the purpose of this Secondary Plan set out in Section 13.1.1 applications for *development* in the Secondary Plan area shall only be approved by Council, and *development* shall only proceed when:

a. Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the *Town* may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the *development* of the Secondary Plan to proceed as planned. In order to reflect circumstances that may apply to an individual Phase or Stage of development within the Secondary Plan, the *Town* may require a separate agreement or agreements with the landowners within such Phase or Stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any *development* applications by any non-original landowners, the *Town* shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;

b. Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of *development* for the provision of matters such as community and *infrastructure* facilities;

c. Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the *Region* addressing the provision of water and wastewater servicing and roads;

d. Landowners within the Secondary Plan have entered, or will enter,

into a Master Parks Agreement with the *Town* to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;

e. Water treatment and distribution and wastewater collection and treatment are available in accordance with *Town* policies;

f. An Area Servicing Plan and Air Quality Assessment for the Trafalgar Secondary Plan has been completed to the satisfaction of the *Region*;

g. *Development* staging has been established as part of the Tertiary Plan process;

h. The applicable Tertiary Plan has been endorsed by Council;

i. The SWS, *MESP* and *DAEFSS* or other applicable *environmental* studies have been completed to the satisfaction of the *Town,* in consultation with any other appropriate *public agency*;

j. Where required by the *Town* and/or *Region* to facilitate the development of an effective local road network, landowners within the Secondary Plan Area have entered, or will enter, into an agreement or agreements amongst themselves or with the *Town* to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and

k. Any additional requirements of the *Town* and/or *Region* are satisfied.

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

a. Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;

b. Requires, to the maximum extent possible and practical, the conveyance of lands for *public service facilities* to keep pace with growth in the Secondary Plan to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;

c. Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure to keep pace with the growth in the Secondary Plan

so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;

d. Shall proceed in sequential Phases shown on Schedule 19d. Development Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section 13.7.1 of this Secondary Plan; and

e. Shall manage the progression of *development* in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

13.7.1.8 The *Town* shall establish a monitoring program, in consultation with the *Region*, to track and report on the status of *built single-detached* equivalent units on an annual basis.

13.7.2 Parkland Dedication, Other Infrastructure and Utilities

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

a. Any Park Type 1, Park Type 2 or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the *Town*'s Engineering and Parks Standards and conveyed to the *Town*;

b. School sites shall be shown as block(s) on an approved draft plan of subdivision;

c. Lands designated *Natural Heritage System*, as they may be refined through a *Planning Act* process in accordance with Section 13.6.4, have been dedicated to the *Town*, or to the *Conservation Authority* if so directed by the *Town*;

d. Stormwater management facilities have been constructed and dedicated to the *Town*, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable, shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities; and

e. Lands required for large *utility* structures shall be shown as block(s)

and/or *easements* on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the *utility* provider and the *Town*.

13.7.3 Zoning By-Law

13.7.3.1 This Secondary Plan shall be implemented by an appropriate amendment(s) to the *Town*'s Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 7.5 of this Plan.

13.7.4 Consents

13.7.4.1 Subdivision of land shall generally take place by plan of subdivision in the Trafalgar Secondary Plan. Consents may be permitted in accordance with the provisions of Section 6.2.17 of this Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. Consents may be permitted which result in the assembly of land which is a size and configuration which will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

13.7.5 Complete Application Requirements

All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section 7.6.1 of this Plan with respect to the requirements of a complete application.

13.7.5.1 Application Submission Requirements

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

a. The *Town* has completed a SWS in consultation with any other appropriate *public agency*;

b. The *Town* has substantially advanced a *MESP* in consultation with any other appropriate *public agency*, including the *Conservation Authority* where it relates to regulated areas;

c. Phases 1 and 2 of the Municipal Class EA have been completed for road and *infrastructure* works within the Secondary Plan area;

d. A Tertiary Plan has been endorsed by Council for the development area or has been deemed substantially advanced by the *Town*.

13.7.5.2 Tertiary Plan Submission Requirements

Prior to the making of any application for draft plan approval, a Tertiary Plan shall be prepared in consultation with applicable agencies and submitted in accordance with Section 7.3.3 of this Plan. Prior to draft approval, a Draft Plan of Subdivision shall be prepared in accordance with the Secondary Plan and Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the *Town,* in consultation with any other appropriate *public agency*. A Tertiary Plan shall be prepared in conjunction with the required *MESP*. The Tertiary Plan for lands in the Trafalgar Secondary Plan shall address and demonstrate:

a. The Development Stages, within each Phase, as outlined on Schedule 19d, 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, Park Type 1, Park Type 2, and Village Squares;

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. The potential location of street townhouses and back-to-back townhouses as permitted by Section 13.6.1.1 a;

f. A detailed Road Network Assessment is to be completed to the *Town's* and *Region*'s satisfaction in order to assess impacts on the Regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation *infrastructure* is required to support each stage of *development* in the Trafalgar Secondary Plan area. At a minimum, the detailed Road Network Assessment must:

    i) Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the Environmental Assessment process;

    ii) Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of *development*;

    iii) Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation

infrastructure requirements to accommodate full build out of *development*;

iv) Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a term of reference completed to the satisfaction of the *Town* and the *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;

v) Develop an Access Management Strategy to the satisfaction of the *Town* and the *Region* as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination in conformity with the Secondary Plan and the Regional Access Management Guideline and By-law 32-17; and

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

g. The *active transportation* system (including off-road trails and pathways);

h. The location of possible transit routes and transit facilities for dedication to the *Town*;

i. The boundaries of the Local Centres and Neighbourhood Centres in accordance with this Secondary Plan;

j. The conceptual building massing in the Local Centres and Neighbourhood Centres. This shall demonstrate the approximate mix and density of housing types, *gross floor area* of non-residential uses, population and employment within each Centre;

k. The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with the policies of this Plan and this Secondary Plan;

l. Consistency with the Trafalgar Secondary Plan Urban Design Guidelines; and

m. Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

13.7.5.3 The *MESP* shall provide direction for the preparation of the Tertiary Plan and is to build upon guidance and insight provided in the SWS and to

address outstanding subwatershed-level analysis for the Trafalgar Secondary Plan. The final report is to be accepted by the *Town*, in consultation with any other appropriate *public agency*, including the *Conservation Authority* where it relates to regulated areas.

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

13.7.5.5 Prior to site plan approval, an Urban Design Plan shall be prepared for Neighbourhood Centres which may include building massing and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density *development*.

Where the first phase of *development* within a block will not meet minimum density requirements the applicant shall be required to submit an *intensification* plan prior to site plan approval demonstrating how the ultimate density and other objectives for the site can be achieved. To the satisfaction of the *Town*, the *intensification* plan shall address:

The provision of local roads and small blocks;

a. The means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;

b. The siting and orientation of buildings within the block and to the street for the initial *development* and longer-term *intensification*;

c. The siting and orientation of parking for the initial *development* and changes to parking to accommodate the *intensification* process; and

d. The ability to achieve both short term and longer-term *intensification*, the former potentially through *intensification* around initial buildings or reserved sites and the latter through possible *redevelopment* of the initial buildings themselves.

13.7.6 Roads Environmental Assessment

13.7.6.1 The location and general alignment of new collector roads as illustrated on the Schedules to this Secondary Plan are approximate. All roadway and driveway spacing shall conform to standard roadway engineering practices (including the Halton Region Access Management Guidelines and By-law for Regional roads) and is to be approved by the respective roadway jurisdiction.

This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes for collector roads. The proposed locations of collector roads will only be finally determined upon completion of any required future Phase of the EA process.

13.8 Interpretation

Further to, and in accordance with, Section 7 of this Plan, the following interpretation policies are applicable to the Trafalgar Secondary Plan.

13.8.1 Boundaries

13.8.1.1 Locations, boundaries or limits described in text or indicated on Schedules 19a to 19d are intended to be approximate only in accordance with policy 7.10.1.1 of this Plan. Where the intent of this Secondary Plan and Official Plan are maintained, minor adjustments to boundaries and the location or proposed specific land uses or facilities will not necessitate an amendment to the Secondary Plan.

13.8.2 Symbols

13.8.2.1 Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule 19c. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial road or the *Natural Heritage System*.

13.8.3 Definitions

13.8.3.1 Further to, and in accordance with, the existing definitions of Section 9 of this Plan, the following additional definitions are applicable to the Trafalgar Secondary Plan:

DEVELOPMENT AREA ENVIRONMENTAL FUNCTIONAL SERVICING STUDY (DAEFSS) means an integrated environmental and engineering study supporting Draft Plans of Subdivision that provides a greater level of detail than the *MESP*, where required, on matters such as refinements to the *Natural Heritage System*, Stormwater Management/*Low-Impact Development* measures, site grading and servicing, assessments of potential impacts to the *Natural Heritage System*, identification of design and mitigative measures for *Natural Heritage System* protection/management, and direction to detailed designs and monitoring. A *DAEFSS* will be scoped based on area specific matters and *MESP* recommendations. It is not intended to re-study *MESP* matters but will include matters not addressed or finalized in the SWS or *MESP* and provide a greater level

of detail than the *MESP* where required. The *DAEFSS* study area will be determined considering draft plan limits and the extent of drainage areas within the draft plan(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

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

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) means an environmental study that assesses the potential impacts to the features and functions of the *natural environment* resulting from the proposed adjacent *development*. It also assesses matters such as refinements to the *Natural Heritage System*, identifies potential impacts to the *Natural Heritage System*, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the *Natural Heritage System* and provides direction to detailed designs and monitoring. An *EIA* may be required for areas where a *DAEFSS* requires amendment(s) or additional level of detail, and where a *DAEFSS* Addendum is not warranted. It will address only those outstanding matters identified by the *DAEFSS* or scoping of typical *DAEFSS* content if a *development* concept is substantially altered since completion of the *DAEFSS*.

MASTER ENVIRONMENTAL SERVICING PLAN (MESP) means an integrated environmental and engineering study supporting the Tertiary Plan and providing coordination of Draft Plans of Subdivision on matters such as refinements to the *Natural Heritage System*, Stormwater Management/*Low-impact development* measures, site grading and servicing, natural hazard management and risk mitigation approaches, assessments of potential impacts to the *Natural Heritage System*, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the *Natural Heritage System*, approaches to monitoring and identification of future study needs. A MESP will be scoped based on area specific matters and SWS recommendations. It is not intended to re-study all SWS matters but will include matters not addressed or finalized in the SWS, provide a greater level of detail than the SWS where required, and cover a smaller more focused area than the SWS.

SECTION 14. MILTON EDUCATION VILLAGE

Preamble

The Milton Education Village Secondary Plan Area is planned to be a unique and innovative neighbourhood focused around a post-secondary site with a university and community college (Innovation Campus), and related employment and recreation facilities including the Mattamy National Cycling Centre Velodrome, as well as a Village Centre with a mix of residential, retail commercial and service uses.

It will be distinct from, yet fully integrated with, the wider Milton community. A *complete community* that meets residents' daily needs within a short trip from home, including jobs, shopping, learning, open space, recreation, shopping, entertainment, and other amenities and services. It also provides a range of *housing options* for all stages of life and will support all modes of transportation by foot, bike, transit and car.

14.1 General

14.1.1 Purpose

14.1.1.1 The purpose of the Milton Education Village Secondary Plan is to establish a more detailed planning framework for the Milton Education Village Secondary Plan Area in support of the general policy framework provided by the Official Plan. The planning framework establishes a vision for growth, specific land use designations to guide growth, and growth management policies to implement the planning horizon.

14.1.2 Location

14.1.2.1 The Milton Education Village Secondary Plan is bounded by:

a. North Niagara Escarpment Plan Area;

b. East Tremaine Road (Regional Road (RR) 22);

c. South Britannia Road (RR 6); and

d. West Greenbelt Plan Area.

DRAFT

14.2 Secondary Plan Area Concept

14.2.1 Vision

14.2.1.1 The Milton Education Village will be a dynamic urban village, where innovation meets natural wonder.

The Milton Education Village will be a *complete community* which is mixed use in character and safe, liveable, attractive and healthy. It will be designed to be integrated with both the Urban Area and surrounding natural and rural areas, leveraging the advantages of both places where the line between education and community converges to reflect the innovative, engaged, balanced and connected character of the town as a whole.

14.2.2 Guiding Principles and Key Design Elements

14.2.2.1 Guiding Principle: An urban village that is visually and physically connected with its landscape setting.

a. Greenbelt Plan/*Local Natural Heritage System*/Niagara Escarpment Interface

The interface of the Milton Education Village with the Niagara Escarpment and Greenbelt Plan/*Local Natural Heritage System to* the north and west is a critical element of the development of the Village. This includes the potential, where appropriate, for greenway *linkages* and related trail connections, educational uses related to the university/college, and the protection of view corridors to the Escarpment.

b. Integrated Open Space System

An essential basis for the creation of a strong sense of community and environment is the development of an integrated and sustainable open space system. Protected lands along the Indian Creek and two parks form key components of this system. However, given the limited number of *natural features* remaining in the Milton Education Village Area, the focus of the system will be the creation of a system of greenways that will accommodate local open space features including *privately owned publicly accessible spaces* (POPS), stormwater management low-impact *best management practices* development measures and *active transportation* linkages (i.e. walking, biking). The greenway system will also provide for view corridors to the Greenbelt/Escarpment. The parks and greenway system will provide a variety of open spaces for all ages and abilities including passive and active use in all seasons.

14.2.2.2 Guiding Principle: A network of streets, squares and open spaces that create a walkable and active *public realm*.

a. Connectivity/Accesibility

Maximum connectivity/accessibility will be provided for all modes of travel through:

i) a modified grid road and *active transportation* (including greenways) system;

ii) integrated greenway and open space system;

iii) connections across Tremaine Road including grade separated pedestrian/bicycle connections; and

iv) a transit hub.

b. Enhanced Streetscape Design/Gateway Streets

As an urban neighbourhood, the streets of the Village are public spaces which are supportive of all modes of transportation including transit, pedestrians and bicyclists. They will provide space for patios, seating areas and other facilities that encourage community interaction. This is particularly true of gateway streets – main entrance roads which access the community and major uses in the community in particular Louis St. Laurent Ave. which will act as the Milton Education Village "main street". The street system thus must be designed as a focal point for the Milton Education Village with an enhanced and coordinated approach to landscaping, street *tree* planting, sidewalks, lighting, public/private *utilities*, bike facilities and boulevards. As such the streets require enhanced streetscape design which supports an active street life. In addition, high quality site design and built form for *development* which supports the importance of the public street will be required.

14.2.2.3 Guiding Principle: A compact, mixed-use community with densities supportive of transit and *active transportation*.

Land uses must be developed at a density that supports transit, including nodes of *development* at key intersections, and policies which direct the highest density of *development* to corridors along major roads, particularly Tremaine Road. *Development* of a transit hub that will serve and support the Milton Education Village and the community, and provide a focal point for transit on the west side of the Urban Area will also be a key element of the Village.

14.2.2.4 Guiding Principle: An innovation district providing opportunities for knowledge-based employment sectors and for learning beyond the classroom, as well as a range of public and private facilities.

a. Knowledge-based Employment

The university/college and related facilities represents a synergetic and catalytic opportunity for knowledge-based employment.

b. Recreation Facilities

The Mattamy National Cycling Centre Velodrome provides a full range of indoor recreation facilities, in addition to its cycling facilities. It is anticipated that the university/college will also include a range of both indoor and outdoor recreation facilities. A high school to be developed to the north of the Velodrome and the proposed park in the southern portion of the Village, and other open spaces, will also provide a range of outdoor recreation facilities.

14.3 Objectives

14.3.1.1 The following objectives seek to achieve the Vision, Guiding Principles and Key Design Elements for the Milton Education Village and will be implemented through the policies of this Plan. The *Town*'s objectives for the Milton Education Village are to establish:

a. A mixed-use *complete community* with a population of at least 22,000 people and jobs by 2051;

b. An innovation district to accommodate at least 2,900 jobs by 2051;

c. A post-secondary campus with capacity to accommodate 3,000 students and 460 faculty/staff jobs by 2031, ultimately expanding to 15,000 students and 2,300 jobs by full build-out;

d. A 'main street' village centre and neighbourhood centre with potential to accommodate 100,000 square feet of space for retail and service uses by 2031 and up to 257,000 square feet of retail/service space by full build-out;

e. *Development* designed to promote *active transportation* and public transit use, with *transit-supportive* densities of between 85 and 115 people and jobs per hectare measured across the entire Milton Education Village area;

f. A full range and mix of housing in complete walkable neighbourhoods with an elementary school a high school and a park;

g. A linked and sustainable natural heritage and open space system including parkland dedication in accordance with the *Planning Act*; and

h. Sustainable and energy efficient *infrastructure,* which incorporates

green infrastructure and green building technologies.

i. A Secondary Plan area that shall be developed in a manner that is fiscally responsible for the *Town*.

14.4 Transportation

14.4.1 General

14.4.1.1 Street life is central to the vision of the Milton Education Village (MEV), and all *development* in the MEV, including *infrastructure* and buildings, should promote walking. Some areas with the MEV shall be considered pedestrian priority zones, particularly areas abutting streets designated as "Flexible Streets" includes lands immediately surrounding the Transit Hub, the post-secondary campus, and the 'main street'. In pedestrian priority zones, sidewalks and areas for pedestrians shall be generous, streets shall be designed for slow speeds and on-street parking, and streetscapes shall include pedestrian amenities and wayfinding elements.

14.4.1.2 The *Transportation System* developed for the MEV, including public transit facilities, the street network and other elements of the pedestrian realm, shall be planned and designed for universal accessibility.

14.4.1.3 The *Town* and the *Region* will require applications for *development*, the submission of a transportation impact study that assesses the impacts of the proposal on the internal and external road network, including the impacts of truck traffic, and/or a pedestrian and bicycle circulation plan that demonstrates how the *development* facilitates access and circulation by transit users and cyclists and pedestrians.

A Transportation Impact Study is required to support any parcel of land to be developed within the Secondary Plan Area. Each individual Transportation Impact Study will be required to build on the results of the Transportation Study completed in support of the Secondary Plan.

14.4.1.4 Design standards and programs will be developed as part of the implementation of the MEV, in particular through individual *development* applications which will maximize mobility, particularly through *active transportation* and transit. This will include programs which support the implementation of new technologies such as real-time travel information, mobility internet, electric propulsion, self-driving vehicles, artificial intelligence and the sharing economy. In addition, co-location of facilities will be encouraged to minimize peak travel time including the provision of on-site student housing, and aligning *active transportation* facilities in the MEV and also with those in surrounding areas.

DRAFT

14.4.2 Travel Demand Management

14.4.2.1 *Travel demand management* (TDM) will be critical to achieving a balanced, sustainable *transportation system* in the MEV, one that provides and promotes attractive alternatives to the automobile. The *Town* shall work with the *Region* and transit agencies, and with developers and businesses in the MEV, to develop and implement measures that promote the use of transit, walking and cycling. Applications for *development,* which is primarily non-residential generally shall be required to include TDM plans, while the *Town* may require applications for high-density residential *development* to submit TDM plans. Such TDM plans shall be prepared by a qualified consultant and will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

14.4.3 Active Transportation - Walking And Cycling

14.4.3.1 *Active transportation* links identified on Schedule 20b are paths principally designed to provide a high level of service for *active transportation* as a component of the transportation network. *Active transportation* links connect walking, cycling and transit systems enabling access to important destinations within and outside the MEV.

14.4.3.2 *Active transportation* shall be encouraged as a primary, safe, appealing and convenient mode of transportation to, from and within the MEV. Pedestrian *infrastructure* shall be developed in accordance with the policies of this Secondary Plan. A cycling network shall be incorporated into both the street network and the town-wide trail system.

14.4.3.3 An *active transportation* network shall ensure access and integration of all transportation modes within the network inclusive of:

a. New pedestrian linkages to the trail network, where feasible;

b. Dedicated bicycle lanes on both sides of collector roads or separated bicycle facilities on one or both sides of arterial roads, where possible; and

c. Bicycle rack and/or storage facilities conveniently located to facilitate access to a range of uses, transit stop locations and trail node locations.

14.4.3.4 Construction of cycling facilities, such as bicycle lanes, routes and/or cycle tracks shall align with the Town of Milton's Transportation Master Plan regarding design standards.

14.4.3.5 To achieve the objectives for the *development* of the MEV, it is essential that safe *active transportation* links are established from the MEV to the east side of Tremaine Road and the rest of the Urban Area. These should be established at all major intersections and other key access points.

14.4.4 Public Transit

14.4.4.1 In conformity with the policies of this Plan of this Plan and having regard for the Town of Milton's Transportation and Transit Master Plans, the *Town* will ensure that the development of the MEV maximizes the potential for the provision of transit service, including through the achievement of appropriate densities, and the *development* of *transit-supportive* design criteria and standards. In addition, the *Town* working with the landowners will develop an investment program to support public transit through approaches such as *travel demand management* plans and cash-in-lieu of parking. The transit system will be designed to support the goal of achieving a minimum 20 per cent modal share. This may include transit priority measures wherever possible. Consideration will also be given not only to the extension of municipal transit, but also to a direct link to GO Transit through approaches such as shuttle bus/Bus Rapid Transit (BRT) to the Milton GO Station and/or an extension of the GO bus service along Derry Road and/or Britannia Road.

14.4.4.2 Public transit facilities, including, but not limited to, rights-of-way, stops, and *utilities* shall be integrated into the design of adjacent streets and open spaces.

14.4.4.3 A major objective of the *Town* is to facilitate and achieve *development* of the proposed MEV Transit Hub in the vicinity of the post-secondary campus. The *Town* will work to expedite the provision of transit related services and infrastructure.

14.4.4.4 The Transit Hub, as a civic facility in the heart of the MEV, should achieve design excellence and relate positively to surrounding land uses and the *public realm*, as much as feasible. Its design shall be subject to the following:

a. The Transit Hub facility shall be enclosed within a building, with a roof, to the greatest practical extent, to help define the adjacent *public realm* and to minimize the noise, visual and other *environmental* impacts of transit vehicle traffic on the surrounding area;

b. The main pedestrian entrance to the Transit Hub building should

be easily identifiable and accessible from the municipal sidewalk. The entrance should be set back from the street to provide ample space for high pedestrian volumes and meeting and gathering.

c. The Transit Hub shall have a strong street presence, lending visual interest to the streetscape and helping to enliven the *public realm*. Consideration should be given to incorporating small-scale commercial outlets or public uses (such as information kiosks) oriented towards the municipal sidewalk.

d. Blank exterior walls should represent a small percentage of the overall façade and should be designed to lend visual interest to the adjacent streetscape;

e. A high standard of landscaping and streetscaping shall be provided on the open spaces and streets that abut the Transit Hub;

f. The integration of public art into the design of the Transit Hub and/or the adjacent *public realm* shall be strongly encouraged; and

g. The Transit Hub shall not be subject to the density and height provisions of this Secondary Plan.

14.4.5 Street Network

14.4.5.1 A fine-grain grid of streets is fundamental to the development of the MEV. Schedule 20b identifies the street network planned for the MEV. It is intended to optimize connectivity while providing flexibility for a range of development scenarios. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the *transportation system* and water and wastewater system to support the planned *development*. Minor modifications to the location and alignment of planned streets are permitted without amendment to this Secondary Plan as long as the overall network functionality is not impacted as a result. For modifications to the location and alignment of planned streets in the *Natural Heritage System*, it must be demonstrated that it is considered *essential* and conform to the policies in Sections 3.2.2. Any proposed modifications will be completed to the satisfaction of the *Town* and the *Region*.

Transportation *infrastructure* shown on Schedule 20b is approximate and will only be finally determined upon completion of any required Environmental Assessments or through plans of subdivision which will examine and determine the final location, configuration, width and alignment of these facilities subject to the recommendations of Subwatershed Impact Study (SIS) traffic impact studies for individual *development* applications.

14.4.5.2 In conformity with Sections 4.1 and 4.2, the street network shall be in the form of a modified grid and all streets shall be designed as *complete streets*, with attractive, safe and walkable streetscapes for pedestrians, bicyclists and drivers with *development* that fronts on all roads, including Tremaine Road. Parking will be located in a visually unobtrusive manner, in buildings where feasible, or on-street. Careful consideration will be given to the location of ground floor uses such as retail and *service commercial development* to ensure that they are located in the best position to be successful with respect to market, while acting as a catalyst for an active street environment.

14.4.5.3 The street network will include five types of streets with respect to design treatment:

a. Louis St. Laurent Avenue Extension (The Avenue)

Louis St. Laurent Avenue will extend westerly into the MEV as a grand, tree-lined, processional Avenue leading from Tremaine Road to the main Innovation Campus with a right-of-way width up to a maximum of 35.0 metres. The built form and *public realm* will define the *character* of the Avenue, including a design which will support a lively pedestrian environment and a special identity which reflects its role as the main entrance to the Innovation Campus.

b. Collector Roads

Collector Roads connect the MEV to Tremaine Road (RR 22), Britannia Road (RR6) and Louis St. Laurent Avenue. They also connect neighbourhoods within the MEV and provide access to the major focal points of the Secondary Plan Area such as the Innovation Campus, parks, schools, *employment areas* and shopping.

The Collector Roads will be designed according to the function of the particular street within the MEV, with a priority on *active transportation* and transit. Principles of traffic calming will be applied with the extended use of *tree* and feature planting, paving, lighting and signage design to ensure the safety and attractiveness of the *public realm* to pedestrians and cyclists.

c. Flexible Street (Pedestrian Priority)

Flexible Streets are to be designed to give priority to pedestrians and cyclists in a shared right-of-way with a width up to a maximum of 26.0 metres, with the exception of Louis St. Laurent Avenue. These streets will create a pedestrian friendly interface between the Innovation Campus and the Village Centre. A central square will be located at the intersection of the Avenue and the Flexible Street to provide social gathering opportunities and a sense of place and identity for the Village Centre.

d. Local Roads

Local Roads do not have a symbolic role, but are designed to promote *active transportation* and discourage car movement recognizing that such streets are used as key neighbourhood socialization spaces.

e. Mews/Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, mews or lanes may be considered. Service roads will be discouraged, but may also be considered as an alternative subject to the approval of the *Town*. The design requirements of such facilities will be much more limited than for local streets. At the same time, certain minimum standards will be required to address pavement width and relationship to parking areas. Reverse lotting shall not be permitted, except where the *Town*, after consultation, where applicable, with the *Region* and other agencies, is satisfied there is no other option.

14.4.6 Parking

14.4.6.1 *Transit-supportive* parking standards for residential and non-residential uses shall be adopted by the *Town* to facilitate development of the MEV and encourage non-automobile travel.

14.4.6.2 It is expected that vehicular parking facilities will take multiple forms in the MEV, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking for mixed use and other high-density uses. Where surface parking is proposed as part of an initial stage of *development*, the staging plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

14.4.6.3 The *Town* may permit strata parking, including access to parking, under a new local street, public mews or laneway provided the intended purpose, function and character of the street/mews/laneway are not materially or qualitatively compromised, and subject to a strata title agreements and the following conditions:

a. The *development* proposal related to the strata parking request includes a significant institutional, *office* or other employment use as determined by the *Town*;

b. The strata title arrangement shall be based on the *Town* strata ownership of the public street/mews/lane over the privately owned underground structure;

c. Where a new street/mews/lane will entail the inclusion of significant

sub-surface *infrastructure*, the strata title arrangement shall be limited to under the boulevards of the new street/mews/lane. If there is no significant *infrastructure* required under the new local street/mews/lane, the strata title arrangement may be permitted underneath the full road width; and

d. The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (streets), including but not limited to required standards and provisions for the construction and maintenance of the subsurface structure, and liability issues, to the satisfaction of the *Town*.

14.4.6.4 The *Town* may also permit strata parking or *utilities* under a park, square or Greenway, for use adjacent to the open space, where the following have been demonstrated to the *Town*'s satisfaction:

a. Due to extreme hydrogeological and/or geotechnical conditions, it is unreasonable to accommodate all the required parking or *utilities* for the adjacent use under a building, private amenity space and/or local street;

b. All the required parking cannot be accommodated in an above and/or below-ground structure without compromising the vision, principles and objectives of the Secondary Plan; and

c. The proposed underground parking will not materially or qualitatively compromise the intended purposed, function and character of the park, square or Greenway.

d. Financial impacts are deemed acceptable to the *Town* at its sole discretion.

14.4.6.5 Parking generally will not be appropriate under parks, squares or Greenways where *trees* are intended to grow to their full potential and above-grade elements of underground parking would significantly compromise the design and programming of the park, square or Greenway. Underground parking will generally be more appropriate under parks, squares and Greenways designed predominately for intense daily use and/or civic events and where mature *trees* and a significant *tree* canopy are not envisioned and is not permitted in the *Natural Heritage System* designation.

14.4.6.6 Where underground parking or *utilities* are appropriate, a strata title agreement to the satisfaction of the *Town*, describing such matters as access, maintenance, liability and monetary contributions, shall be required. Vehicular ramps and other accesses shall be located within adjacent buildings wherever possible. Structures within parks, squares or Greenways associated with below grade uses, such as pedestrian

entrances/exits, emergency access, and vents, where required, shall be integrated into the design of the open space, except in the *Natural Heritage System* designation. The area occupied by such structures shall not count toward parkland dedication. In addition, encumbered parkland will not receive equal credit and any parkland credit shall be valued to the satisfaction of the *Town*.

14.4.6.7 The appropriateness of any proposed strata park, square or Greenway will be considered through the *development* application process, supported by a justification report submitted by the applicant. Should the park be approved such arrangements shall be reflected in an agreement(s) satisfactory to the *Town*. Generally, the following principles will guide the consideration of proposals for Strata Park Agreements with the outcome reflected in the implementing agreement(s):

a. Strata arrangements for parks shall only be considered where the parkland is provided at grade, is publicly accessible, and meets all other requirements of its respective park classification;

b. The park, together with the air rights above it, shall be in public ownership as dedicated parkland;

c. The *Town* shall retain sole and unencumbered control of the surface lands above the strata title, and operate the park as part of the *Town*'s public parkland network system;

d. All surface strata to be conveyed to the *Town* for use as public parkland should be free of all surface *easements*, structures and systems that would have a negative impact on the design, construction, maintenance and use of the proposed public facilities;

e. Parkland credits, if any and the related calculation thereof, for a strata park will take into account the potential for additional costs of the *development* and maintenance of a strata park block, liabilities and the limited uses that are inherent with this type of land *development*;

f. The strata park will be designed in a manner commensurate with the planned function of the park and be structurally designed to accommodate the required facilities and landscaping. Such matters will be addressed through the site plan review process; and

g. The *Town* shall develop implementation guidelines to further detail the required legal agreements and protocol for entering into Strata Park Agreements, and may develop guidelines for any other matters related to strata parks as deemed appropriate.

14.4.6.8 The *Town* shall encourage a portion of the parking provided for any non-residential use to be made available for public parking for visitors who neither live nor work in the MEV. Generally, these shall be parking spaces used by employees during the day but not in the evening or on weekends. The number of parking spaces for public use and their location will be determined when applications for *development* are reviewed. These public parking spaces may be owned and operated by the building owner, or, if procured by the *Town*, be operated by a municipal authority.

14.4.6.9 On-street parking may be considered on collector and local streets throughout the MEV.

14.4.6.10 The *Town* shall consider adopting a cash-in-lieu of parking by-law for the MEV that would permit *development* applicants proposing institutional, employment and retail uses, to contribute funds toward public parking facilities in lieu of some or all of the required on-site parking spaces. The cash-in-lieu payments shall be based on the parking requirements established for the MEV.

14.4.7 Access

14.4.7.1 Access to Tremaine Road shall be in accordance with the Regional By-Law No.32.17 and the most current Halton Region Access Management Guidelines.

14.4.7.2 To facilitate the development of an effective local road network as *development* proceeds the *Town* and/or *Region* may require landowners in the Secondary Plan Area to enter into agreements amongst themselves to consolidate access to the regional or local road network.

14.4.8 Noise

14.4.8.1 Subdivisions are required to mitigate transportation noise impacts through design (for example avoiding reverse lotting). Noise barriers as a measure to mitigate transportation noise will only be considered where it has been demonstrated that no other options are available.

14.4.9 Right Of Way

14.4.9.1 Right of way widths on regional roads will be subject to the applicable policies of this Plan or the *Region*'s Transportation Master Plan. Land Conveyance to satisfy the regional road right of way requirements should be confirmed through consultation with the *Region*.

DRAFT

14.5 Parks, Public Open Space and Greenways

14.5.1 General

14.5.1.1 A Town park, as well as other forms of public open space, form key components of the linked open space system which is an essential element of the community structure of the MEV. These will be supplemented by the Greenway system, recreation and open space facilities which form part of the post-secondary campus, schools, and *privately owned publicly accessible spaces* (POPS), as well as *active transportation* linkages (i.e. walking, biking).

Where conceptual trails are proposed in the *Natural Heritage System*, the feasibility, siting and design of recreation uses will be subject to review based on recommendations of the Functional Stormwater and Environmental Management Strategy (FSEMS) and Subwatershed Impact Study (SIS) and must demonstrate conformity with applicable *Natural Heritage System* protection and enhancement policies of this Plan.

14.5.1.2 The parks and Greenway system will provide a variety of open spaces for all ages and abilities including passive and active use in all seasons as well as view corridors to the Greenbelt/Escarpment. The role and function of this system will be established through the SIS.

14.5.1.3 It is the objective of this Secondary Plan to develop approximately 15 hectares of publicly accessible open space in the MEV. The *Town* shall monitor the use and demand for open space as the MEV develops and may adjust this objective without amendment to the Plan. To meet or exceed this objective, the *Town* may require the dedication of additional parkland in accordance with the *Planning Act*, or the establishment of new POPS. The additional open space may constitute additions to existing open space, or may take the form of new private or public open space. Alternatively, or in addition, the *Town* may seek to acquire open space in areas adjacent to the MEV, accessible to residents.

14.5.1.4 Parks and open spaces provide critical connections within the larger *active transportation* network. They should be designed with movement desire lines in mind and generally should accommodate pedestrian through-traffic and, where appropriate, cycling.

14.5.1.5 Parks and open spaces shall support facilities for both active recreation and passive activities. They will be designed as community focal points accommodating programmed and non-programmed activities and

DRAFT

reflect multi-generational and multi-use needs, providing spaces for both residential and employment populations.

14.5.2 Parks

14.5.2.1 Parkland dedication will be in accordance with the *Planning Act*, R.S.O. 1990, c. P. 13, as amended. The following shall not be counted towards parkland dedication:

a. Private outdoor amenity space including *privately owned publicly accessible spaces* (POPS);

b. Green Edges;

c. Natural Heritage System lands and associated Vegetation Protection Zones (VPZ);

d. Greenways (unless the primary function is as a park);

e. *Active transportation* network lands (unless approved within a park);

f. Stormwater management lands and associated *buffers*; and

g. Green roofs and sustainability features (unless approved within a park).

14.5.2.2 The general location of the proposed public park is identified on Schedule 18a. The park will be a minimum of 4 ha in size. The park is co-located with the proposed elementary school and should have significant frontage along a minimum of one public street.

14.5.2.3 *Town* staff will secure and develop the new parkland through the *development* approvals process, making use of the provisions under the *Planning Act*. An agreement among landowners in the MEV and the *Town* is encouraged to equitably distribute the cost of all parkland.

14.5.2.4 Subject to detailed design, the *Town* parkland shall incorporate a suitable balance of hard landscaped, soft landscaped and designated open and playground areas to accommodate a range of active recreation facilities, and other passive, programmed and aesthetic functions.

14.5.3 Urban Squares/Pops

14.5.3.1 In addition to the *Town* parkland, smaller Urban Squares and *POPS* will provide an important complementary function as places for gathering, passive recreation and landscaping. The precise location, size, shape and characteristics of such open space areas shall be determined to the satisfaction of the *Town* during the review of *development* applications.

Generally, 50 per cent of the edges of such areas will front a street, mews, lane or Greenway.

14.5.4 Strata Parks

14.5.4.1 The *Town* may permit parking or *utilities* under *Town* parkland, or other publicly accessible open space, for a use adjacent to the park in accordance with the applicable policies of Section 14.4.6 of this Secondary Plan.

14.5.5 Greenways

14.5.5.1 The Greenway System shown on Schedule 20a forms a key part of the proposed recreational pedestrian/bicycle trail system for the MEV. The design will vary depending on local context and conditions, but will have a substantial 'green' component (although this will vary from a more urban treatment closer to Tremaine Road, to a more natural approach towards the Greenbelt). The width and design of the Greenway System will give priority to pedestrians and cyclists and, in some cases, will accommodate service and private vehicles without conflict.

14.5.5.2 The Greenway System consists of multi-functional corridors for *active transportation*, which also provide views to the Escarpment and opportunities for sustainable urban drainage facilities or *low-impact development* (LID) *best management practices*. They provide alternative opportunities to move through the MEV and enhance the experience of nature and community life. The Greenway System establishes visual and physical connections to features including parks, natural heritage and cultural landscape features, schools and other *public service facilities*, and between neighbourhoods. The Greenway System may, where appropriate, provide for vehicular travel lanes.

14.5.5.3 The Greenway System and other MEV *active transportation* facilities, including bicycle paths as part of roads, will be further developed in conformity with Section 4.2.4. The Greenway System will be coordinated with the existing and planned trail systems at both the local and regional levels. The feasibility, siting and design of the Greenway System will be subject to review based on the recommendations of the FSEMS.

14.5.6 Green Edges

14.5.6.1 Green edges provide a sense of community in a natural setting. Green edges are located in areas adjacent to the Greenbelt immediately to the west of the MEV, and on the southern edge of the Natural Heritage System designation (Indian Creek Corridor) on Schedule 20a. Green

edges are also located on the west side of Tremaine Road as identified on Schedule 20a.

14.5.6.2 The width and treatment of these green edges will be determined through the *development* application process. The nature of these areas will vary, ranging from more manicured spaces along Tremaine Road, to more naturalized areas adjacent to the Greenbelt and the Indian Creek Corridor.

14.5.6.3 The green edges will connect to the Greenway System and their design will ensure they are linked to adjacent open spaces.

14.6 Public Service Facilities

14.6.1 General

14.6.1.1 *Public service facilities* such as schools, *places of worship*, cultural facilities and day care facilities are an essential basis for the creation of the MEV community. The appropriate timing for their establishment will be dependent on the pace and nature of *development* in the MEV. However, it is important to identify appropriate locations for such uses, including opportunities for co-location, and to ensure that when they are required, they are incorporated appropriately.

14.6.1.2 Notwithstanding the policies of Section 5.5, *public service facilities* such as schools identified on Schedule 20a, as well as *places of worship*, cultural facilities, and day care facilities, shall be developed in accordance with the policies of Section 14. The location of schools on Schedule 20a is conceptual and is intended to identify general potential locations for these facilities.

14.6.2 Schools

14.6.2.1 The location of schools will be established in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial, and *Town* policy.

14.6.2.2 The *Town* encourages site size, site layout and built form of schools to be *compatible* with the planned form of *development* in the MEV. To ensure compatibility the School Boards shall be encouraged to develop alternative standards for new schools in high-density neighbourhoods. The *Town* shall collaborate with the School Boards and the *Region* to ensure alternative standards are appropriate to the MEV. The standards

should optimize the use of land by such measures as: promoting multi-storey school buildings, minimizing parking and pick-up/drop-off areas, locating within mixed use buildings, and/or other alternative measures to efficiently utilize land in the MEV.

14.6.2.3 The School Boards are encouraged to work with landowners to establish alternative design that result in school site/building design *compatible* with the urban, higher density *development* in the MEV. The alternative design for a school will only be considered where funding is available. The School Boards will work collaboratively with the Province, the *Region*, the *Town* and the landowners to investigate and secure any additional funding necessary to achieve alternative designs. Alternative designs and funding sources shall be to the satisfaction of the School Boards.

14.6.3 Places Of Worship and Day Care Facilities

14.6.3.1 *Places of worship* and day care facilities will be encouraged to locate in any designation, with the exception of the *Natural Heritage System* in accordance with the policies for the designation.

14.6.4 Cultural Facilities and Public Art

14.6.4.1 Public art will be an important element of the MEV's *public realm*, adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings. Several streetscape elements present opportunities for the integration of art, including building canopies, storefronts, furnishings, lighting, paving, fencing, *tree* guards, information displays and *utility* elements such as manhole covers. The installation of public art projects within streetscapes generally shall be encouraged.

14.6.4.2 The site layout, built form, and quality of design of any library, cultural facility and other community buildings shall be *compatible* with the planned form of *development* in the MEV. This will entail the development of alternative standards and forms for these facilities, including multi-storey buildings and underground parking areas. Arrangements between the *Town* and developers that result in relatively compact, well designed *public service facilities*, and offset the increased cost of land and alternative design standards, may be considered.

14.7 Energy, Water And Environmental Management

14.7.1 General

14.7.1.1 The energy, water and *environmental* management policies are designed to contribute to the development of sustainable, low impact and energy efficient *development* within the MEV in support of the objectives of this Secondary Plan.

14.7.1.2 All *development* in the MEV shall conform with the policies of Section 3 of the Plan.

14.7.2 Functional Stormwater and Environmental Management Strategy (FSEMS)

14.7.2.1 All new *development* within the MEV, and any off-site improvements and related stormwater *infrastructure*, shall comply with the functional recommendations as outlined in the MEV FSEMS. No amendment shall be required provided that such works conform to the policies of this Plan.

14.7.3 Indian Creek Subwatershed Study

14.7.3.1 The MEV is located within the Indian Creek Subwatershed. The lands have been studied for nearly two decades through both the Indian Creek/Sixteen Mile Creek Sherwood Survey Subwatershed Management Study (2004) and the Sixteen Mile Creek Subwatershed Update Study (2010). As a basis for this Secondary Plan a Functional Stormwater and Environmental Strategy (FSEMS), as well as a Scoped Updated Characterization, have been prepared to provide guidance on *environmental* and water management. A focus of this work has included design and management approaches for restoring Indian Creek and related *flood plain* improvements in the MEV, based on off-site enhancements for lands to the west towards Bell School Line.

The limits of the *Natural Heritage System* associated with the Indian Creek *flood plain,* as depicted on the Secondary Plan schedules, may be refined through the SIS. The SIS must demonstrate how alternative design and management approaches implement the guidance and recommendations in the FSEMS, are considered *essential watershed management* and conform to the policies of this Plan and Conservation Halton. Furthermore, the final limits of the *Natural Heritage System* will be determined through the SIS and should the *Natural Heritage System* area be refined and enhanced, the abutting land use designations will apply without amendment to the Secondary Plan.

14.7.4 Subwatershed Impact Study (Sis)

14.7.4.1 A SIS shall be required for the Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete

application. The study areas can be modified or consolidated subject to the approval of the *Town*, in consultation with the *Conservation Authority*. The goal of the SIS will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management and implements the guidance and recommendations of the FSEMS. The objectives of the studies will be:

a. Identification of a preferred servicing plan (including public/private *utilities*);

b. Identification of a preferred road layout;

c. Integration of stormwater management facilities;

d. Exploration of opportunities to integrate recreation opportunities with stormwater management; and

e. Phasing and cost sharing in areas of multiple ownership.

Further, the SIS will also provide:

a. A detailed assessment of terrestrial and aquatic resources and associated *ecological functions*;

b. Conceptual plan demonstrating how a net gain in habitat and/or *ecological functions* can be achieved;

c. 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;

d. Conceptual plan outlining how the suggested *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 *natural heritage system* developed in adjacent subwatershed impact areas; and

e. Confirm the *developments* will not result in a negative impact on existing and the ultimate regional road network drainage.

14.7.5 Stormwater Management Facilities

14.7.5.1 Stormwater management facilities and *low-impact development* (LID) *best management practices* are permitted in all land use designations. Where a stormwater management system is considered in the *Natural Heritage System*, it must be considered *essential* after all alternatives have been explored and if demonstrated that there will be no *negative*

impacts on *key features* and areas or their *ecological functions* through a SIS or equivalent study and meet the policies in Section 3.2.2 of this Plan and Conservation Halton. To promote *transit-supportive* densities, particularly in mixed-use designations, stormwater management facilities that are integrated into the *development* (e.g. underground storage tanks) or which are incorporated in the landscape design of open amenity areas to serve more than one *development* (e.g. rain gardens and water features), may be considered, where feasible.

14.7.6 Water And Wastewater Infrastructure

14.7.6.1 The *municipal water* and *sewage services infrastructure* shall be developed in conformity with Section 5.7.6 and the MEV Area Servicing Plan and the subsequent guidance from the SIS.

14.7.6.2 All new urban *development* in the MEV Secondary Plan Area shall be connected to *municipal water* and *sewage services*. The *Region* is responsible for the development of water treatment and water distribution *infrastructure* as well as wastewater collection and wastewater treatment *infrastructure*.

14.7.6.3 All water treatment, water distribution, wastewater collection and wastewater treatment *infrastructure* servicing in the MEV Secondary Plan Area shall be developed in accordance with the Water and Wastewater Master Plan, this Plan, Development Charges Background Study and the *Region*'s Financing Policies for Growth Infrastructure or as further refined by the Area Servicing Plan to the satisfaction of the *Region*.

14.7.7 Green Innovation Plan

14.7.7.1 In accordance with the Town of Milton Green Innovation Plan, the *Town* will encourage inclusion of zero carbon housing in the MEV and residential buildings that exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

14.7.7.2 The installation of on-street and off-street Electric Vehicle charging stations shall be encouraged.

14.7.7.3 Subject to the preparation of a District Energy Plan by Milton Energy and Generation Solutions Inc., the *Town* may identify all or parts of the MEV as a potential district energy area.

14.7.7.4 Where a district energy system has been established or is planned, new *development* will be encouraged and may be required to connect to the

district energy system and new municipal buildings will connect to the district energy system.

14.7.8 Public Service Facilities, Infrastructure and Utilities

14.7.8.1 In conformity with Sections 5.7.3, 5.7.4 and 6.2.14, Federal, Provincial, Regional and *Town*-owned and/or operated essential transportation and *utility* facilities, are permitted to be located in any land use designation, subject to the completion and approval of an Environmental Assessment (EA) where required. In addition, *public service facilities,* including university and college uses, buildings and structures are permitted in all land use designations. However, such facilities shall only be permitted in the *Natural Heritage System* designation subject to Section 3.2.2 of this Plan.

14.8 Land Use and Built Form

14.8.1 General

14.8.1.1 Schedule 20a establishes the pattern of land uses within the MEV which reflects the Vision and Guiding Principles for the MEV. Where land use designations are the same as those in the Official Plan, the policies of the Official Plan shall apply.

14.8.1.2 *Development* within the MEV will offer opportunities for people to live and work in close proximity to create a *complete community*. Further, the MEV will be developed to support and accommodate emerging innovation and knowledge-based businesses that will contribute to the emergence of the MEV as an innovative centre.

14.8.1.3 The MEV is planned to achieve 22,000 people and jobs by 2051, with *transit-supportive* densities of between 85 and 115 people and jobs per hectare outside of the MEV Innovation District.

14.8.1.4 The topography, landscape and *natural features* associated with the Indian Creek, the Greenbelt and the Niagara Escarpment provide a unique setting. Future road alignment, siting and massing of buildings, and design of *development* should enhance scenic views of these features.

14.8.1.5 The predominant character of built form within the MEV will be established by mid-rise residential and employment buildings with a limited number of taller buildings at strategic locations. A range of building types are encouraged including residential and mixed-use buildings, townhouses and other medium-density residential

development, research, design and office complexes, manufacturing and live/work units.

14.8.2 Innovation District

14.8.2.1 The Innovation District identified on Schedule 20a includes lands in the Innovation Hub, Landmark Gateway and Village Centre designations. This area will be a focus for employment uses in the MEV.

14.8.2.2 The Innovation District is intended to accommodate 2,900 knowledge-based jobs by 2051. Within the MEV Innovation District the minimum density target will be 130 residents and jobs per hectare with a general target split of 55 per cent residents and 45 per cent jobs.

14.8.2.3 To achieve these targets, the Innovation District shall include a significant amount of *office* or other employment space. Employment uses shall occupy a minimum of 15 per cent of the planned total *gross floor area* proposed in each development block. *Development* applications will demonstrate how the proposal contributes to the achievement of the jobs target.

14.8.2.4 To encourage the *development* of buildings which will accommodate employment uses maximum permitted height may be exceeded by one storey for every storey of *office uses*, up to a maximum of five additional storeys provided that a minimum of 10,000 square metres of *office* space is provided on a *lot*.

14.8.2.5 Low-density commercial or employment uses, including generally any buildings of less than two storeys, shall not be permitted in the Innovation District. Single storey commercial uses may only be permitted, where:

a. the single storey component is physically connected and integrated with a larger multi-storey *development*; or,

b. the development block is designed and planned to achieve a minimum *floor space index* of 1.2.

14.8.3 Innovation Hub

14.8.3.1 Purpose

The Innovation Hub designation on Schedule 20a is employment focused, and generally, but not exclusively, includes uses directly or indirectly related to the university/college and other *development* in the Innovation Campus designation. This area is intended to provide opportunities for the university/college to partner with the business

DRAFT

community or other government agencies in advancing research and development.

14.8.3.2 Permitted Uses

The Innovation Hub designation on Schedule 20a means that the main uses are institutional and employment uses in mixed use and single purpose buildings. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability. Limited retail and *service commercial*, as well as other service uses, which are complementary to the permitted uses and generally located on the ground floor of buildings to be accessible to the public will also be permitted. Mixed use buildings which also include residential uses, and live-work *developments* will be permitted, subject to detailed review with respect to land use compatibility.

14.8.3.3 Site Design

Development in the Innovation Hub designation shall require preparation of an Urban Design Plan in conformity with policy 12.10.5.2. *Development* of the lands in the Innovation Hub designation as a whole shall achieve a minimum density of 140 residents and jobs combined per gross hectare.

14.8.4 Landmark Gateway

14.8.4.1 Purpose

The Landmark Gateway designation on Schedule 20a is the most important gateway to the MEV. It will be a high-density mixed-use node with landmark buildings which frame the intersection of Louis St. Laurent Avenue and Tremaine Road.

14.8.4.2 Permitted Uses

The Landmark Gateway designation on Schedule 20a means that the main permitted uses, in mixed use and single purpose buildings, are high-density residential, *office* and *institutional uses*. Retail and *service commercial*, as well as other similar service, entertainment, and *cultural uses*, which are complementary to the permitted uses and generally located on the ground floor of buildings shall be permitted. In particular, such ground floor uses will be focused on Louis St. Laurent Avenue to act as a catalyst for an active street environment.

14.8.4.3 Site Design

Development in the Landmark Gateway designation shall require preparation of an Urban Design Plan in conformity with policy 12.10.5.2 of this Plan. *Development* of the lands in the Landmark Gateway

designation as a whole shall achieve a minimum density of 170 residents and jobs combined per gross hectare.

14.8.5 Village Centre

14.8.5.1 Purpose

The Village Centre designation on Schedule 20a is a community focal point. It will be designed as a pedestrian-oriented mixed-use node with retail, service and other similar uses at ground level – a central place that welcomes and engages residents, students, employees and visitors.

14.8.5.2 Permitted Uses

The Village Centre designation on Schedule 20a means that the main permitted uses, in mixed use or single purpose buildings, are high-density residential, *office* and *institutional uses*. Retail and *service commercial*, as well as other similar service, entertainment, and *cultural uses*, which are complementary to the permitted uses and generally located on the ground floor of buildings shall be permitted. In particular, such ground floor uses will be focused on the Flexible Street - the MEV "main street' - to act as a catalyst for an active street environment.

14.8.5.3 Site Design

a. *Development* in the Village Centre designation shall require preparation of an Urban Design Plan in conformity with policy 14.10.5.2;

b. Careful consideration and study will be undertaken as part of the development of the Urban Design Plan to establish design principles that will ensure the creation of a "main street" that is successful with respect to market, while acting as a catalyst for an active street environment and meeting high quality design considerations for both private *development* and the *public realm*;

c. Large-format, stand-alone retail commercial uses are not permitted within the Village Centre designation. Small- and medium-scale retail commercial uses which form part of mixed-use *developments* are to be designed to contribute to the "main street" environment with outdoor areas for restaurants, substantial glazing and individual entrances; and

d. *Development* of the lands in the Village Centre designation as a whole shall achieve a minimum density of 170 residents and jobs combined per gross hectare.

14.8.6 Innovation Campus

14.8.6.1 Purpose

The Innovation Campus designation on Schedule 20a recognizes an area for the *development* of major *institutional uses* including a university/college facility.

14.8.6.2 Permitted Uses

The Innovation Campus designation on Schedule 20a means that the main uses permitted, in mixed use and single purpose buildings, shall be major education facilities including university, college, secondary school and other uses related to teaching, research and academic activities, administration, and accessory uses such as day care, as well as complementary uses including residential, commercial and recreational uses. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability such as laboratories and start-up manufacturing operations.

The designation also includes the existing Mattamy National Cycling Centre Velodrome and related facilities. In addition, a Transit Hub shall be located in this area. The Transit Hub may include transit facilities integrated in a building with other uses or located in a separate facility. Where it is located in a separate facility, direct weather protected barrier free pedestrian connections will be provided to adjacent uses. The Transit Hub will not include surface parking, but may have associated parking structures.

14.8.6.3 Site Design

Development in the Innovation Campus designation shall be guided by a Campus Master Plan. The Campus Master Plan will be informed by the Vision, Guiding Principles, Objectives and policies of this Plan. Preparation of the Campus Master Plan may be phased and will be submitted to the *Town* in support of a *development* application in accordance with Section 14.10.5.2.

14.8.7 Innovation Neighbourhood

14.8.7.1 Purpose

The Innovation Neighbourhood designation on Schedule 20a is a transitional mixed-use area between the Innovation Campus and the Medium Density Residential I area to the south.

14.8.7.2 Permitted Uses

The Innovation Neighbourhood designation on Schedule 20a means that the main uses, in mixed use and single purpose buildings, are institutional and related uses, including student and *special needs housing* and conference facilities, as well as *office* and medium and

high-density residential uses which provide a transition to the adjacent *residential areas*. Limited retail and *service commercial*, as well as other service uses, which are complementary to the permitted uses and generally located on the ground floor of buildings to be accessible to the public, will also be permitted. Mixed use buildings which include residential uses on the upper floors, and live-work *developments* will also be permitted subject to detailed review with respect to land use compatibility.

14.8.7.3 Site Design

Development in the Innovation Neighbourhood shall require preparation of an Urban Design Plan in conformity with policy 14.10.5.2. *Development* of the lands in the Innovation Neighbourhood designation as a whole shall achieve a minimum density of 100 residents and jobs combined per gross hectare.

14.8.8 Neighbourhood Centre

14.8.8.1 Purpose

The Neighbourhood Centre designation on Schedule 20a is the neighbourhood core for the surrounding *residential area* and will be developed in association with an elementary school, park and other *public service facilities*. It will provide convenient day-to-day services for residents and visitors.

14.8.8.2 Permitted Uses

The Neighbourhood Centre designation on Schedule 20a means that the main permitted uses, mixed use and single purpose buildings, will be medium and high-density residential *development*, and live-work, institutional and *office uses*. This core area will be developed around a "main street' with retail, *service commercial* and other similar uses permitted at ground level.

14.8.8.3 Site Design

a. *Development* in the Neighbourhood Centre designation shall require preparation of an Urban Design Plan in conformity policy 14.10.5.2;

b. Careful consideration and study will be undertaken as part of the development of the Urban Design Plan to establish design principles that will ensure the creation of a "main street" that is successful with respect to market, while acting as a catalyst for an active street environment. However, this area may include a freestanding grocery store as an interim use subject to the submission of an *intensification* plan demonstrating how the ultimate built form, density and other objectives for the area can be

achieved;

c. As part of the Urban Design Plan, careful consideration will be given to the integration of the main street and high-density *development* in a manner *compatible* with surrounding residential uses, particularly with respect to matters such as noise and parking. Design will emphasize a "village *character*" with a street orientation. The provision of transitions to surrounding *residential areas* will also be evaluated; and

d. *Development* of the lands in the Neighbourhood Centre designation as a whole shall achieve a minimum density of 120 residents and jobs combined per gross hectare.

14.8.9 Residential Area

The following uses shall be permitted in the Residential Area designations on Schedule 20a. Parking structures to serve high-density residential *development* and adjacent mixed-use development may also be permitted.

14.8.9.1 High Density Residential

a. Permitted Uses

In the High Density Residential designation uses consisting of apartment buildings shall be permitted. In accordance with Section 14.9.4, stacked and back-to-back townhouses, and multiplexes may also be included as a secondary part of such *development* including as part of the *podium* of apartment buildings. In addition, small scale retail, *service commercial* or *office uses*, together with ancillary residential amenities shall be encouraged at the base of apartment buildings.

b. Height and Density Requirements

Development within the High-Density Residential designation shall be within a density range of 100 to 300 units per net hectare with a minimum height for apartments of eight (8) storeys and for townhouses and multiplexes of three (3) storeys.

14.8.9.2 Medium Density Residential II

a. Permitted Uses

In the Medium Density Residential II designation uses consisting of mid-rise multiple attached residential units such as stacked townhouses, multiplexes, and mid-rise apartments shall be permitted. In addition, other forms of townhouses including back-to-back and street townhouses shall be permitted, but shall be

limited to a maximum of 20 per cent of the units within a development block.

b. Height and Density Requirements

Development within the Medium Density Residential II designation shall be within a density range of 70 to 200 units per net hectare with a minimum height of three (3) storeys.

14.8.9.3 Medium Density Residential I

a. Permitted Uses

In the Medium Density Residential I designation uses consisting of grade related low rise residential uses such as *single-detached dwellings*, semi-detached dwellings, and street townhouses shall be permitted. In addition, other forms of townhouses including back-to-back and stacked townhouses shall be permitted.

b. Height and Density Requirements

Development within the Medium Density Residential I designation shall be within a density range of 30 to 100 units per net hectare with a maximum height of four storeys.

14.8.9.4 In addition to the uses permitted in policies 14.8.9.1 to 14.8.9.3, the following uses are also permitted in the Residential Area designation:

a. *Additional residential units* in accordance with policy 6.2.1.19;

b. *Assisted housing, special needs housing* and *shared housing* accommodating more than 8 persons in accordance with policy 6.2.1.20;

c. Rooming, boarding and lodging houses and *bed and breakfast establishments* in accordance with policies 6.2.1.21 and 6.2.5.8;

d. Minor *institutional uses*, which by their activity, scale and design are *compatible* with residential uses and which serve adjacent *residential areas*, including elementary schools, libraries, *places of worship*, day care facilities and community centres in accordance with the policies of Section 6.2.7;

e. Local commercial uses including limited convenience commercial, service stations and *office uses* which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of Sections 6.2.2 and 6.2.3; and

f. *Home Occupation* and live/work uses in accordance with policies 6.2.1.22 and 6.2.1.26.

14.8.9.5 Permitted Residential Densities

Residential densities are to be achieved at a Secondary Plan-wide level and calculated on a net residential hectare basis.

14.8.10 Natural Heritage System

14.8.10.1 The *Natural Heritage System* designation is applicable to lands adjacent to the Indian Creek and shall be subject to the policies of Section 3.2.2. The *Natural Heritage System* boundaries may be refined, which would include refinements to *buffers* through subsequent *Planning Act* applications where it is supported by the FSEMS and the SIS or other applicable study in accordance with the policies of this Plan and Conservation Halton. Where the FSEMS permits streams to be realigned or otherwise modified, and off-site works carried out, as permitted under *essential watershed* management, no amendment shall be required to this Plan where such works are undertaken in accordance with an approved SIS through a subsequent *Planning Act* process.

14.8.11 Parks, Public Open Space And Greenways

14.8.11.1 The Park, Public Open Space, and Greenway designations on Schedule 20a are conceptual and such uses shall be permitted in all land use designations. *Development* of these uses and facilities shall be in accordance with the policies of Section 14.5 of this Secondary Plan.

Where conceptual Green edges are proposed in the *Natural Heritage System*, the feasibility, siting and design of the non-intensive recreation uses such as nature viewing and pedestrian trails will be subject to review based on recommendations of the FSEMS and through the SIS and must demonstrate conformity with policies in Section 3.2.2, and Conservation Halton.

14.8.12 Stormwater Management Facility/Low-Impact Design Technologies

14.8.12.1 Stormwater management facilities and *low-impact development* (LID) *best management practices* may be permitted in all land use designations on Schedule 20a. Where a stormwater management system is considered in the *Natural Heritage System*, conformity with 14.7.5 must be demonstrated. The location and configuration of the stormwater management facilities will be further refined through the SIS and through Stormwater Management Plans prepared in support of individual *development* applications, and where applicable shall conform to the policies of this Plan. Through these studies and plans careful consideration shall also be given to the use of *Low-impact development* (LID) *best management practices* for stormwater management including

the design of impervious surfaces and other factors that impact on stormwater management.

Some appropriately designed LID measures and *green infrastructure* may also be permitted within the *buffer*, *linkage*, and *enhancements* to *key features* of the *Natural Heritage System* where they will not negatively impact on *key features* and components of the *Natural Heritage System* or their *ecological functions* through their construction and ongoing maintenance.

Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new *development* and implemented to the extent feasible, as determined by the *Town* in consultation with Conservation Halton. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including regional roadways.

14.8.13 Agricultural Operations

14.8.13.1 Within the MEV, *agricultural uses* are permitted as interim uses until the lands are developed in accordance with the policies of this Plan. Where feasible, *development* should be phased to maintain these lands and their associated operations as interim uses.

14.8.13.2 In accordance with Section 2.4.3, an *Agricultural Impact Assessment* (AIA), including mitigation measures, may be required to determine the potential impact of *development* adjacent to existing agricultural operations.

14.9 Urban Design

14.9.1.1 Section 5.2 of the Official Plan establishes a detailed urban design strategy for the *Town* which is applicable to the MEV.

14.9.2.1 Further to, and in accordance with the policies of Section 5.2 of this Plan, all *development* within the MEV shall be designed in a manner which:

a. reflects the Vision, Guiding Principles and Key Design Elements, and Objectives for the MEV in Section 14.2;

b. has regard for the Urban Design Plans prepared for lands in the Innovation Hub, Landmark Gateway, Village Centre, Innovation Neighbourhood and Neighbourhood Centre designations, as well as the Campus Master Plan prepared for the lands in the Innovation Campus designation; and

c. with regard to *tall* and mid-rise buildings in the MEV, has regard to the Milton *Tall Building* and Mid-Rise Design Guidelines.

14.9.3.1 Further to the policies of Section 14.8, *development* shall also be designed in accordance with the following high-level guidelines:

a. Views and access to the Niagara Escarpment, in accordance with policies of the Niagara Escarpment Plan, Indian Creek, parks, schools and other natural and community features, will be maximized. In particular, future road alignment, siting and massing of buildings, and design of *development* should frame public views of Rattlesnake Point and Mount Nemo by:

   i) introducing a modified grid pattern of streets and designing future streets to respond to the natural open space and topographic conditions found on the site;

   ii) the use of single loaded roads in key locations on table lands adjacent to the *Natural Heritage System* in locations which results in no *negative impacts* to the *key features* and components of the System; and

   iii) the arrangement of parks, Greenways, and other open space *linkages*.

b. A hierarchy of *public service facilities* including schools, parks and recreation facilities will be directed to locations which allow them to serve as focal points for the Secondary Plan Area as a whole, and neighbourhoods within the District. Where possible, these facilities will be combined with other uses on the same *lot* to assist in creating a compact urban form.

c. The street network shall be in the form of a modified grid and all streets shall be designed as *complete streets*, with attractive, safe and walkable streetscapes for pedestrians, bicyclists and drivers with development that fronts on all roads, including Tremaine Road, designed in accordance with the provisions of Section 14.4.5.

d. The Village Centre and Neighbourhood Centre will be the primary focus for retail and *service commercial* uses. However, a range of uses including *public service facilities*, and service and retail commercial uses, together with *tall* and mid-rise residential, *office* and *institutional* buildings shall be encouraged in all mixed-use areas in the MEV which include the Innovation Campus, Innovation Hub, Innovation Neighbourhood, Landmark Gateway, Village Centre and Neighbourhood Centre designations.

e. A variety of building types, architectural styles and heights with high-quality building materials and a well-designed and integrated sequence of open space, including POPS, shall be encouraged. Appropriate transitions to the Greenbelt and the Escarpment, as

well as between higher density mixed use and *residential areas* will be developed including the use of *podiums* and stepbacks. However, automotive related uses, including drive-throughs, will be limited and subject to detailed design controls.

f. Special consideration will be given to gateway elements at the main entrance to the MEV at Louis St. Laurent Avenue and Tremaine Road (RR22). In addition, gateway elements shall be included at the other entrances to the MEV on Tremaine Road (RR22) and Britannia Road (RR6). Such gateway elements may include increased building height, architectural, landscape and public art features.

g. A mix of uses, where the ground floor façade of these uses is designed to animate the *public realm*, shall be encouraged fronting on Louis St. Laurent Avenue and its Flexible Street extension which are intended as the MEV "main street".

h. Parking structures, both those integrated into the *podium* of a building or dedicated/stand-alone parking structures, shall meet the following criteria to ensure they are well integrated into the MEV's built fabric:

   i) shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind uses;

   ii) where parking faces a public street/open space, the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the *development* approval process;

   iii) entrances to above-grade or underground parking structures on public streets shall generally be integrated into the design of the building; and

   iv) pedestrian entrances to integrated parking structures shall be clearly identified and well-lit and designed with consideration for CPTED principles.

i. *Development* shall be planned and designed to:

   i) consider future *intensification* opportunities within the site;

   ii) enhance connectivity;

   iii) use sufficient block sizes to achieve pedestrian-oriented development by generally establishing a typical block length

DRAFT

of approximately 150 metres measured along the long axis of the street. Where block lengths exceed 90 metres, a mid-block pedestrian connection should be considered;

iv) ensure definition of street edge is a priority such that *development* will create a rhythm and spacing of building entrances and, where applicable, appropriately sized storefront, to encourage pedestrian activity; and

v) accommodate the needs of persons with *disabilities*.

j. Blocks, buildings and structures will be organized to define the *public realm* including public streets and laneways, driveways and sidewalks that contribute positively to the *character* and identity of the MEV, including:

i) arranging blocks that maximize street frontage with building massed and articulated appropriately to minimize the scale of larger buildings and to add visual interest;

ii) arranging blocks to maximize solar gain along the long axis while minimizing shadowing of adjacent properties and buildings;

iii) providing visual overlook to public spaces and including building entrances, active ground floor frontages and transparent building materials along the edge of public space;

iv) ensuring main building entrances are directly accessible from a public street, or publicly-accessible courtyard physically and visually connected to the street;

v) defining transitional areas between uses in development blocks through the provision of landscaped courtyards and other outdoor amenity space;

vi) visually enhancing surrounding public streets, parks or other public spaces through landscape open space;

vii) designing sites, buildings and landscaping to encourage informal surveillance through strategies such as: clear sightlines into building entrances, parking areas, amenity areas and site servicing areas; locating open spaces adjacent to public streets to improve the safety of parks; providing low growing plant material along pedestrian walkways, and providing pedestrian-scale lighting in areas of pedestrian activity; and

viii) providing traffic calming features including but not limited to curb extensions, raised surface treatments, chicanes and texture paving.

k. Residential dwellings shall be designed such that garages are not

the dominant feature in the streetscape. Where low and medium-density residential units and live/work units front onto the main street (the Avenue), collector road, flexible street, and *active transportation* connections identified on Schedule 20b Transportation Plan and if feasible:

i) Vehicular access shall generally be from rear laneways to reduce the number of curb cuts and protect opportunities for soft landscaping and active uses at grade along street edges;

ii) Garages shall generally be in the rear yards accessed by a mews or laneway or a front driveway. This will allow for the creation of an attractive streetscape with adequate space for street *trees* and front yard landscaping and front porches and other features for an attractive housing form.

l. Other design considerations include:

i) maximize multiple use of lands and facilities;

ii) eliminate barriers between facilities, particularly between parks and schools;

iii) ensure that buildings are oriented to public streets and accessible to public transit;

iv) maximize public service and safety; and

v) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

m. The design of elements, including the Green Edges and Greenway System, single loaded roads, and *privately owned publicly accessible spaces* (POPS), and other approaches in a manner established through the FSEMS and/or SIS and shall demonstrate that there will be no *negative impacts* on *key features* or their *ecological functions* in accordance with Sections 3.2.2 and 3.2.3.

n. The design of elements, including the Green Edges and Greenway System, single loaded roads, and *privately owned publicly accessible spaces* (POPS), and other approaches in a manner established through the FSEMS and/or SIS and shall demonstrate that there will be no *negative impacts* on *key features* or their *ecological functions* in accordance with Sections 3.2.2 and 3.2.3.

14.9.4 Housing

14.9.4.1 The *Town* will work with the Province, the *Region* and the landowners to implement the policies in this Secondary Plan with respect to the provision of housing, including opportunities for *affordable housing*.

The MEV establishes a target for *affordable* and *assisted housing*, where the target is that 30 per cent of all new residential units shall be *affordable* or *assisted housing* and higher-density townhouses or apartments.

14.9.5 Cultural Heritage Resources

14.9.5.1 One potential *cultural heritage resource* has been identified in the MEV. A careful review will be required to determine how best to integrate the feature with the proposed *development*, potentially including the adaptive reuse of the *built heritage resource*.

14.9.5.2 A Stage 2 archaeological assessment is required for those areas not previously subject to a Stage 2 study.

14.10 Implementation

Further to, and in accordance with, Section 7 of this Plan, the following policies are applicable to the MEV.

14.10.1 Phasing and Finance

14.10.1.1 Applications for *development* in the Secondary Plan Area shall only be approved, and *development* shall only proceed when:

a. The *Town* has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the *Development Charges Act*, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Secondary Plan area;

b. The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth, where applicable in accordance with the policies of Section 14.1.2, are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Council;

c. The recommendations of the *Region*'s financial plan are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Regional Council in accordance with applicable Halton Region's policies;

d. Regional water and wastewater services are extended to the lands in the subject Phase and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;

e. Satisfactory arrangements have been made with the *Town* in

accordance with the *Planning Act*, to ensure the early delivery of projected *public service facilities*, off-street trails and components of the *active transportation* system and transit facilities to support growth;

f. Any financial and other requirements of the *Town* and the *Region* to support sustainable growth, pursuant to the applicable legislation, are satisfied; and

g. Phasing of *development* will follow a logical sequence and shall be staged to ensure the creation of complete neighbourhoods minimizing the extent to which residents, students and employees are exposed to construction. In addition, achievement of the 2031 employment target is a priority for the *Town*, the *Town* will work with the landowners toward this objective in accordance with the policies for the Innovation District in Section 14.8.2 of this Secondary Plan.

h. The phasing of *development* in the MEV Secondary Plan Area occurs in a manner that supports timing and availability of planned water, wastewater, and transportation *infrastructure* in accordance with the *Region*'s Water and Wastewater Master Plan, Transportation Master Plan, this Plan, the Development Charges Background Study, and the *Region*'s Financing Policies for Growth *Infrastructure*.

14.10.1.2 In addition to the requirements of Section 14.10.1.1, applications for *development*, with the exception of applications for post-secondary, long-term care and other *institutional uses*, shall only be approved, and be permitted to proceed, when an updated Long-Term Fiscal Impact Assessment of Growth incorporating the MEV has been prepared, and approved by Council.

14.10.1.3 Notwithstanding the foregoing public infrastructure such as roads, parks, fire halls, schools and servicing facilities, and infrastructure or *development* related to university/college uses may proceed at any time, subject to the availability of servicing *infrastructure* and other requirements at the local and regional levels.

14.10.1.4 All new urban development in the MEV shall be connected to the *municipal* wastewater and water systems, subject to the Regional Allocation Program and the Regional Development Charges By-law. All water and wastewater *infrastructure* servicing the MEV Secondary Plan Area shall be developed in accordance with the Water and Wastewater Master Plan, this Plan, Development Charges Background Study and the *Region*'s Financing Policies for Growth Infrastructure or as further

refined by the Area Servicing Plan. Further, in accordance with the purpose of this Secondary Plan set out in Section 14.1.1, applications for *development* in the Secondary Plan Area shall only be approved by Council, and *development* shall only proceed when:

a. Council is satisfied that landowners in the Secondary Plan Area have entered into any agreement(s), as the *Town* may be permitted to require, for the provision of funds, including without restriction, funds for any previously constructed services that support *development* in the Secondary Plan Area, or the provision of services or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners, in order for the development of the Secondary Plan Area to proceed as planned. In order to reflect circumstances that may apply to an individual phase or stage of development within the Secondary Plan Area, the *Town* may require a separate agreement or agreements with the landowners within the phase or stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if any such landowners had been the original signatories to that agreement and that prior to processing any *development* applications by any non-original landowners, the *Town* shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;

b. Landowners within the Secondary Plan Area have entered, or will enter, into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of *development* for the provision of matters such as community and infrastructure facilities;

c. Landowners within the Secondary Plan Area have entered, or will enter, into an Allocation Agreement with the *Region* ~~of Halton~~ addressing the provision of water and wastewater servicing and roads;

d. Landowners within the Secondary Plan Area have entered, or will enter, into a Master Parks Agreement with the *Town*, if required by the *Town*, to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan Area;

e. Water treatment and distribution and wastewater collection and treatment are available in accordance with local and regional policies;

f. The Air Quality Assessment, Area Servicing Plan, FSEMS, or other applicable environmental study have been approved to the satisfaction of the *Town* and the *Region*, in consultation with Conservation Halton;

g. The *Town* will establish a monitoring program, in consultation with the *Region*, to track and report on the status of the *built single-detached* equivalent units on an annual basis; and

h. A Water and Wastewater Area Servicing Plan shall be completed to the satisfaction of the *Town* and the *Region*, to:

   i) Identify the preferred water and wastewater servicing strategy to support planned population growth for Milton Education Village;

   ii) Assess the impact of growth on the broader regional water and wastewater system; and

   iii) Identify upgrades and/or improvements that will be required to support *development*.

   Where existing servicing capacity is not available, *development* may not be permitted until any required improvements to overcome capacity constraints have been implemented or an acceptable staging and monitoring plan to implement the preferred water and wastewater servicing strategy for the area has been approved by the *Town* and the *Region*.

i. Any additional requirements of the *Town* and/or *Region* are satisfied.

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

a. Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan Area;

b. Requires, to the maximum extent possible and practical, the conveyance of lands for *public service facilities* to keep pace with growth in the Secondary Plan Area to avoid or minimize a reduction

in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;

c. Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure to keep pace with the growth of the Secondary Plan Area so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;

d. Shall proceed in sequential phases as established by the *Town* based on the FSEMS, the Area Servicing Plan and the policies of Section 14.7 of this Secondary Plan; and

e. Shall manage the progression of development in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

14.10.2 Parkland Dedication, Other Infrastructure And Utilities

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

a. Any park or public open space within a plan of subdivision shall be prepared to acceptable base condition as determined through the *Town*'s Engineering and Parks Standards and conveyed to the *Town* in accordance with the requirements of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended;

b. School sites shall be shown as block(s) on an approved plan of subdivision;

c. Lands designated *Natural Heritage System*, as they may be refined through the subdivision plan and/or site plan approval process, have been dedicated to the *Town*, or to Conservation Halton if so directed by the *Town*;

d. Stormwater management facilities have been constructed and dedicated to the *Town*, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable, shall require the posting of financial securities to the satisfaction of the *Town* for the construction of permanent facilities; and

e. Lands required for large *utility* structures shall be shown as block(s) and/or *easements* on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the *utility* provider and the *Town*.

14.10.3 Zoning By-Law/Community Planning Permit By-Law

14.10.3.1 This Secondary Plan may be implemented by appropriate amendment(s) to the Town of Milton Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 7.5; and

14.10.3.2 The *Town* may also establish a Community Planning Permit By-law for the Secondary Plan Area, or for portions of the Secondary Plan Area in accordance with the *Planning Act*, R.S.O. 1990, c. P. 13, as amended. The *Town*'s goal for the use of the Community Planning Permit By-law is its use as a tool to better implement the policies of this Secondary Plan. The criteria and conditions that may be included in the by-law shall conform with the Secondary Plan.

14.10.4 Consents

14.10.4.1 Subdivision of land shall generally take place by plan of subdivision in the MEV Secondary Plan Area. Consents may be permitted in accordance with the provisions of Sections 7.6.4 and 6.2.17 and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. In particular, consents may be permitted which result in the assembly of land which is a size and configuration which will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

14.10.5 Complete Application Requirements

14.10.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section 7.6.1 with respect to the requirements of a complete application.

14.10.5.2 Additional Complete Application Requirements

In addition to the requirements of Section 7.6.1 of this Plan, the following requirements for a complete application shall apply to lands in the MEV:

a. An SIS completed to the satisfaction of the *Town*, in consultation with Conservation Halton and the *Region*.

b. Innovation Campus

A Campus Master Plan, in accordance with the policies of Section

14.8.6, shall be required for lands in the Innovation Campus designation.

c. Innovation Hub, Innovation Neighbourhood, Landmark Gateway, Village Centre and Neighbourhood Centre

An Urban Design Plan shall be prepared for lands in the applicable designation, which demonstrates the integration of the proposed uses with planned *development* in that designation in a manner which reflects the policies of this Plan. Where such a Plan has already been prepared the Plan should be updated to reflect the proposed *development*. Such Plans shall be prepared in coordination with any other landowners in the designation. The Urban Design Plan shall include the following, where applicable, unless otherwise scoped by the *Town*:

i) Lotting Plan, that delineates and dimensions the *lots* proposed in each block;

ii) Context Plan;

iii) Conceptual site plan and proposed density and massing of buildings;

iv) Access and Circulation Plan for all modes of transportation, including any plans for structured parking above and/or below grade; and

v) Staging Plan; which will describe and illustrate how the proposed *development* can be incorporated into the area to achieve full development potential of the site; consider neighbouring uses and the need to *buffer* or stage use; and identify public infrastructure and facilities required to serve the *development* and their proposed phased construction.

d. Comprehensive *Development Plan*

Where the initial *development* proposal within a block will not meet minimum density requirements, the applicant shall be required to submit a Comprehensive *Development Plan* demonstrating how the ultimate build out of the block will achieve the required density and how other objectives for the site can be achieved. Where an Urban Design Plan is required, the Comprehensive *Development Plan* shall form part of that Plan. The Comprehensive *Development Plan* shall address matters such as:

i) The provision of local roads and small blocks;

ii) Means to achieve a safe pedestrian and transit-friendly streetscape with the initial uses;

iii) The siting and orientation of buildings within a block and the

relationship to the street for the initial *development* and long-term *intensification*;

iv) The siting and orientation of parking for initial *development* and changes to parking over time to accommodate the *intensification* process; and

v) The ability to achieve density requirements within the block.

e. Applicant will be fully responsible for ensuring any and all requirements of the Municipal Class Environmental Assessment process are fulfilled.

14.10.6 Roads Environmental Assessment

14.10.6.1 The location and general alignment of collector roads as illustrated on Schedule 20a are approximate and subject to further study as required by the *Town*. All local and collector road and driveway spacing shall conform to road engineering practices developed by the *Town* to reflect the vision, guiding principles and policies of this Plan for the MEV. Connections to regional roads shall be in accordance with the Regional By-Law No.32.17 and the current Halton Region Access Management Guidelines.

Transportation *infrastructure* shown on Schedule 20b may be subject to Environmental Assessments. The proposed locations of transportation *infrastructure* will only be finally determined upon completion of any required future Phase of the EA process.

14.11 Interpretation

Further to, and in accordance with the implementation policies of Section 7 of this Plan, the following interpretation policies are applicable to the MEV Secondary Plan.

14.11.1 Boundaries

14.11.1.1 Locations, boundaries or limits described in text or indicated on Schedule 20a, are intended to be approximate only in accordance with policy 7.10.1.1. Where the intent of this Secondary Plan and Official Plan are maintained, minor boundary adjustments will not necessitate an amendment to the Secondary Plan.

14.11.2 Symbols

14.11.2.1 Symbols for the Park, Transit Hub, schools, Greenways, Public Open Space. Potential Active Transportation Links and SWM facilities are

conceptual and are intended to show the approximate location of these elements on Schedule 20a. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial road or the *Natural Heritage System*.

DRAFT

SECTION 15. BRITANNIA

15.1 General

15.1.1 Purpose

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

The Secondary Plan:

a. Implements the objectives, policies and overall planning approach of this Plan within the local context;

b. Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;

c. Provides growth management policies to implement a target of 57,500 residents and 9,300 jobs;

d. Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of Neighbourhood Areas based on the population and employment targets of this Secondary Plan; and

e. Establishes Tertiary Plan Areas and identifies requirements for preparation of more detailed Tertiary Plans prior to final approval of development applications.

15.1.2 Location

15.1.2.1 The Britannia Secondary Plan, as shown on Schedule 2, is generally bounded by:

a. North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road

b. East – The Provincial Greenbelt and Fifth Line

c. South – Lower Base Line West

d. West – The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

15.2 Secondary Plan Vision

The Britannia Secondary Plan area is envisioned to be a complete, sustainable, connected, attractive and well-serviced community. It will be comprised of walkable

neighbourhoods that provide a range and mix of *housing options* and access to amenities and services.

15.2.1 Community Character

15.2.1.1 The community characteristics that provide direction for *development* in the Britannia Secondary Plan are:

a. A Complete Community

A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and *institutional uses*.

b. A Well-Serviced Community

A walkable community that provides activity centres to maximize *active transportation* access to shopping, recreation, institutional, and leisure choices.

c. An Environmentally Sustainable Community

A community that provides a *Natural Heritage System* and linked open space system within the Secondary Plan which is sensitive and connected to the Greenbelt.

d. A Connected Community

A community that provides a multi-modal transportation network of *complete streets* and an *active transportation* and open space network accessible to all users that is well integrated with the *Town* and *Region*'s *Transportation System*.

e. An Attractive Community

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

15.2.2 Community Design Elements

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

a. Five distinct Neighbourhoods each with a node as the centre of commercial activity with *transit-supportive*, higher-density residential and mixed use *development* and opportunities for increased heights and densities along Britannia Road and James

Snow Parkway. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood;

b. The South Milton Village, central to the Secondary Plan area, serves as the primary focus of activity and *institutional uses*, including a mix of commercial and residential uses, a District Park, an elementary school and a Secondary School;

c. A range of retail commercial opportunities, including options which maximize walkability for residents;

d. A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;

e. A range and mix of *housing options*, primarily grade-related, will be provided in each Neighbourhood to promote inclusiveness and create dynamic streetscapes;

f. A central *active transportation* corridor will generally run along the pipeline *easement* to create a central Linear Greenspace and provide residents with an attractive, off-road *active transportation* option across the Secondary Plan from east to west;

g. A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and

h. A complete *active transportation* system that provides both on- and off-road *active transportation* facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt.

15.3 Goal and Objectives

The following goals and objectives are applicable to the Britannia Secondary Plan:

15.3.1 Build Compact Complete Communities

a. Identify appropriate locations for retail commercial and *institutional uses* within reasonable walking distance from most of the population;

b. Identify strategic locations for a regional-serving retail and commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and

DRAFT

placemaking;

c. Achieve an overall density target of 75 residents and jobs combined per gross hectare across the Britannia Secondary Plan;

d. Ensure that a range and mix of *housing options* are provided, to meet the needs of family-sized households balanced with higher density forms of *transit-supportive* housing;

e. Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;

f. Identify an interconnected system of parks, open spaces, elements of the *Natural Heritage System* and *public realm* areas with *active transportation* (on- and off-road) as one of the main organizing features of the community;

g. Identify the *institutional use* needs and provide opportunities for *places of worship*; and

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

15.3.2 Protect and Enhance the Natural Heritage System

a. Protect or enhance *Key Features* of the *Natural Heritage System* and demonstrate that there will be no *negative impacts* on the *natural features* and areas or their *ecological functions*;

b. Create in consultation with any other appropriate *public agency*, a combined natural heritage and off-street *active transportation* system as a central feature of the community that is easily accessible and visible to residents and visitors;

c. Encourage vistas and view corridors that result in visibility of the *Natural Heritage System* and the location of parks and open space adjacent to, or near, the *Natural Heritage System* where possible; and

d. Establish an urban form that reduces reliance on auto trips and encourages walking and *active transportation*.

15.3.3 Provide Mobility Options and a Logical Road Network

a. Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;

b. Identify a system of collector roads that provide connectivity within

the Secondary Plan and other areas of the town;

c. Plan for a local transit network that can support connections to the broader and higher-order regional transit;

d. Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;

e. Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of *active transportation*; and

f. Identify Britannia Road and James Snow Parkway as Transit Priority Corridors and key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve *active transportation* needs.

15.3.4 Establish an Attractive Community Identity and Rich Sense of Place

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

b. Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;

c. Recognize the unique nature and opportunity to celebrate Omagh and integrate it with the broader community;

d. Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place;

e. Require well coordinated and planned streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and

f. Consider sustainable and energy efficient *infrastructure* that incorporates *green infrastructure* and green building technologies.

15.3.5 Ensure Fiscal Responsibility

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

growth in the Secondary Plan; and

b. Develop the Secondary Plan in a manner that requires landowners to enter into an agreement or agreements to coordinate *development* and equitably distribute the costs of shared *infrastructure* and *institutional uses* as set out in Section 15.7.1.6 b.

15.4 Strategic Policies

Further to, and in accordance with, the Strategic Policies of Section 1 to 5 of this Plan, the following policies are applicable to the Britannia Secondary Plan.

15.4.1 Natural Heritage System

15.4.1.1 The *Natural Heritage System* will be established in accordance with Section 3.2.2 and 6.2.10 of this Plan. The focus of the *Natural Heritage System* is to preserve and enhance the biological diversity and *ecological functions*. The *Natural Heritage System* is identified on Schedules 21a to 13e and further detailed in Section 15.6.5 of this Secondary Plan.

15.4.2 Active Transportation And Road Network

15.4.2.1 Public Transit

In conformity with Section 4.3.5 of this Plan and with regard for the *Town's* Transportation Planning, the *Town* will ensure that the *development* of the Secondary Plan maximizes the potential for the provision of transit service, through the achievement of appropriate densities and transit-supportive design described in the Urban Design Guidelines.

15.4.2.2 Active Transportation System

Schedule 21b identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with Sections Section 4.2.4 and 4.3.2 of this Plan. The *active transportation* system shall be designed to connect people to nature, places and people.

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

active transportation system is encouraged to connect to parks and schools.

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

All *active transportation* system crossings at a regional road must be located at signalized intersections with an intersecting road and at key access points shown on Schedule 21b.

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

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

15.4.2.3 Road Network

In conformity with Sections Sections 4.2.1 and 4.2.2 of this Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule 21b. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned *development* of the area. Any proposed deletions to arterial or collector roads identified on Schedule 21b will require an amendment to this Plan unless otherwise defined in the Secondary Plan. Implementation of the road system through the Tertiary Plan process that results in adjustments and realignments of the conceptual road locations will not require an amendment to this Plan. However, any proposed additions of arterial roads, or collector roads that intersect a regional road, will require an amendment to this Plan.

15.4.2.4 Regional Road Network

Halton *Region* is responsible for planning, constructing, operating, maintaining, and improving a network of Major Arterial Regional Roads for the transport of goods and people in a safe and efficient manner in

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

15.4.2.5 Regional Road Considerations

The *Town* will work with the *Region* to ensure that regional roads, including Britannia Road and James Snow Parkway function efficiently as Transit Priority Corridors and major routes through the Secondary Plan area. The James Snow Parkway extension south of Britannia Road is a priority Major Arterial Regional Road that is central to the Britannia Secondary Plan and provides essential north-south road connection. The *Town* and the *Region* will monitor the need for network improvements to be addressed after construction of each stage of *development* of the Tertiary Plans (as detailed in Sections 15.5.1 and 15.7.5.3 of this Secondary Plan).

A Road Network Assessment (as detailed in Section 15.7.5.3 i of this Secondary Plan) must be completed, to the satisfaction of the *Town* in consultation with the *Region* in accordance with an approved Terms of Reference, through the Tertiary Plan process (as detailed in Sections 15.7.1.2 and 15.7.5.3 of this Secondary Plan) to assess impacts on the regional transportation and local road network and to identify all additional transportation *infrastructure* to be implemented as required to support full build-out of the Tertiary Plans.

15.4.2.6 Local Arterial Extension

Within the Secondary Plan in the North Neighbourhood Area, a new east-west local arterial road (extension of Louis St. Laurent) is identified on Schedule 21b, north of Britannia Road. The continuation of this road, east of Sixth Line, will connect with the existing Trafalgar Secondary Plan through the Greenbelt Plan Area as a local arterial road.

15.4.2.7 Potential Major Arterial Regional Road (New North Regional Road Corridor (formerly 5 ½ Line)

Within the Secondary Plan, between Fifth Line and Sixth Line, a new north-south road is identified on Schedule 21b extending from the north side of Britannia Road through to the northern limit of the Secondary Plan. The Secondary Plan identifies this road as a collector road between Britannia Road and the extension of Louis St. Laurent and as a local arterial road north of the Louis St. Laurent extension to the northern limit of the Secondary Plan.

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

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

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

15.4.3 Servicing

15.4.3.1 Water and Wastewater Infrastructure

The public *infrastructure* system shall be developed in conformity with Section 5.7.6 of this Plan.

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

15.4.3.2 Stormwater Management

In conformity with Section 5.7.5 of this Plan the *Town* shall, prior to the approval of a development application, require the approval of a stormwater management plan that is consistent with the direction of the SWS.

The location of the stormwater management facilities (including *green infrastructure* and *low-impact development* (LID techniques) are to be delineated in the Tertiary Plans in accordance with the *MESP*. Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new *development* and implemented to the extent feasible, as determined by the *Town* in consultation with the *Conservation Authority*. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including existing and ultimate regional roadways, where grading allows this drainage to enter the stormwater management facilities.

Stormwater management facilities should be designed and located to accommodate regional roadway drainage at their planned elevations, if known, or existing elevations where feasible. For *developments* adjacent to a Regional Road, the design of storm sewer systems and stormwater management ponds shall accommodate storm flows from

the regional road, where feasible. Such design shall be in accordance with the *Region's* Urban Services Guidelines and at no cost to the *Region*.

Subject to Sections 3.2.2 and 5.7.5 of this Plan, stormwater management facilities and LID techniques may be permitted within the *Natural Heritage System* where deemed *essential* and if demonstrated that there will be no *negative impacts* on Key Features and components of the *Natural Heritage System* or their *ecological functions* through a *MESP*, *Development Area Environmental Functional Servicing Study (DAEFSS)*, *Environmental Impact Assessment (EIA)* or equivalent study prepared to the satisfaction of the *Town*, in consultation with any other appropriate *public agency,* including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards. Stormwater management facilities are permitted in all other land use designations subject to meeting relevant Provincial legislation, regulations and policies.

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

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

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

15.4.3.3 Utilities

In conformity with Section 5.7.3 of this Plan, Federal, Provincial, Regional and *Town*-owned and/or operated essential transportation and *utility* facilities are permitted to be located within any land use designation and, where required, subject to the completion and approval of an EA.

Essential transportation and *utility* facilities may be located within the *Natural Heritage System* designation in accordance with Section 15.6.5.1 of this Secondary Plan and supported through an EA if required.

15.4.4 Housing

15.4.4.1 The Britannia Secondary Plan shall provide for a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section 5.1.3. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, including family-sized units.

15.4.4.2 The Britannia Secondary Plan establishes targets for housing in that are applied across the entire Secondary Plan. A minimum target of 12 per cent of all new residential units shall be planned as *affordable housing, assisted housing* or higher-density townhouses (including stacked townhouses and stacked back-to-back townhouses), apartments or *additional residential units*.

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

15.4.5 Urban Design

15.4.5.1 Section 5.2 of this Plan establishes a detailed urban design strategy for the *Town* which is applicable to the Britannia Secondary Plan.

Further to, and in accordance with the policies of Section 5.2 of this Plan, all *development* within the Britannia Secondary Plan shall be designed in a manner which:

a. Reflects the goal and objectives of this Secondary Plan in Section 15.3; and

b. Has regard for the Britannia Secondary Plan Urban Design Guidelines.

15.4.5.2 Further to the policies of Section 15.4.5.1, *development* shall address the following guidelines:

a. Parks shall be strategically distributed throughout the Secondary Plan Area to ensure all residents can access a park or public open

space within a short walk from their home;

b. Schools are encouraged to co-locate with parks to create neighbourhood focal points and land use efficiencies;

c. Special design consideration shall be given to the area designated Greenspace on Schedule 21b and 21c for the purpose of a proposed multi-use path to create a Linear Greenspace. This Linear Greenspace will serve as a primary *active transportation* corridor through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;

d. Neighbourhood Nodes shall support retail commercial and other uses either in single use or mixed-use *developments*. Neighbourhood Nodes shall be pedestrian-oriented and designed to animate the *public realm* of the adjacent primary arterial and/or collector;

e. Within each Neighbourhood Area, and along each street, a range and mix of *lot* sizes and housing types is encouraged as a means to strengthening the neighbourhood *character*, sense of place, provide housing choice and ensure a more inclusive urban form;

f. The street network shall be in the form of a highly connected, modified grid. The grid may be modified to better respond to natural spaces, topography and *watercourses*, or to provide better connectivity with adjacent streets within neighbourhoods;

g. The road network should consider the needs of all road users, including pedestrians, cyclists, transit users, and motorists and be planned to balance such needs where appropriate;

h. The local road pattern should be designed to prioritize and include *active transportation* modes;

i. Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street *trees* and other plants as appropriate;

j. Arterial roads, including Britannia Roads and James Snow Parkway, shall be designed with boulevards that will be vegetated, where appropriate and subject to future transit needs (as Transit Priority Corridors), and the clearway shall consist of *active transportation* facilities. Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;

k. There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through varied block lengths and

off-road options such as trails, multi-use paths and mid-block connectors;

l. All trail system and *active transportation* crossings at a regional road must be located at signalized intersections;

m. Wherever feasible, single-loaded streets are encouraged to be used to maximize physical and visual access to parks and open spaces;

n. New buildings shall be positioned where feasible to define the shape and function of open spaces and streetscapes;

o. All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;

p. All *tall buildings* in the Secondary Plan shall have regard for the Milton *Tall Building* Design Guidelines;

q. New *development* shall be sensitive to adjacent built *cultural heritage resources*;

r. The *development* of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

15.4.6 Infrastructure and Institutional Uses

15.4.6.1 A range of infrastructure, including *institutional uses*, will be permitted in all land use designations on Schedule 21c, except where not permitted in the *Natural Heritage* System in accordance with Sections 15.4.1 and 15.6.5 of this Secondary Plan.

15.4.6.2 General Parks and Open Space

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through a mix of passive and active spaces that support the strategic objectives of the *Town*'s Parks and Recreation Master Plan. The intent is to provide for a variety of parks and public open spaces distributed throughout the Neighbourhood Areas of the Secondary Plan to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on developable parkland to support outdoor recreation facilities does not diminish the importance of achieving an overall system of public open space that can provide a range of outdoor recreation facilities and park amenities.

Within the Britannia Secondary Plan, the parks and open space system and the *active transportation* system (per Section 15.4.2.2), are

identified on Schedules 21b and 21c and further detailed in Section 15.6.4 of this Secondary Plan.

The locations of these elements, where identified, are conceptual. The exact location and configuration may be modified without amendment to this Plan and established through the development of Tertiary Plans, as required in Section 15.7.5 of this Secondary Plan, and development approval process. The Tertiary Plans will achieve a distribution that maximizes access to residents within a short walk of a park or public open space. Parks and Villages Squares are encouraged to be connected to the *active transportation* network.

15.4.6.3 Places of Worship

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

A total of six (6) *major place of worship* locations shall be identified through the Tertiary Plan process for the entire Secondary Plan area, generally distributed with one location per Neighbourhood. The *Town* shall encourage the shared use of *place of worship* locations with other *institutional uses*. These sites should be developed in accordance with Section 15.6.1 of this Secondary Plan and Sections 5.5.5 and 6.2.7 of this Plan and may be zoned to also permit alternative use(s). The sites shall be subject to a Holding Zone which shall only be permitted to be removed three (3) years after a subdivision is draft approved and subject to satisfying the following conditions of draft approval:

a. It must be demonstrated at the time of zoning, that notice has been given to faith groups, from the stakeholder list available from the *Town*, to make the identified locations available;

b. The owner provides details to demonstrate how the alternative *development* can be accommodated on the site, including but not limited to, the provision for any public roads required to accommodate the alternative use; and

c. If following the three (3) year reservation period, no arrangements have been made for acquisition of the identified locations for a *place of worship*, the underlying land use designation shall apply without further amendment to the Official Plan.

Minor *places of worship* may be accommodated within the Neighbourhood Commercial Mixed Use, South Milton Village, or the Evolving Neighbourhood designation in accordance with Section 15.6.1, 15.6.2, and 15.6.3 of this Secondary Plan.

15.4.6.4 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities are permitted in any land use designation other than the *Natural Heritage System* designation or within *hazardous lands* or *hazardous sites*, and shall be designed and developed in a manner which is *compatible* with the surrounding neighbourhood.

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

15.4.6.5 Schools

The intent of the Secondary Plan is to provide sufficient education opportunities in proportion to residents and to maximize walkability by equally distributing schools throughout the Neighbourhood Areas and in consideration of major roads. Schools shall be provided in accordance with Section 15.6.4.7.

15.4.6.6 Co-Location

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

15.4.7 Archaeological Resources

15.4.7.1 In accordance with the policies of Section 5.3 of this Plan, the *Town* has determined the potential for impacts to archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Landowner engagement with First Nations is encouraged prior to commencement of tertiary planning and shall be undertaken prior to commencement of additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.

15.4.8 Existing Agricultural Operations

15.4.8.1 Within the Britannia Secondary Plan, *agricultural uses* are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. An *Agricultural Impact Assessment* on potential impact of urban *development* on existing agricultural operations, including the requirement for compliance with *Minimum Distance Separation formulae* does not apply within the Britannia Secondary Plan.

15.4.9 Green Innovation Plan

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

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

15.5 Community Structure

The Community Structure shown on Schedule 21a, provide an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, the South Milton Village, Neighborhood Nodes, Omagh, *Natural Heritage System*, and Roads *and Active Transportation* Network.

Discrete land use designations are shown on Schedule 21c and detailed in Section 15.6 of this Secondary Plan.

15.5.1 Tertiary Plans

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

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

15.5.1.2 The processing of *development* applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan and *MESP*. In accordance with Section 7.3.3 of

DRAFT

this Plan, Section 15.7.5.3 of this Secondary Plan sets out the requirements for Tertiary Plans including the phasing and staging plan.

15.5.1.3 Tertiary Plans shall be prepared in accordance with the boundaries shown on Schedule 13e. Where the Tertiary Plans are not consistent with the intent of the Secondary Plan an amendment to this Plan will be required.

15.5.2 Neighbourhoods

15.5.2.1 Five Neighbourhood Areas as identified on Schedule 21a are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a *place of worship* and a range and mix of housing types and be designed as a complete, walkable neighbourhood.

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

	DENSITY TARGET (RESIDENTS + JOBS PER HECTARE)
Central Neighbourhood	84
East Neighbourhood	75
North Neighbourhood	72
South Neighbourhood	67
West Neighbourhood	72
Total Secondary Plan Area*	**75**

** Total Secondary Plan Area density includes Omagh.*

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

The distribution of land uses and housing types will be further articulated through the preparation of Tertiary Plans in accordance with the land use policies and housing mix goals identified in Section 15.6 and 15.4.4 of this Secondary Plan with a goal to achieve opportunities for places to live, work, recreate and shop within a short walk within each Neighbourhood. The Tertiary Plans will demonstrate how each Neighbourhood Area will, achieve the assigned targets and contribute to

the overall population, employment and density targets for the Secondary Plan, as well as the distribution of land uses, community facilities, the local road network, *active transportation* network and open space system and are further defined in Section 15.7.5.3.

Within each Neighbourhood, at least one (1) *major place of worship* location shall be identified in accordance with the Evolving Neighbourhood policies of Section 15.6.1 and implemented through the Tertiary Plan process.

Within each Neighbourhood, Local Commercial sites shall be provided. Local Commercial sites are encouraged adjacent to a Village Square, the Evolving Neighbourhood policies of Section 15.6.1.

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

15.5.3 South Milton Village

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

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

15.5.4 Neighbourhood Nodes

15.5.4.1 Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local Neighbourhood Area residents. Neighbourhood Nodes are intended as the central focal points of activity for each Neighbourhood Area, and are to accommodate the retail

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

15.5.5 Omagh

15.5.5.1 The Omagh designation on Schedules 21a to 13e is an overlay designation. For the lands in Omagh within the Britannia Secondary Plan, the underlying land use designation in Omagh is Evolving Neighbourhood. In addition to the policies of the underlying land use designation prescribed in this Secondary Plan, lands identified as Omagh are subject to Section 6.3.9 of this Plan. The Tertiary Plan policies of 15.5.1 and 15.7.5.3 do not apply to Omagh.

15.5.6 Natural Heritage System

15.5.6.1 The *Natural Heritage System* is delineated on Schedules 21a to 13e of this Plan. Components of the *Natural Heritage System* are outlined in Section 3.2.2 of this Plan.

15.5.7 Road And Active Transportation Network

15.5.7.1 The Road and *Active Transportation* Networks have been identified on Schedule 21b to ensure that the street and off-road system and facilities are integrated and designed to provide maximum opportunities for *active transportation* including pedestrian, bicycle and other similar movements as well as access to public transit.

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

A Linear Greenspace is identified along the lands designated Greenspace on Schedules 21a to 13e of this Plan which encompass a pipeline right-of-way. The pipeline right-of-way is intended to be used as a primary east-west *active transportation* corridor across the Secondary Plan. Given its function as a *utility* pipeline appropriate setbacks for structures must be maintained in accordance with Section 15.4.3.3 of this Secondary Plan. For clarity, while permanent structures are not

permitted, *active transportation* facilities can be accommodated within the *easement* adjacent to the pipeline. Parks, Village Squares and other public uses are encouraged to locate adjacent to the pipeline right-of-way to activate the corridor.

15.6 Land Use Policies

The applicable land use policies of Section 6 of this Plan, together with the additional policies in this section, shall apply to the lands in the Britannia Secondary Plan in accordance with the land use designations on Schedule 21c.

15.6.1 Evolving Neighbourhood Designation

15.6.1.1 It is the intent of this Secondary Plan to provide for a broad range of housing forms and supportive uses throughout each Neighbourhood Area. Within the Evolving Neighbourhoods designation shown on Schedule 21c the following uses are permitted:

a. Residential uses in accordance with the policies of Section 15.4.4, 15.5.1, 15.5.2 and 15.6.1.2;

b. Local Commercial uses in accordance with policies 6.3.6.8 and 6.3.6.9. Local Commercial uses are encouraged to be located adjacent to a Village Square and shall generally not exceed 930 square metres, and may be in the form of live-work units, small scale mixed use buildings or single use buildings;

c. *Major places of worship* in accordance with Sections 5.5.5 and 6.2.7.4, long-term care and assisted living facilities provided they can take access from a collector or arterial road and are generally located adjacent to Neighbourhood Commercial Mixed Use or South Milton Village designations to allow for synergies in uses, shared parking arrangements, to minimize disruption in *residential areas* and on the local road network, and where there is access from *active transportation* and transit routes;

d. Minor *places of worship* in accordance with Sections 5.5.5 and 6.2.7.3. Minor *places of worship* should generally be provided adjacent to a Village Square or school and generally does not exceed the typical size of a local commercial use (930 square metres); and

e. Local *institutional uses* (including elementary and secondary schools) in accordance with Sections 6.2.7 and 15.6.4.

15.6.1.2 Building heights should not exceed four storeys. Notwithstanding the foregoing, locations to accommodate additional building height up to

eight storeys may be considered through subsequent planning processes, without amendment to the Secondary Plan, subject to the following requirements:

a. The lands are located along an arterial road (i.e. James Snow Parkway or Britannia Road);

b. The lands are located within a 500-metre radius of an existing or planned transit stop; and

c. The *development* is *compatible* with and is appropriately designed and transitioned to the surrounding area.

15.6.2 South Milton Village Designation

15.6.2.1 The South Milton Village designation on Schedule 21c is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.

In accordance with Section 15.5.3, the South Milton Village designation is intended to provide a range and mix of uses within each location and permits the following uses in a stand-alone or mixed-use building format:

a. Residential uses excluding *single-detached* and semi-detached dwellings;

b. Retail and commercial uses;

c. *Major places of worship* in accordance with Sections 5.5.5 and 6.2.7.4 and are encouraged to be in a mixed-use format;

d. Minor *places of worship* in accordance with Sections 5.5.5 and 6.2.7.3 and provided the use generally does not exceed 930 square metres;

e. Community Centre; and

f. Local *institutional uses* (including elementary and secondary schools) in accordance with Sections 6.2.7 and 15.6.4.

15.6.2.2 Building heights shall not exceed 25 storeys.

15.6.2.3 The combined area of South Milton Village designated areas shall provide a minimum of 34,000 square metres of retail and commercial *gross floor area*. Any *gross floor area* related to a *major place of worship* and/or a community centre does not contribute to the minimum *gross floor area*.

15.6.2.4 The boundaries of the South Milton Village designated area as shown conceptually on Schedule 21c may be refined through the Tertiary Plan

process and may be adjusted without amendment to the Plan so long as the general area is maintained.

15.6.3 Neighbourhood Commercial Mixed Use Designation

15.6.3.1 The Neighbourhood Commercial Mixed Use designation on Schedule 21c is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.

In accordance with Section 15.5.4, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:

a. Residential uses excluding *single-detached* and semi-detached dwellings;

b. Retail and commercial uses;

c. Minor *places of worship* in accordance with Sections 5.5.5 and 6.2.7.3 and provided the use generally does not exceed the typical size of a local commercial use (930 square metres); and

d. Local *institutional uses* (including elementary and secondary schools) in accordance with Sections 6.2.7 and 15.6.4.

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

15.6.3.3 The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 10,000 square metres of retail and commercial *gross floor area*.

15.6.3.4 The boundaries of the Neighbourhood Commercial Mixed Use designated areas as shown conceptually on Schedule 21c may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.

15.6.4 Institutional Uses

Notwithstanding the policies of Section 5.5, *development* of *institutional uses* such as parks, open space, and schools, shall be provided where identified on Schedule 21c or as more precisely located through the Tertiary Plans, and shall be subject to the policies of this subsection.

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

15.6.4.1 Community Park

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

A Community Park will be located outside of the Britannia Secondary Plan area. Lands required for a community centre shall be co-located with a District Park within the Britannia Secondary Plan area.

15.6.4.2 District Park

District Parks are intended to serve multiple Neighbourhood Areas within the Secondary Plan and should include major outdoor recreation facilities such as sports fields, hard surface sport courts, and limited spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, District Parks will be approximately 7.5 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks are generally identified on Schedule 21c. The locations and sizes may be refined through the Tertiary Plans without amendment to the Plan and where possible located in proximity to mixed-use areas and should have access along an arterial or collector road.

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

15.6.4.3 Neighbourhood Park

Neighbourhood Parks are intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, hard surface sport courts, as well as park amenities such as playgrounds, and spray pads etc. Generally, Neighbourhood Parks will be approximately 3.0 to 4.0 hectares in size. The location of Neighbourhood Parks are generally identified on Schedule 21c. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

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

15.6.4.4 Village Squares

Village Squares are intended to serve neighbourhoods within the Secondary Plan and are primarily expected to provide park amenities such as playgrounds and open, active recreation areas. Generally, Village Squares will be approximately 0.4 hectares in size. The location of Village Squares are generally identified on Schedule 21c. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

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

15.6.4.5 Privately Owned Publicly Accessible Spaces (POPS)

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

15.6.4.6 Greenspace Designation

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

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

15.6.4.7 Schools

Schools will generally be developed in accordance with Section 5.5.3 of this Plan and as shown by symbols on Schedule 21c. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

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

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

Elementary Schools are preferably located on a collector road and Secondary Schools are preferably located at the intersection of an arterial road and collector road, to encourage transit utilization and *active transportation*. Where feasible, schools are encouraged to be co-located with public parks and/or other *institutional uses* (e.g., public library).

It is recognized that the location of schools on Schedule 21c is conceptual and is intended to identify general potential locations for these facilities. The Tertiary Plan process shall further define the number and locations of schools without amendment to this Plan. If it is determined that the lands are not required for a school, where identified, the underlying land use designation shall apply without further amendment to this Plan.

15.6.5 Natural Heritage System Designation

15.6.5.1 The *Natural Heritage System* is to be integrated in *settlement areas* to preserve and enhance biological diversity and *ecological functions*. Within the Britannia Secondary Plan, the *Natural Heritage System* is depicted on Schedules 21a to 13e and is designated in accordance with the policies of Section 3.2.2 of this Plan. Preliminary refinements to the *Natural Heritage System* have been incorporated into this Secondary Plan through input from the South Milton Subwatershed Study (SWS) and ROPA 38 Minutes of Settlement. Further refinements to the *Natural Heritage System* including additions, deletions and/or boundary adjustments to the *Natural Heritage System*, may occur without amendment to this Plan where they are supported by either a SWS*, MESP, DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town* in consultation with the *Conservation Authority* where it relates to regulated areas. Refinements to the *Natural Heritage System* will be in effect on the date of an approval under a *Planning Act* process.

The lands within the *Natural Heritage System* designation shall be acquired by the *Town* in accordance with the policies of Section 15.7.2.1 of this Secondary Plan.

15.6.5.2 Permitted Uses

The *Natural Heritage System* designation on Schedules 21a to 13e permits uses subject to the policies of Sections 3.2.2 and 6.2.10 of this Plan.

15.6.5.3 Criteria for *Buffers*

The *Natural Heritage System* as shown on Schedules 21a to 13e includes *buffers* that are an important component to the overall *Natural Heritage System* and are required to protect *Key Features* and *ecological functions* by mitigating the impacts of proposed *development* or *site alteration*. Consistent with the SWS, *buffer* widths will be determined through a *MESP, DAEFSS*, an *EIA* and/or equivalent study, provided that these studies are accepted by the *Town*, and in accordance with Sections 3.2.2 and 15.6.5.

The final *buffers* will:

a. Consider adjacent land uses, and sensitivity and significance of the *Key Features*, *watercourses* and their *ecological functions*. Consideration shall also be given to additional mitigation opportunities such as fencing or additional buffer planting.

b. In conjunction with other potential mitigative measure, avoid *negative impacts* on *Key Features* and their *ecological functions*; and

c. Conform with the relevant goals, objectives and policies of the *Natural Heritage System* in the Secondary Plan and Official Plan and conform with relevant Provincial legislation, regulations and policies to the satisfaction of the *Town*, in consultation with the *Conservation Authority* where it relates to regulated areas.

15.6.5.4 Linkages

The *Natural Heritage System* as shown on Schedules 21a to 13e includes Linkages that are intended to provide connectivity supporting the *ecological functions* related to the long term movement of plants and animals between *Key Features* and provide an important contribution to the long term sustainability of the *Natural Heritage System*.

Linkages, discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the *Natural Heritage System* in the Secondary Plan, and this Plan. The extent and location of the *linkage* can be assessed though the *MESP, DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the *Natural Heritage System*. The *linkage* shall be designed to support a range of community and ecosystem processes enabling plants and animals to move between *Key Features*

over multiple generations. Refinements to identified *Linkages* may occur through the *MESP, DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the *Town*, and in accordance with Sections 3.2.2 and 15.6.5.

15.6.5.5 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Consistent with Section 15.6.5, refinements to the *Natural Heritage System* may include realignment of headwater drainage features, *watercourses* and associated *flooding* and *erosion hazards* as well as changes to *wetlands*, consistent with the directions of the SWS. The alignment, configuration and characteristics of the realigned headwater drainage features, *watercourses*, and/or *flooding* and *erosion hazards*, as well as any changes to *wetlands* are to be refined through *MESP, DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the *Town* and *Conservation Authority*. Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological *linkage* assessments, where applicable, and identify the location, length, width, design elements and functions of the refined *watercourses*/headwater drainage features. Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other *natural features* where possible, and will provide an ecological *linkage* to *Key Features*, where applicable. Realignment will demonstrate no *negative impacts* to adjacent *Key Features*. Refinements to *watercourses*, natural hazards and *wetlands* where required will be addressed to the satisfaction of the *Town*, and the *Conservation Authority* where it relates to regulated areas. The limits of areas regulated by the *Conservation Authority* will be confirmed through future study and may extend beyond the *Natural Heritage System* as conceptually illustrated on Schedules 21a to 13e.

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

15.6.5.6 Enhancements to Key Features

Enhancements to the *Key Features* shall be studied through the *MESP, DAEFSS*, and/or *EIA* or equivalent study. As per Section 15.6.5, and considering overall community design objectives and SWS direction, the *Natural Heritage System* may be refined to incorporate Enhancements to *Key Features* that are ecologically supporting areas adjacent to individual Key Natural Features or measures internal to individual *Key Features* that increase the ecological resilience and function of *Key Features*.

15.7 Implementation

Further to and in accordance with, Section 7 of this Plan, the following policies are applicable to the Britannia Secondary Plan.

15.7.1 Phasing And Finance

15.7.1.1 *Development* in the Britannia Secondary Plan shall proceed in phases, shown on Schedule 21d. The Phases should proceed in accordance with the extension of *water* and *sewage servicing infrastructure*, beginning with Phase 1. Development Stages within each Phase shall be detailed within the Tertiary Plans.

15.7.1.2 Within each phase, *development* shall be sequenced to ensure:

a. There is availability and efficient use of public *infrastructure* and services, where each Neighbourhood is delineated to include a school, park, retail commercial uses and place(s) of worship as part of a *complete community*;

b. *Development* proceeds in a manner that is supportive of transit services;

c. Services and required *infrastructure* are provided as part of each Neighbourhood in a fiscally responsible manner consistent with the objectives of this Secondary Plan in accordance with the *Region's* Integrated Master Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth Infrastructure and all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;

d. The progression of *development* will follow a logical sequence to ensure the creation of complete Neighbourhoods, minimizing the extent to which future residents are exposed to construction; and

e. There is an appropriate range and mix of housing types, including *affordable* and/or *assisted housing*, to achieve the targets of this Secondary Plan.

15.7.1.3 Prior to the approval of any *development* applications, the following must be satisfied:

a. Prior to proceeding with *development* beyond the first stage in any Tertiary Plan Area, a minimum of 75 per cent of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the *Town's* financial and landowner cost sharing agreement) shall have draft plan or site plan approval;

DRAFT

b. Regional *municipal water* and *sewage* services are available to be extended to the lands in the subject Tertiary Plan stage and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;

c. Arrangements have been made to the satisfaction of the *Town* to ensure the early delivery of projected *institutional uses* (including elementary and secondary schools), parks, off-street trails and components of the *active transportation* system and transit facilities to support growth;

d. An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared to the *Town's* satisfaction;

e. The *Town* has in full force and effect, and not subject to appeal for changes applicable to the Secondary Plan, a Development Charges By-law enacted under the *Development Charges Act*, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;

f. The recommendations of the Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of the *Town* in accordance with Section 15.7.1 of this Plan;

g. The recommendations of the *Region's* financial plan are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation; and

h. Any financial and other requirements of the *Town* and the *Region* to support sustainable growth, pursuant to applicable legislation are satisfied.

15.7.1.4 Notwithstanding Section 15.7.1.3 a, and 15.7.1.7 d:

a. Public *infrastructure* such as roads, parks, fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing *infrastructure* and other requirements both at the local and regional levels;

b. Notwithstanding the phasing policies above, in no case will one landowner or group of landowners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town's* sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town* and in

consultation with the *Region*, that there are no negative impacts on the *Town* or *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program;

c. The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in a subsequent Tertiary Plan stage, if it is determined by Council that the *development* for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the *Region*, that there are no negative impacts on the *Town* or *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program; and

d. The provision of parkland may be permitted without reference to the phasing policies subject to the availability of any required *infrastructure* to service the park areas.

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

15.7.1.6 All new urban *development* in the Britannia Secondary Plan shall be connected to *municipal water* and *sewage services*, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section 15.1.1 applications for *development* in the Secondary Plan area shall only be approved by Council, and *development* shall only proceed when:

a. Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the *Town* may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the *development* of the Secondary Plan to proceed as planned. In order to reflect circumstances that may apply to an individual Phase or Stage of *development* within the Secondary Plan, the *Town* may require a separate agreement or agreements with the landowners within such Phase or Stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to

enter into any agreement(s) that may be required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any *development* applications by any non-original landowners, the *Town* shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;

b. Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of *development* for the provision of matters such as community and infrastructure facilities;

c. Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the *Region* addressing the provision of water and wastewater servicing and roads;

d. Landowners within the Secondary Plan have entered into a Master Parks and Trails Agreement with the *Town* to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;

e. Water treatment and distribution and wastewater collection and treatment are available in accordance with local and regional policies;

f. An Area Servicing Plan for the Britannia Secondary Plan has been completed to the satisfaction of the *Town*, in consultation with the *Region*;

g. *Development* staging has been established as part of the Tertiary Plan process;

h. The applicable Tertiary Plans have been endorsed by Council and are consistent with this Secondary Plan;

i. The *MESP* and *DAEFSS* or other equivalent environmental studies have been completed to the satisfaction of the *Town*, in consultation with any other appropriate *public agency*;

j. The *Town* establishes a monitoring program, in consultation with the *Region*, to track and report on the status of *built single-detached* equivalent units on an annual basis; and

k. To facilitate the *development* of an effective local road network, the *Town* and/or *Region* may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the *Town* to address matters including,

DRAFT

but not limited to, the provision of collector roads to access the arterial road network.

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

a. Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;

b. Requires, to the maximum extent possible and practical, the conveyance of lands for *institutional uses* to keep pace with growth in the Secondary Plan to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;

c. Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public *infrastructure* to keep pace with the growth in the Secondary Plan so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;

d. Shall proceed in Phases shown on Schedule 21d. *Development* Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section 15.7.1 of this Secondary Plan; and

e. Shall manage the progression of *development* in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public *infrastructure*, facilities, services and amenities.

15.7.2 Land Conveyance, Other Infrastructure and Utilities

15.7.2.1 Land Conveyance for Park or Other Recreational Purposes

Land conveyance for park or other recreational purposes shall be in accordance with the provisions outlined in this Plan and the *Planning Act, R.S.O. 1990, c.P.13*, as amended.

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

a. Private outdoor amenity space including *privately owned publicly accessible spaces* (POPS);

b. Landscape buffers, vistas and open space blocks;

c. Natural Heritage System;

d. Greenspace lands;

e. *Active transportation* network lands (unless approved within a park);

f. Stormwater management lands and associated *buffers*; and

g. Green roofs and sustainability features (unless approved within a park).

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

a. Any District Park, Neighbourhood Park or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the *Town's* Engineering and Parks Standards and conveyed to the *Town*;

b. School and *place of worship* sites shall be shown as block(s) on an approved draft plan of subdivision;

c. Lands designated *Natural Heritage System*, as they may be refined through a *Planning Act* process in accordance with Section 15.6.5, have been dedicated to the *Town*, or to the *Conservation Authority* if so, directed by the *Town*;

d. Stormwater management facilities have been constructed and dedicated to the *Town*, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities; and

e. Lands required for large *utility structures* shall be shown as block(s) and/or *easements* on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the *utility* provider and the *Town*.

15.7.3 Zoning By-Law

DRAFT

15.7.3.1 This Secondary Plan shall be implemented by an appropriate amendment(s) to the *Town's* Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 7.5 of this Plan.

15.7.4 Consents

15.7.4.1 Subdivision of land shall generally take place by plan of subdivision in the Britannia Secondary Plan. Consents may be permitted in accordance with the provisions of Section 6.2.17 of this Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. Consents may be permitted which result in the assembly of land which is a size and configuration which will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

15.7.5 Required Studies Prior To Development Applications

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

15.7.5.2 Pre-Application Submission Requirements

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

a. The *Town* has substantially advanced a *MESP* in consultation with any other appropriate *public agency including* the *Conservation Authority* where it relates to regulated areas;

b. Phases 1 and 2 of the Municipal Class EA have been completed for road and *infrastructure* works within the Secondary Plan area; and

c. A Tertiary Plan has been endorsed by Council for the *development* area or has been deemed substantially advanced by the Town.

15.7.5.3 Tertiary Plan Submission Requirements

Prior to the making of any application for draft plan approval, Tertiary Plans shall be prepared by the landowners in consultation with applicable agencies and submitted in accordance with Section 7.3.3 of this Plan. Prior to draft approval, Draft Plans of Subdivision shall be prepared in accordance with this Secondary Plan and the applicable Tertiary Plan or be supported by explanation for changes to the Tertiary Plan satisfactory to the *Town*, in consultation with any other appropriate

public agency. Tertiary Plans for the lands in this Secondary Plan shall address and demonstrate:

a. The Staging of *development* including:

   i) The breakdown of anticipated dwellings by type including *affordable housing* and/or *assisted housing* as set out in Section 15.4.4, non-residential uses by area and type and the associated population and employment for each development stage; and

   ii) Water and wastewater servicing strategies for each *development* stage;

b. The quantum and location of retail and commercial *gross floor area* being provided within the South Milton Village and Neighbourhood Commercial Mixed Use designated areas. A reduction to the minimum retail and commercial *gross floor area* required in Section 15.6.2.3 and 15.6.3.3 may be considered through the completion of a Retail And Commercial Needs Assessment;

c. The consideration of urban design matters outlined in Section 5.2 of this Plan;

d. A detailed street, block and land use plan;

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

f. The location, configuration and quantum, of schools and parks confirmed in accordance with service standards or a Master Parks and Trails Agreement;

g. The potential location and quantum of libraries, community centres and emergency services confirmed in accordance with service standards;

h. The proposed locations of *major places of worship*;

i. The preliminary location, size and general configuration of stormwater management facilities;

j. A detailed Road Network Assessment is to be completed to the satisfaction of the *Town*, in consultation with the *Region* in order to assess the impacts on the regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation *infrastructure* is required to support each stage of *development* in the Britannia Secondary Plan area. A detailed Terms of Reference must be approved by the

Town and must have regard for the *Town's* and *Region's* most current Guidelines, including the Transportation Impact Study Guidelines and Access Management Guideline. At minimum the detailed Road Network Assessment must:

i) Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA processes;

ii) Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of *development*;

iii) Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation *infrastructure* requirements to accommodate full build-out of *development*;

iv) Reassess traffic volume forecasts at collector road intersections with regional roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to Terms of Reference completed to the satisfaction of the *Town* and in consultation with the *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;

v) Develop an Access Management Strategy to the satisfaction of the *Town* in consultation with the *Region*, as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination; and

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

k. The strategy for public and shared parking;

l. The *active transportation* system (including all on-road and off-road facilities and trails);

m. The location of possible transit routes and transit facilities for dedication to the *Town*;

n. The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with the policies of this Plan and this Secondary Plan;

o. The logical extension and progression of growth and development

to the Future Community Area Designation – Britannia lands is accommodated in the planned roads, water and wastewater servicing and development patterns abutting the Future Community Area Designation – Britannia lands;

p. How the Britannia Secondary Plan Urban Design Guidelines have been addressed; and

q. Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

15.7.6 Complete Application Requirements

15.7.6.1 In addition to the Complete Application requirements set out in Section 7.6.1 of this Plan, the following studies shall be submitted as part of all privately initiated planning applications, except those under Section 45 of the *Planning Act*:

a. Development Area Environmental Functional Servicing Study (DAEFSS); and

b. Any other appropriate studies identified by the *Town* as part of a complete application.

15.7.6.2 Development Area Environmental Functional Servicing Study (DAEFSS)

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

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

15.7.7 Britannia Expansion Area

15.7.7.1 The Britannia Expansion Area Designation as shown on Schedules 21a to 13e, 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 Plan as an urban extension of the Britannia Secondary Plan in accordance with policy 7.2.4.6 of this Plan.

15.7.7.2 The Tertiary Plans for the Britannia Secondary Plan shall address and demonstrate how the Tertiary Plans provide for appropriate planning and servicing requirements (i.e. roads, water and wastewater servicing and development patterns) to allow for the logical extension and progression of growth and *development* to the Future Community Area Designation – Britannia lands.

15.7.8 Roads Environmental Assessment

15.7.8.1 The location and general alignment of new collector roads as illustrated on Schedules 21a to 13e of this Secondary Plan are approximate. All roadway and driveway spacing shall conform to standard roadway engineering practices (including the *Region's* Access Management Guidelines and By-law for regional roads) and is to be approved by the respective roadway jurisdiction.

15.7.8.2 This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes for collector roads. The proposed locations of collector roads will only be finally determined upon completion of any required future Phases of the EA process.

15.8 Interpretation

Further to, and in accordance with, the implementation policies of Section 7 of this Plan, the following interpretation policies are applicable to the Britannia Secondary Plan.

15.8.1 Boundaries

15.8.1.1 Locations, boundaries or limits described in text or indicated on Schedules to the Secondary Plan are intended to be approximate only in accordance with policy 7.10.1.1 of this Plan.

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

15.8.2 Numerical Standards

15.8.2.1 Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum targets or requirements of this Plan, or environmental standards set out in this Plan, provided that such variations respond to unique conditions or context of a site,

and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the *Town*.

15.8.3 Symbols

15.8.3.1 Symbols for parks and schools, where identified, are conceptual and intended to show the approximate location of these elements on Schedule 21c. Where the general intent of the Plan is maintained, refinements will not require amendment to this Secondary Plan, except where the proposed park and elementary school symbol crosses an arterial road or the *Natural Heritage System*.

15.8.4 Definitions

15.8.4.1 Further to, and in accordance with, the existing definitions of Section 9 of this Plan, the following additional definitions are applicable to the Britannia Secondary Plan:

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

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

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) means an environmental study that assesses the potential impacts to the features and functions of the *natural*

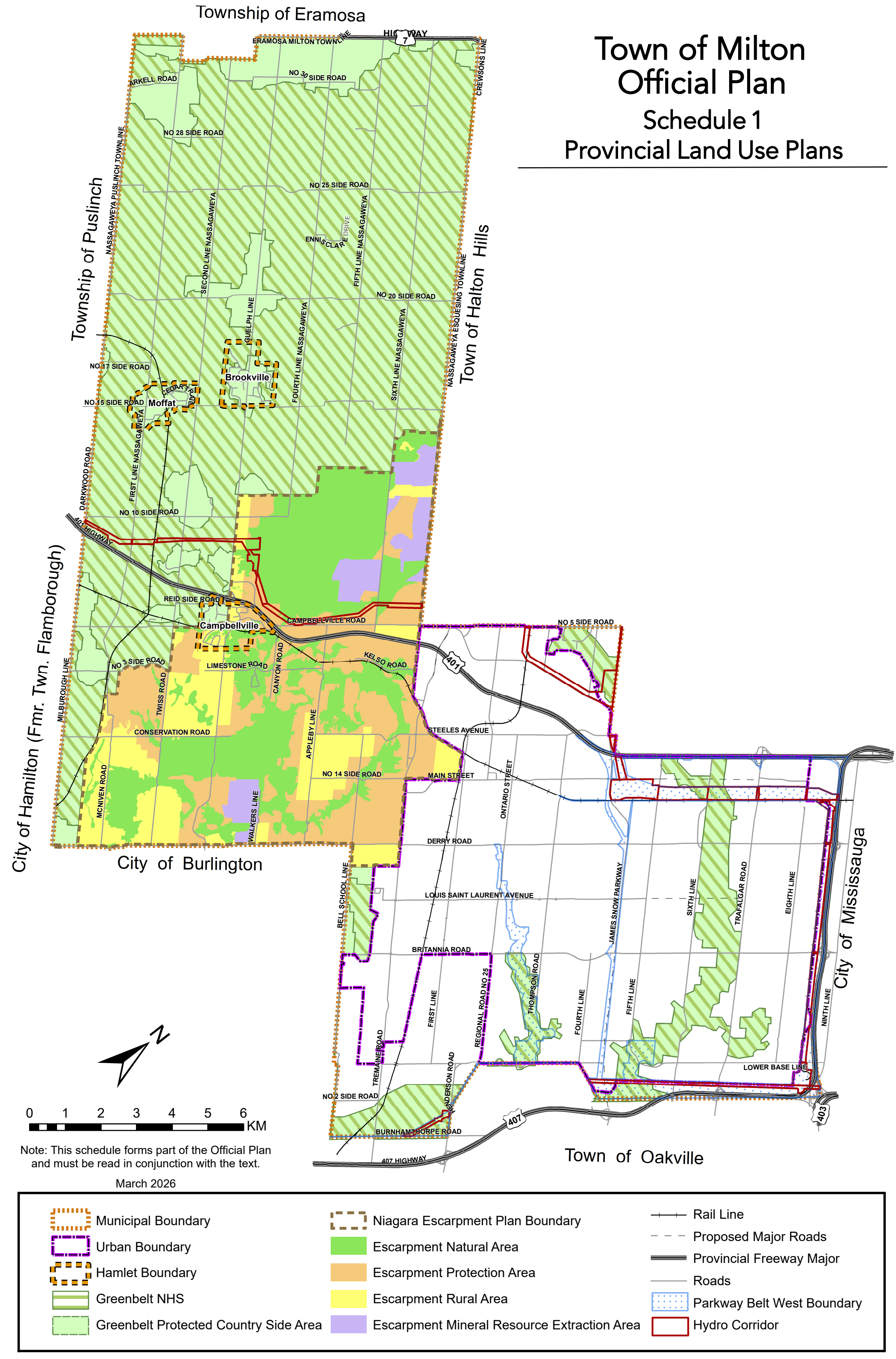
environment resulting from the proposed adjacent *development*. It also assesses matters such as refinements to the *Natural Heritage System*, identifies potential impacts to the *Natural Heritage System*, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the *Natural Heritage System* and provides direction to detailed designs and monitoring. An *EIA* may be required for areas where a *DAEFSS* requires amendment(s) or additional level of detail, and where a *DAEFSS* Addendum is not warranted. It will address only those outstanding matters identified by the *DAEFSS* or scoping of typical *DAEFSS* content if a *development* concept is substantially altered since completion of the *DAEFSS*.

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

DRAFT

Town of Milton Official Plan

Schedule 1
Provincial Land Use Plans



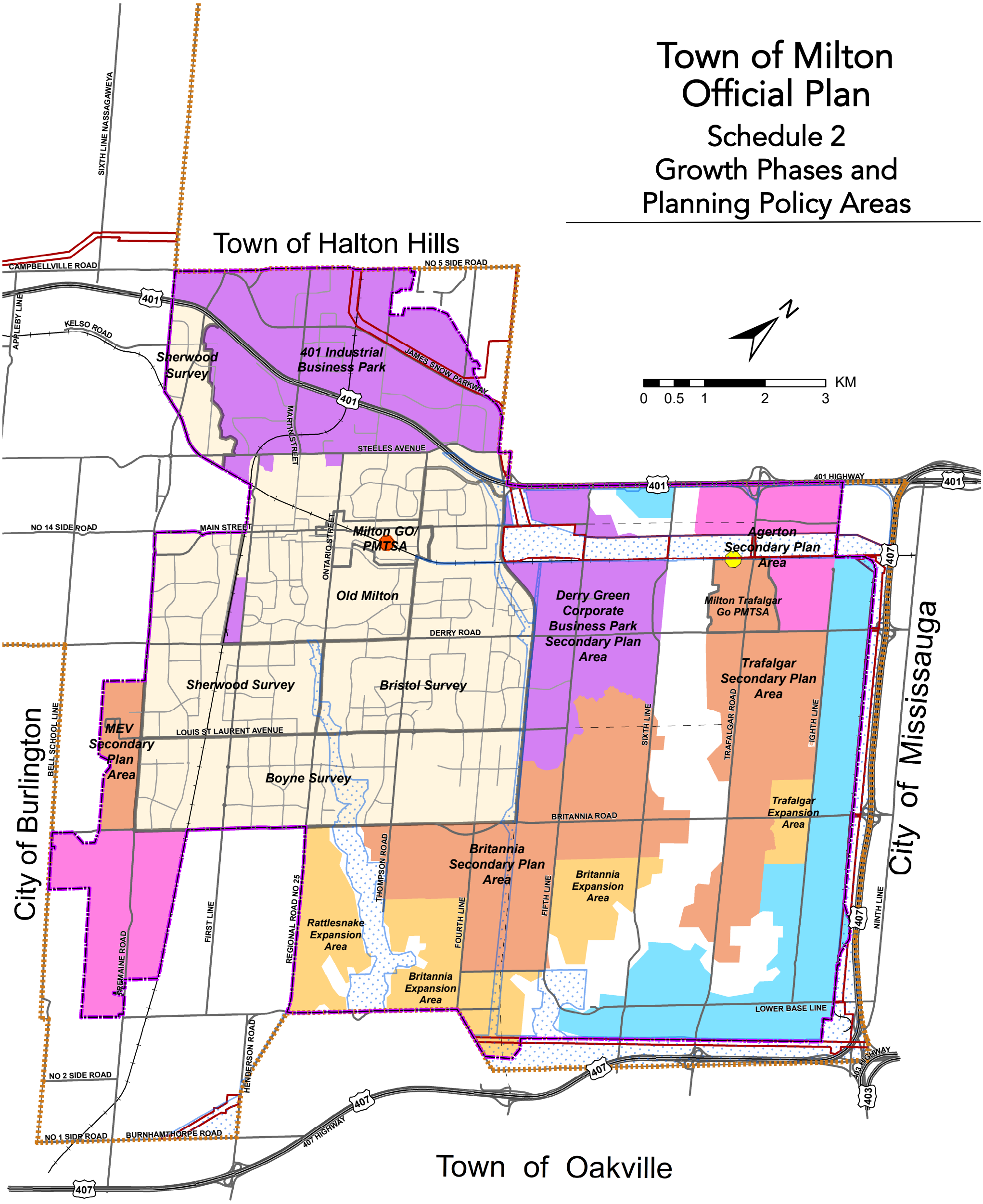
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

- 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



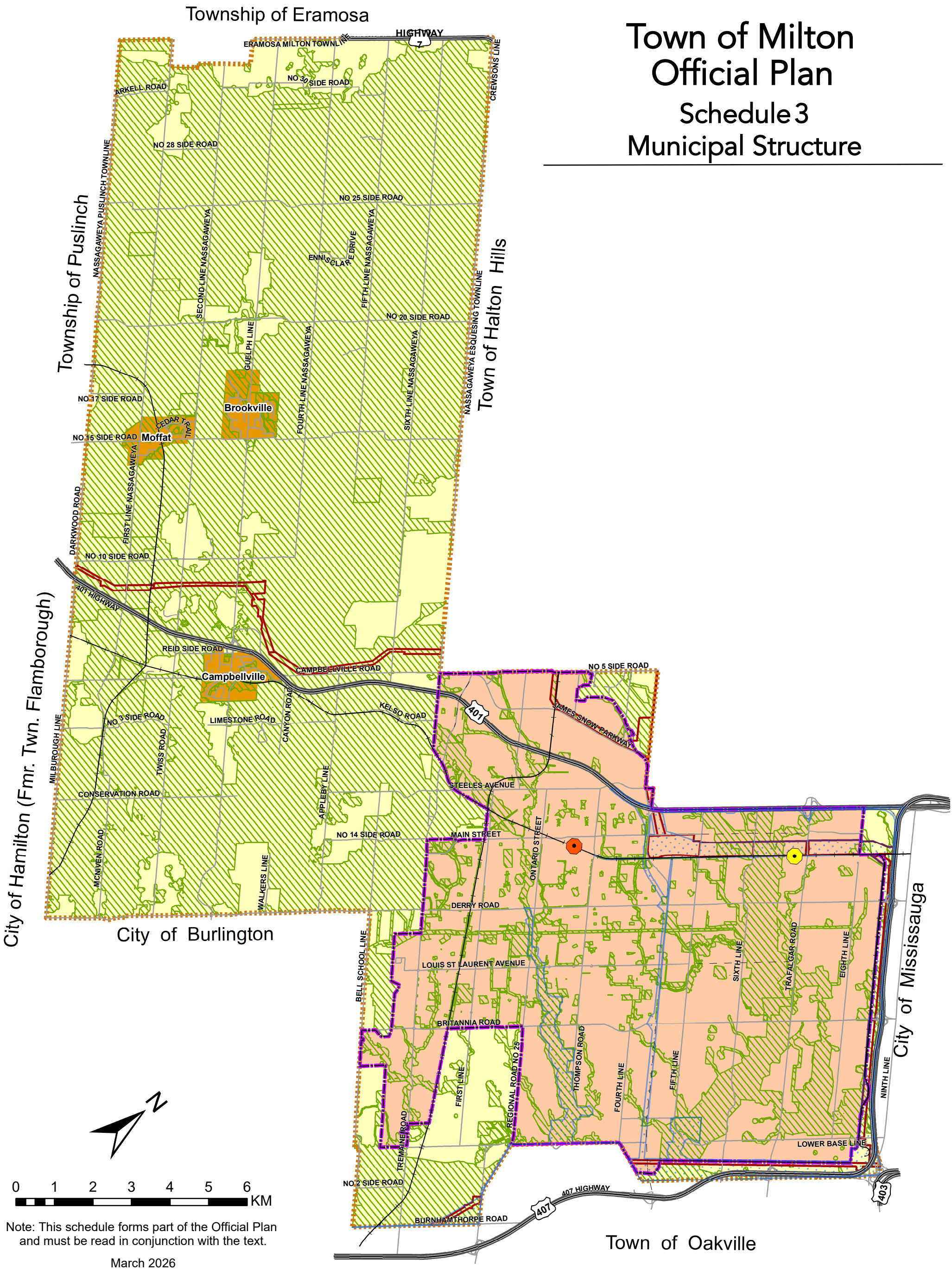
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

- Existing Complete Neighbourhoods
- New Complete Neighbourhoods
- Future Complete Neighbourhoods
- Existing Economic Growth Areas
- New Economic Growth Areas
- Future Economic Growth Areas
- Municipal Boundary
- Urban Boundary
- Rural Area, Greenbelt Areas, Utility Corridors
- Parkway Belt West Boundary
- Major Transit Station
- Future Major Transit Station
- Hydro Corridors
- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

Schedule 3
Municipal Structure



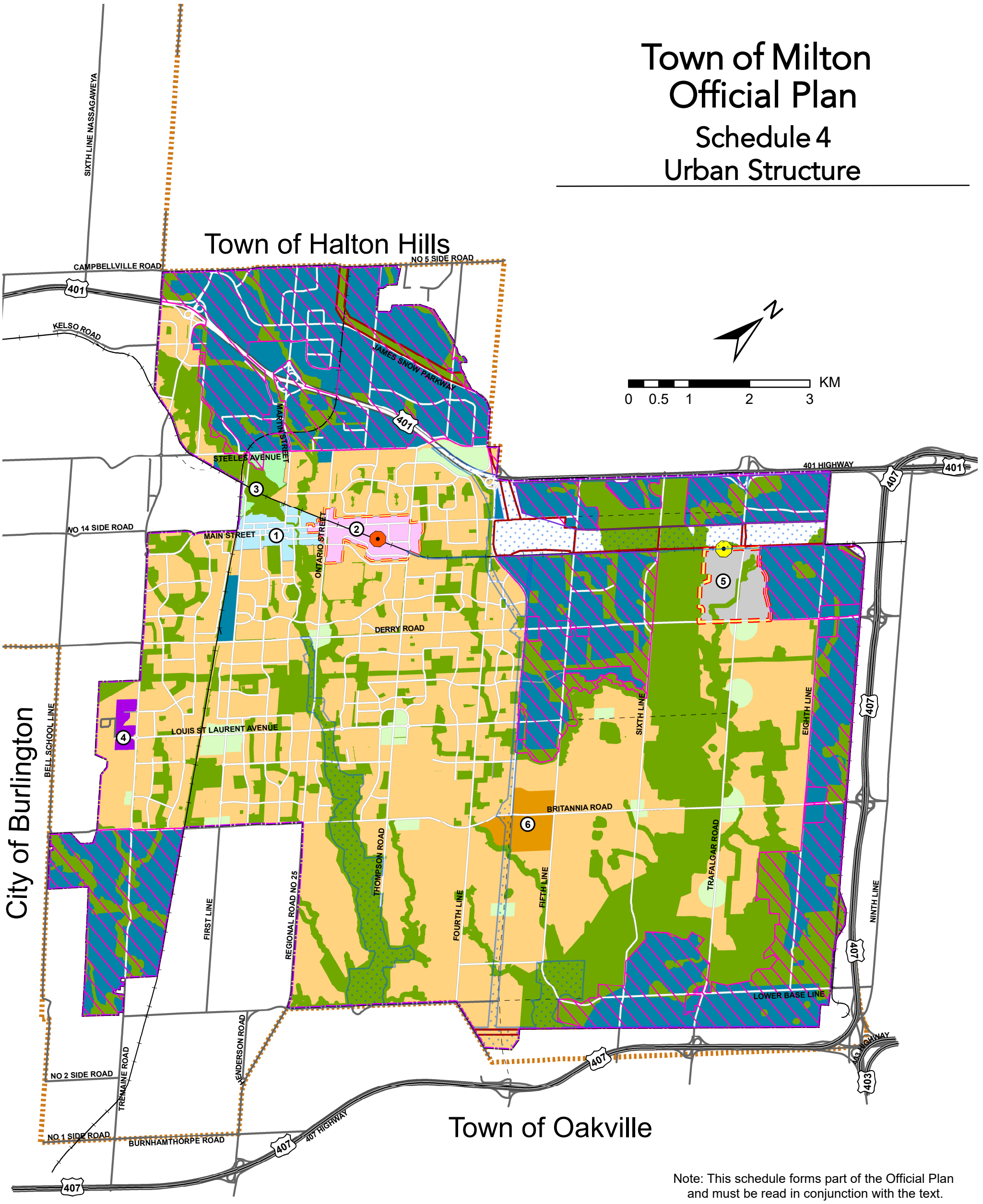
0 1 2 3 4 5 6 KM

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

March 2026

- 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



N

0 0.5 1 2 3 KM

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

March 2026

Strategic Growth Areas

Major Urban Centre

1. Downtown
2. Uptown / Milton GO PMTSA
3. Bronte Steeles

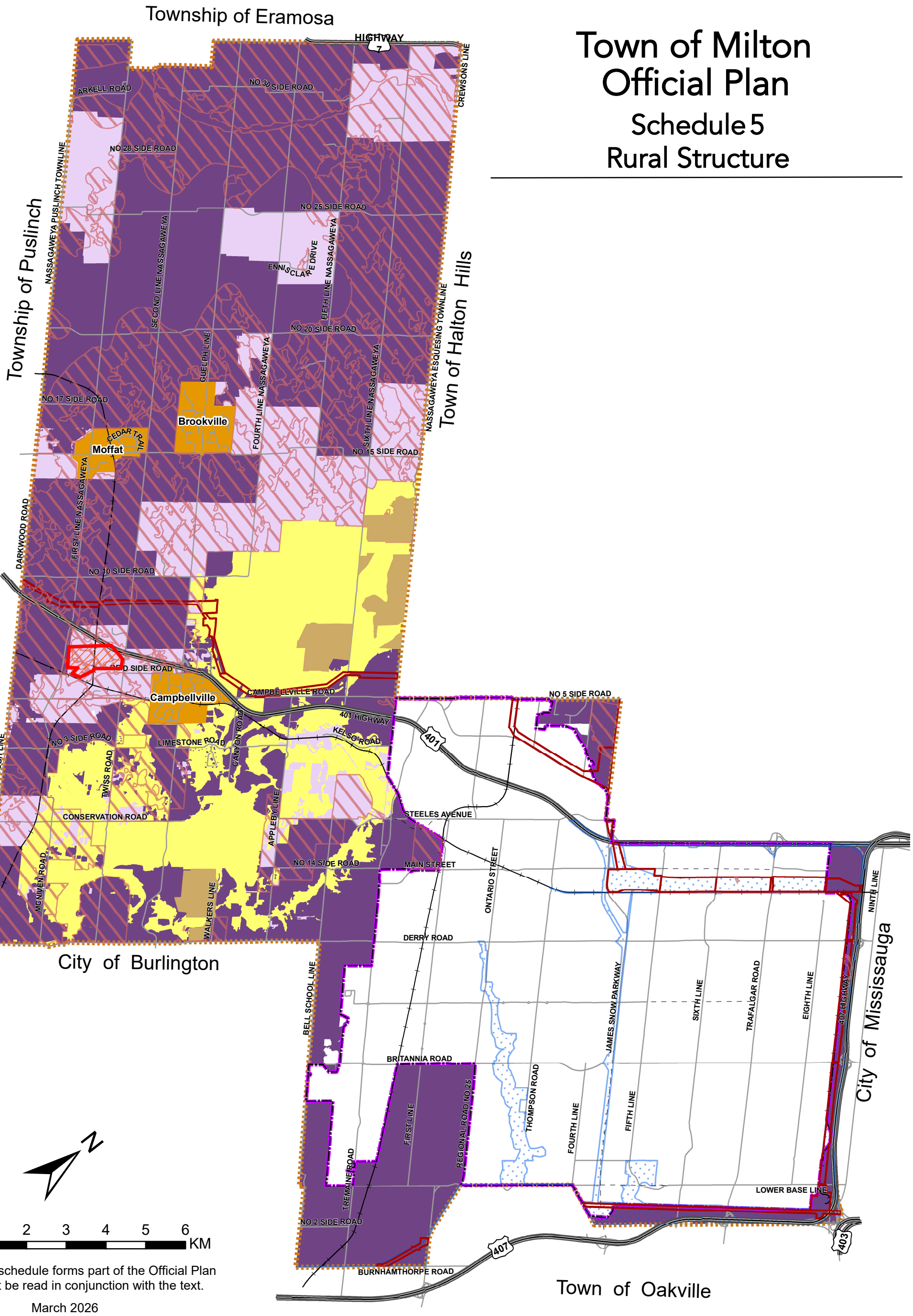
Urban Village Centres

4. Education Village
5. Milton Trafalgar GO Village / PMTSA
6. South Milton Village

- Community Hubs
- Economic Growth Areas
- Complete Neighbourhoods
- Green System
- Employment Area Overlay
- Municipal Boundary
- Urban Boundary
- Major Transit Station
- Future Major Transit Station
- Parkway Belt West Boundary
- Hydro Corridors
- Rail Line
- Provincial Freeway
- Major Roads
- Collector Roads
- Proposed Major Roads

Town of Milton Official Plan

Schedule 5
Rural Structure



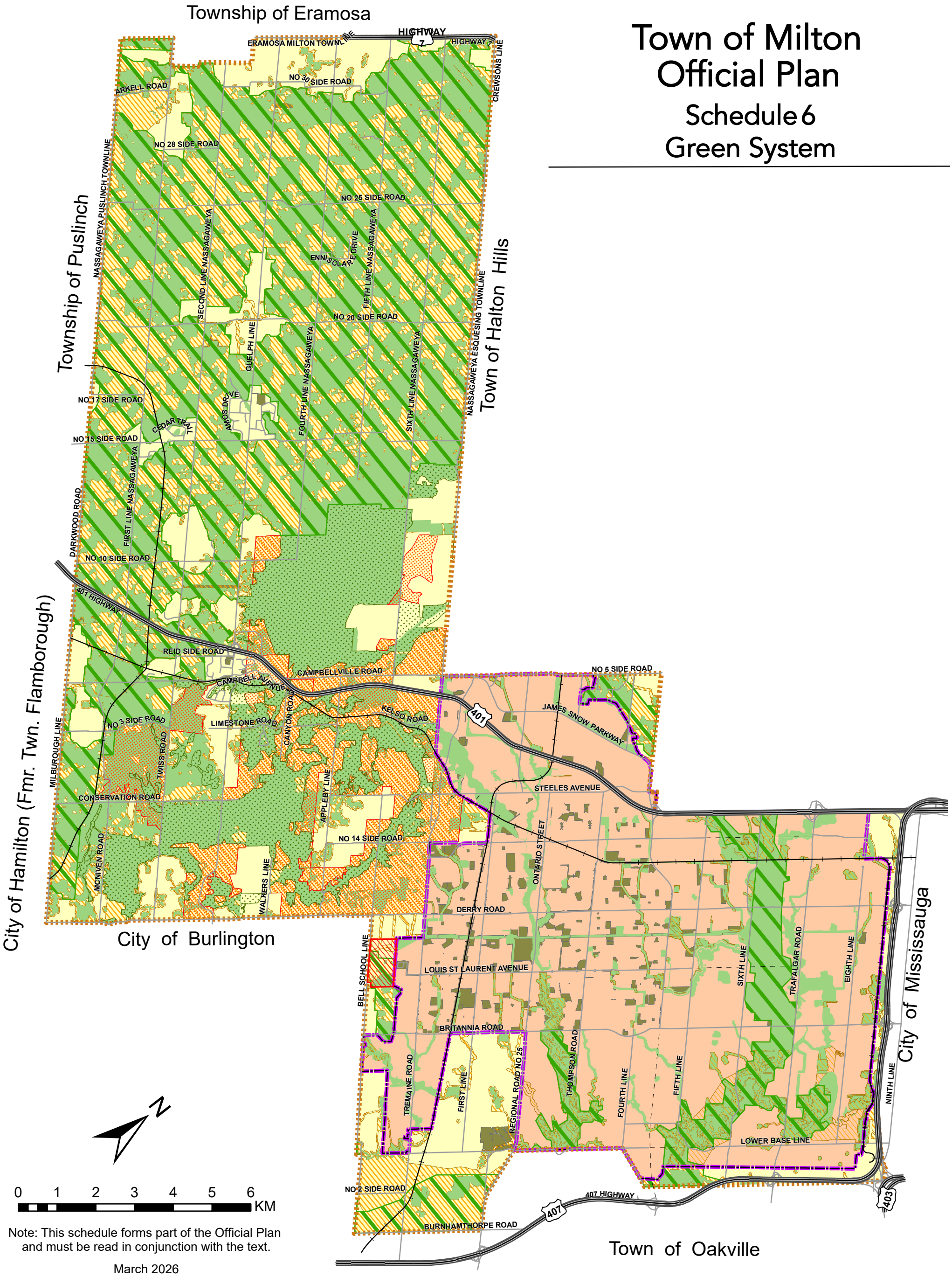
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

- Mineral Aggregate Resource Area
- Mineral Aggregate Resource Extraction Area
- Prime Agricultural Area
- Rural Lands
- Hamlet
- Niagara Escarpment Plan Area
- Hydro Corridors
- Municipal Boundary
- Urban Boundary
- Parkway Belt West Boundary
- Provincial Freeway
- Major Roads Proposed
- Major Roads
- Rail Line
- Area Under Appeal: Subject to OPA 31

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.

March 2026

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

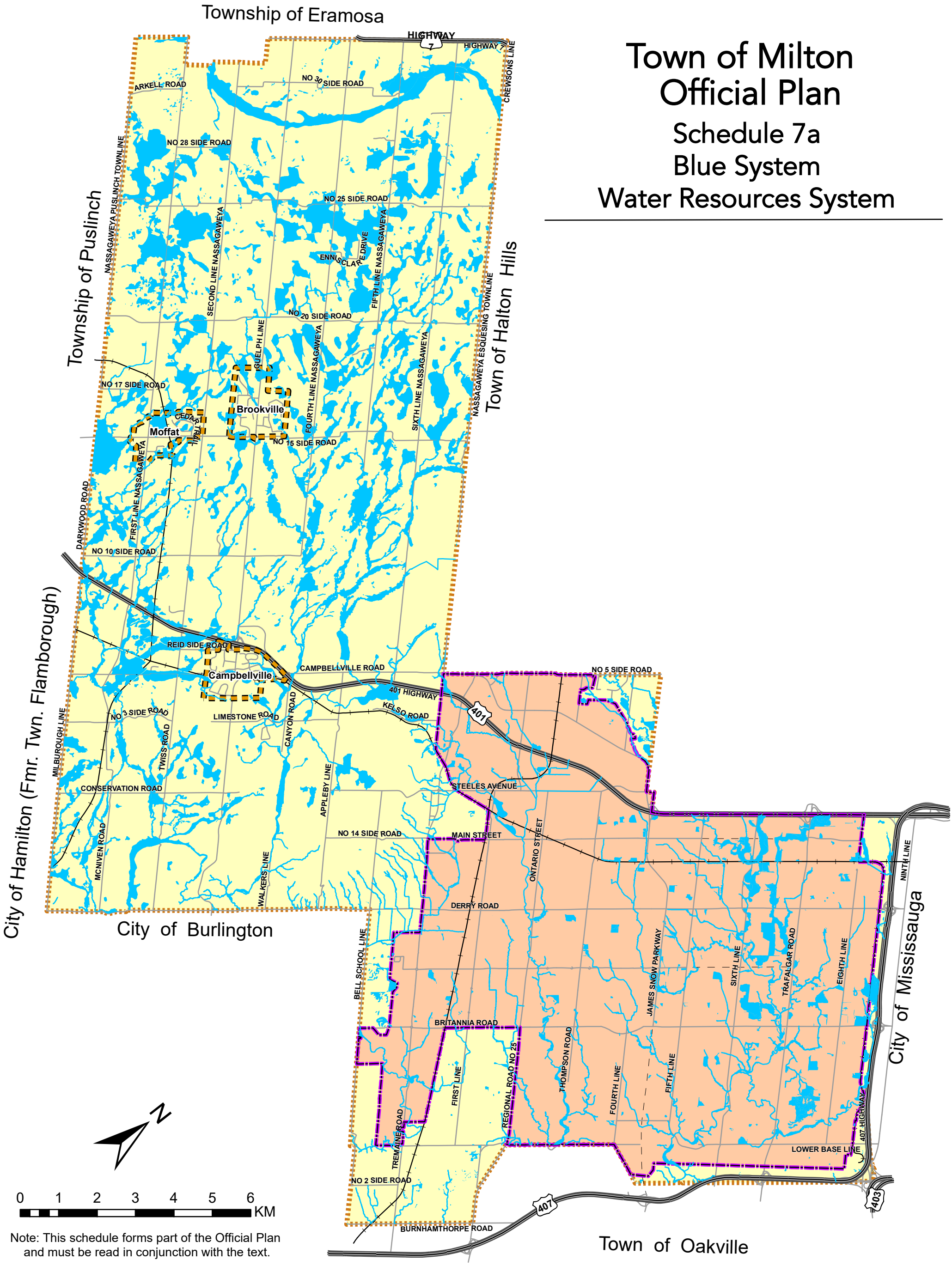
C. Parks and Open Spaces

- 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



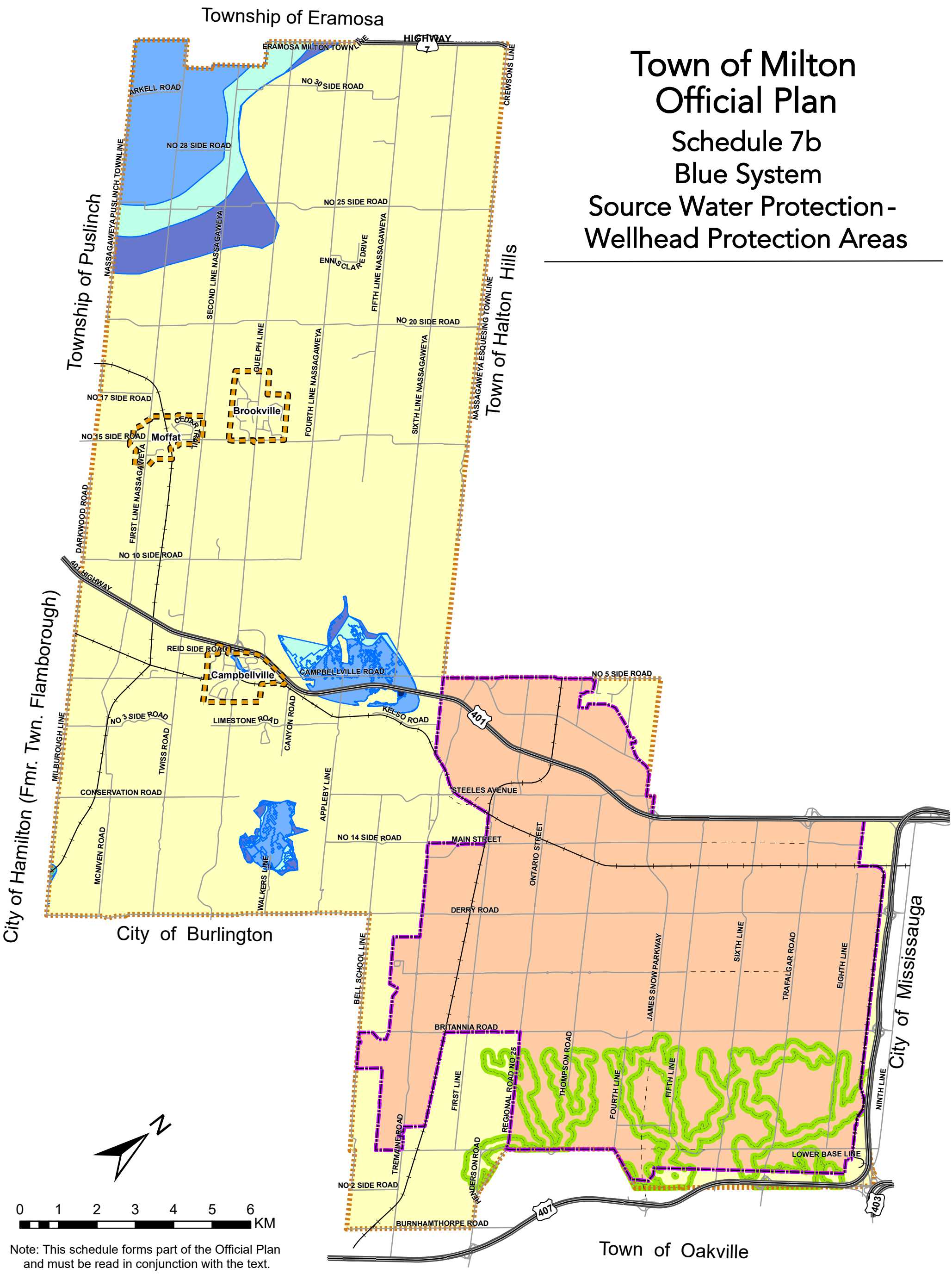
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

- 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



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

March 2026

Wellhead Protection Areas

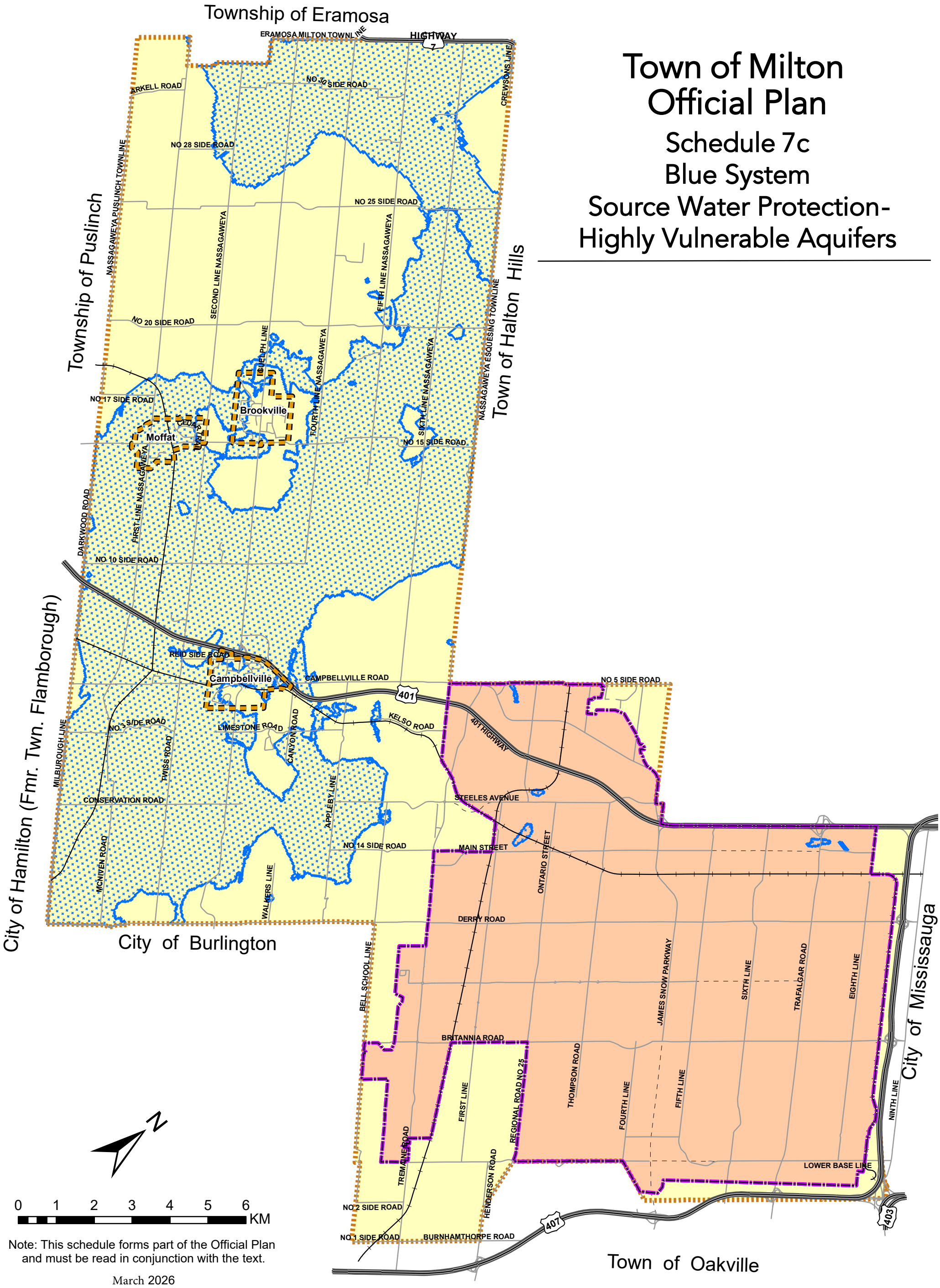
- WHPA-A-100m
- WHPA-B-2year
- WHPA-C-2year-5year
- WHPA-D-5year-25year
- WHPA-E
- Intake Protection Zone

- 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



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.

March 2026

Highly Vulnerable Aquifers

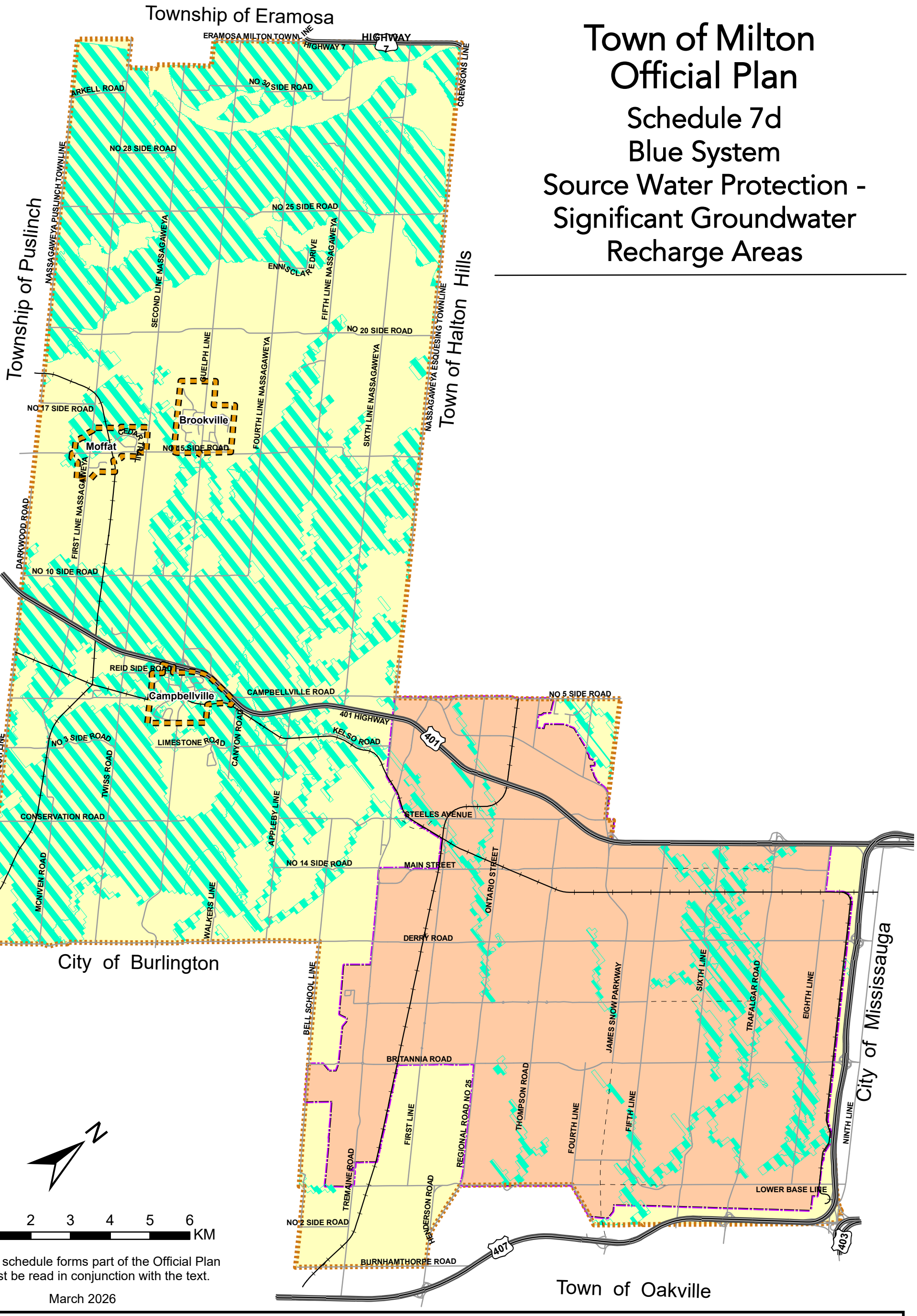
Municipal Boundary
Urban Boundary
Urban Area
Rural Area
Hamlet Boundary

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

---



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

March 2026

Significant Groundwater Recharge Areas

Municipal Boundary

Urban Boundary

Urban Area

Rural Area

Hamlet Boundary

Provincial Freeway

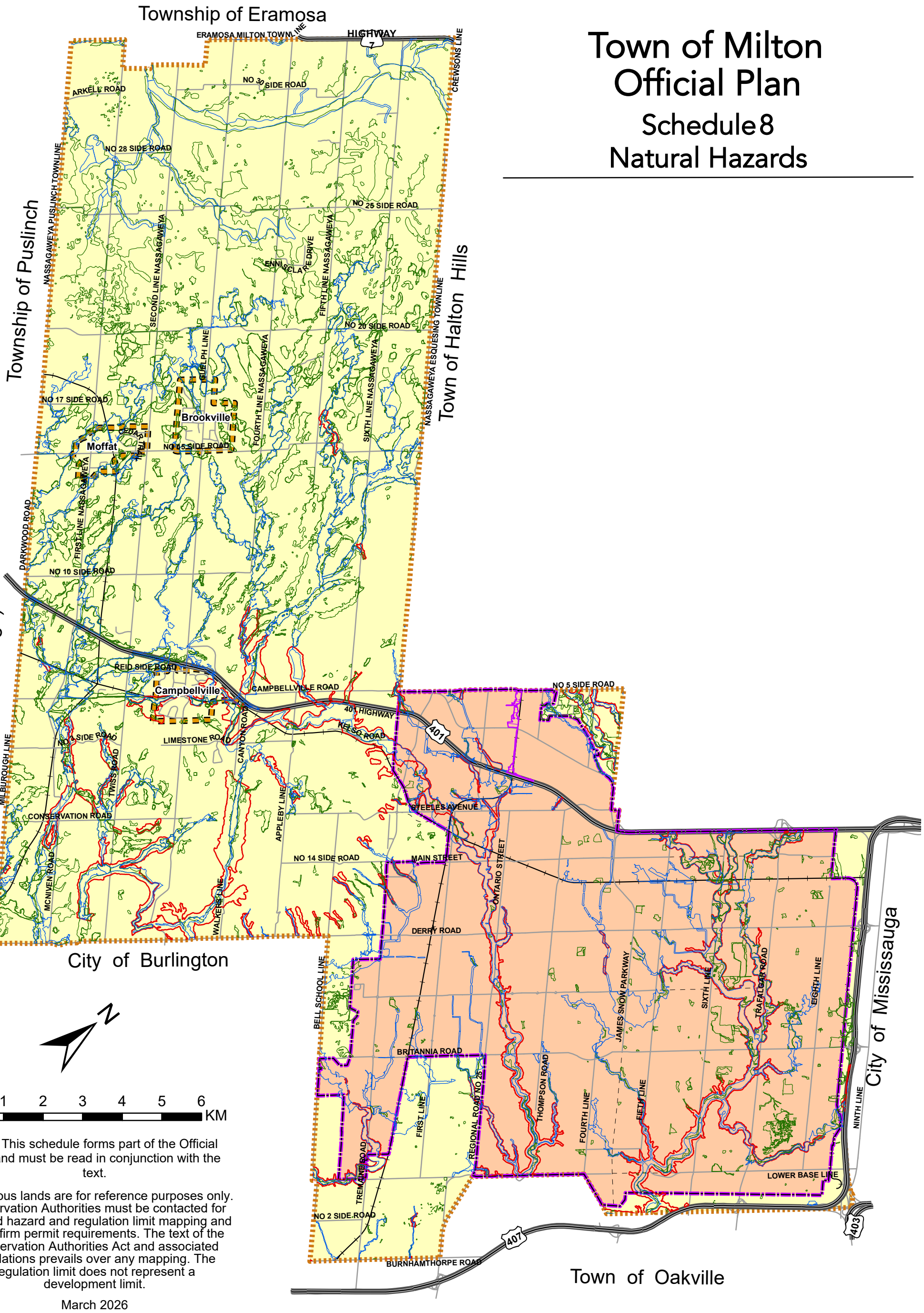
Major Roads

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.

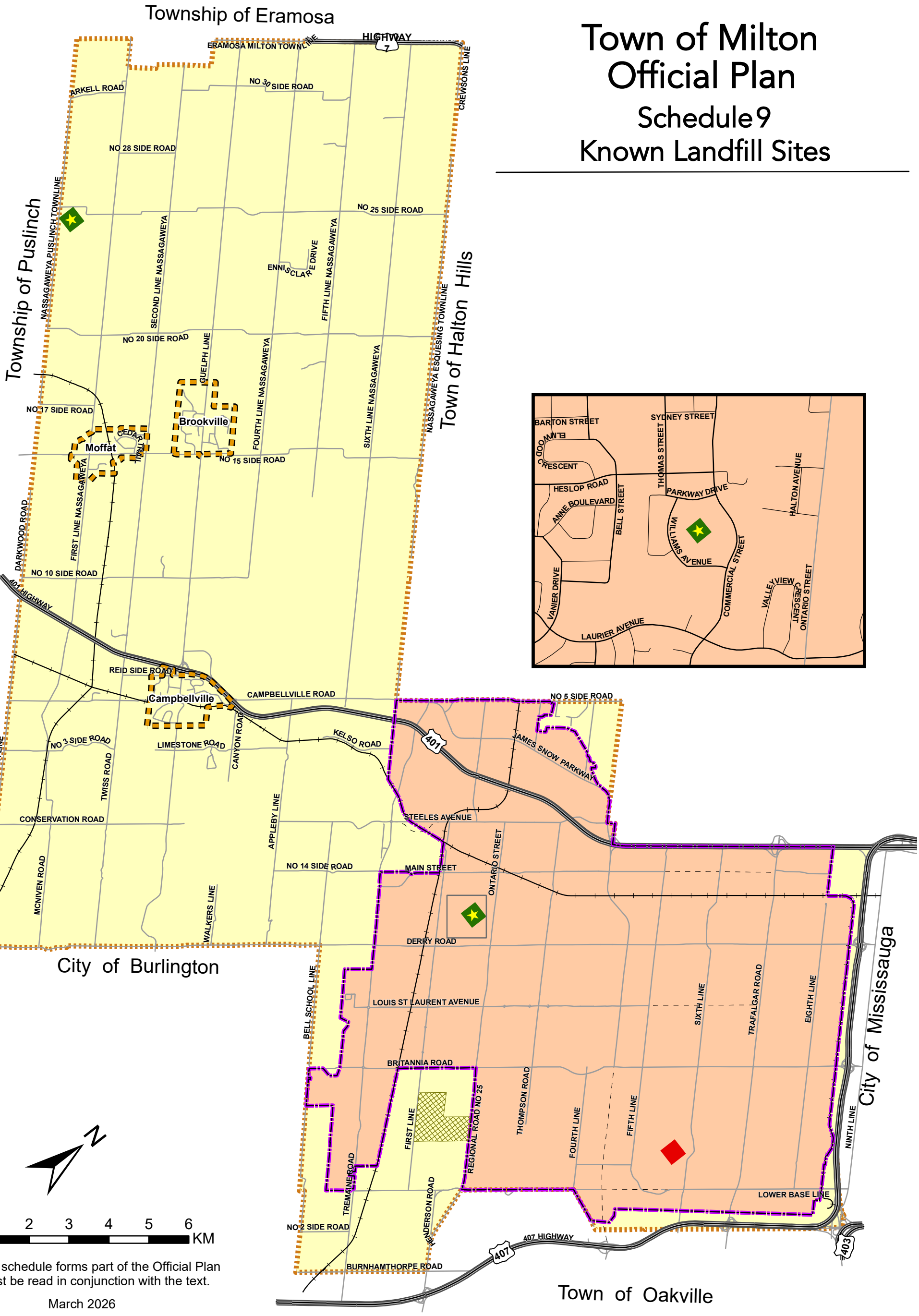
Hazardous lands are for reference purposes only. Conservation Authorities must be contacted for updated hazard and regulation limit mapping and to confirm permit requirements. The text of the Conservation Authorities Act and associated regulations prevails over any mapping. The regulation limit does not represent a development limit.

March 2026

- 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.

March 2026

Known Landfill Sites

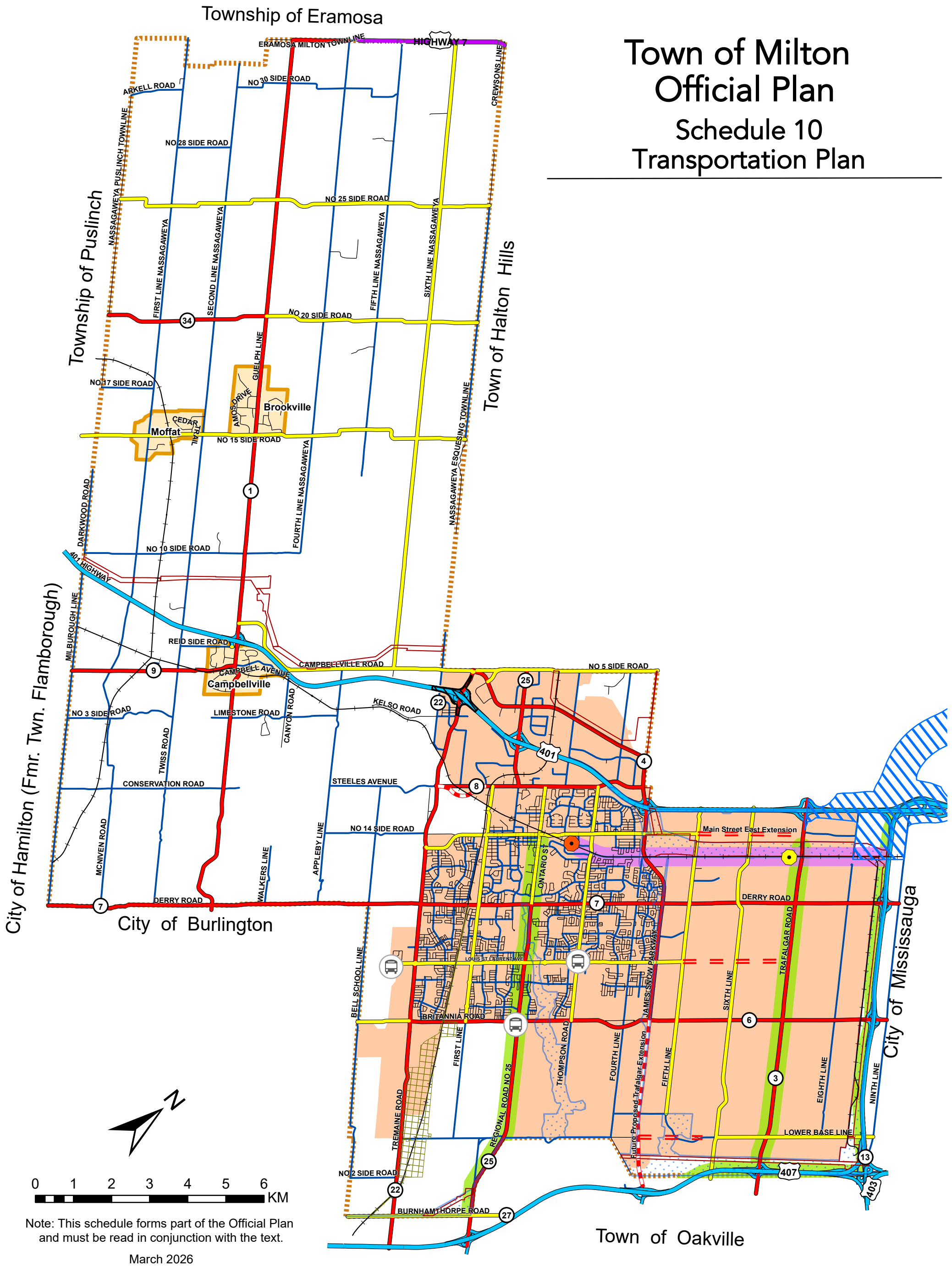
- Closed and Certified
- Closed
- Halton Waste Management Site

- Municipal Boundary
- Urban Boundary
- Urban Area
- Rural Area
- Hamlet Boundary

- Provincial Freeway
- Major Roads
- Proposed Major Roads
- Rail Line

Town of Milton Official Plan

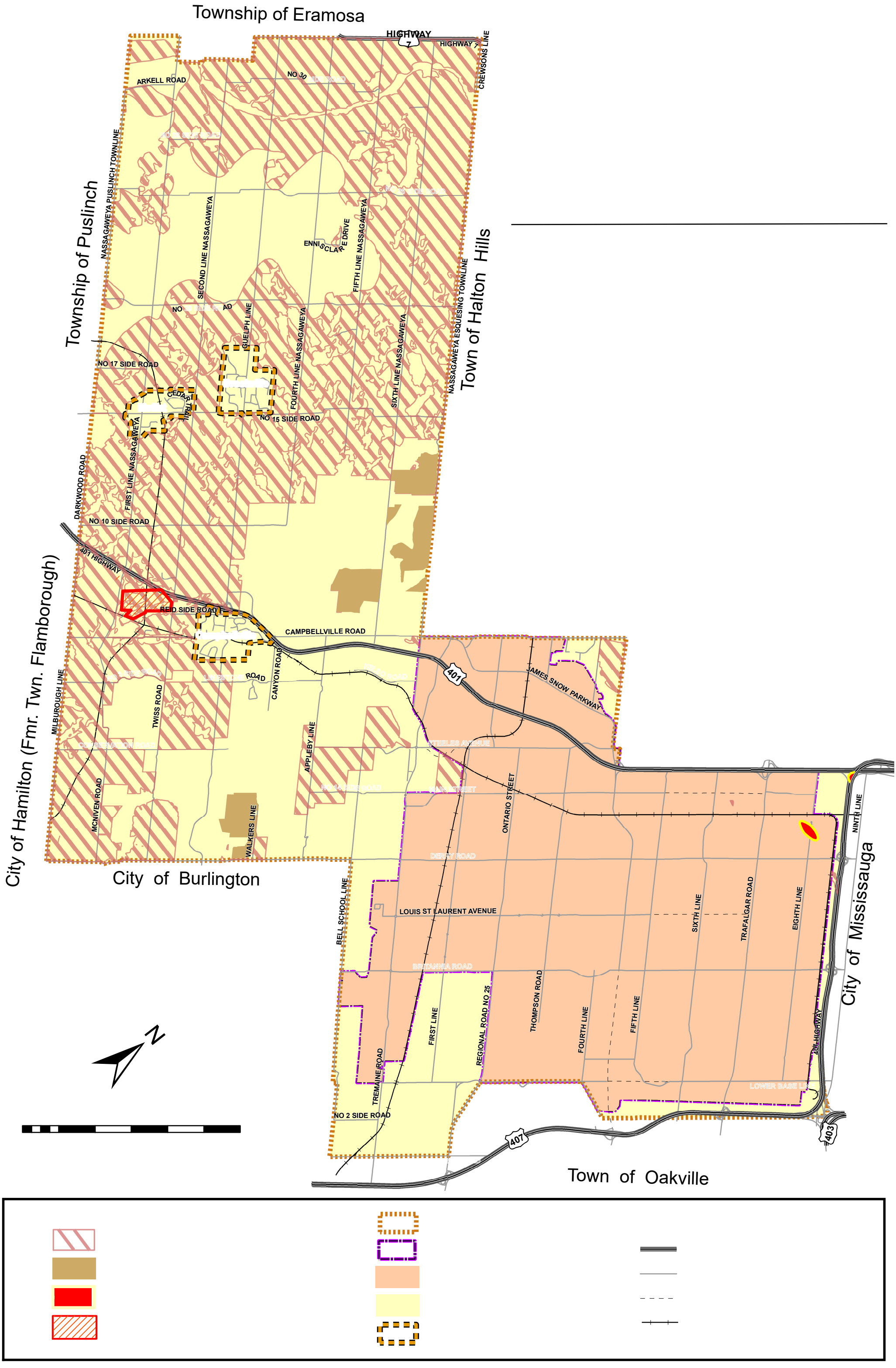
Schedule 10
Transportation Plan



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

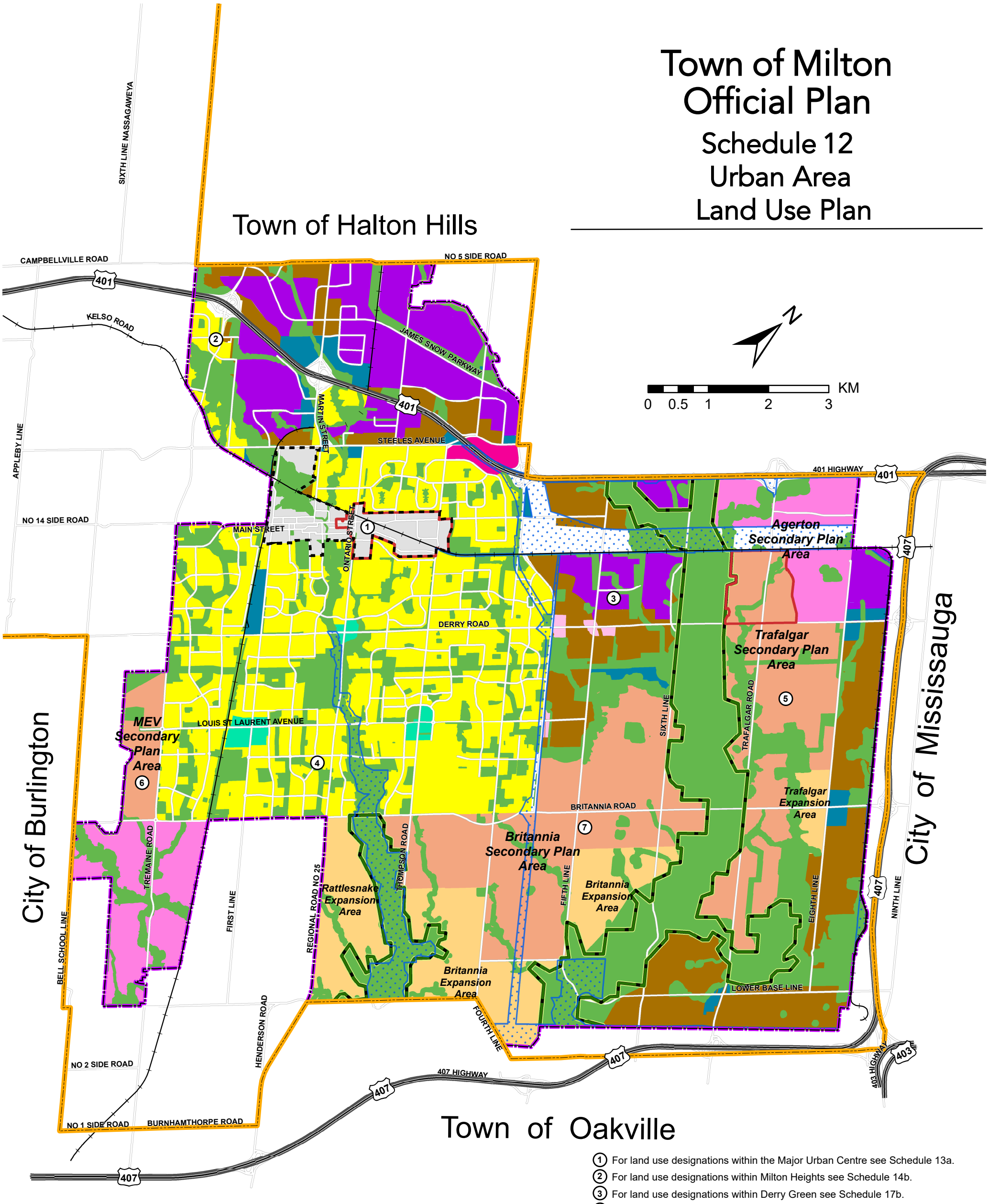
March 2026

- Commuter Rail Corridor
- High Order Transit Corridor
- Planned 401 Interchange
- Major Transit Station
- Future Major Transit Station
- Rail Line
- Provincial Freeway
- Provincial Highway
- Major Arterial Regional Road
- Local Arterial Road
- Collector Road
- Local Road
- Proposed Major Arterial Regional Road
- Future Road Extension
- *Planned Corridor* Protection Area
- Rail Yard
- Transit Hub
- Municipal Boundary
- Urban Area
- Hamlet
- Hydro Corridor
- Parkway Belt West Plan Area


Township of Eramosa
HIGHWAY 7
HIGHWAY 7
CREWSONS LINE
ARKELL ROAD
NO 30 SIDE ROAD
NO 25 SIDE ROAD
NO 20 SIDE ROAD
NASSAGAWEYA PUSLINCH TOWNLINE
SECOND LINE NASSAGAWEYA
ENNISCLARE DRIVE
FIFTH LINE NASSAGAWEYA
NASSAGAWEYA ESQUESING TOWNLINE
NO 17 SIDE ROAD
NO 15 SIDE ROAD
GUELPH LINE
FOURTH LINE NASSAGAWEYA
SIXTH LINE NASSAGAWEYA
CEDAR TRAIL
FIRST LINE NASSAGAWEYA
DARKWOOD ROAD
NO 10 SIDE ROAD
401 HIGHWAY
REID SIDE ROAD
CAMPBELLVILLE ROAD
MILBUROUGH LINE
NO 5 SIDE ROAD
LIMESTONE ROAD
CANYON ROAD
TWISS ROAD
401
JAMES SNOW PARKWAY
CONSERVATION ROAD
APPLEBY LINE
STEELES AVENUE
NO 14 SIDE ROAD
MAIN STREET
ONTARIO STREET
MCNIVEN ROAD
WALKERS LINE
NINTH LINE
DERRY ROAD
BELL SCHOOL LINE
LOUIS ST LAURENT AVENUE
SIXTH LINE
TRAFALGAR ROAD
EIGHTH LINE
BRITANNIA ROAD
THOMPSON ROAD
FIRST LINE
REGIONAL ROAD NO 25
FOURTH LINE
FIFTH LINE
401 HIGHWAY
LOWER BASE LINE
TREMAINE ROAD
NO 2 SIDE ROAD
407
403
Township of Puslinch
Town of Halton Hills
City of Hamilton (Fmr. Twn. Flamborough)
City of Mississauga
City of Burlington
Town of Oakville
N

Town of Milton Official Plan

Schedule 12
Urban Area
Land Use Plan



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 Derry Green see Schedule 17b.
4. For land use designations within Boyne Survey see Schedule 18c.
5. For land use designations within Trafalgar see Schedule 19c.
6. For land use designations within Milton Education Village see Schedule 20a.
7. For land use designations within Britannia see Schedule 21c.

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

March 2026

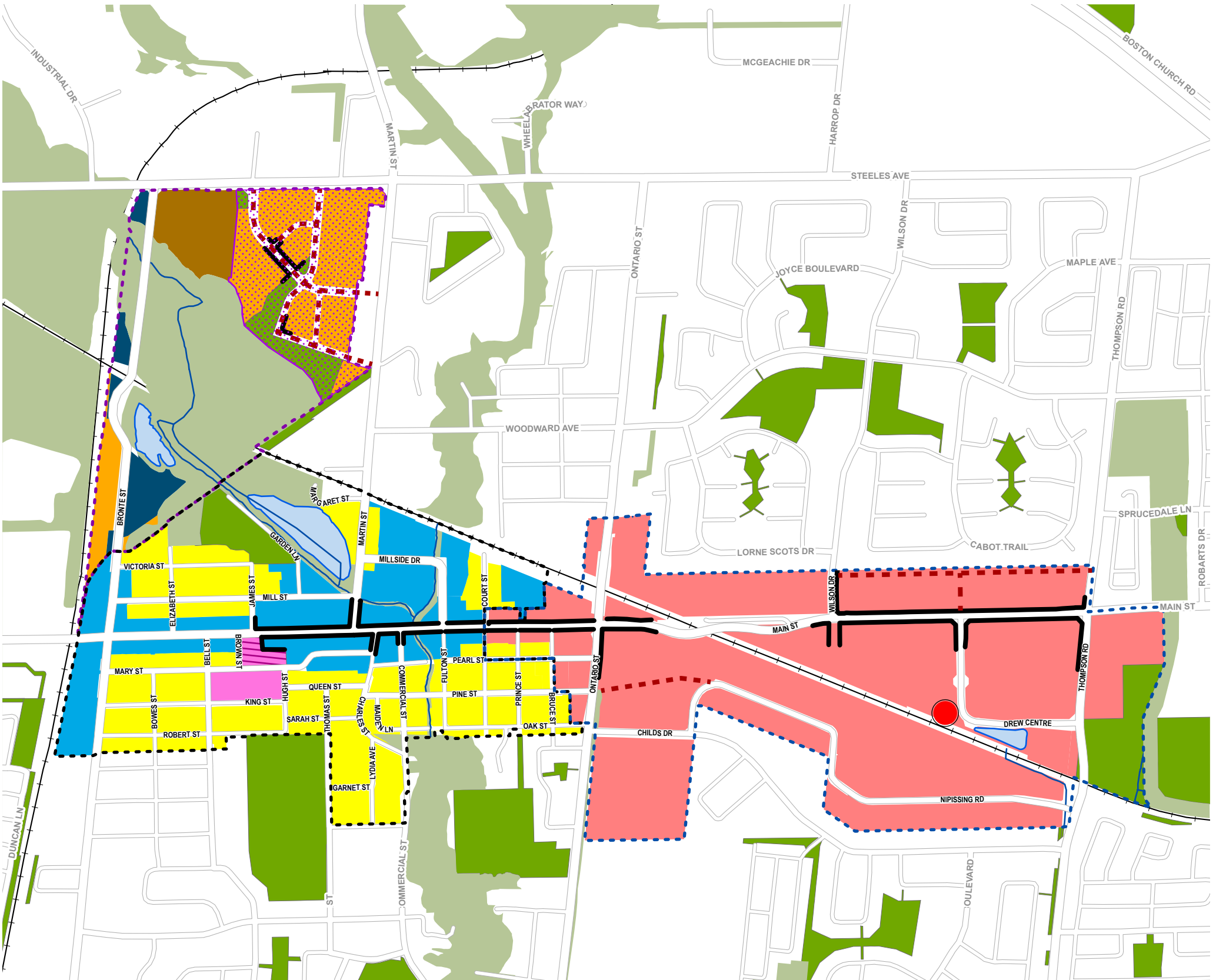
Community Hubs
- Major Commercial Area
- Secondary Mixed Use Node

Complete Neighbourhoods
- Residential Area
- New Complete Neighbourhoods
  In effect Secondary Plans. See Section C.
- Future Complete Neighbourhoods

Economic Growth Areas
- Business Commercial Area
- Prestige Office Area
- Industrial Area
- Business Park Area
- New Economic Growth Areas
- Major Urban Centre
- Protected Major Transit Station Area

- 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.

March 2026

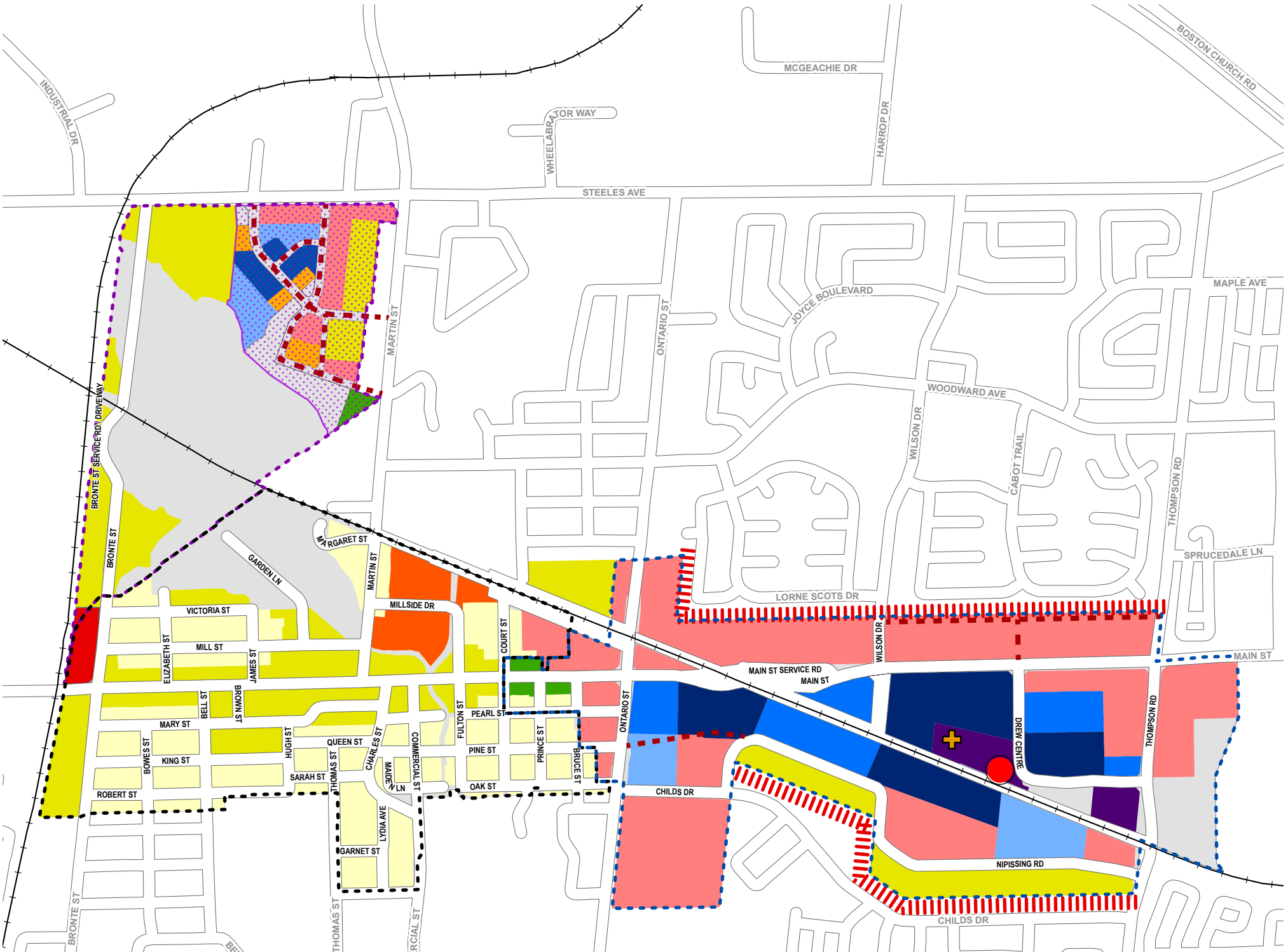
0 0.5 1.0 KM

Planning Areas

- Downtown
- Uptown/Milton GO PMTSA
- 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
- Primary Retail Frontage
- Local Natural Heritage System
- Ponds
- Major Transit Station
- Watercourses
- Rail Line
- Proposed Road
- Lands Subject to Active *Planning Act* Application

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.

March 2026

N

0 0.5 1.0 KM

Planning Areas

- Downtown
- Uptown/Milton GO PMTSA
- Bronte-Steeles
- Major Transit Station
- Rail Line
- Transition Areas
- Proposed Road
- Lands Subject to Active *Planning Act* Application

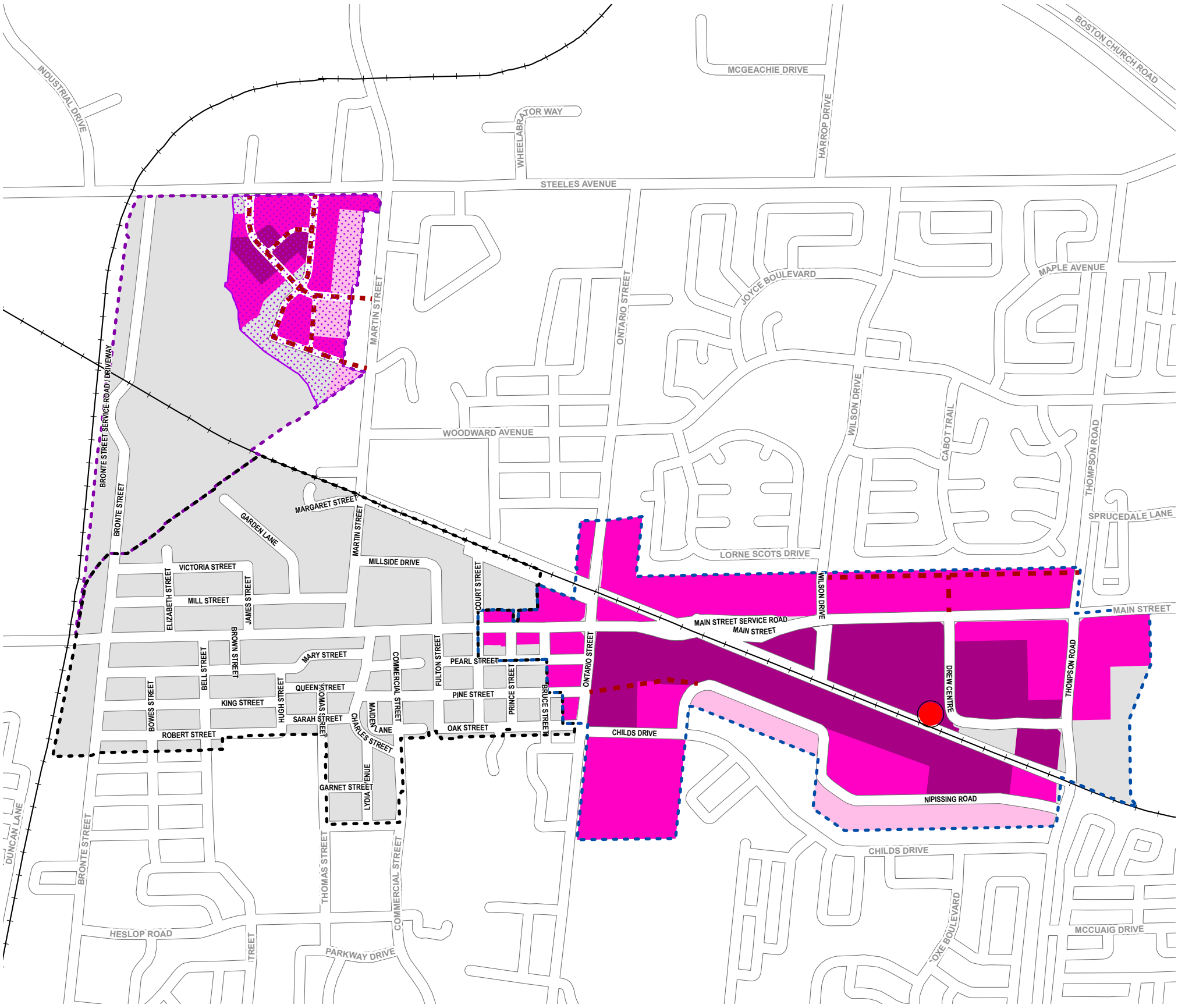
Downtown

Maximum Heights	Maximum Density
2 Storeys	N/A
4 Storeys	N/A
8 Storeys	N/A
14 Storeys	N/A
18 Storeys	N/A

Uptown and Bronte Steeles

Maximum Heights	Maximum Density
4 Storeys	2.0 FSI
6 Storeys	3.0 FSI
8 Storeys	4.0 FSI
10 Storeys	4.5 FSI
15 Storeys	5.0 FSI
23 Storeys	5.0 FSI
25 Storeys	5.5 FSI
27 Storeys	6.0 FSI
31 Storeys	6.0 FSI
33 Storeys	6.0 FSI

Town of Milton
Official Plan
Schedule13c
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.

March 2026

Planning Areas

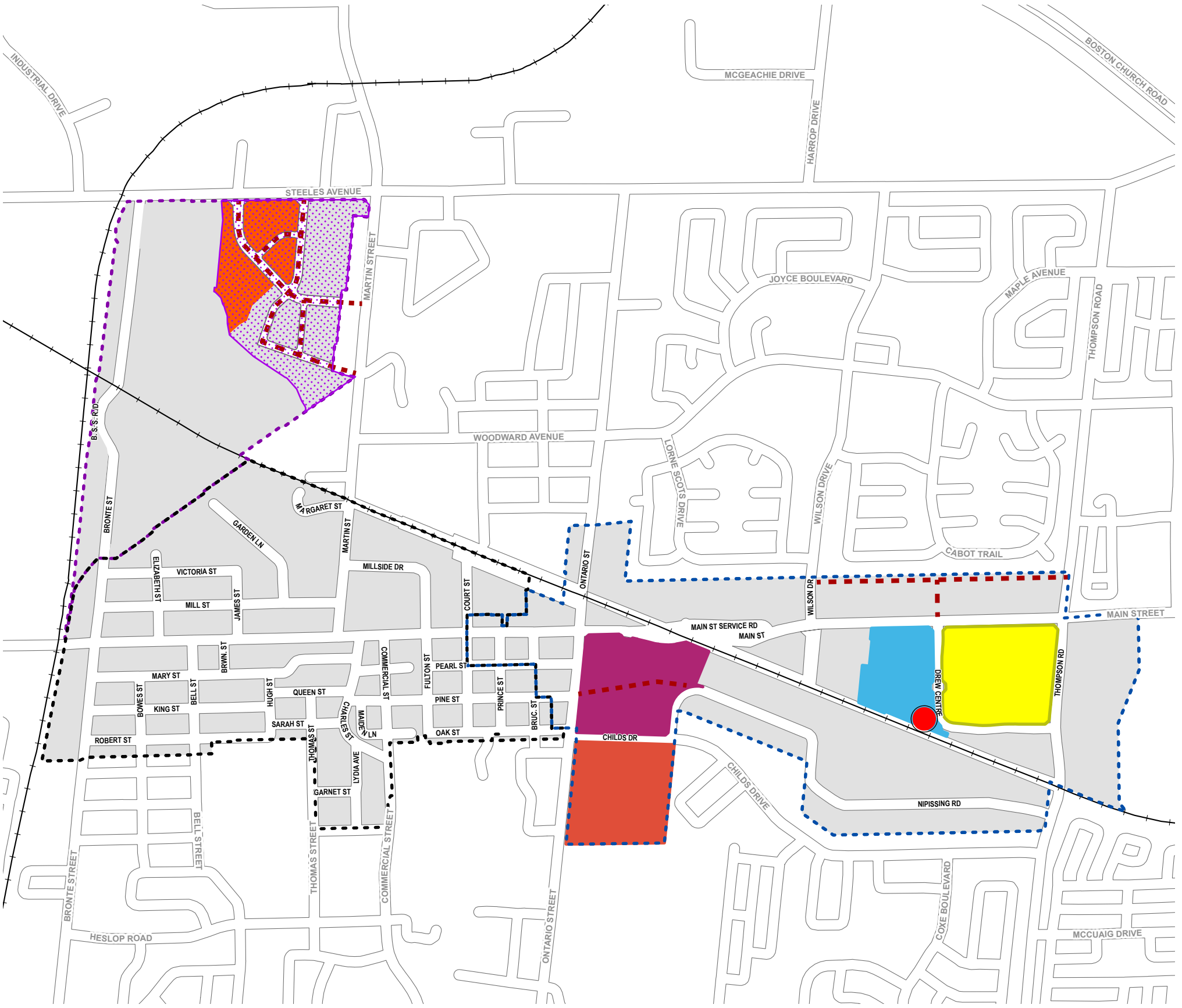
- Downtown
- Uptown/Milton GO PMTSA
- Bronte-Steeles

Minimum Block Level Density

- 1.0 Floor Space Index
- 2.0 Floor Space Index
- 3.0 Floor Space Index

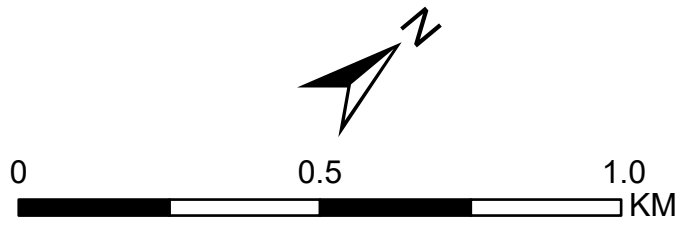
- Major Transit Station
- Rail Line
- Proposed Road
- Lands Subject to Active *Planning Act* Application

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.

March 2026



Planning Areas

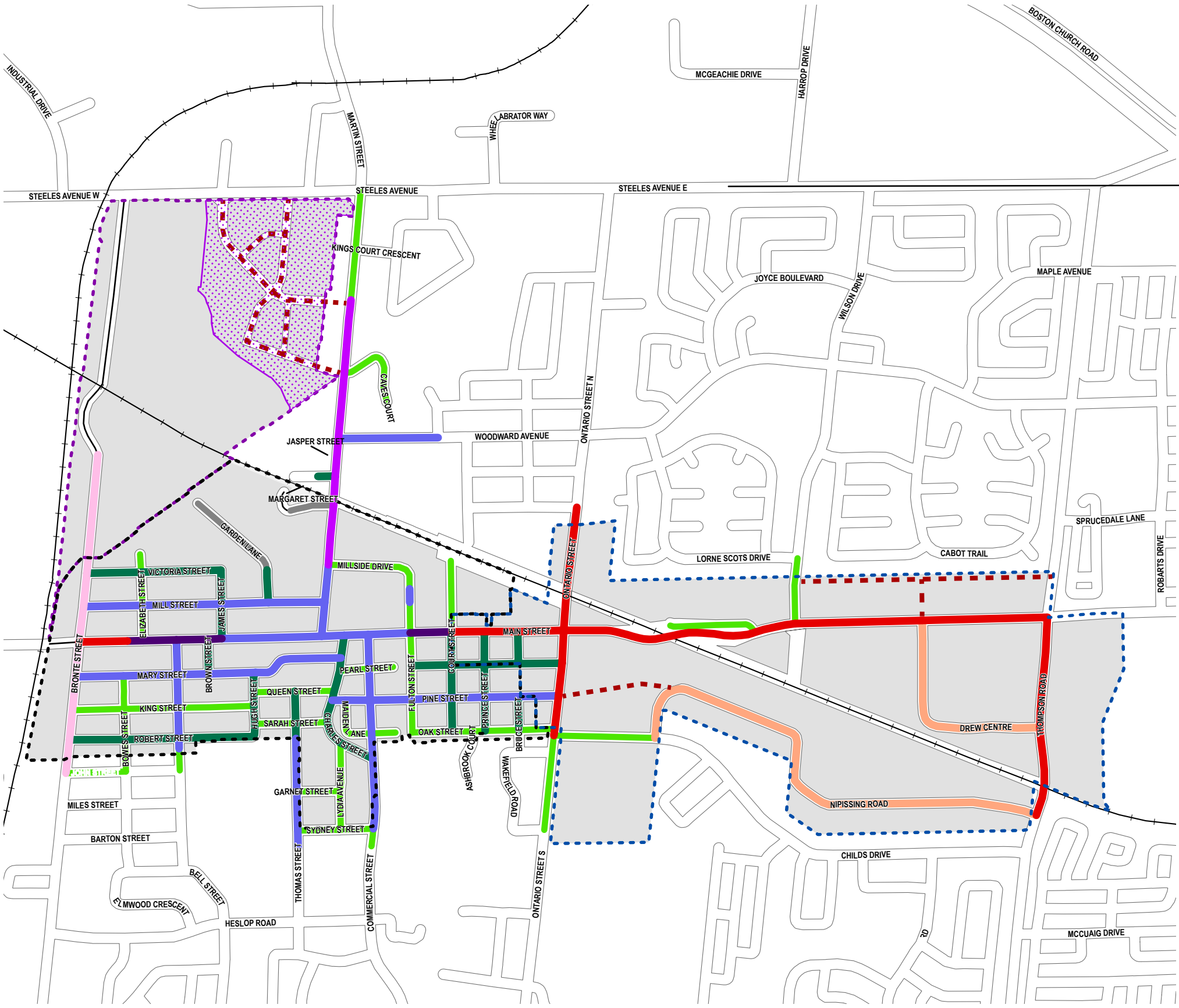
- Downtown
- Uptown/PMTSA
- Bronte-Steeles

Development Blocks

- A - Region of Halton Allendale Campus
- B - Milton Mall
- C - Metrolinx
- D - Milton Commons
- E - Meritor

- Major Transit Station
- Rail Line
- Proposed Road
- Lands Subject to Active *Planning Act* Application

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.

March 2026

0 0.5 1.0 KM

Planning Areas

- Downtown
- Uptown/Milton GO PMTSA
- Bronte-Steeles

Recommended Righ-of-Way Widths

- 16 metres
- 20 metres
- 23 metres
- 24 metres
- 26 metres
- 30 metres
- 35 metres
- Not Right-of Way
- Existing (no widening required)

- Major Transit Station
- Rail Line
- Proposed Road (Study Required)
- Lands Subject to Active *Planning Act* Application

Town of Milton

Official Plan

Schedule14a
Milton Heights
Special Policy Area
Community Structure Plan

0 0.125 0.25 0.5 KM

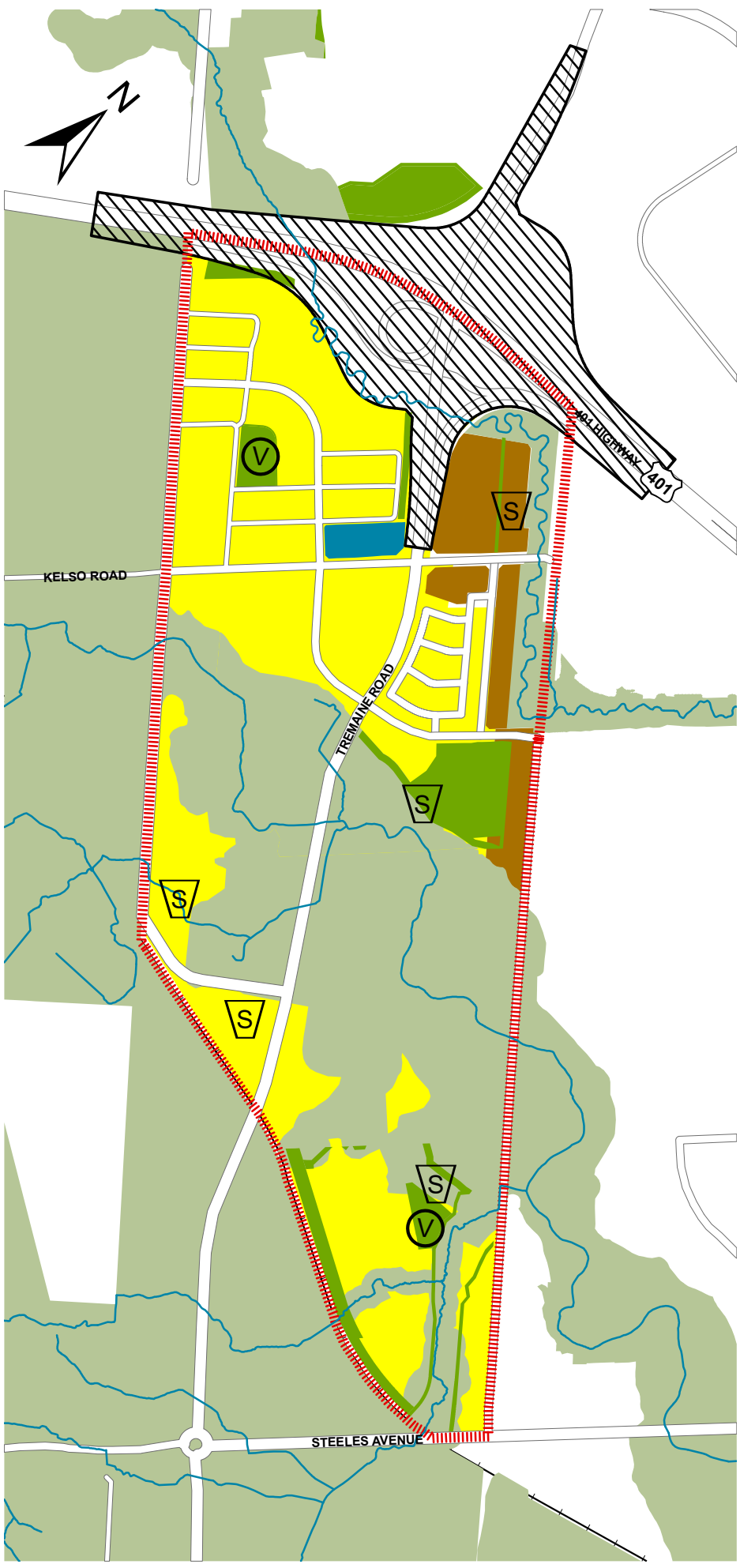
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

Town of Milton

Official Plan

Schedule14b
Milton Heights
Special Policy Area
Land Use Plan



0 0.125 0.25 0.5 KM

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

March 2026

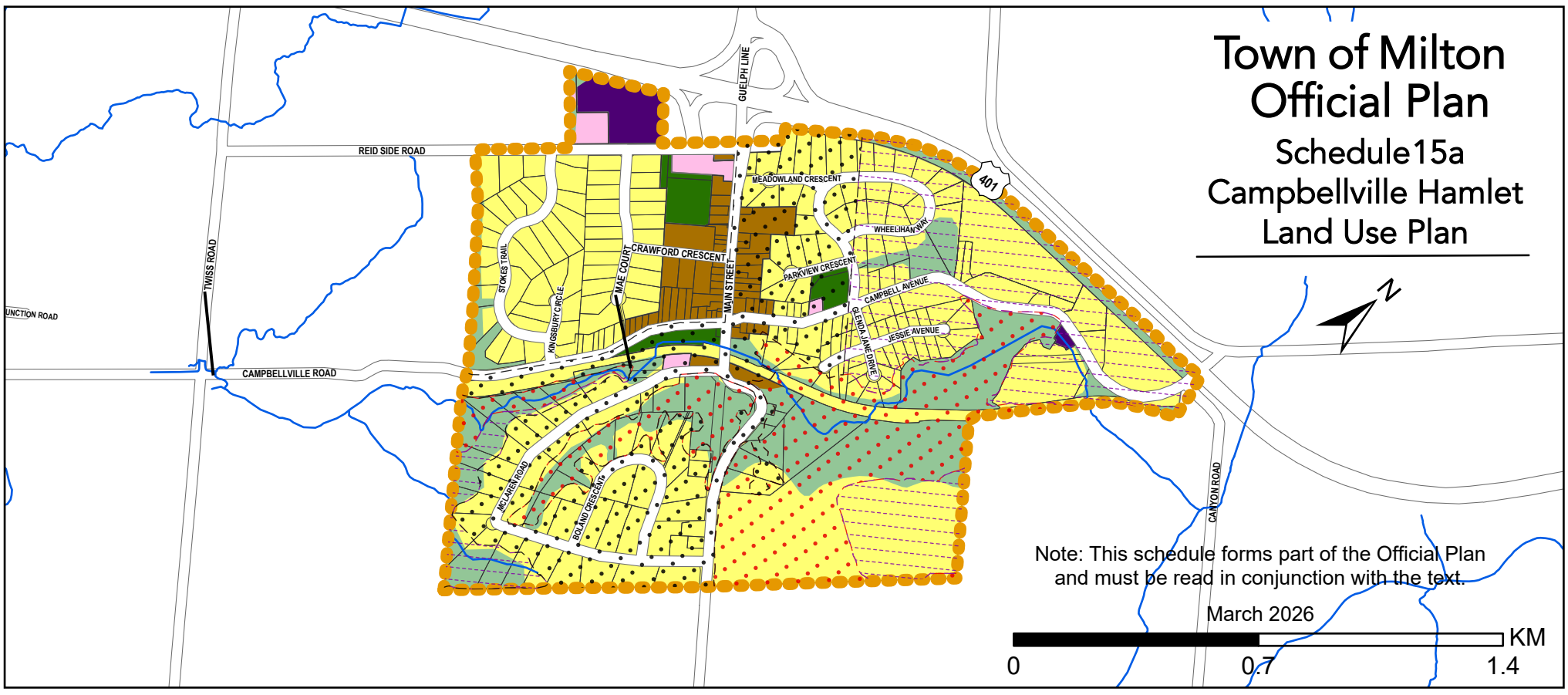
- Sub Neighbourhoods
- Village Square
- Community Park
- Parks and Open Space
- Local Natural Heritage System
- Special Policy Area Boundary
- Streams
- Planned Interchange

Landuse Designation

- Business Commercial Area
- Business Park Area
- Residential Area
- Parks and Open Space
- Local Natural Heritage System
- Stormwater Management Facility
- Village Square
- Special Policy Area Boundary
- Streams
- Planned Interchange

Town of Milton Official Plan

Schedule15a Campbellville Hamlet Land Use Plan



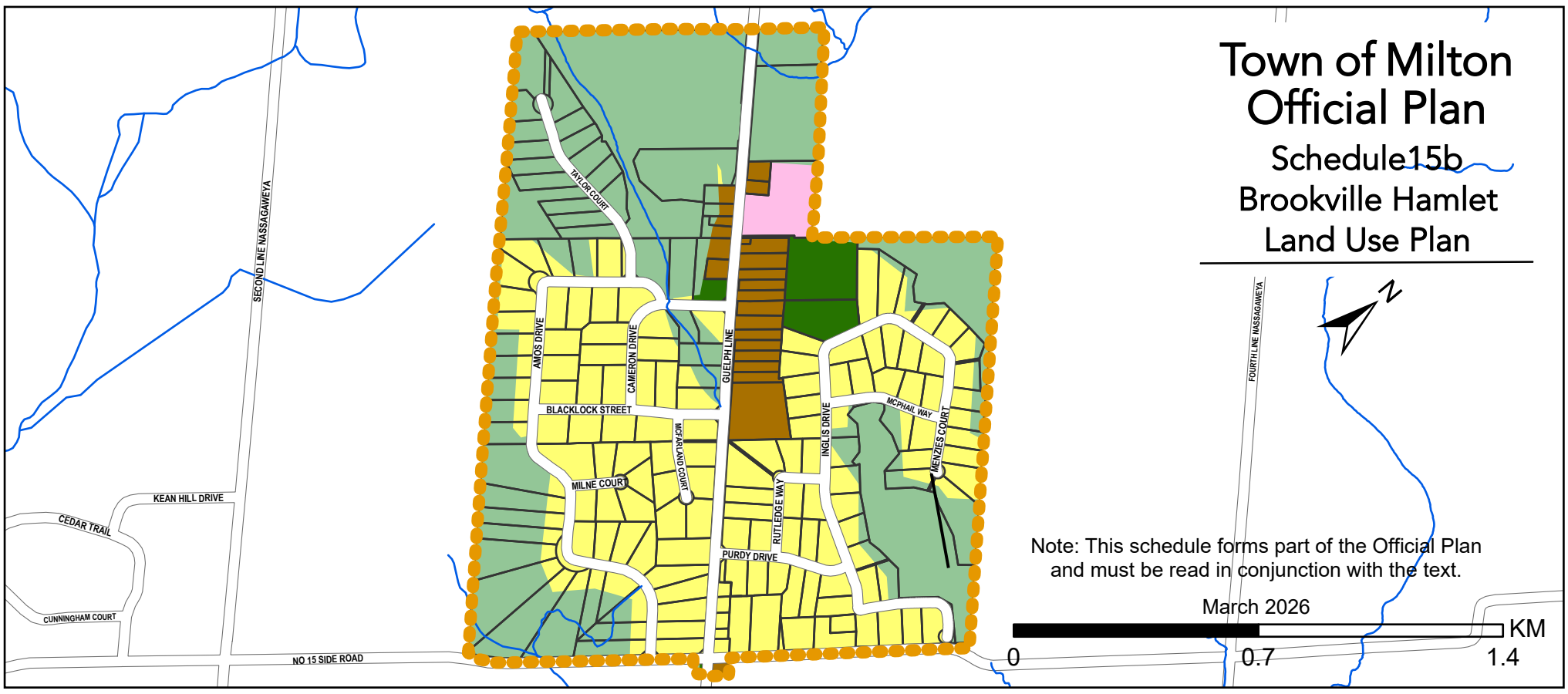
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

0 0.7 1.4 KM

Town of Milton Official Plan

Schedule15b Brookville Hamlet Land Use Plan



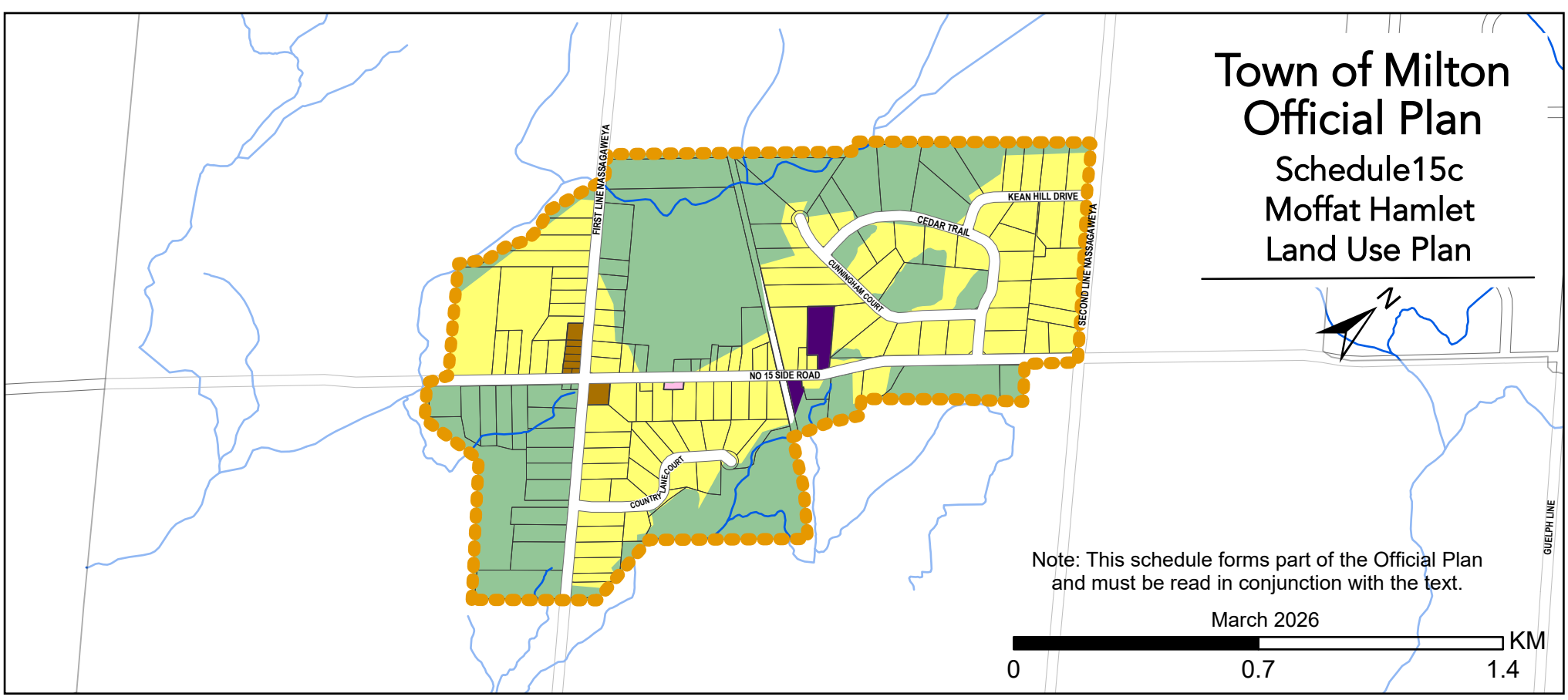
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

0 0.7 1.4 KM

Town of Milton Official Plan

Schedule15c Moffat Hamlet Land Use Plan



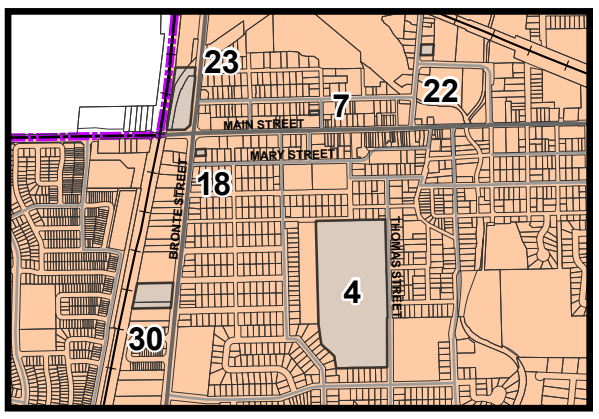
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

0 0.7 1.4 KM

- Hamlet Residential Area
- Hamlet Commercial Area
- Hamlet Industrial Area
- Hamlet Institutional Area
- Park and Open Space
- Local Natural Heritage System
- Hamlet Boundary
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Watercourses

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
NINTH LINE
DERRY ROAD
LOUIS ST LAURENT AVENUE
JAMES SNOW PARKWAY
SIXTH LINE
407 HIGHWAY
BELL SCHOOL LINE
BRITANNIA ROAD
EIGHTH LINE
TREMAINE ROAD
FIRST LINE
REGIONAL ROAD NO 25
THOMPSON ROAD
FOURTH LINE
FIFTH LINE
TRAFALGAR ROAD
LOWER BASE LINE
HENDERSON ROAD
NO 2 SIDE ROAD
NO 1 SIDE ROAD
BURNHAMTHORPE ROAD
403 HIGHWAY

401 407 403

35 6 34 26 23 22 7 28 19 8 18 4 30 15 32 20 27 36 33 29 24 21 25 13 16 31 17

N

0 0.5 1 2 3 KM

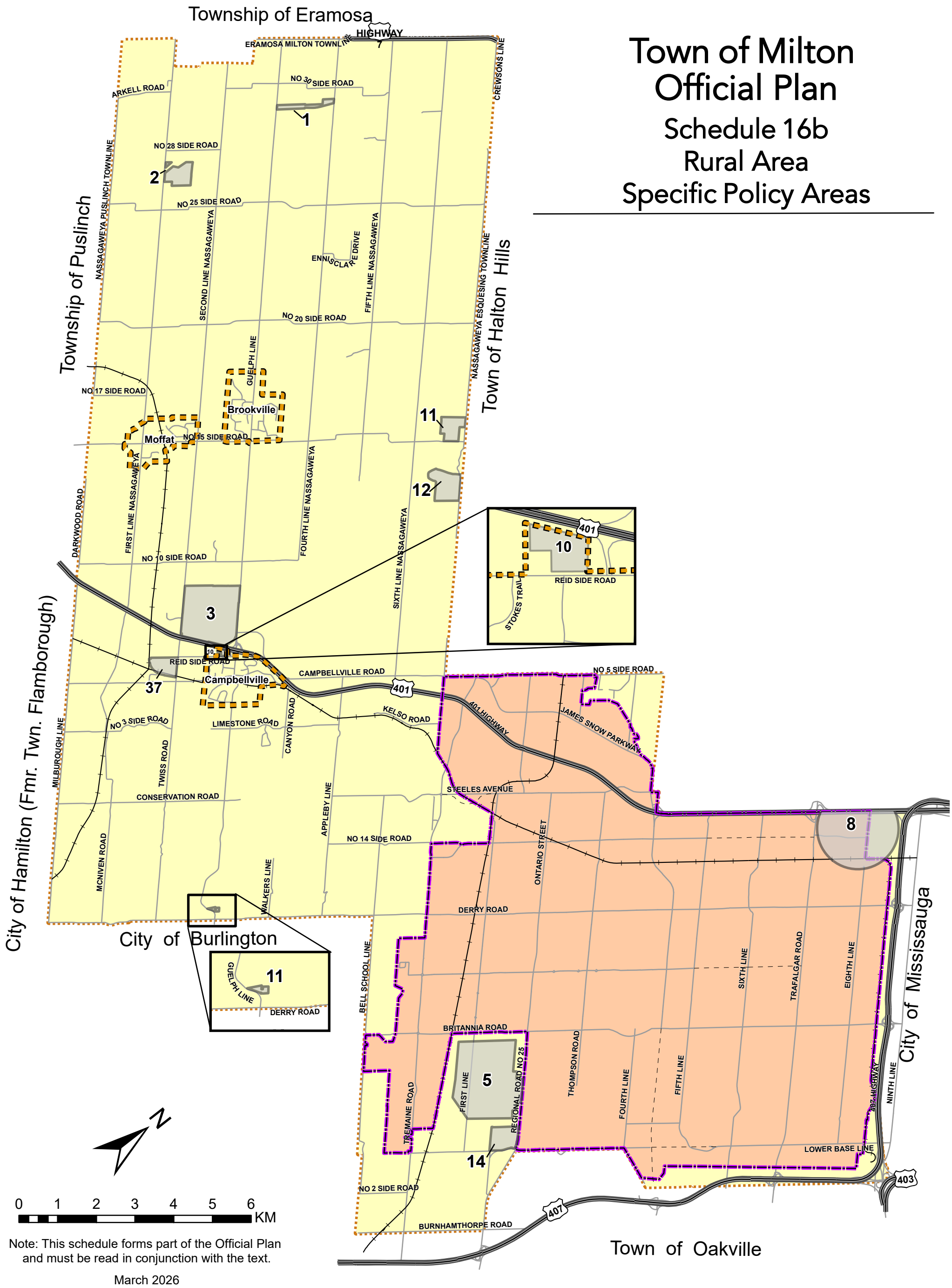
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

- 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.

March 2026

Rural Area Specific Policy Area

Municipal Boundary

Urban Boundary

Urban Area

Rural Area

Hamlet Boundary

Provincial Freeway

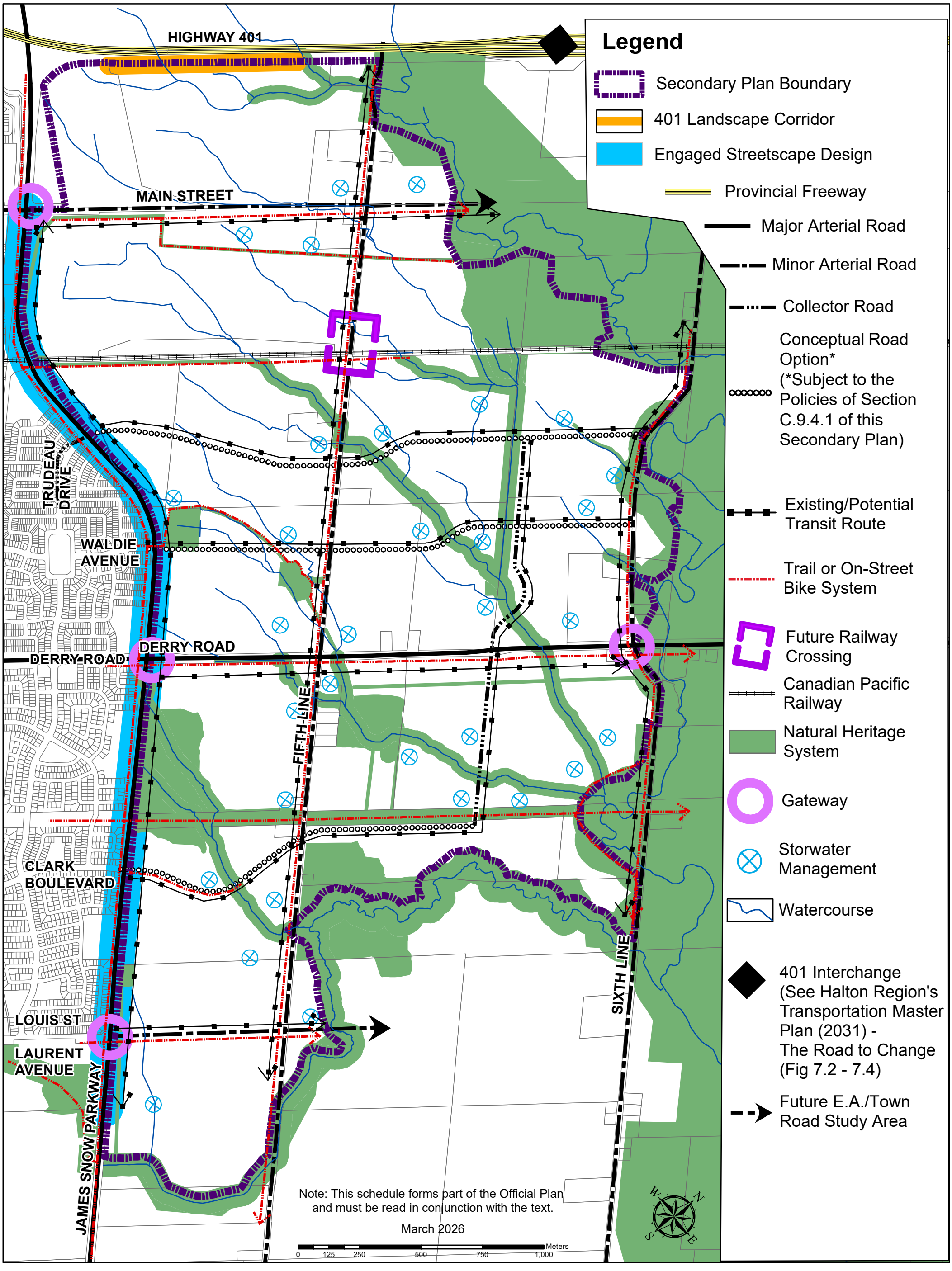
Major Roads

Proposed Major Roads

Rail Line

TOWN OF MILTON
OFFICIAL PLAN
Schedule 17a

DERRY GREEN CORPORATE BUSINESS PARK
STRUCTURE PLAN



TOWN OF MILTON
OFFICIAL PLAN
Schedule C-9-B
DERRY GREEN CORPORATE BUSINESS PARK LAND USE PLAN

HIGHWAY 401
MAIN STREET
TRUDEAU DRIVE
WALDIE AVENUE
LABRADOR AVENUE
DERRY ROAD
JAMES SNOW PARKWAY
FIFTH LINE
SIXTH LINE
CLARK BOULEVARD
LOUIS ST LAURENT AVENUE

Legend

- ENVIRONMENTAL LINKAGE/ PIPELINE EASEMENT (9.9 HA)
- ENVIRONMENTAL LINKAGE AREA (10.0 HA)
- NATURAL HERITAGE SYSTEM
- BUSINESS COMMERICAL AREA
- INDUSTRIAL AREA (125.4 HA)
- PRESTIGE OFFICE AREA (28.1 HA)
- BUSINESS PARK AREA (187.5 HA)
- RESIDENTIAL SPECIAL (1.4 HA)
- NATURAL HERITAGE ORIENTED (98.9 HA)
- NATURAL HERITAGE ORIENTED AREA - TEMPORARY USE AREA (4.2 HA)
- PARKWAY BELT WEST /UTILITY CORRIDOR (96.9HA)
- CANADIAN PACIFIC RAILWAY
- EXISTING ROADS
- PROPOSED ROADS
- CONCEPTUAL ROAD OPTION* (*SUBJECT TO THE POLICIES OF SECTION C.9.4.1 OF THIS SECONDARY PLAN)
- PROVINCIAL FREEWAY
- CULTURAL HERITAGE RESOURCES
- GATEWAY
- STORMWATER MANAGEMENT
- FUTURE GRADE SEPARATION
- WATERCOURSE
- SECONDARY PLAN (715.9 HA)

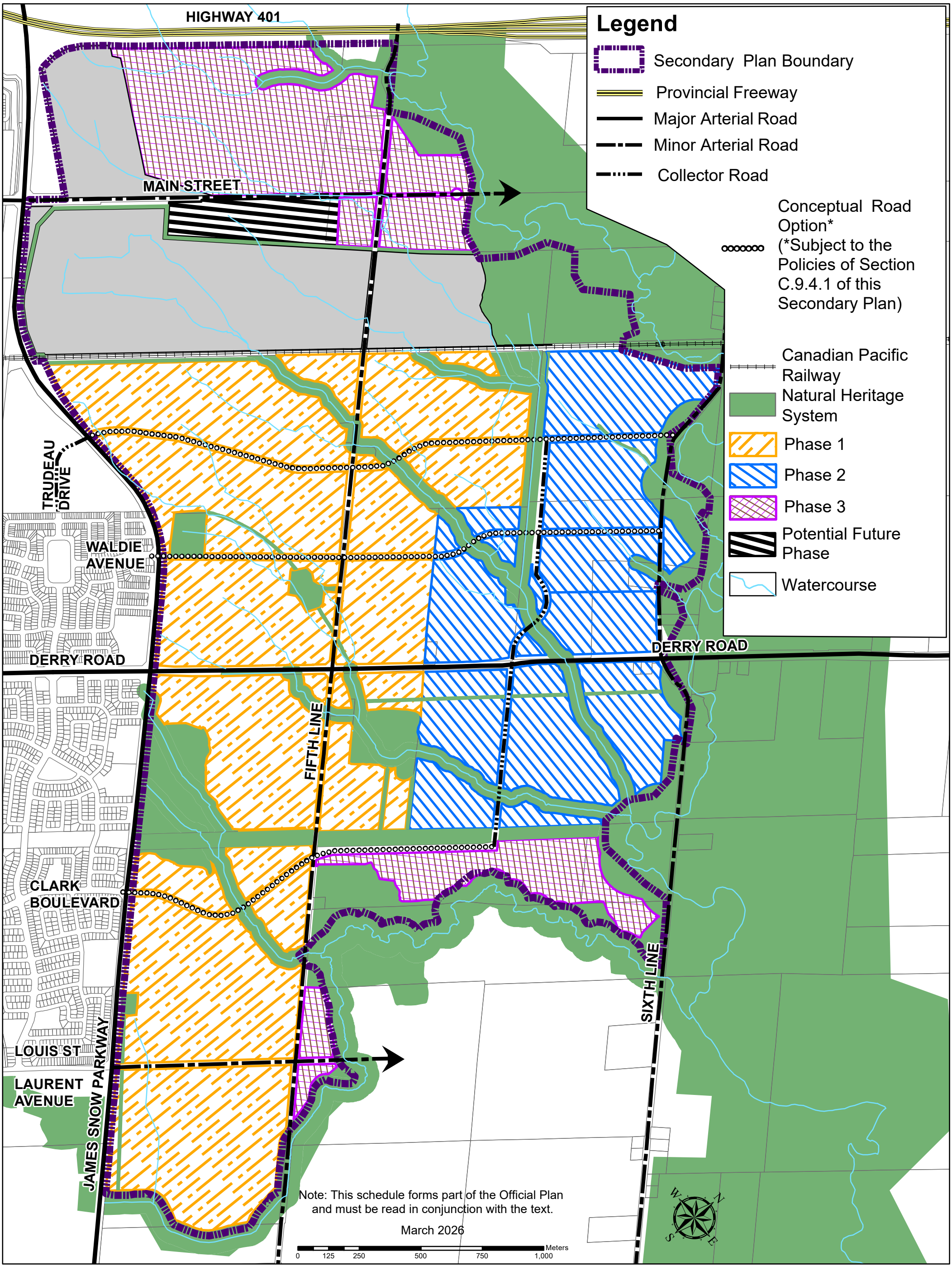
Note: This schedule forms part of the Official Plan and must be read in conjunction with the text.

March 2026

0 125 250 500 750 1,000 Meters

TOWN OF MILTON
OFFICIAL PLAN
Schedule 17c

DERRY GREEN CORPORATE BUSINESS PARK
PHASING PLAN



TOWN OF MILTON
OFFICIAL PLAN

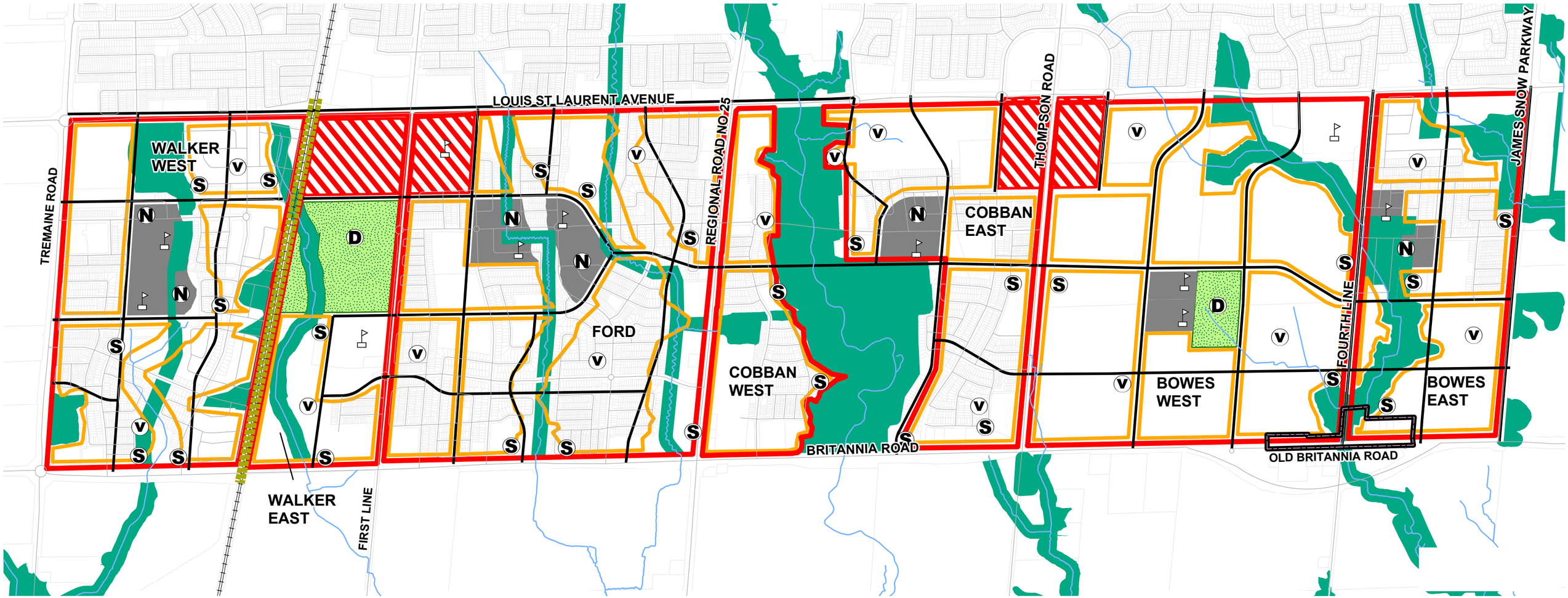
Schedule 18a
BOYNE SURVEY
SECONDARY PLAN
COMMUNITY STRUCTURE PLAN

- DISTRICT PARK
- NEIGHBOURHOOD PARK
- SCHOOL
- STORMWATER POND
- VILLAGE SQUARE
- NOISE, VIBRATION, AND VISUAL BARRIER
- WATERCOURSE
- DISTRICT NODE
- NEIGHBOURHOOD
- SUB-NEIGHBOURHOOD
- NEIGHBOURHOOD CENTRE
- GREENLANDS / NATURAL HERITAGE AND OPEN SPACE SYSTEM
- OMAGH STUDY AREA

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

March 2026

0 187.5 375 750 1,125 1,500 Meters



TOWN OF MILTON
OFFICIAL PLAN

Schedule 18b
BOYNE SURVEY
SECONDARY PLAN
ACTIVE TRANSPORTATION AND
NATURAL HERITAGE SYSTEM PLAN

MAJOR ARTERIAL ROAD

MINOR ARTERIAL ROAD

COLLECTOR ROAD

COMMUNITY CONNECTOR

ENHANCED STREETSCAPE DESIGN

RAIL

COMMUNITY CONNECTOR LINK

SIXTEEN MILE CREEK COMMUNITY CONNECTOR STUDY AREA

ON STREET BIKE PATH

TRAILS

GRADE SEPARATION

NATURAL HERITAGE SYSTEM

SECONDARY PLAN BOUNDARY

PLANNED ACTIVE TRANSPORTATION LINK

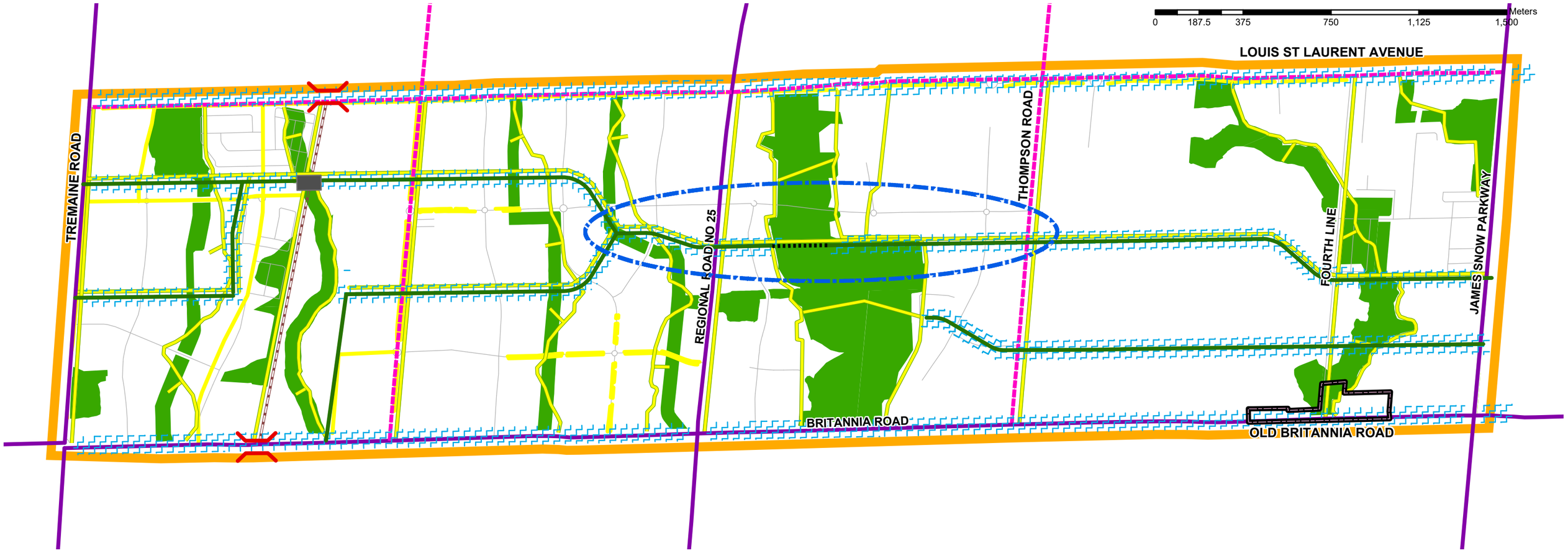
OMAGH STUDY AREA

N

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

March 2026

0 187.5 375 750 1,125 1,500 Meters



TOWN OF MILTON
OFFICIAL PLAN

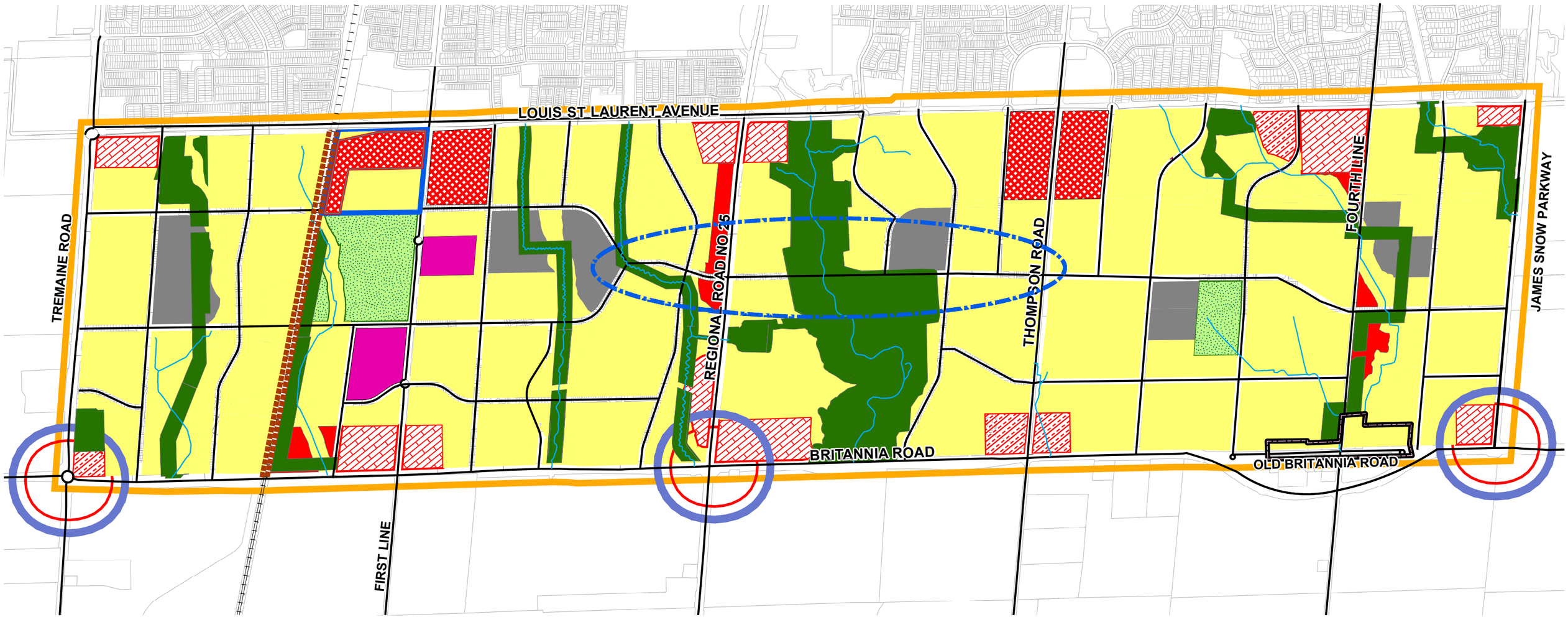
Schedule 18c
BOYNE SURVEY SECONDARY PLAN LAND USE PLAN

- DISTRICT PARK
- NEIGHBOURHOOD CENTRE AREA
- NATURAL HERITAGE SYSTEM
- RESIDENTIAL AREA
- RESIDENTIAL / OFFICE AREA
- INSTITUTIONAL AREA
- SECONDARY MIXED USE NODE
- MAJOR NODE AREA
- MINOR SUB-NODE AREA
- SECONDARY PLAN BOUNDARY
- MAJOR NODE SPECIAL POLICY AREA
- OMAGH STUDY AREA
- SIXTEEN MILE CREEK COMMUNITY CONNECTOR STUDY AREA
- GATEWAY

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

March 2026

0 187.5 375 750 1,125 1,500 Meters



TOWN OF MILTON
OFFICIAL PLAN

Schedule 18d
BOYNE SURVEY SECONDARY PLAN PHASING PLAN

PHASE 3A

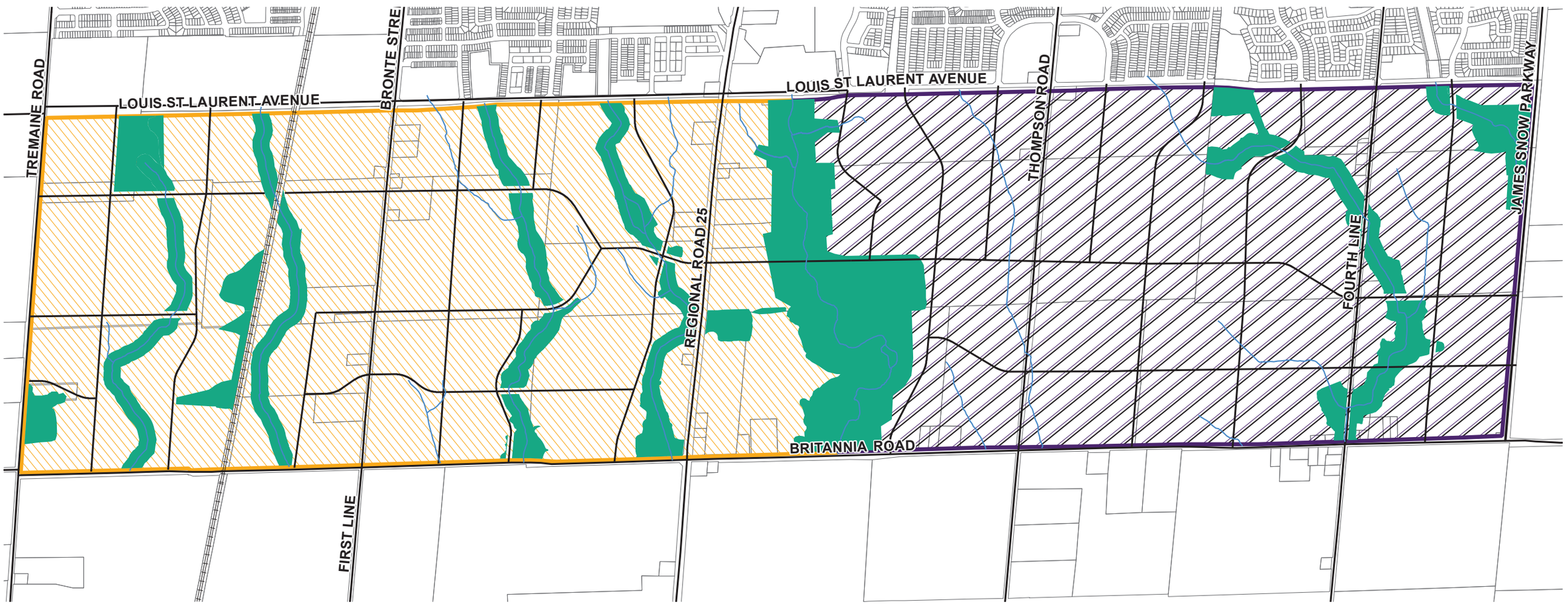
PHASE 3B

NATURAL HERITAGE SYSTEM

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

March 2026

0 187.5 375 750 1,125 1,500 Meters



TOWN OF MILTON
OFFICIAL PLAN

Schedule 19a

TRAFALGAR
SECONDARY PLAN
COMMUNITY
STRUCTURE PLAN

DERRY ROAD EAST

SIXTH LINE

BRITANNIA ROAD

TRAFALGAR ROAD

- Secondary Plan Boundary
- Greenbelt Plan Protected Countryside
- Potential Minor Arterial Road Extension
- Potential Collector Road Extension
- Evolving Neighbourhood Area
- Natural Heritage System (Subject to Refinement)
- Greenspace
- Neighbourhood Centre
- Local Centre

N

0 0.25 0.5 1

Kilometres

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

March 2026

TOWN OF MILTON OFFICIAL PLAN

Schedule 19b

TRAFALGAR SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE PLAN

DERRY ROAD EAST

SIXTH LINE

BRITANNIA ROAD

TRAFALGAR ROAD

- Secondary Plan Boundary
- Greenbelt Plan Protected Countryside
- Natural Heritage System (Subject to Refinement)
- Greenspace
- Conceptual Realigned Headwater Drainage Features; (See Policy C.11.6.4.4)
- Conceptual Realigned Watercourses; (See Policy C.11.6.4.4)
- East-West Pipeline Corridor Ecological Linkage (See Policy C.11.6.4.3)

ROAD NETWORK

- Major Arterial Road
- Potential Minor Arterial Road Extension
- Potential Collector Road Extension
- Major Collector Road
- Collector Road

TRAIL NETWORK

- Trail Network Within the Greenbelt NHS
- Secondary Plan Trail Network

N

0 0.25 0.5 1

Kilometres

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

March 2026

TOWN OF MILTON
OFFICIAL PLAN

Schedule 19c

TRAFALGAR
SECONDARY PLAN
LAND USE PLAN

DERRY ROAD EAST

SIXTH LINE

BRITANNIA ROAD

TRAFALGAR ROAD

Secondary Plan Boundary

Greenbelt Plan Protected Countryside

Natural Heritage System (Subject to Refinement)

Greenspace

Potential Minor Arterial Road Extension

Potential Collector Road Extension

Low Density Residential

Medium Density Residential I

Medium Density Residential II

Neighbourhood Centre Mixed Use I

Neighbourhood Centre Mixed Use II

Medium Density Mixed Use

Roads

Neighbourhood Centre

Local Centre

Elementary School

Secondary School

PARK Type One

ParkType Two Park

N

0 0.25 0.5 1

Kilometres

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

March 2026

TOWN OF MILTON
OFFICIAL PLAN

Schedule 19d

TRAFALGAR
SECONDARY PLAN
PHASING PLAN

DERRY ROAD EAST

SIXTH LINE

BRITANNIA ROAD

TRAFALGAR ROAD

- Secondary Plan Boundary
- Greenbelt Plan Protected Countryside
- Natural Heritage System (Subject to Refinement)
- Greenspace
- Potential Minor Arterial Road Extension
- Potential Collector Road Extension

PHASES

- Phase 1
- Phase 2

N

0 0.25 0.5 1
Kilometres

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

March 2026

TOWN OF MILTON OFFICIAL PLAN

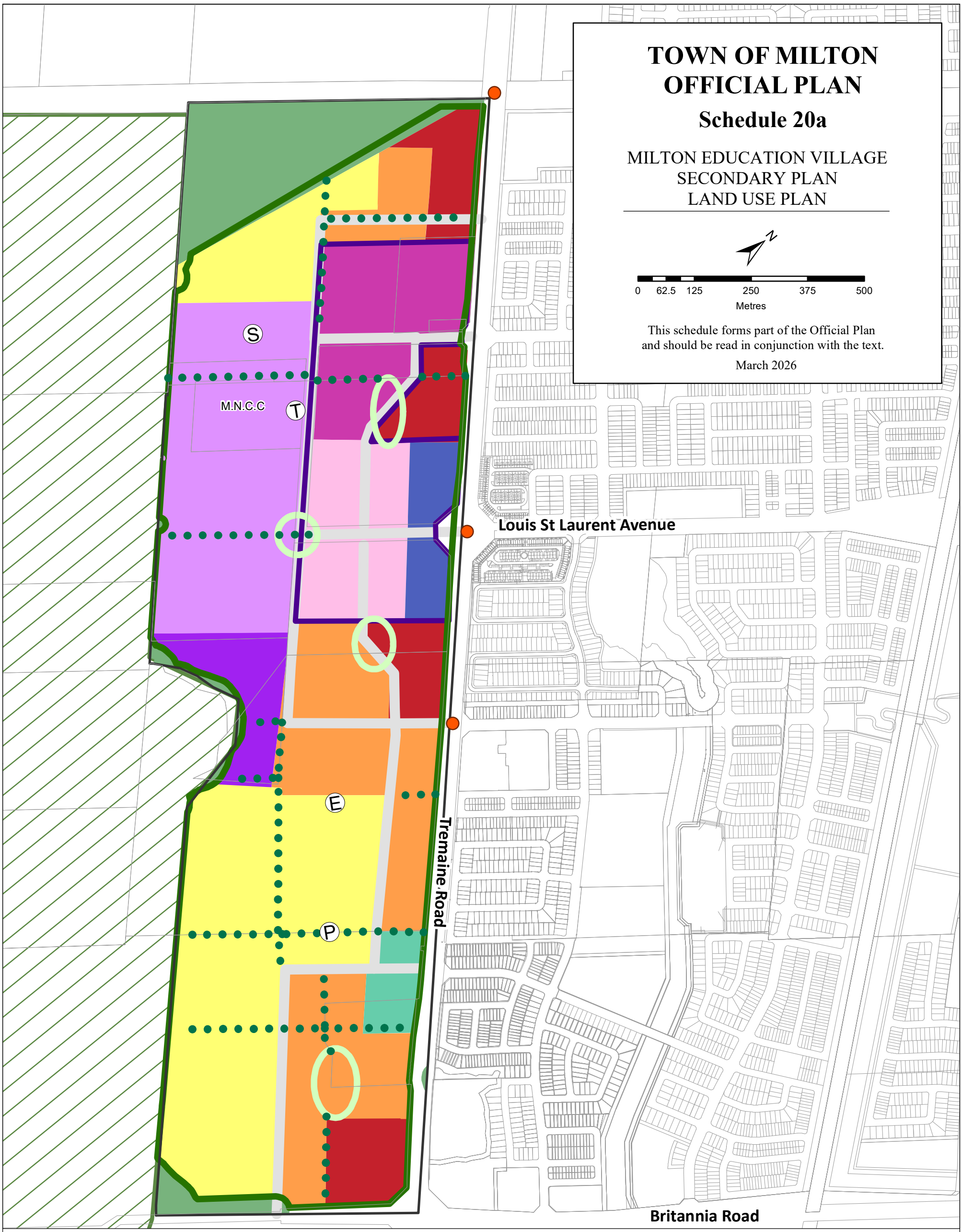
Schedule 20a

MILTON EDUCATION VILLAGE
SECONDARY PLAN
LAND USE PLAN

0 62.5 125 250 375 500
Metres

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

March 2026



Active Transportation Link
(E) Elementary School
(P) Park
(S) Secondary School Transit
(T) Hub

Transportation Network

Transportation Network
Greenway

Landuse

Innovation Campus
Innovation Hub
Innovation Neighbourhood
Landmark Gateway
High Density Residential
Medium Density Residential I
Medium Density Residential II
NHS
Neighbourhood Centre
Village Centre

Green Edge
Public Open Space/Park
Innovation District
Greenbelt Plan Protected Countryside
Secondary Plan Boundary

TOWN OF MILTON OFFICIAL PLAN

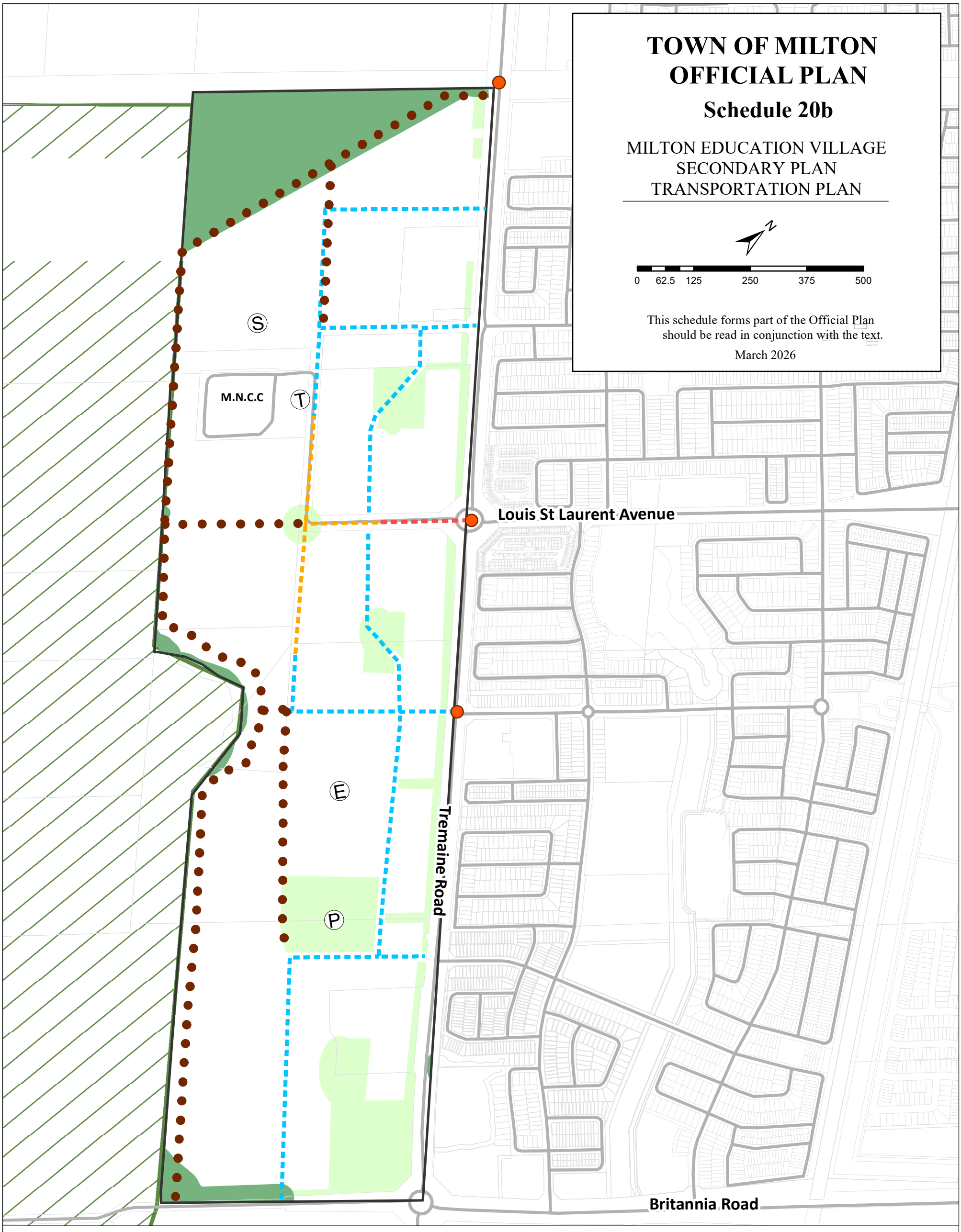
Schedule 20b

MILTON EDUCATION VILLAGE
SECONDARY PLAN
TRANSPORTATION PLAN

0 62.5 125 250 375 500

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

March 2026



- Active Transportation Link
- (E) Elementary School
- (P) Park
- (S) Secondary School
- (T) Transit Hub

Road Network

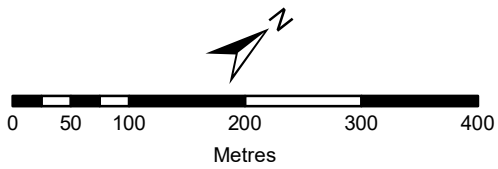
- Road Network
- Main Street
- Collector Road
- Flexible Street

- Proposed Trail Network
- Secondary Plan Boundary
- NHS
- Public Open Space
- Greenbelt Plan Protected Countryside

TOWN OF MILTON
OFFICIAL PLAN

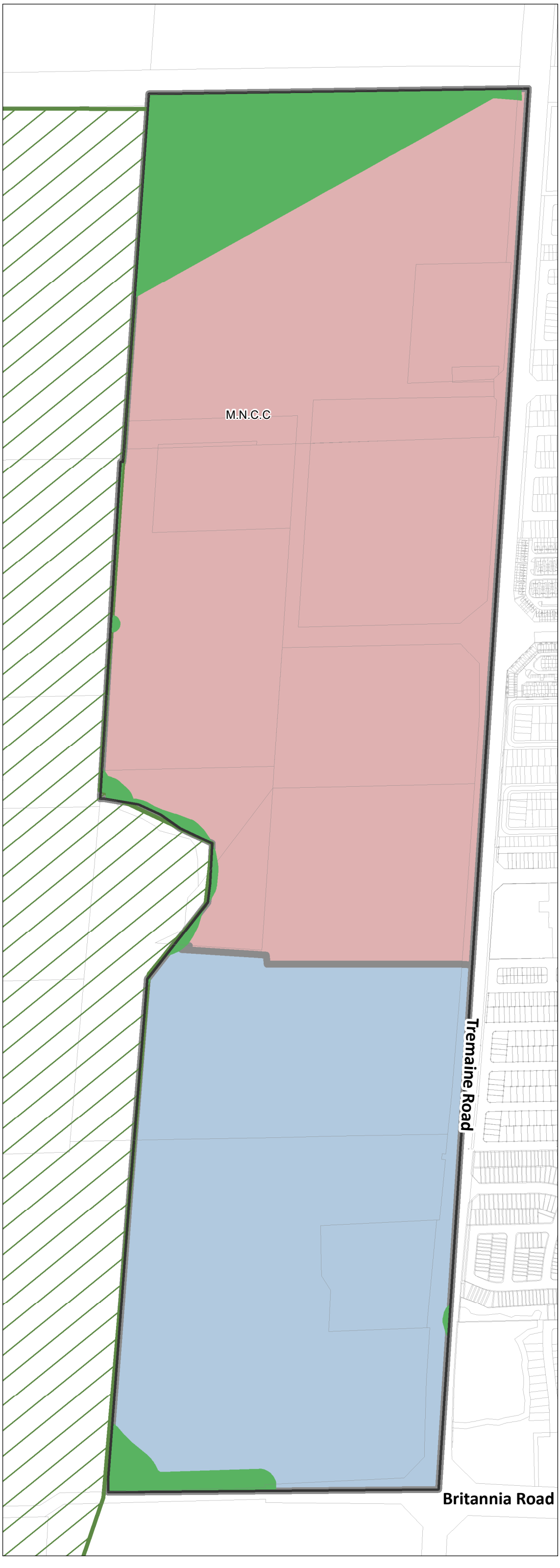
Schedule 20c

MILTON EDUCATION VILLAGE
SECONDARY PLAN
PHASING PLAN



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

March 2026



Greenbelt Plan Protected Countryside

Secondary Plan Boundary

Landuse

NHS

Phase

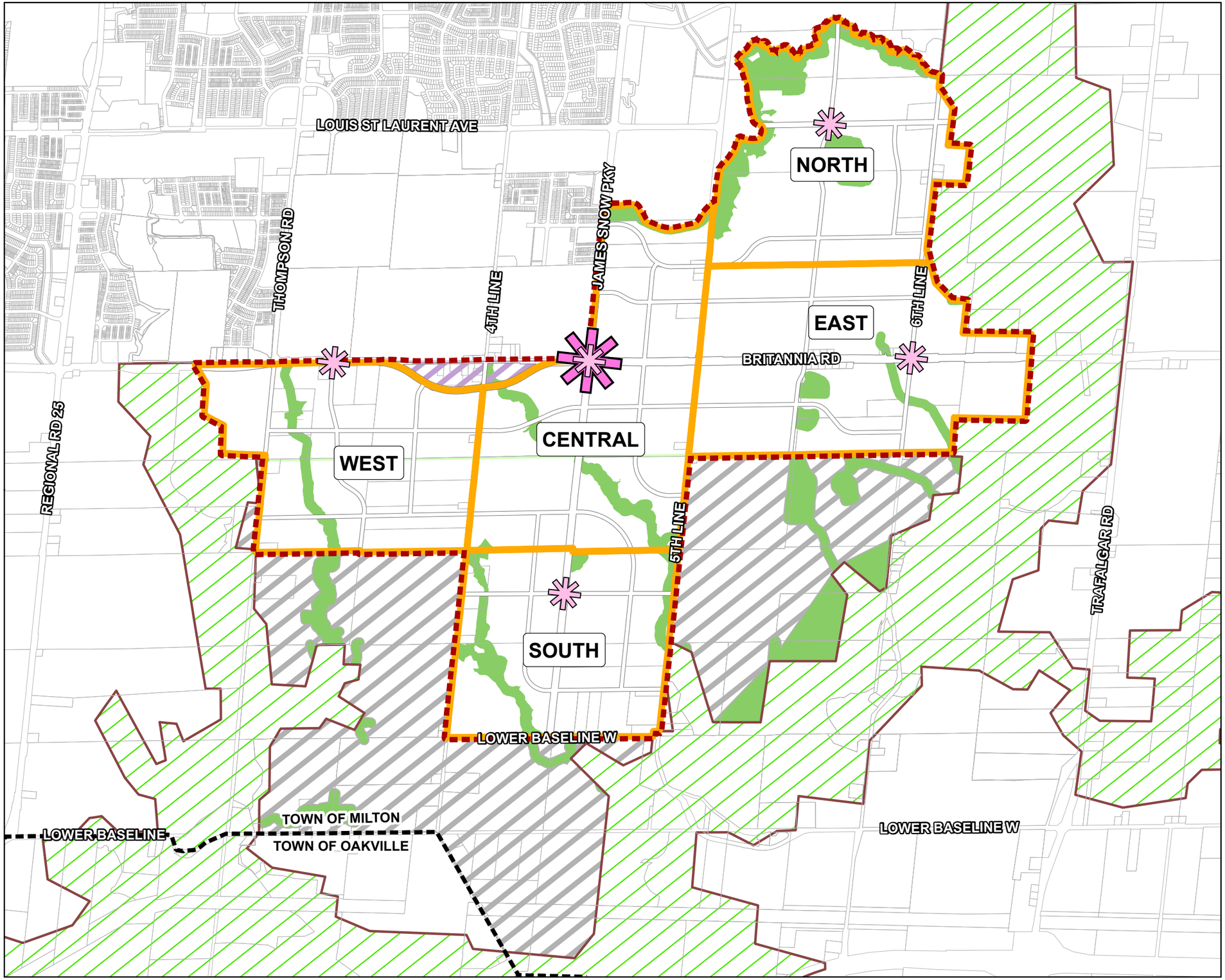
Phase 1

Phase 2

TOWN OF MILTON OFFICIAL PLAN

Schedule 21a

BRITANNIA SECONDARY PLAN COMMUNITY STRUCTURE PLAN



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

0 250 500 1,000
metres

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

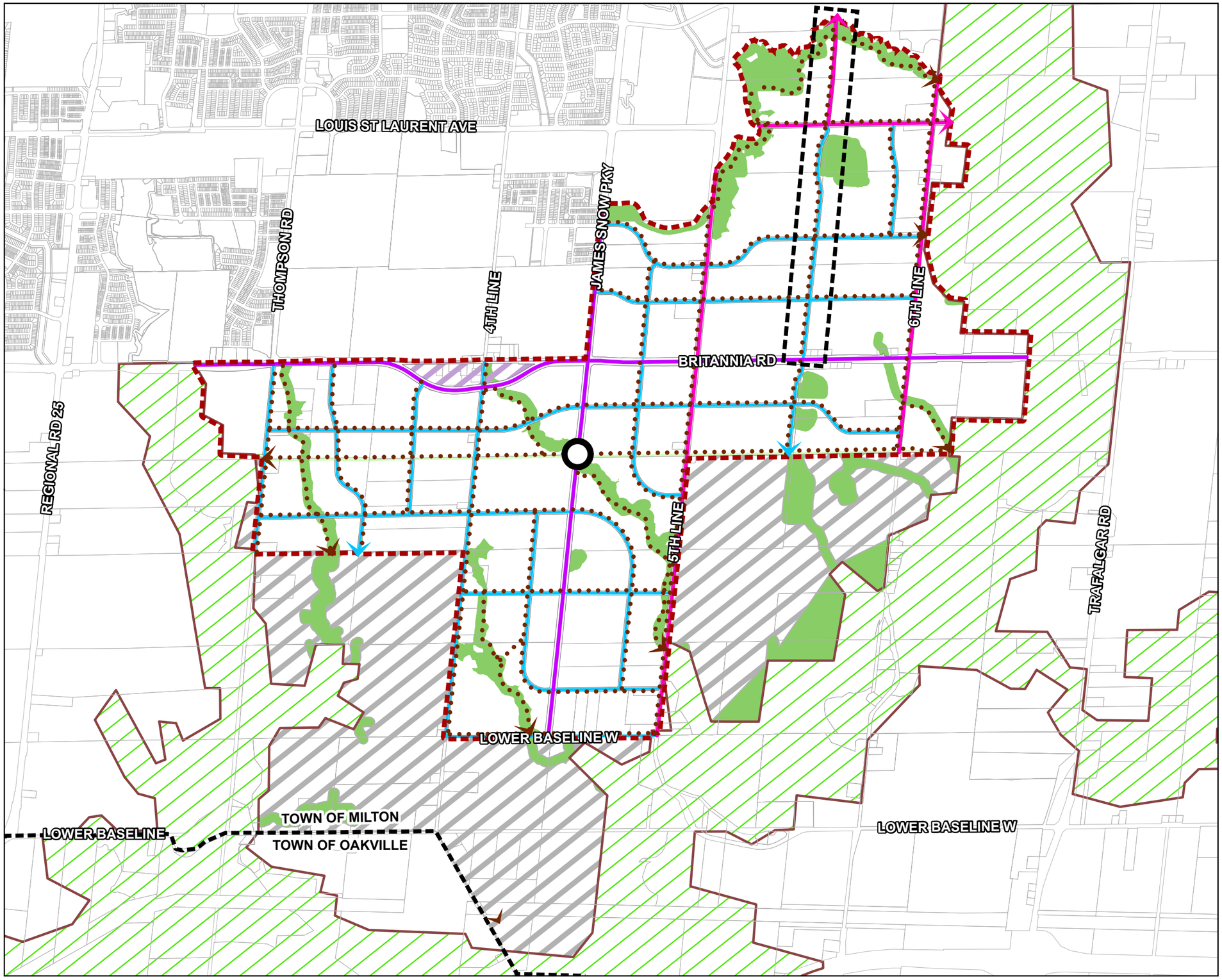
March 2026

TOWN OF MILTON OFFICIAL PLAN

Schedule 21b

BRITANNIA SECONDARY PLAN

ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM PLAN



- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRYSIDE AREA
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- GREENSPACE
- OMAGH
- FUTURE COMMUNITY AREA DESIGNATION - BRITANNIA (REFER TO POLICY C.X.7.7)
- ACTIVE TRANSPORATION ROUTE (TRAIL NETWORK)
- ACTIVE TRANSPORATION KEY ACCESS POINT

ROAD NETWORK

- MAJOR ARTERIAL REGIONAL ROAD (WITH FACILITIES FOR PEDESTRIANS AND CYCLISTS)
- POTENTIAL MAJOR ARTERIAL REGIONAL ROAD
- LOCAL ARTERIAL ROAD (WITH FACILITIES FOR PEDESTRIANS AND CYCLISTS)
- COLLECTOR ROAD (WITH FACILITIES FOR PEDESTRIANS AND CYCLISTS)

N

0 250 500 1,000

metres

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

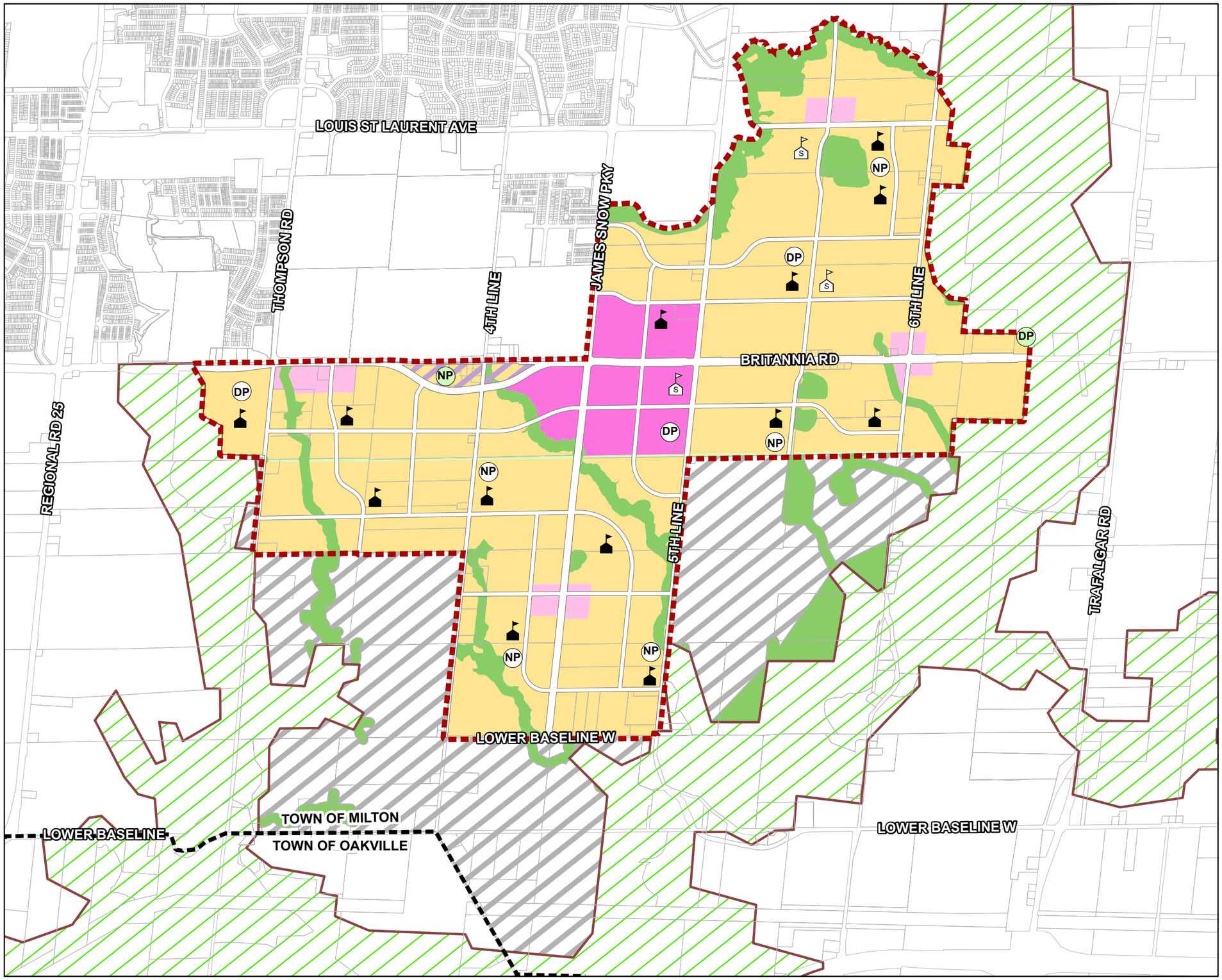
March 2026

TOWN OF MILTON OFFICIAL PLAN

Schedule 21c

BRITANNIA SECONDARY PLAN

LAND USE PLAN



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

0 250 500 1,000
metres

This Schedule Forms Part Of The Official Plan
And Should Be Read Together With The Text.

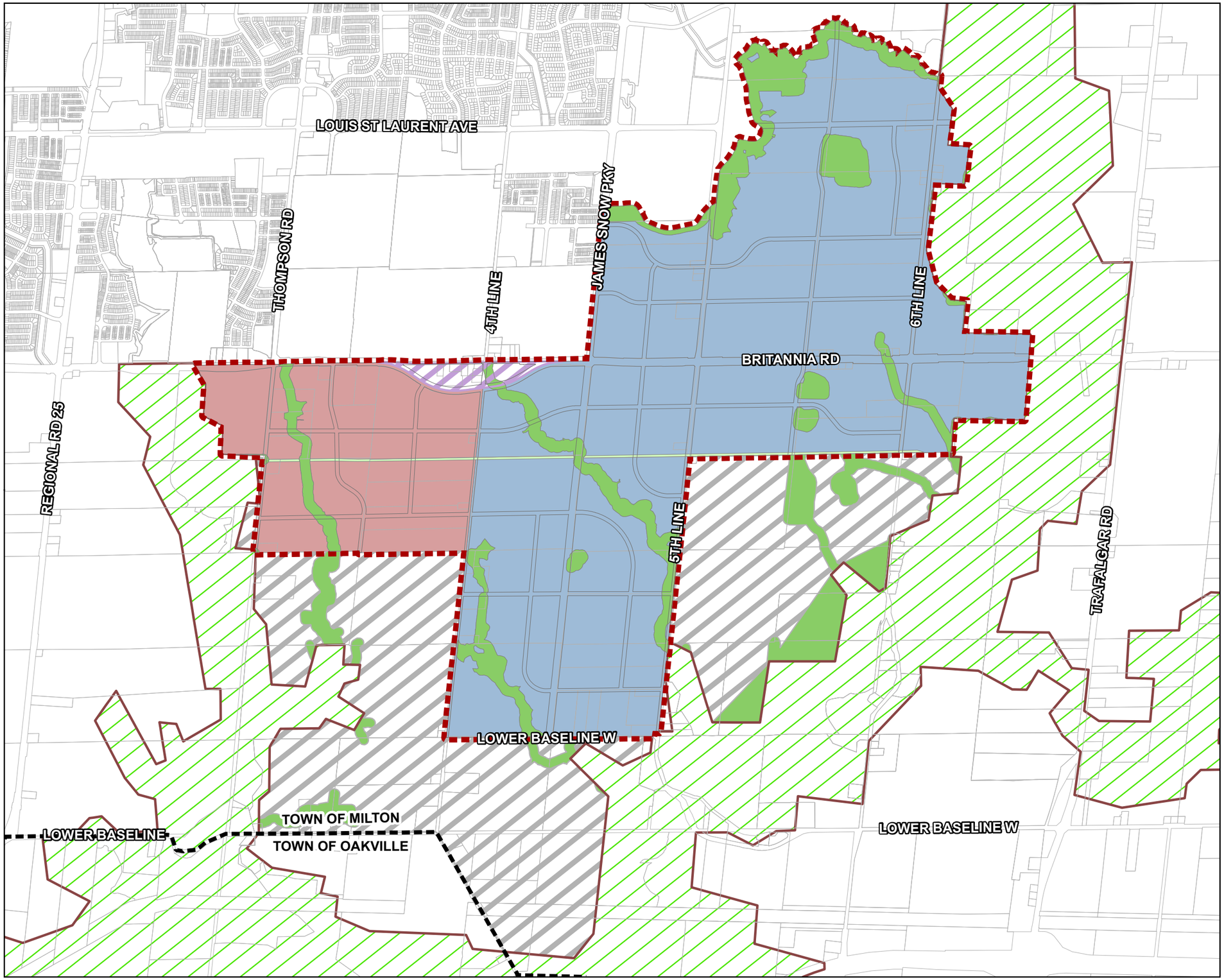
March 2026

TOWN OF MILTON OFFICIAL PLAN

Schedule 21d

BRITANNIA SECONDARY PLAN

PHASING PLAN



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

PHASES

- PHASE 1
- PHASE 2

N

0 250 500 1,000

metres

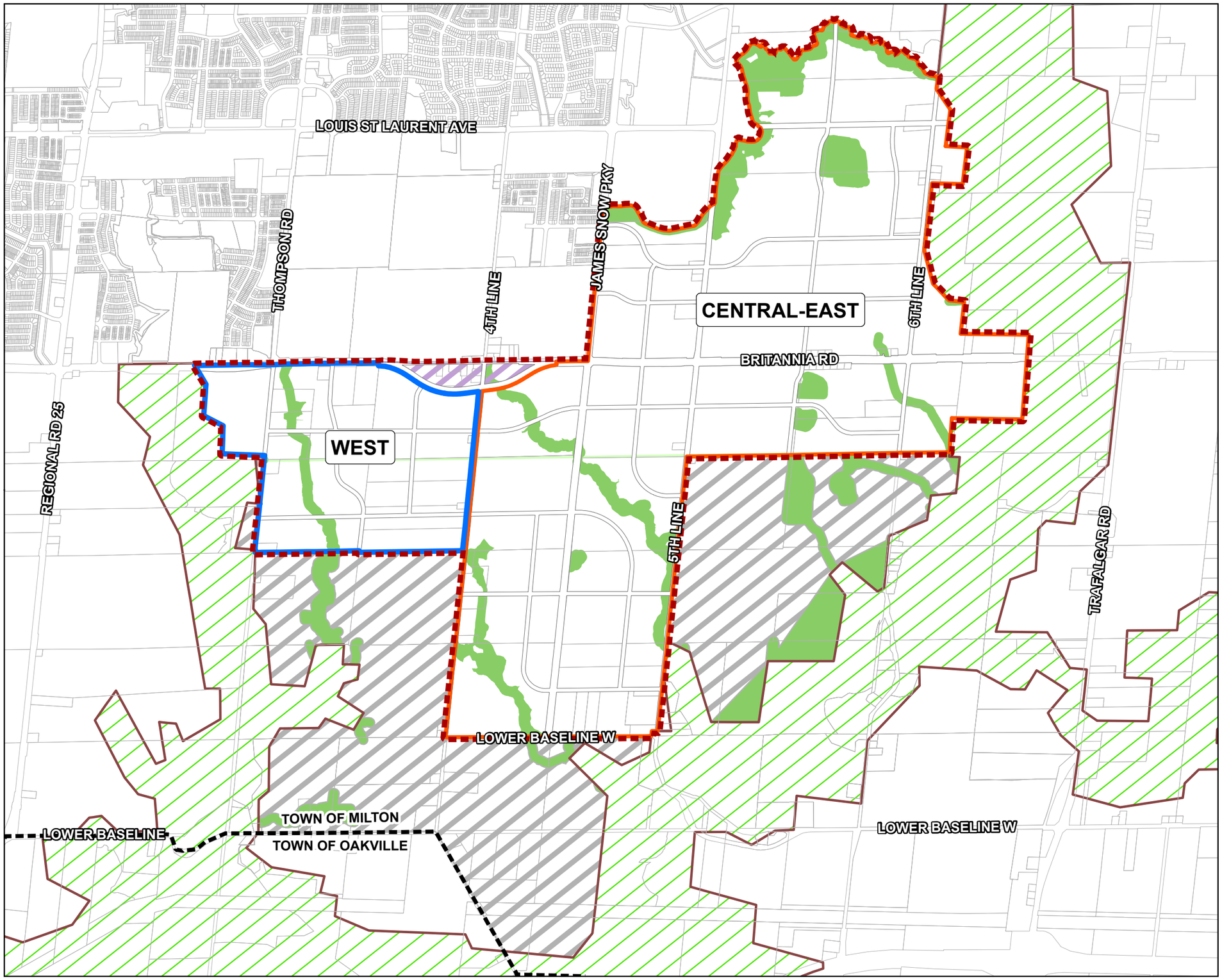
This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

March 2026

TOWN OF MILTON OFFICIAL PLAN

Schedule 21e

BRITANNIA SECONDARY PLAN TERTIARY PLAN AREAS



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

TERTIARY PLAN AREAS

- WEST TERTIARY PLAN
- CENTRAL-EAST TERTIARY PLAN

N

0 250 500 1,000

metres

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

March 2026

APPENDIX 2 - COMMENT RESPONSE TABLE

	Date	Summary of Comment	Town Staff Response	Inquirer
COMMENTS FROM RESIDENTS				
1.1	1/14/2026	How does the draft OP address non-conforming truck lots?	The new Official Plan does not allow for truck parking in the Rural Area. Truck related uses may be located in Employment Areas, which are identified for heavy industry.	Comments from residents
1.2	1/19/2026	The Official Plan should encourage smaller housing options such as bungalows for Seniors. New developments to consider Seniors, such as Drury Homes.	The proposed policies include direction to facilitate a range and mix of housing options, densities, unit sizes and tenures. This will be achieved through tools such as housing targets and the requirement to assess proposed development applications in relation to the targets.	
1.3	1/20/2026	Clarify the rational for the identification of the Local Natural Heritage System features and areas on lands specifically noted (in the proximity of 8th Line and Lower Base Line).	The Local Natural Heritage System is made up of Key Natural Heritage Features, Enhancement Areas, Linkages, Buffers, Hydrologic Features and the Nigara Escarpment Natural Area and Protection Area. The areas identified as Local Natural Heritage System were determined based on information complied from sources including, but not limited to, the Conservation Authority watershed and subwatershed studies, Provincial land ecological database and field investigations. The policies in the Official Plan allow for a refinement of the Local Natural Heritage System through the development application review process. Proponents of development may undertake an Environmental Impact Study to determine if the boundary of the Local Natural Heritage System can be refined.	
1.4	1/22/2026	Clarify the identification of "Prime Agricultural," designation as opposed to "Rural Land" because the location specifically identified is forested with trees and stream running through.	The proposed mapping designation has been based on the Provincial Prime Agricultural System mapping as provided by OMAFRA. Through the Official Plan Amendment 92 process, the province inserted the Provincial identification of Prime Agricultural Areas when approving the amendment.	
1.5	1/23/2026	Confirmation as to why the area specifically noted is identified as "Prime Agricultural Land" designation. A portion is swampy lands	The proposed mapping designation has been based on the Provincial Prime Agricultural System mapping as identified by	

		and half woodlands, with a stream running through.	OMAFRA. Through the Official Plan Amendment 92 process, the province inserted the Provincial identification of Prime Agricultural Areas when approving the amendment.	
1.6	03/26/2026	Lands located between major growth corridors, including Tremaine Road, Highway 25, and in close proximity to the CN Intermodal Hub is rapidly evolving and holds strong potential for employment and economic uses. Request that the Town consider aligning properties with future employment or strategic growth designations, rather than maintaining long-term rural limitations that may no longer reflect current conditions. Maintaining these lands strictly under rural designation may limit their potential and may not align with surrounding infrastructure investments and ongoing development in this corridor.	Following an initial review by the Town and Halton Region, the Town undertook a study (Residential and Non-Residential Needs Analysis Study Phase 1, Watson and Associates). The report considered the Provincial policy framework and employment needs including, but not limited to, industrial office needs, service related need etc. The study also considered potential locations for these uses. The study confirmed that the Town had identified an appropriate amount of land to accommodate its employment needs to the year 2051. The proposed Official Plan reflects these studies and decisions. The Official Plan policies require staff to monitor progressively development in relation to the plan policies and determine if amendments are needed.	
2.1	N/A	Need more roads, more dedicated right/left turning lanes, more synchronized traffic lights. Address dedicated grade-separated lanes for scooters and e-bikes for safety. Divest from buses and invest in more roads and more lanes for people to actually get around town.	The Official Plan address all modes of transportation. The policies recognize that multiple modes of transportation will continue to be used throughout the Town. Providing safe and convenient options creates opportunities for the diverse residents to choose the appropriate mode. The policies recognize that all modes must address safety, accessibility and efficiency.	Comments from Let's Talk Milton
2.2		Transit growth should be planned fiscally responsibly and sustainably. Buses always almost empty. Future transit expansion should be aligned with actual population growth and demonstrated demand to ensure fiscal sustainability and avoid unnecessary operating costs.	The Official Plan address all modes of transportation. The policies recognize that multiple modes of transportation will continue to be used throughout the Town. Providing safe and convenient options creates opportunities for the diverse residents to choose the appropriate mode. The policies recognize that all modes must address safety, accessibility and efficiency.	
2.3		More opportunities and programs for evening indoor play (pickleball and paddle sports). The outdoor courts added have been amazing but weather can be hard to manage. Milton has become a 'must-play' spot for visitors, keep resident priority in	The Official Plan policies seek to increase the distribution of new parks and open spaces in conjunction with development and re-development in order to create variety of parks and meet the diverse recreational needs. The Official Plan works alongside the	

		place so the locals who live here can still enjoy their home turf easily.	Parks and Recreation Master Plan which also guides the provision of recreation facilities.	
2.4		Would love to see more pickleball courts and add rules that state if courts are full please play one game and rotate.	The Official Plan policies seek to increase the distribution of new parks and open spaces in conjunction with development and re-development in order to create variety of parks and meet the diverse recreational needs. The Official Plan works alongside the Parks and Recreation Master Plan which also guides the provision of recreation facilities.	
2.5		Overall municipal growth should be planned in a way to protect taxpayers and maintain stable municipal budgets.	The policies facilitate planned and coordinated growth management to be paid for in a fiscally responsible and sustainable manner.	
2.6		Financial risks associated with large-scale initiatives, such as the CN intermodal hub, which carry potential budgetary and infrastructure pressures, should be proactively mitigated on a cost sharing basis with the responsible entities to prevent future deficits.	The policies facilitate planned and coordinated growth management to be paid for in a fiscally responsible and sustainable manner.	
2.7		The Town should advocate strongly for funds and grants from federal and provincial governments to keep property taxes at or below inflation levels.	The policies facilitate planned and coordinated growth management to be paid for in a fiscally responsible and sustainable manner.	
2.8		Air quality considerations should be given a priority and integrated into planning decisions. Milton should adopt a comprehensive Air Quality Management Plan to monitor, protect, and improve local air quality.	The Town works with partners other levels of government including the Region and the Province to monitor air quality. In addition, the Official Plan policies have requirements for air quality studies and separation of sensitive land uses from major facilities.	
2.9		We are blessed with a lot of natural beauty, and expansion should preserve views and access to these natural spaces. Where possible, these should be integrated sustainably without expansion plans (think easy access to trails, or patios developed with views of the escarpment)	New policies have been added to increase connectivity, integration and accessibility of the natural environment in order to give residents more access to nature and derived benefits.	

2.10		The word 'sustainable' and its variations have been frequently used in the Official Plan. Sustainability isn't just environmental or fiscal, it includes the social aspect too. Milton should embed responsible, ethical sourcing and procurement practices into all municipal operations.	While the Official Plan does not address corporate operations, the policies guide land use planning decisions to create an equitable, resilient and healthy community.	
2.11		We have a strong need for walkable, pedestrian friendly spaces. Retail spaces should be designed keeping pedestrian-friendly principles in mind, and should exist alongside community spaces for greater community participation.	Creating a high quality, safe, and inclusive public realm is one of the objectives of the Official Plan. The policies seek to achieve this by requiring elements that make streets safer and more comfortable and convenient for people.	
2.12		Milton Trafalgar GO Village should be carefully planned with attention to environmental stewardship and housing affordability. It's prime location and transit-oriented nature could result in high housing prices. Clear affordability measures will be essential to ensure this community remains accessible to a diverse range of residents.	Creating a high quality, safe, and inclusive public realm is one of the objectives of the Official Plan. The policies seek to achieve this by requiring elements that make streets safer and more comfortable and convenient for people.	
COMMENTS FROM PROFESSIONAL ADVISORY SERVICES				
3.1	1/8/2026	Clarify what uses would be supported in an Economic Growth Area, such as a truck stop. Clarify if an Official Plan Amendment would be required to establish such uses once the new Official Plan is in effect?	The Town designates truck stops as "Service Commercial" land uses and would not permit service commercial in lands designated as Employment Areas.	IGP Realty Advisors Inc.
3.2		Clarify any potential barriers and additional consideration.	A proponent would be required to apply for removal of the lands from the employment area overlay, be subject to the requirements of Policy 6.3.7.9, and require approval by Town Council prior to proceeding. Development in Future Economic Growth Areas may be subject to factors including availability of infrastructure, public service facilities, and financing.	
3.3		Timeline for OP coming into effect?	Staff are proposing to bring the new Official Plan forward for Council adoption in June 2026. Approval timelines from the Province varies and is not known.	

4	1/12/2026	Clarify the servicing and development timeline of "Future Employment Areas" on Schedule 2 of the draft OP.	Timelines for the servicing and development in "Future Employment Areas" is guided by the employment growth targets identified in Table 1c and the projected growth timing found in Table 4a. Coordination with the Region is necessary for water and sewer servicing infrastructure.	Antec Appraisal Group
5	1/14/2026	How would the Town view a more traditional automobile gas bar with a quick-service restaurant component (within the Future Economic Growth Area on Trafalgar Road)? Would this distinction have any impact on the confirmation provided below, or would the Town's overall planning rationale remain the same?	Lands designated Business Commercial would not require an Official Plan Amendment to permit a gas station. Lands at the intersection of Trafalgar Road and Lower Base Line have been proposed to be designated as Business Commercial Area to provide for a limited amount of commercial and service uses to support the surrounding Future Employment Area.	IGP Realty Advisors Inc.
6	1/22/2026	CN Intermodal should be shown on schedules: completed Schedule 5 - Parkway Belt West boundary has apparently changed at James Snow Parkway and Brittania. Schedule 6 – Fourth line from approx. Brittania to LSL – does not appear to reflect creek realignment work that is already.	Schedule 10 has been updated to identify the CN Rail Yard. The identification of the Parkway Belt West Plan boundary is based on the information provided by the Province. The schedules have been updated to reflect the approved refinement of the Local Natural Heritage System and Water Resources System.	
COMMENTS FROM DEVELOPMENT INDUSTRY				
7.1	1/13/2026	Confirmation that the land uses permitted under the Business Commercial Area designation within the Employment Area Overlay may be permitted as stand-alone uses and do not need to be supported by a combination of other uses.	Business Commercial Areas are a subcomponent of Economic Growth Areas and therefore retail and service commercial uses cannot operate independently of an industrial use. The Town is considering feedback for flexibility of commercial development and other uses. Lands designated Business Commercial Areas are not identified within the Employment Area Overlay.	Kaneff Group of Companies
7.2		Will the Town be initiating a Subwatershed Study for the Future Economic Growth Area east of Eighth Line?	Town is not initiating a Subwatershed Study at this time. The Town would allow the proponent to commence the study following an agreed to terms of reference.	
7.3		Will a new Secondary Plan be required for the Future Employment Area east of Eighth Line?	The draft policies do not require a Secondary Plan. Town is considering amending the proposed draft policies to potentially	

			allow for development to proceed without a Secondary Plan requirement, subject to servicing and the environmental studies.	
8.1 8.2 8.3	2/9/2026	Recommendation #1: Natural Heritage System - Linkage should appropriately reflect local nature of the linkage and the width of the connecting features to the north and south. See property on the South Milton Urban Expansion Area Subwatershed Study. Recommendation #2: Schedule 6-Green Systems should be revised to represent accurate identification of "Key Features," not present on the property.	Comment noted. Staff are reviewing the width of the identified linkage. Schedule 6 has been revised to distinguish between key features and enhancement, linkages and buffers that comprise the Local Natural Heritage System.	Jennifer Lawrence and Associates Inc.
9.1 9.2 9.3 	02/09/2026	Schedule 10 illustrates a “Future Major Arterial – Regional Road Study Area”. This corridor as illustrated is approximately 600 metres in width. Although the policies state that development may commence within the area conceptually identified on schedule 10, a caveat is included that states provided development does not restrict consideration of alternatives for the location of the corridor. This caveat is far too open. As such, it is difficult to demonstrate whether development will restrict alternatives for a Major Arterial road. The policy context and parameters in the secondary plan allow the landowners to develop draft plans of subdivision incorporating a local collector / minor arterial while not precluding a 47 metre potential major arterial along that alignment. We request that the draft Official Plan either replace the wording and schedule with the wording and schedule in the Britannia Secondary Plan.	Schedule 10 has been revised to remove the Future Major Arterial – Regional Road Study Area identification. A new Appendix D has been added to show the location of the study area. Policy 4.2.2.20 (Future Road Study Areas) has been revised. The Official Plan recognizes that the policies in the Secondary Plans will prevail over the parent document. Policies have been updated to ensure consistency in wording and schedules.	SGL Planning and Design Inc. on behalf of 5 ½ Landowners Group
10.1	2/11/2026	Draft Official Plan Schedules 3, 4, and 6 are inconsistent with Zoning By-law Amendment Z-02-24. The Draft OP Schedules do not reflect the approved realignment of the Natural Heritage Channels.	The schedules have been updated to reflect approved amendments.	Glenn Schnarr & Associates Inc on behalf of Anatolia Real Estate Corp.

10.2	2/17/2026	Mapping Update to Schedule 4 to remove the lands outlined above from the Employment Overlay. This is consistent with our lands south of the gas corridor and north of the subject lands.	Schedule 4 has been revised to clarify which lands are within the Employment Area Overlay.	The Remington Group Inc.
10.3		Schedule 12 labels and lists the Secondary Plans with a note to refer to the respective Secondary Plan policies but Derry Green has not been included. Can you please add Derry Green to confirm that these Secondary Plan policies are applicable?	Schedule 12 has been revised to reference Derry Green.	
10.4		Schedule 9 shows a closed landfill on our lands in South Milton. We haven't seen any associated policies so we're hoping this can be removed from Schedule 9.	The closed landfill has been identified in response to the Provincial D4 Guidelines which extends to all proposals for land use on, or near, operating and non-operating landfills, (as defined in O. Reg. 347).	
10.5		The Green System mapping for the Derry Green Lands is not shown the same between Schedule 3 & 6. The channel realignment on the Derry Green Lands is not shown the same between Schedule 3 & 8.	The Local Natural Heritage System/channels have been updated. The structure plan and the phasing plan will be updated for the final version of the OP.	
11.1	02/17/2026	**Mapping:** Schedule 2 - We recommend that the "Future Employment Areas" be renamed with a geographical nomenclature such as "Milton East Employment Lands".	Comment has been noted.	SGL Planning & Design on behalf of the Eighth Line Landowners Group
11.2		Schedule 4 - the Business Commercial designation as part of the Employment Areas Overlay would appear to be in conflict with the Planning Act and Provincial Planning Statement definitions of Employment Areas. As well, the text on page 249 under Employment Areas says Employment Areas (defined term) comprise all lands within the employment area overlay on Schedule 4. That statement further indicates a conflict with the Business Commercial Area designation being included in that overlay as it does not meet the definition of Employment Areas.	The identification of the Employment Area Overlay has been refined. In addition, the policy framework has been refined. All lands designated Business Commercial Areas are outside of the Employment Area Overlay. Therefore, these lands are not subject to the PPS definition of employment area.	
11.3		Section 6.3.7 Economic Growth Areas contains policies on Business Commercial Areas, Prestige Office Areas and Employment Areas. However, this Section does not reference Future Employment Areas or the Future Economic Growth Areas designation. This lack of reference would appear to be an oversight.	The policies addressing Future Economic Growth Areas are found in section 2.1.1 - Growth Targets and Phasing of Growth (particularly 2.1.1.9 f) clarifies Future Economic Growth Areas). The policies indicate that the lands are to be planned for employment uses and supportive uses in accordance with the land use	

			designation on Schedule 12. Section 7.2.6 provide direction for the Future Economic Growth Areas.	
11.4		Schedule 12 - For Business Commercial Areas, Policy 6.3.7.1 a) requires the submission of a 'development plan' which demonstrates that development can be integrated with existing and proposed uses of adjacent lands and how applicable urban design guidelines will be addressed. We request further thought be given to the purpose and benefit of such a plan and provide further clarification if it is actually necessary.	Section 7.3.4 and 7.3.5 pertain to comprehensive development plan and development plan. The purpose of these plans are to ensure the Town has appropriate information to evaluate the proposal and ensure potential adverse impacts are mitigated.	
11.5		Policy 7.2.2.10 is a notwithstanding policy to 7.2.2.8 which applies to the Rattlesnake Expansion Area. Policy 7.2.2.10 c) refers to the Business Commercial Area designation within Future Economic Growth Areas which is not related to the Rattlesnake Expansion Area which causes confusion. Further sub-policy c) refers to a boundary adjustment to reduce the Business Commercial Area. We request that this policy also consider the studies that are needed for an expansion of the Business Commercial Area.	The implementation policies for the Rattlesnake Expansion Area have been further revised and updated.	
11.6		Request that Schedule 12 be modified so that the Business Commercial Area on the south side of Derry Road is reduced to the area generally between the Eighth Line and the Green System finger extending north through the designation. The lands west of the Green System on the south side of Derry Road should be changed to Future Economic Growth Area.	Schedule 12 has been revised. Land use designations have been assigned to Future Economic Growth Areas.	
11.7		Further with respect to Schedule 12, there is no specific policy section on the "Future Economic Growth Areas" designation which makes it difficult to determine what is permitted and what policies apply. We request that this designation be changed to either a Business Park Area or an Industrial Area designation.	Policies for the development application requirements for Future Economic Growth Areas have been revised.	
11.8		Policy 7.2.2.3 requires a 'subwatershed study or equivalent study' to be completed prior to considering development within a Future Economic Growth Area. Appendix A denotes subwatershed areas, but the subject lands are not part of a subwatershed area, so this policy is confusing as to what is required.	Appendix A has been updated to show all of the subwatershed areas within Milton.	

11.9		Policy 7.6.2.3 requires in Future Economic Growth Areas that a "supporting study" will be required with the submission of a Planning Act Application for any area that does not have an approved Area Specific Plan. We request that the requirement for a 'supporting study' be removed to allow development to proceed through a development application without any further Official Plan Amendments or special studies other than those studies typically required for a development application.	The framework for advancing development in the Economic Growth Area has been updated and clarified. Policies such as former policy 7.6.2.3 have been removed.	
12.1	02/20/2026	Note, with support, that Section 7.2.2.9 provides policy directives to allow major commercial development to advance in the 'Rattlesnake Expansion Area' in advance of a Secondary Plan, however, the noted submission requirements appear to be very comprehensive and extensive and might otherwise cover the requirements for a Secondary Plan.	The submission requirements are required in order to allow the Town to comprehensively assess the application in relation to other factors such as transportation and environmental impacts and mitigate against any potential adverse impacts.	Glenn Schnarr & Associates on behalf of Agro Britannia Gates II Limited
12.2		Suggest that a fulsome separate Secondary Plan for development in this area (including residential development) should not be required for the 'Rattlesnake Expansion Area' and rather, the studies already set out in Sec.7.2.2.9 to support and OPA should suffice to allow development (commercial and residential) to proceed in this area. It is suggested that proceeding with a separate Secondary Plan for this area should not be required.	The broader secondary plan is required to comprehensively plan for development in this location.	
12.3		The Town should consider (and make clear within the Official Plan) that a scoped and applicant-led Secondary Plan is acceptable to the Town.	Policy 7.2.4.9 and 7.2.4.10 clarifies the Rattlesnake Expansion Area Secondary Plan will be prepared at the discretion of the Town.	
12.4		Since major commercial uses cannot be successful without some accompanying residential development, there is a need for major commercial and residential development to be permitted to advance on these expansion lands in an expedient manner with relative ease. Section 7.2.2.4 provides draft policy directives that are very prescriptive and specific as it relates to phasing of growth and development within the 'Expansion Areas', including the 'Rattlesnake Expansion Area'. Concerned with the Town's proposed prescriptive phasing for these areas, which proposes to position growth and development in the 'Rattlesnake Expansion	The policies framework addressing the phasing of development have been updated.	

		Area' to be after Trafalgar and Britannia. To this end, Section 7.2.2.4 should be removed from the Official Plan.		
12.5		Fully supportive of the policy directives (7.2.1.2 and 7.2.1.4 (a)) which tie the phasing of growth and development to servicing and the availability of infrastructure and believe that the advancement of growth and development in the 'Rattlesnake Expansion Area' should also be tied to the availability of servicing and infrastructure.	Comment has been noted.	
12.6		Suggest the following policy to also be inserted to provide additional clarity: "7.2.2.X Development within the Future Complete Neighbourhoods/Expansion Areas shall be staged and coordinated in alignment with the availability of servicing and infrastructure and as determined in accordance with respective Secondary Plans / Secondary Plan Amendments, as applicable. As well, the Town shall ensure the orderly progression of development from New Complete Neighbourhoods to Future Complete Neighbourhoods. This includes avoiding unreasonable delay in the normal progression of growth."	New policies have been inserted to address the phasing of Future Complete Neighbourhoods in section 7.2.4 to ensure the orderly progression of development.	
13.1	02/20/2026	**Mapping:** South Milton lands are mapped as 'Britannia West Expansion Area' and 'Britannia East Expansion Area' on Schedule 2 (Growth Phases and Planning Policy Area) and Schedule 12 (Urban Area Land Use Plan). We question the rationale and value in separating out the South Milton lands into an 'east' and 'west' mapping component as this suggests the lands are unrelated and potentially advancing differently or separately.	The mapping has been updated to remove the reference to 'east' and 'west'.	Glenn Shnarr and Associates on behalf of the South Milton Landowners Group
13.2		Schedule 4 (Urban Structure) has (inadvertently) missed mapping the South Milton Expansion Area (along with other Expansion lands). We request this Schedule be updated to accurately show the South Milton lands as "Future Complete Neighbourhood".	Schedule 4 is intended to primary identify an overall picture of Milton's Urban Area of Complete Neighbourhoods (and the key components within the neighbourhood) the Economic Growths by the year 2051. The detailed identification of the location of expansion lands have been shown on Schedule 2 and Schedule 12.	
13.3		**Secondary Plan References:** Suggest policy 7.3.2.3 be revised so the secondary plans shall prevail not only in the event of a conflict,	Policy 7.3.2.2 has been updated to clarify secondary plan policies, tables and schedules prevail. Official Plan are required to conform	

		but also in the event of an 'inconsistency', with the parent Official Plan. As well this policy should also state that the secondary plan policies and schedules shall prevail in the event of a conflict or inconsistency between the policies and schedules for the secondary plan areas and the parent Official Plan. Referencing conflicts and inconsistencies, and referencing policies and schedules, should be included in this policy for comprehensiveness.	to and be consistent with Provincial Policies. The updated policies provide consistency.	
13.4		**Policy Cross References within Secondary Plans:** Encourage the Town to continue to undertake these important policy cross-reference updates as it will assist with implementation and clarity of the Plan for the long term.	Updated cross referencing has been completed.	
13.5		**Number of Units / Timing for Growth:** Table 4a (Number of Units) anticipates that growth of low, medium and high density units will commence in 'Future Complete Neighbourhoods' in 2032. Flexibility to allow for the timing for delivery of dwelling units in 'Future Complete Neighbourhoods' to commence sooner (i.e. 2027) is requested and is particularly appropriate in the midst of our current housing crisis.	The numbers in Table 4a are forecasts for future requirements. It is recognized that the policies in the plan will be achieved by the 2051 time horizon.	
13.6		**Stormwater Management Facilities:** Suggests that SWM facilities may be permitted within the Local Natural Heritage S System provided they are outside of significant features and hazard lands.	The stormwater policies have been updated to recognize that infrastructure may potentially be located in the Natural Heritage System.	
13.7		**Implementation and Phasing:** The draft Official Plan is very clear in outlining that phasing and sequencing of development to ensure orderly growth shall be based on the availability of servicing and infrastructure. Further, we understand through the above noted policy that phasing in the Britannia Expansion Area shall be determined through the Britannia Expansion / South Milton Secondary Plan Amendment. However, Section 7.2.2.4 provides draft policy directives that are very prescriptive and specific as it relates to phasing of growth and development within the 'Future Complete Neighbourhoods'. Specifically, we are concerned with the Town's proposed prescriptive phasing for these areas which proposes to commence with the Trafalgar Expansion Area, and then progress to the Britannia East Expansion Area, followed by	The phasing policies and approach has been updated and streamlined. The policies have been revised to remove the reference to 'east' and 'west' and recognize the Britannia Expansion Area. The intent of the policies is to ensure the that sequential phasing and successive staging of development is established in a manner that is sustainable.	

		the Britannia West Expansion Area, and then followed by the Rattlesnake Expansion Area.		
13.8		Section 7.2.2.7 lists the required reports and studies to come in with any Official Plan Amendment application for the South Milton lands. In comparing this list of required studies and reports with those that are already set out in the approved Britannia Secondary Plan, we note there are some differences which require clarification.	Policies and approach has been updated and streamlined.	
13.9		Additional language could be inserted into Section 5.1.3.5 (or a subsequent section) to provide this clarity for future implementation of this policy and this study in the long term, along the lines of the following: "5.1.3.5 Preparation of a Housing Impact Statement is intended to inform the Town on how a given development proposal may assist the Town in achieving their housing targets. This study is not intended to be used by the Town in evaluating the planning merits of a project or development proposal."	The policies in section 7.2.2 have been updated and revised. Further, the OP policies recognize that some secondary plans have been prepared and that the policies in secondary plan prevails. The comment has been noted. The existing policy clarifies that the intent of the Housing Impact Statement is to demonstrate how a development is consistent with the Town's Housing Strategy. This is one component of the Town's monitoring program.	
13.10		**Additional Mapping Consideration:** Parkway Belt West (PBW) Plan is a Provincial Plan and should only be mapped on Schedules that are mapping Provincial Plan Areas.	Comment has been noted.	
13.11		'Employment Area Overlay' on Sch 4 has not been lifted on Sch 12 for all 'Business Commercial Areas'.	Schedule 4 has been revised.	
13.12		Intake Protection Zones - There do not appear to be any policy directives related to this mapped feature. Is there a need to map it?	The requirement to identify Intake Protection Zones is from the Clean Water Act. The approach is consistent with the applicable Source Water Protection Plans.	
13.13		It is not clear in the draft Official Plan that refinement to the limits of 'Natural Hazards' as mapped on this Schedule can be refined without requiring an amendment to the Official Plan, but this should be made clear in the Official Plan.	A note has been added to the Schedule 8 to clarify the refinement process.	
13.14		Schedule 9 maps a closed landfill site however, there are no associated policies in the text.	The closed landfill has been identified in response to the Provincial D4 Guidelines which extends to all proposals for land use on, or	

			near, operating and non-operating landfills, (as defined in O. Reg. 347).	
13.15		Schedule 12 numbers the Secondary Plans with associated notes that refer the reader to Secondary Plan policies. Derry Green is not included.	The reference to Derry Green has been added.	
13.16		**Additional Policy Consideration:** Sec 2.1.1.8 and Table 2 (Additional New Retail Commercial Space Targets for SGAs) indicates that modification to the commercial floor area targets in Table can only be considered through the completion of a Retail and Commercial Needs Assessment. Some clarity and flexibility should be considered here through more flexible language to suggest a study *may* be required at Town discretion.	Policy 2.1.1.8 ha been modified to add the reference "as determined by the Town".	
13.17		Sec 2.1.1.9 (b) refers to Sch 2 and makes specific reference to 'Existing Economic Growth Areas'; however, these are not mapped on Sch 2.	Schedule 2 has been revised to identify Existing Economic Growth Areas.	
13.18		Table 3 (Minimum Intensification/Development Density Targets) makes reference to 'Britannia Village Centre' whereas maps/Schedules make reference to 'South Milton Village Centre'. Footnote 1 (iii) indicates density measurement excludes 'Economic Growth Areas' however, Economic Growth Areas are presumably intended to include a wide range of LU designations per Milton's Draft Official Plan (Existing/ New/ Future Economic Growth Areas, and also Industrial Areas, Prestige Industrial Areas, Business Park Areas, Business Commercial Areas).	The policies have been revised to have consistent references to the various areas. Also, the Table 3 footnote has been removed.	
13.19		Table 4 (Projected Growth Timing) identifies estimated number of units by type (Low/Med vs High Density Units). 'Future Complete Neighbourhoods' indicates that 16,900 (97%) of the overall 17,400 total units will be 'Low/Medium Density' Units. Table also notes growth in 'Future Complete Neighbourhoods' won't commence until 2032. The identified 97% of Units projected to be Low/Med Density Units may make it challenging to meet the minimum target density noted in Table 3 of 75 residents & jobs/ha (gross) (95 residents & jobs/ha net). A revised minimum density target that is consistent with the Provincial and Regional minimum density	Comment has been noted.	

		targets is suggested. More flexibility is requested for growth to commence in 'Future Complete Neighbourhoods' before 2032.		
13.20		Table 6 (ROW) – Sixth Line is TBD. An ultimate ROW for Sixth Line is required.	Table 6 has been updated to include a right of way width.	
13.21		Flexibility is needed in Table 8 (Housing Targets) to include singles and semi-detached as part of the 50% target for Urban Areas. This will help facilitate 'Future Complete Neighbourhoods' to achieve the targeted 97% of units to be 'Low/Med Density' (per Table 4).	Further consideration will be given to the comment.	
13.22		Table 9 (Housing Targets (Ownership)) and Table 10 (Housing Targets (Rental)) set out of total annual housing target for each target type. It is suggested that these Tables, while helpful, are too prescriptive for an Official Plan.	Comment has been noted. The prescriptive policy direction is intended for clarity.	
13.23		3.2.4.12 -Trail connections should only be required where applicable. Not all trails have connections.	This policy has been amended to recognize that connectivity may not be feasible in all circumstances.	
13.24		Reference to Secondary Plans prevailing should be reiterated throughout this Plan.	Comment has been noted.	
13.25		Sec 6.2 and 6.3 are repetitive and cumbersome for reader. It is suggested that Section 6.2 and 6.3 can be merged to provide more comprehensive and clear policy direction for the various land use designations in the Plan.	Comment has been noted. While the sections reference the same land use designation, the convey different pieces of information pertaining to the land use.	
13.26		Table 16 lists max height with notes that says the table doesn't prescribe max or min heights and that other policies prevail. Additional note that say max height is not established in policy. Remove building height from this table.	The footnote has been amended to remove this reference.	
13.27		Section 6.2.1.1 does not make reference to 'New Complete Neighbourhoods' or 'Future Complete Neighbourhoods' yet these are in the Urban Area (per Sch 12) and permit residential uses.	The policy has been updated to refer the reader to the Secondary Plan and Secondary Plan Schedules.	
13.28		Sec 6.2.1.14 permits low-rise, mid-rise and high-rise residential uses within a SMUN, yet excludes single-detached and semidetached dwellings. Secondary Plans allow for limited ground-related residential uses in SMUN, subject to specific	The comment has been noted. However, the Official Plan allows for the secondary plan policies to prevail in order to address the exclusion.	

		Secondary Plan policies. Accordingly, the specific exclusion of singles and semis in this draft policy directive should be removed.		
13.29		Clarity is needed (on mapping) to demonstrate that 'Economic Growth Areas' are not a 'different' land use designation from Business Commercial Areas, Prestige Office Areas, and Employment Areas; but rather encompasses these land use designations.	The plan policies and schedules labelling have been updated.	
13.30		Sec 6.3.7.6 has policy directives related to 'Employment Areas' yet this is not a land use designation identified on Sch 12 Land Use Plan. Clarity is needed if policies are being assigned to 'Employment Areas' to identify where that land use designation appears in Land Use Plan (Sch 12). It is acknowledged reference is made to Sch 4 (Urban Structure); however that is not a Land Use plan with land use designations.	Comment has been noted.	
13.31		OPA 92 includes Secondary Plans for Milton 401 Industrial / Business Park (C.2), Bristol Survey (C.6), and Sherwood Survey (C.8). If those Secondary Plans are not intended to be carried forward in the Draft Official Plan, that should be made clear.	Comment has been noted.	
14	02/20/20026	Lands located on 6th Line North of Derry Road. Subject lands are currently designated "Industrial Area" and "Green System" on the Town's Urban Area Land Use Plan (December 2024). Oppose this redesignation and request clarity on the intent.	The mapping has been corrected. The subject site remains within the Industrial Area.	Glenn Schnarr & Associates on behalf of 100377643 Ontario Inc.
15.1	02/25/2026	The Supreme Court's May 8, 2025 decision decline further appeals and permit the federally approved CN Hun to proceed. Underscored the need to protect future potential employment lands in proximity to the intermodal facility.	Comments have been noted.	Loopstra Nixon on behalf of 1206446 Ontario Ltd.
15.2		Official Plan Amendment 92 in March 2025 resulted in the removal of the Regional Future Strategic Employment Lands overlay from lands situated east of the Provincially Significant Employment Zone (PSEZ No.20 – Halton). Despite the removal of the PSEZ framework, protection for employment lands continue to be upheld.	The identification of new employment lands was studied by Halton Region in conjunction with the Town of Milton. Through this review it was determined that a new urban area boundary, including identification of new lands to accommodate employment would occur in the eastern portion of the Town adjacent to the Highway 407 and also in location generally to the south-east. The identification of new lands for future development to serve the	

		Future Strategic Employment Area overlay directly aligns with and reinforces an identified provincial priority. The inclusion of these lands in the urban boundary, together with their designation as a Future Strategic Employment Area will assist the Town in safeguarding long term economic functionality.	Town's need to the year 2051 was then approved by the Ministry of Municipal Affairs and Housing in November 2022, and confirmed in December 2023, through Bill 150 and then in May 2024 through Bill 162. To confirm the projected future employment and population growth, and the amount of land that would be needed to accommodate the forecasted growth, the Town completed an additional subsequent study (Residential and Non-Residential Needs Analysis Study Phase 1, Watson and Associates). The report considered the changing Provincial policy framework. This study also considered the potential impact of CN intermodal (which was still before the court at the time) in addition to all other types of employment need including, but not limited to, industrial office needs, service related need etc. The study confirmed that the Town had identified an appropriate amount of land to accommodate its employment need. The proposed Official Plan reflects these studies and decisions. The Official Plan includes monitoring policies that require a monitoring of development in relation to the policies to ensure the intent of the plan is being achieved and to recommend updates when required,	
16.1 16.2 16.3 16.4	3/2/2026	**Tremaine Corridor Employment Area:** Request for Staff to confirm the inclusion of "New Employment Areas" policies within Draft OP. Requests Staff to confirm that the application of "Employment Areas" considers both New and Existing Employment Areas. Suggests the inclusion of greater flexibility in permission for Outdoor Storage. If suggestion is not possible, requests Staff that outdoor storage for all industrial uses (including light industrial), can be contemplated through the Secondary Plan process. Requests clarification on how employment targets are applied between the two New Economic Growth Areas. Suggests revisions to draft OP Policy 7.3.2.3 that states "The Secondary Plans prepared for specific areas of the Town provide	The policy framework to address employment and economic growth have been revised. Policies for new economic growth areas have been inserted throughout the plan in section 2 and 7. The location of outdoor storage is be addressed through the Secondary Plan process because it is context specific. The target provided is a Town wide policy. Through the monitoring process the Official Plan introduces policies to monitor and report on progress towards meeting the target. It is expected that all development within the Economic Growth Areas will demonstrate how they are contributing to achieving the target. Policy 7.3.2.2 has been updated to clarify that where there is a conflict between the policies, tables, and schedules for these	Glenn Schnarr & Associates Inc. on behalf of the Tremaine Employment Corridor Landowners Group Inc.

		a policy framework to guide development and manage growth within the secondary plan areas. Where there is a conflict or inconsistency between the policies and schedules for these secondary plan areas and the policies and schedules of this Plan, the Secondary Plan policies and schedules shall prevail. References to Town-wide growth management forecasts and targets of this Plan apply to and take into account these secondary plan areas."	Secondary Plan Areas and the policies, tables, and schedules of this Plan, the Secondary Plan policies, tables, and schedules shall prevail.	
17.1	03/02/2026	**Trafalgar Corridor Secondary Plan Area:** Clarification on the role of the introductory paragraphs as well as the numbered policies.	The introduction paragraphs are intended to provide contextual information to assist the reader in understanding the policies of the plan	SGL Planning & Design on behalf of the Milton P4 Trafalgar Landowners Group Inc.
17.2		Recommends simplification and consistency between Schedules 2, 3 and 4 and 12 on the terms used to identify Trafalgar Secondary Plan Area.	The Official Plan Schedules convey different pieces of information to support the text of the policies. On the schedules, within the Trafalgar Secondary Plan Area, the labels on the schedules may differ to communicate different attributes associated with the area.	
17.3		No corresponding policies for “New Complete Neighbourhoods”.	The definition of New Complete Neighbourhood is found in policy 2.1.1.9 b. Targets related to New Complete Neighbourhoods are found within Schedule 4. More specific directives for the components of the New Complete Neighourhoods are found throughout the plan. Section 7.2.3 provides direction on the phasing of development proposed within the New Complete Neighbourhoods.	
17.4		Clarification on Policy 2.1.1.23 for if a financing plan is required for each development or is a broader plan prepared by the Town.	Policy 2.1.1.23 has been revised.	
17.5		Requests the addition to Section 2.3.4 that states “Secondary Plans provide more detailed policy direction on the development of Community Hubs”.	The Secondary Plan policies in Section 7 recognize that more detailed direction will be provided for the lands within their geography.	
17.6		Overlap between the Page 61, Figure 5 Green System and Blue System that needs clarification. Unclear on what the "features and Areas" is being referenced in the Blue System on Page 61, Figure 5.	The components of the Blue System are based on the Provincial Planning Statement policies and definitions for a water resources system. Within the PPS some components of the water resources system and natural heritage system overlap.	

17.7		Schedule 3 be revised to match Schedules 4 and 6, due to conflicts between Green System mapping and Local Natural Heritage System.	The Local Natural Heritage System mapping has been updated for consistency on all of the applicable schedules.	
17.8		We request a policy be added to Policy 3.2.2.13 that states, “Where a subwatershed study and / or master environmental servicing plan or equivalent has been implemented through an approved Secondary Plan, the Natural Heritage System mapping and policies of the Secondary Plan shall prevail over the natural heritage, natural hazards, Blue System and Green System mapping shown on Schedules 6, 7a, 8 and 12.”.	Policy 7.3.1.2 has been updated to state that policies and schedules of an in-force secondary plan shall prevail.	
17.9		Specific reference as above be made to the Secondary Plan schedules and policies should be provided in 3.2.2 related to the Local Natural Heritage System as well as Section 3.3 related to Water Resource Features and Areas. Further clarification required on Policy 3.2.4.12 that states "continuous and interconnected green system" and "visual and physical connections." Clarification on what is included in Policy 3.2.4.12 regarding "open spaces on their property." Unclear on why the restoration of native vegetation and green infrastructure is required.	The intent of policy 3.2.4.12 is to implement the goal of creating connectivity of the Green System. The policy has been revised to note "where feasible".	
17.10		Requests removal of intersection characteristics from the OP.	Table 7 has been revised to only describe the daylighting radius at various intersection typologies.	
17.11		Requests revision to Policy 4.4.1.10 to state “Requiring a land use compatibility study for sensitive land uses located within 30 metres of a Major Arterial - Regional Road or Provincial Highway, or 150 metres of a Provincial Freeway based on applicable guidelines”.	Policy 4.4.1.9 (formerly 4.4.1.10) has been revised.	
17.12		Clarification necessary for Table 9 & 10 on how different percentages in the same table measure different matters but all equaling 100 percent.	Tables 9 and 10 have been updated for clarity.	
17.13		States that the requirements of a Housing Impact Statement is unattainable in applications such as plans of subdivision. Also	The intent of the Housing Impact Statement is to demonstrate how a development is consistent with the Town's Housing Strategy. The statement is a component of a complete application.	

		legal mechanisms should be discussed as part of the application process instead of as a requirement.		
17.14		Requests that the Town changes the wording of Policy 5.4.1.21 to reflect the master parkland agreement entered into by the Trafalgar Landowners.	The intent of policy 5.4.1.21 is to facilitate the future implementation of privately owned publicly accessible spaces in a variety of locations.	
17.15		Requests that the wording "or at locations established through a secondary plan process" be added to the end of Policy 6.1.1.4 a).	Policy 6.1.2.3a (formerly 6.1.2.4a) has been updated.	
17.16		Requests that the text be changed from "area-specific policies" to "secondary plan." Similarly in 6.1.1.5 c) "area-specific policies" should be replaced with "secondary plan."	Section 7.3 addresses areas specific plans, which includes secondary plans.	
17.17		What land uses are permitted in Schedule 12's designations of "New Complete Neighbourhoods."	A note has been added to Schedule 12 directing the reader to Section C – Secondary Plans.	
17.18		Link between Table 15 a) and Table 16 to link Community Hubs and Completion Neighbourhoods for secondary plan areas.	New tables have been added to provide further details for Secondary Plan land use permissions.	
17.19		Either Policy 6.2.1.1 should add to the list of designations "as set out in Secondary Plans", or Policy 6.2.1.3 should start with "notwithstanding Policy 6.2.1.1...." This similar policy issue arises for other land use types as well.	Policy 6.2.1.1 has been revised to reference "Secondary Plan schedules".	
17.20		Policy 6.2.1.19 states that, "An Additional Residential Unit (ARU) may be permitted...". Use of the word "an" construes one, whereas the Planning Act permits two. This policy should be revised accordingly.	The Additional Residential Unit Policies have been updated to clarify that more than one unit may be provided.	
17.21		OPA 92 lists different commercial uses but excludes many traditional service commercial uses including personal services, restaurants. We recommend the definition be revised to recognize a more fulsome range of service commercial uses.	The updated definition of service commercial uses has been streamlined.	
17.22		Confusion on Policy 6.3.5 regarding the Neighbourhood Nodes in the Trafalgar Secondary Plan area being shown as Community Hubs on Schedule 4, although they are not designated other than "New Complete Neighbourhoods".	Staff will continue to review the identification of Community Hubs on the Official Plan schedules.	

17.23		No corresponding policies for "New Complete Neighbourhood" designation under Section 6.3.6.	The New Complete Neighbourhood policies are found in section 2 and section 7. The introduction to 6.3.6 was revised to direct the user to the secondary plan policies for the residential designations in the secondary plan.	
17.24		Additional language should be added to phasing policies in Policy 7.2.2.12 to state "or as set out in Secondary Plans".	Additional Language has been added.	
17.25		Suggests the policy references in the Trafalgar Secondary Plan be updated to reflect the policies in the draft Official Plan or the relevant cross referenced policies of the December 2025 consolidation be brought forward in the draft OP.	The cross references have been updated.	
18.1	03/02/2026	**Agerton Secondary Plan Area:**		SGL Planning & Design on behalf of the Agerton New Urban Ltd.
18.2		Change Policy 7.3.2.3 to state "the Secondary Plan policies and schedules shall prevail."	Policy 7.3.2.2 (formerly 7.3.2.3) has been updated for clarification.	
18.3		Inconsistent references to the Agerton Secondary Plan Area: Schedule 2 refers to the Agerton GO PMTSA; Schedule 4 refers to the Milton Trafalgar GO Village Schedule 12 refers to the Agerton GO PMTSA; However, Agerton GO PMTSA is not referenced anywhere in the draft Official Plan text.	References to the Agerton Secondary Plan Area have been made consistent.	
18.4		Clarification on the role of the introductory paragraphs as well as the numbered policies.	The introduction paragraphs are intended to provide contextual information in order to assist the reader in understanding the policies of the plan. The numbered sections are the policies.	
18.1		Schedules 2, 3, 4, and 10 require a shift to the west of the "Future Protected Major Transit Station".	The schedules have been updated to relocate the Future Protected Major Transit Station.	
18.5		Schedule 3's legend refers to "Future Major Transit Station." The terms should be made consistent with the legend used in Schedules 2, 4, and 10 of "Future Protected Major Transit Station."	References have been amended for consistency.	
18.6		Table 2 new retail/commercial floor space target for the Milton Trafalgar GO Village should match the target in the draft Agerton Secondary Plan.	Table 2 has been updated.	

18.7		Requests the Town follow the projected number of dwelling units calculated by SGL: 7,100 dwelling units for a population of 14,100.	Staff will continue to give consideration to the projected number of dwelling units calculation.	
18.8		Clarification on Policy 2.1.1.23 for if a financing plan is required for each development or is a broader plan prepared by the Town.	Policy 2.1.1.23 has been revised.	
18.9		Overlap between the Page 61, Figure 5 Green System and Blue System that needs clarification. Unclear on what the "features and Areas" is referencing in the Blue System on Page 61, Figure 5.	The components of the Blue System are based on the Provincial Planning Statement policies and definitions for a water resources system. Within the PPS some components of the water resources system and natural heritage system overlap.	
18.10		Requests that Green System mapping on Schedule 3, 4, and 6 be consistent with the draft Agerton Secondary Plan.	The Local Natural Heritage System mapping has been reviewed and revised to be consistent on the schedules.	
18.11		Requests an addition to Policy 3.2.2.13 that states “Where a subwatershed study and / or master environmental servicing plan or equivalent has been implemented through an approved Secondary Plan, the Natural Heritage System mapping and policies of the Secondary Plan shall prevail over the natural heritage, natural hazards, Blue System and Green System mapping shown on Schedules 6, 7a, 8 and 12.”	Comment has been noted.	
18.12		Requests a policy addition to Section 3.2.2 and Section 3.3 regarding the Secondary Plan schedules and policies.	Policy 7.3.1.2 has been updated to state that policies and schedules of an in-force secondary plan shall prevail.	
18.13		Clarification required regarding Policy 3.2.4.12 for the requirement of a "continuous and interconnected green system" and "visual and physical connections." Clarification required regarding Policy 3.2.4.12 for what is included in "open space on their property".	The intent of policy 3.2.4.12 is to implement the goal of creating connectivity of the Green System. The policy has been revised to note "where feasible".	
18.14		Revise the inclusion of curb radius, daylighting, and intersection spacing in the draft OP. Reference to intersection spacing is listed in table 7 but no related policy addresses it.	Table 7 has been revised to only describe the daylighting radius at various intersection typologies.	
18.15		Add a note in Policy 4.2.5.12 that notes there is no minimum parking requirement in PMTSAs.	Further consideration will be given to the wording in policies 4.2.5.12 and 4.2.5.13.	
18.16		Requests change to 4.4.1.10 to state “Requiring a land use compatibility study for sensitive land uses located within 30 metres of a Major Arterial - Regional Road or Provincial Highway,	Policy 4.4.1.9 (formerly 4.4.1.10) has been revised.	

		or 150 metres of a Provincial Freeway based on applicable guidelines".		
18.17		Revise to indicate the inclusion of low density ownership housing. Also clarification necessary for Table 9 & 10 on how different percentages in the same table measure different matters but all equaling 100 percent.	Tables 9 and 10 have been updated for clarity.	
18.18		States that the requirement of a Housing Impact Statement is unattainable in applications such as plans of subdivision. Also legal mechanisms should be discussion as part of the application process instead of as a requirement.	The intent of the Housing Impact Statement is to demonstrate how a development is consistent with the Town's Housing Strategy. The statement is a component of a complete application.	
18.19		Requests revision to working in Policy 5.4.1.21 to reflect the intent of the master parkland agreement entered into by the Agerton New Urban landowners, with respect to privately owned publicly accessible spaces.	The intent of policy 5.4.1.21 is to facilitate the future implementation of privately owned publicly accessible spaces in a variety of locations.	
18.20		Requests that the Town changes the wording of Policy 5.5.5.4 to reflect the wording in the draft Agerton Secondary Plan for removing a hold on a place of worship site.	Policy 5.5.5.4 has remained unchanged in order to implement the new proposed approach for siting places of worship going forward.	
18.21		Request that the wording "or at locations established through a secondary plan process" be added to end of Policy 6.1.1.4 a).	Policy 6.1.2.3a (formerly 6.1.2.4a) has been updated.	
18.22		Request the text be changed from "area-specific policies" to "secondary plan". Similarly in 6.1.1.5 c) "area-specific policies" should be replaced with "secondary plan".	Section 7.3 addresses areas specific plans which includes secondary plans.	
18.23		Suggest surface parking should be permitted on the unbuilt portion of later phases for Policy 6.1.1.5 e).	6.1.2 (formerly 6.1.1.5 e) has been amended to remove the references to parking in the built form policies.	
18.24		Schedule 13, Tables 15a), and 16 should set out land use, built form, or height requirements for the Milton Trafalgar GO Village. To be consistent with the land uses in the Agerton Secondary Plan.	References to the MTSA have been revised.	
18.25		Either policy 6.2.1.1 should add to the list of designations "as set out in Secondary Plans", or policy 6.2.1.3 should start with	The policy has been revised. Policy 6.2.1.1 has been revised to reference "Secondary Plan schedules"	

		"Notwithstanding Policy 6.2.1.1…." This similar policy issue arises for other land use types as well.		
18.26		Policy 6.2.1.19 states that, "An Additional Residential Unit (ARU) may be permitted…". Use of the word "an" construes one, whereas the Planning Act permits two. This policy should be revised accordingly.	The Additional Residential Unit Policies have been revised to clarify that more than one unit may be permitted.	
18.27		OPA 92 lists different commercial uses but excludes many traditional service commercial uses including personal services, restaurants. We recommend the definition be revised to recognize a more fulsome range of service commercial uses.	The updated definition of service commercial uses has been streamlined.	
18.28		Policy 6.2.2.15 - "Until we review and comment on the draft Retail / Commercial and Office Market Analysis and the draft Agerton Secondary Plan and the final floor area requirement in Table 2, we object to this policy as written."	Comment has been noted. Staff will reconsider the policy.	
18.29		The policy references in the draft Agerton Secondary Plan will become outdated when the draft Official Plan is approved creating an unworkable situation of a Secondary Plan referencing an Official Plan that no longer has status. Other municipalities have addressed this situation by producing two versions of a secondary plan with one referencing the policies of the existing Official Plan and one version referencing the policies of the new draft Official Plan. We recommend Milton adopt such an approach. For the Agerton Secondary Plan, the second version could be sent to the province with the draft Official Plan so that the Province approves the revised policy references at the same time as approving the draft Official Plan.	Two versions of the Agerton Secondary Plan Official Plan Amendment have been prepared for the purposes of the technical report and council approval.	
19.1	03/06/2026	**Lands municipally known as 5407 Regional Road 19:** Draft OP Policy 7.2.2.9 - Requests clarification regarding how certain submission requirements is intended to apply to a commercial-only proposal.	The intent of the policy is to only allow for commercial development proceed ahead of the secondary planning process for the community area. This approach is consistent with the Commercial Needs Study.	Glenn Schnarr & Associates Inc. on behalf of the ClubLink Corporation ULC
19.2		Draft OP Policy 7.2.2.9 - Seeks that the Town provide flexibility within the policy to consider residential and/or mixed used development through the OPA process.	Section 7.2.4 provides direction for the implementation of development in the Rattlesnake Expansion Area.	

19.3		Suggests the Draft OP provides opportunity for a scoped and applicant-led Secondary Plan for the "Rattlesnake Expansion Area"	The implementation policies for Future Complete Neighbourhoods have been streamlined.	
19.4		Requests that Section 7.2.2.4 of the OP be removed due to the phasing approach not reflecting an opportunity to advance sequencing of development in alignment with servicing availability.	New policy wording has been added in updated section 7.2.4.	
19.5		Suggests the inclusion of Section 7.2.2.X - "Development within the Future Complete Neighbourhoods/Expansion Areas shall be staged and coordinated in alignment with the availability of servicing and infrastructure and as determined in accordance with respective Secondary Plans/Secondary Plan Amendments, as applicable. As well, the Town shall ensure the orderly progression of development from New Complete Neighbourhoods to Future Complete Neighbourhoods. This includes avoiding unreasonable delay in the normal progression of growth."	A secondary plan is needed to comprehensive plan for and achieve a complete community in accordance with the targets for this area.	
19.6		Consider commercial and residential development in the 'Rattlesnake Expansion Area' be permitted to proceed subject to an OPA and without the need for a full-blown Secondary Plan recognizing the comprehensive list of technical studies already required under Section 7.2.2.9; If the Town determines a Secondary Plan is required to enable residential development, there should be language of the Official Plan to allow opportunity to scope the Secondary Plan and allow for it to be applicant-led, and this should be clearly stated within the OP.	Section 7.2.4 provides direction for the implementation of development in the Rattlesnake Expansion Area.	
19.7		Phasing and sequencing of growth within Expansion Areas like Rattlesnake should be guided by servicing and infrastructure availability, consistent with Sections 7.2.1.2 and 7.2.1.4(a), and Section 7.2.2.4 should be removed from the draft Official Plan.	Comment has been noted.	
20	3/9/2026	**Lands municipally known as Part Lot 9, Concession VIII, Trafalgar (N.S.):** Requests all OP Schedules be updated to reflect the approved NHS as shown on Schedule C.11.B (Active Transportation and Natural Heritage Plan) of the Trafalgar Secondary Plan.	The schedules have been updated to reflect approved amendments.	Jennifer Lawrence and Associates Inc. on behalf of the Varga

		Schedule 6 be revised to accurately identify Key Features as opposed to other components of the NHS, similar to the approach taken by the Region on Map 1G of the Region OP.		Gatka Property
21.1	03/10/2026	**Inquiry on the lands within the Britannia Secondary Plan:** 1. Use of Multiple Designation Terms and Added Layers of Policies: "It is unclear why the Parkway Belt West Plan is still applicable within lands in the urban area now approved through the Secondary Plan. We would recommend this be removed as part of the New Draft Official Plan as it should no longer apply"	Provincial staff have advised that the boundary of the Parkway Belt West Plan should be shown because the Plan has not been revoked.	MHBC Planning on behalf of the Milton Phase 4 (West) Landowners Group
21.2		"We would recommend simplification and consistency between Schedules 2, 3 and 4 and a similar reflection of a land use designation on Schedule 12. There are also no corresponding policies for “New Complete Neighbourhoods”."	The Official Plan Schedules convey different pieces of information to support the text of the policies.	
21.3		**Inclusion of Secondary Plans and Prevailing Language**: "Schedule C.13.C however is not included with the draft schedules in the New Draft Official Plan...Similarly, while there is a Section 7.3.2 in the New Draft Official Plan that speaks to Secondary Plans, they are not included as part of the New Draft Official Plan." We would recommend that the policy be further revised in the second sentence to state “Where there is a conflict **or inconsistency** between the policies and schedules for these secondary plan areas and the policies and schedules of this Plan, the Secondary Plan policies shall prevail.” New Added Policies for the Britannia Village Centre.	The secondary plans and their schedules have been incorporated into the updated Official Plan document. Policy direction for the Sherwood, 401 Business Park and Bristol have been merged into the parent OP and these three secondary plans have been removed.	
21.4		For Table 2 and Policy 2.1.1.9, the current references and policies need to be revised to provide for consistent references to the area that includes the Urban Village Centre in Britannia and to the Secondary Plan policies that prevail.	All references have been revised to be consistent.	
21.5		A similar revision should be made with respect to Table 3 and reference to the Britannia Village Centre and throughout Section 2.3 to ensure consistent references to the South Milton Village.	All references have been revised to be consistent.	

21.6		**Community Hubs**: The permitted uses and policies of the Secondary Plan for the Neighbourhood Commercial Mixed Use Nodes should be stated as the prevailing policies for these areas. This is important because while Section 6.2.2.3 states the Secondary Plan policies prevail for retail and service commercial uses. The Britannia Secondary Plan references retail and commercial uses within the Neighbourhood Commercial Mixed Use Nodes.	Section 7, policy 7.2.3.3 clarifies that the Secondary Plan policies prevail.	
21.7		**Natural Heritage System/Environment System/Blue System**: Section 3.1.3 Master Environmental Servicing Plan Study Requirements should reference the prevailing policies in the Secondary Plan.	Section 3.1.3 is a Town wide requirement.	
21.8		Reference to the Secondary Plan schedules and policies should be provided in Section 3.2.2 and Section 3.3.	Comment has been noted.	
21.8		There are some additional inconsistencies in both the mapping and policies for the Green System in New Draft Official Plan which include the following: - inconsistencies in mapping of the Green System in the Britannia Area as shown on Schedule 3 versus 4.	The Green System identification has been reviewed and updated to be consistent with approved secondary plans.	
21.10		Inconsistencies in the permissions for Stormwater Management Ponds in the Green System including: (1) wording in Section 5.7.5.13 indicates SWM facilities may be permitted within the Local Natural Heritage System or hazard lands, but outside of the significant features. (2) It is not clear if Section 5.7.5.12 provides for the specific allowance of Local Natural Heritage System designation as referenced and (3) The policies within Sections 5.7.5.12, 6.2.10.1, and 6.2.14.1 as they relate to SWM facilities should be made consistent.	The stormwater management policies have been reviewed and revised.	
21.11		Top of bank on Schedule 8 would be subject to field verification and geotechnical studies, suggests removing this level of detail from Schedule 8 or be made into a footnote.	A note has been added to schedule 8.	

21.12		**Operational and Administrative Policies**: Sections related to operation or administrative by-laws or processes of the Town should be reconsidered for inclusion in the Official Plan.	The comment has been noted.	
21.13		**Transportation**: Suggest providing a footnote to Table 6 & 7 with similar reference to the Secondary Plans as Section 4.2.1.	The comment has been noted.	
21.14		The policies of the draft Official Plan should be replaced to reflect the policies in the Britannia Secondary Plan and Transportation Master Plan and the corridor as shown on Schedule 10 should be removed or reduced to reflect the Britannia Secondary Plan policies.	A new appendix has been added to show corridor areas.	
21.15		**Housing and Housing Supply**: Reference to the Secondary Plan policies should be explicit in Section 5.1.3.	Comment has been noted.	
21.16		**Parks:** Until the regulations are provided on encumbered lands by the Province, we suggest policy 5.4.1.38 be amended to include a statement that says: “unless otherwise set out in regulations”.	Comment has been noted.	
21.17		Recommend amending the policies within Section 5.4 to include reference to clarifying the relationship between parks and open space provisions and any executed Master Parks Agreement.	The comment has been noted. The wording has been determined to communicate the intent of the policy.	
21.18		**Land Use Policies**: Some land use policies in Section 6 seem duplicative. Consistent terms referencing Secondary Plan instead of Area Plans or Area Specific Plans.	Comment has been noted.	
21.19		**Phasing**: The policies applicable to the Britannia East Expansion area would permit development in the East Expansion Area ahead of Phase 2 with the Britannia Secondary Plan. This policy is not acceptable to the Group and should be revised such that both the West and East Expansion Areas proceed once the 75% threshold has been met in Phases 1 and 2 of the Britannia Secondary Plan	The reference to “east” and “west” have been removed. The Britannia Expansion Area is now considered a single phase.	
21.20		**Secondary Plan References**: "We continue to request, appropriately, that references in the Britannia Secondary Plan to other policies and maps in the Official Plan must be correct, relevant and reference existing policies so the Britannia Secondary Plan can logically be interpreted and implemented."	References have been updated for consistency.	

22.1	03/19/2026	Requests revision to Policy 2.5.2 to include Subsection 2.5.2.9 "permit the management or use of resources."	The policy 2.4.3.2 has been updated to reference permissions for the use of resources.	MHBC Planning on behalf of James Dick Construction Limited
22.2		Remove part of Policy 2.5.5.2 "except for those areas considered unsuitable for extraction based on the policies of this Plan and provincial policies and plans."	Policy 2.4.6.2 has been amended.	
22.3		Addition to Policy 2.5.5.3 "as close to markets as possible".	Policy 2.4.6.3 has been amended to reflect the wording that appears in the Provincial Policy Statement 2025.	
22.4		Revision to 2.5.5.11 to state "Prohibit mineral aggregate resource extraction in the provincially significant wetlands, significant habitat of endangered species and threatened species except in accordance with provincial and federal requirements, and for quarries, within 200 metres of the Escarpment Brow."	References to in accordance with provincial and federal requirements have been added.	
22.5		Correction of Policy 2.5.5.13 to state " 2.5.5.14.	Policy has been updated.	
22.6		Addition at the end of Policy 3.2.3.10 to state "or Province".	Policy has been updated.	
22.7		Mention "non-renewable" resources in Policy 6.2.12.	Policy has been updated.	
22.8		Revision to Policy 6.4.6.6 to state "New mineral aggregate operations or expansions to existing mineral aggregate operations, are only permitted outside of the following areas: a. Niagara Escarpment Natural and Protection Areas.... d. Significant habitat of endangered species and threatened species except in accordance with provincial and federal requirements; and…"	Policy has been amended to update items a and d.	
22.9		Re-classify Reid Road to Local Arterial Road on Schedule 10.	Further discussion and consideration is required prior to amending Schedule 10.	
COMMENTS FROM STAKEHOLDERS				
23.1	03/02/2026	Will the Consolidated Official Plan Policies, December 2025 be implemented as part of the OP?	The Official Plan updated has been completed in phases. The first phase developed updated framework or foundation policies. The updated version of the Official Plan (March 2026) incorporates the new foundational policies that were inserted into chapters 1-3 of the December 2025 version of the plan. The updated plan adds to these policies with detailed implementation directives.	Halton Region Federation of Agriculture

23.2		Are policy directions stronger with OP Section 9.2 Defined Terms which are identified as Town of Milton specific, or OP Section 9.1 Definitions adopted by the Town of Milton, as per the Provincial Policy Statement Defined Terms?	The definitions have been provided for clarity when interpreting the policies. Definition that are found in the Provincial Planning Statement have been incorporated into the Official Plan. However, it was determined that additional definitions are needed to ensure the intent of the policy is clear. The definitions are associated with specific policies to assist in interpreting the policy. Within the policy the term has been italicized to indicate to the reader that a definition has been provided. Without a policy within the body of the plan, the reader would not be directed to the glossary.	
23.3		Page 333 - Agricultural Purposes Only? - no, refers to surplus farm dwelling policy.	Terms that are no longer used have been removed the glossary. Most of these terms were previously need to support the policies related to agricultural businesses. The updated policies and definitions associated with agricultural related uses and on-farm diversified uses have replaced many of these terms.	
23.4		Page 333 - Best Management Practices - refers only to swm. Should there be a definition for ag BMP's or at least include EFP definition on Page 338?	Same as above.	
23.5		Page 334 - Bona Fide Farmer - references principal occupation is the operation of a commercial farm in Halton.	Same as above.	
23.6		Page 335 - Commercial Farm - defined as a farm which is deemed to be a viable farm ..produces sufficient income to support a farm family - this may be there to "protect" agriculture but may be too restrictive for many legitimate family operations, and ignores census data reality regarding off farm income.	Same as above.	
23.7		Page 334 - Buffer - refers primarily to vegetative protection zone for key features re site alteration and development; no reference to agricultural buffer strips to differentiate. Should there be EFP definition included?	Same as above.	
23.8		Page 336 - Conservation Authorities - names the 3 CA's with jurisdiction in Town of Milton.. Should it say "and their successors" to acknowledge restructuring proposed now or in future?	Same as above.	

23.9		Page 338 - Environmental Sustainability - only refers to development activities - is there a need for acknowledgement/reference to agricultural.	Same as above.	
23.10		Page 339 - Farm Consolidation - refers to be operated as one farm operation... any need to include specific business structures of partnerships and corporations?	Same as above.	
23.11		Page 339 - Forest/Forest Management - Woodlands - 10 hectares or more.	Same as above.	
23.12		Page 342 - Major Creek or Certain Headwater Creek - indicates that the extent and location of major creeks... will be updated from time to time by CA which may lead to refinement of boundary of significant woodland...what is the probability of this? What notification if any will be provided to impacted landowners?	OP policies recognize that through a planning application such as a Secondary Plan, and supporting approved studies, the boundary of features may be adjusted. This process may require approval from a conservation authority. In addition, through the planning application approval process there are notice requirements.	
23.13		Page 346 - Right to Farm - Should there be a reference to Normal Farm Practices Act?	Comment has been noted.	
23.14		Page 346 - Significant Wetlands - references to where defined, no issues.	Comment has been noted.	
23.15		Page 348 - Tree/Treescape - reference to potential height of 4.5 meters...restrictive?	The definition of tree has not been changed from as appeared in the previous version of the Official Plan. The definition of "treescape" has been removed.	
23.16		Page 346 - Significant Woodlands - 0.5 hectares, defined by 3 methods of assessments, 4 criteria; similar to Halton Region definition?	The definition of significant woodlands has not changed from the previous Official Plan nor the Regional Official Plan. The definition of significant woodland has not changed from the definition which was previously in the Regional Official Plan.	
23.17		Comments related to Provincial mapping	When issuing its decision on Official Plan Amendment 92. The Ministry of Municipal Affairs and Housing made modification to the Town's Plan. One of the modifications was to insert the Provincial prime agricultural area mapping. The mapping that was proposed by the Town in OPA 92 (and also shown on the December 2025) was based on work originally completed by Halton Region. Town staff has since asked the Province to re-evaluate some of the areas which are shown as prime agricultural area on the Provincial mapping. Staff can continue to work with landowners and the	

			Province to refine the mapping. Due to the time constraints staff have focused on the identification of lands within Milton and not alignment with adjacent municipalities.	
COMMENTS FROM PUBLIC AGENCIES				
24.1

25.1	02/20/2026	**Regional Forestry Comments:** Section 3.2.4.8 - Consider setting target tree canopy goals within the policy.	The Town currently has an Urban Management Forest Strategy. The Official Plan policies are intended to support, and when appropriate, implement the goals and directives found in the Strategy. However, some of the implementation requirements such as targets, by-laws and staffing will be directed through the Strategy and not the Official Plan.	Halton Region
		Halton Region provided a series of editorial comments related to typos and readability'	Policy has been reviewed and updated, where appropriate, to address comment.	
25.2		Section 3.2.5.2 - Recommended changes to link statement more clearly its Objective 49.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.3		Section 3.2.5.3 - Highlights the need for in-house capacity while acknowledging the Town already employs Arborists.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.4		Section 3.2.5.6 - Recommended changes in case there is a new by-law number. More detail is added to suggest what the By-law actually does.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.5		Section 3.2.5.7 - Consider protecting trees under a private tree by-law. Highlight the requirement for staff to facilitate the program.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.6		Section 3.2.5.9 - What about the trees along existing road allowances? The Town already does this. Why not include all Town property? Staffing to support the program.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.7		Section 3.2.5.10 - Not recommended to say street trees. Street Tree is broadly considered to be on municipal property. In addition, it is not clear what size and type of tree. Caliper trees? Native trees?	Policy has been reviewed and updated, where appropriate, to address comment.	
25.8		Section 3.2.5.12 - ‘encourage', implies it is not mandatory. Consider stronger language.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.9		Section 4.2.1.9 - Should also consider adequate soil volume for areas that landscaping (trees/shrubs) will be required.	Policy has been reviewed and updated, where appropriate, to address comment.	
25.10		Section 5.2.2.3 - "Mid-rise buildings will generally be designed to: f. provide sufficient setbacks and adequate space and soil volume for tree planting and other landscaping;"	Policy has been reviewed and updated, where appropriate, to address comment.	

25.11		Section 5.2.3.21 - Will the Town define the frequent interval?	Policy has been reviewed and updated, where appropriate, to address comment.	
25.12		Section 6.3.2.10 - "Add adequate soil volume".	Policy has been reviewed and updated, where appropriate, to address comment.	
26.1	02/20/2026	**Regional Services (water/wastewater) Comments:** Section 3.3.3.xx - Add "3.3.3.11 Support the use of the Regional Guidelines in the review of Development Applications with respect to the design of storm sewer systems and storm water management ponds to accommodate storm flows from the Regional Road."	Policies refer to applicable guidelines.	Halton Region
26.2		Halton Region provided a series of editorial comments related to typos and readability'.	The policies have been updated to correct the typos.	
26.3		Section 5.7.5.11 g) - Change to "or developments adjacent to a Regional Roads, minimize drainage spill to regional roads and regional infrastructure from existing and future development. The design of storm sewer systems and storm water management ponds to accommodate storm flows from the Regional Road at no cost to the Region. At no time shall the Region contribute to the cost of land required to construct a storm water management pond or the oversizing of the storm sewer service to accommodate regional or municipal flows."	Revised policy 5.7.5.13 (formerly 5.7.5.11) g has been updated as requested.	
26.4		Section 5.7.5.11 p) - Remove "Locating Stormwater Infrastructure".	Revised policy 5.7.5.13 p has been updated as requested.	
26.5		Section 5.7.5.xx - Add "5.7.5.19 All stormwater features such as stormwater management ponds, LIDs, stormwater structural BMPs, ditches, pipes, cross-drainage culverts, channels, watercourses, etc. shall be located outside of the ultimate, urbanized Regional road ROW. These stormwater features shall be located on or conveyed through private properties, through future development lands or local road ROWS."	A new policy 5.7.5.19 has been added, as requested.	
26.6		Section 5.7.6.16 - Add "in consultation with the Region".	Previous policy 5.7.6.16 has been removed.	
26.7		Section 5.7.6.18 - Add "and standards".	The reference to "and standards" has been added.	

26.8		Section 6.3.2.24 b) - Fix "Sufficient municipal water and wastewater capacity, and sufficient storage and pumping facilities and associated infrastructure, relating to both water and wastewater, exist and are in place to accommodate this development."	No change was made to policy 6.3.2.24 b because the definition of municipal water services and municipal sewer services incorporates the full system - including components.	
26.9		Section 7.2.1.3 c) - Fix "Coordinating the review and update of this Plan with the review and update to the Region's Infrastructure Integrated Master Plan;"	Policy 7.2.1.5 c (formerly 7.2.1.3c) has been updated.	
26.10		Section 7.6.4 - Is there an opportunity to include the (potential) requirement for Regional Development Agreements (and Town Agreements for that matter) - or is this included elsewhere in the OP? Section 7.6.4.xx - Add "7.6.4.10 The Owner shall enter into any required agreements and satisfy all requirements, financial and otherwise of Halton Region pertaining to Regional infrastructure." Section 7.6.6.xx - Add "7.6.6.10 The Region may require the owner of the land to enter into a regional development agreement to fulfill the requirements for external water, wastewater and regional road works; as well as financial requirements per regional Urban Design Guidelines".	The requirement for Regional Agreements is addressed in policies 7.2.2.2 e).	
26.11		Section 7.7.4.3 k) - Add "k) Municipal water and wastewater services that are available for the lands shall meet the requirements per the Region's Urban Design Guidelines."	Policy 7.7.4.3 municipal water and sewage services are addressed in policy 'd.'	
26.12		Section 9 - Missing 'infrastructure' and other terms. Considering reviewing and confirming all terms listed have been defined.	Defined terms, such as infrastructure, which are found in the Provincial Planning Statement, have been cross referenced back to the PPS and not re-written in the glossary.	
27.1	02/20/2026	**Region of Halton - Private Servicing & Groundwater Comments:** Section 2.4.1.21 - Add "assessments and hydrogeological assessments"	Policy revised.	Halton Region
27.2		Section 2.5.4.5 - Add "the Halton Region Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection and to the satisfaction of the Town."	Policy revised.	

27.3		Section 5.7.6.25 - The Region has an interest if communal services are proposed because the Region (in addition to the LMs) would need to sign a Responsibility Agreement acknowledging that the Region would take on the system if failure occurs.	Policy 5.7.6.23 (formerly 5.7.6.25) has been updated to reference "in consultation with the Region".	
27.4		Section 5.7.6.26 - An individual well or septic system should be the preferred option over a proposed private communal system.	Policy 5.7.6.24 (formerly 5.7.6.26) has been updated and clarified).	
27.5		Section 6.2.1.19 h) - For consistency, previous references to water services throughout the OP include: "individual on-site water/wastewater services".	Policy 6.2.1.18 h) (formerly 6.2.1.19 h - and subsequent policies) have been updated as recommended.	
27.6		Section 6.2.17.4 a) - Reference the hydrogeological and best management practices guidelines to the satisfaction of the Town.	Policy revised.	
27.7		Section 6.2.17.17 - Suggests "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 in accordance with the Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection and to the satisfaction of the Town applicable."	Comment noted.	
27.8		Section 6.4.2.2 - Suggestion to reference the "Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection"	Policies refer to applicable guidelines.	
28.1	2/20/2026	**Region of Halton - Site Contamination Comments:** Section 3.4 Soil - Suggestion to add groundwater contamination to this objective or capture groundwater contamination in the Blue Water section. Not only should development be free and clear of soil contamination but also groundwater contamination.	Throughout the Plan references to specific titles of guideline documents has been minimized, recognizing that these documents change overtime. A general reference to "applicable guidelines" is the preferred approach.	Halton Region
28.2		Section 3.4.1.4 - Same comment above	Policies refer to applicable guidelines.	
28.3		List of Schedules: Appendix D - Guidelines - include full name of Halton Region Protocol (Guideline). This may have been mixed up with item 26 - transportation studies.	Staff will review.	

28.4		Section 3.4.1.5 - Suggests "support the use of applicable guidelines including Halton Region Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites."	Policies refer to applicable guidelines.	
29.1	2/20/2026	**Region of Halton - Source Water Comments:** Section 3.3.2.1 - WHPAs will change from the current state (for example the WHPA-Q for the Lake Erie Source Protection Region is anticipated to be added in 2026).	Comment has been noted. Changes to these policies were also made based on input received from the Conservation Halton.	Halton Region
29.2		Section 3.3.2.4 - In consideration of potential name changes tied to proposed conservation area consolidation.	Comment has been noted. Changes to these policies were also made based on input received from the Conservation Halton.	
29.3		Section 3.3.2.8 - Matching current practice. Source Protection Plan policies would only require Planning Act applications be reviewed within wellhead protection areas.	Comment has been noted. Changes to these policies were also made based on input received from the Conservation Halton.	
30.1	02/20/2026	**Region of Halton - Public Health Comments:** Recommendation to enhance the link between built form and public health and to achieve public health outcomes including:	Throughout the Plan, references have been updated to more implicitly reference or link back to public health outcomes in order to assist the reading in identifying the public health related implications.	Halton Region
30.2		Section 1.2 - Monitoring indicators to help ensure evaluation and accountability. Indicators of interest to public health help assess outcomes associated with increased physical activity.	Comment has been noted.	
30.3		Section 1.3.3 - Add "A healthy community is one in which all residents have access to a quality education; affordable, and safe housing suited to their needs; quality employment opportunities; transportation; physical activity; and healthy, affordable food; improved mental health and wellbeing; and quality health care."	Comment has been noted.	
30.4		Section 2.1.1 - Add reference to achieving 15-minute walk access objectives in new communities."	Comment has been noted.	
30.5		Section 2.2.4 - Add "and wellbeing".	Comment has been noted.	
30.6		Section 2.3.1 - Add 2.3.1.7 Support opportunities for local food growing (e.g., urban agriculture) and the incorporation of edible	Comment has been noted.	

		landscaping. 2.3.1.10.13 Ensure equitable access to healthy food outlets.		
30.7		Section 3.2.4 - Add policy for siting spaces for new pollinator gardens and the inclusion of pollinator plants in existing gardens."	Comment has been noted.	
30.8		Section 3.5.1.4 - Note Halton Region no longer conducts or reports on air quality monitoring. Responsibility for the Milton air quality monitoring station was transferred to the MECP in 2018.	Comment has been noted.	
30.9		Section 4.1 - Framing active transportation as a public health intervention strengthens the case for investment in walking and cycling infrastructure by aligning to health priorities.	Comment has been noted.	
30.10		Section 4.1.1x - Consider "4.1.1.42 Transportation networks are planned to facilitate movement of farm equipment."	Comment has been noted.	
30.11		Section 4.2.4 - Beyond recreation, they serve as a key part of the active transportation network. This approach enhances public health, mobility, and overall community well-being.	Comment has been noted.	
30.12		Section 4.2.5 - Consider strengthening policies that reduce parking minimums near transit. Prioritize increasing transportation options and encouraging active transport to support healthy communities.	Comment has been noted.	
30.13		Section 4.3.1 - Add 4.3.1.5 to "which shall include targets for mode share, including walking, cycling, and transit, to encourage measurable increases in sustainable transportation use."	Comment has been noted.	
30.14		Section 5.2.3.xx – PPS 2024 (4.3.6), “planning authorities are encouraged to support local food, facilitate near-urban and urban agriculture, and foster a robust agri-food network.”	Comment has been noted.	
30.15		Section 5.2.4 - Add "Encourage opportunities to create new pollinator gardens and the inclusion of pollinator plants in existing gardens."	Comment has been noted.	
30.16		Section 5.5.3.x - Add "Access options to provide connectivity between schools and residential areas to make it safe and easy to	Comment has been noted.	

		walk and bike to school, including linkages to existing pathways and green spaces."		
30.17		Section 6.2.14 - Add "g. Community gardens may be permitted as an interim use or as a permitted accessory use in all land use designations."	Comment has been noted.	
30.18		Section 7.9.1 - Consider "i. Opportunities to support the Agricultural System and agri-tourism."	Comment has been noted.	
31.1	02/20/2026	**Region of Halton - Transportation Comments:** Section 2.3.1.27 - Add "Town" before roads.	Policy has been reviewed and updated, where appropriate, to address comment.	Halton Region
31.2		Section 4.1 - Please refer the reader of the OP to Section 4.4 for Major Arterial - Regional Roads.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.3		Section 4.1.1.1 - Add "Regional" after Town.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.4		Section 4.2.2 - As noted above, please refer the reader of the OP to Section 4.4 for Major Arterial - Regional Roads. It must be clear which policies apply to only Town Roads.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.5		Section 4.2.2.3 - Schedule 10 does not include ROW widths, please update text.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.6		Section 4.2.2.8 - Please make a reference here to Town Roads.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.7		Section 4.2.2.9 - Please refer to reader to Section 4.4 for additional notes pertaining to Regional Roads.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.8		Section 4.2.2.11 - Please refer to reader to Section 4.4 for additional notes pertaining to Regional Roads.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.9		Section 4.2.2.13 - Please refer to reader to Section 4.4 for additional notes pertaining to Regional Roads.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.10		Section 4.2.2.14 - The Town will control the number and location of intersections on Town roads to maintain and protect the traffic capacity of all arterial and collector roadways by:"	Policy has been reviewed and updated, where appropriate, to address comment.	

31.11		Table 5. Classification, Function and Design Requirements of Transportation Facilities - Please include definitions of minor arterial and multi-purpose arterial.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.12		Table 6. Right-of-Way of Specific Transportation Facilities - Please add Campbellville Rd (RR 9) between Guelph Line and Town border is a Major Arterial- Regional Road with a Right-of-Way of 35m (this is shown correctly on Schedule 10).	Policy has been reviewed and updated, where appropriate, to address comment.	
31.13		Table 6. Right-of-Way of Specific Transportation Facilities - Remove (RR 27), Burnhamthorpe Road is not a Regional road.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.14		Table 6. Right-of-Way of Specific Transportation Facilities - Add "Tremaine Road (RR 22)" to "With respect to James Snow Parkway (RR 4) between ETR 407 to Dublin Line: please update text to James Snow Parkway (RR 4) between ETR 407 to".	Policy has been reviewed and updated, where appropriate, to address comment.	
31.15		Table 6. Right-of-Way of Specific Transportation Facilities - Add "James Snow Parkway (RR 4)" to "With respect to Tremaine Road (RR 22) between Britannia Road and Campbellville Road: please update text to Tremaine Road (RR 22) between Britannia Road (RR6) and".	Policy has been reviewed and updated, where appropriate, to address comment.	
31.16		Section 4.2.2.15 - Add "grading" before "noise walls".	Policy has been reviewed and updated, where appropriate, to address comment.	
31.17		Section 4.2.2.17 - Add "Town Roads" after "daylighting requirements on".	Policy has been reviewed and updated, where appropriate, to address comment.	
31.18		Section 4.2.2.18 - Add "Town Roads" before "in accordance with the provisions..."	Policy has been reviewed and updated, where appropriate, to address comment.	
31.19		Section 4.4 - Add "policies" after "master plan"	Policy has been reviewed and updated, where appropriate, to address comment.	
31.20		Section 4.4.1.1 - With respect to Development policies, references to the Region are inconsistent when referring to consultation with other agencies.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.21		Section 4.4.1.1 c) - "C. ii) “Public right-of-way allowance widths and daylighting requirements may be increased to accommodate additional requirements associated with a planned public works	Policy has been reviewed and updated, where appropriate, to address comment.	

		project, such as a Municipal Class Environmental Assessment or detailed design. This may include, but not limited to, grading, noise walls, additional turning lanes and channelization at intersections, landscaped medians, elements required to address pedestrian comfort, safety or accessibility, separated bicycle paths, wider roadway cuts or embankments”."		
31.22		Section 4.4.1.2 - ROW widths are not shown on Schedule 10 - please update.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.23		Section 4.4.1.3 - add "the Region’s most up to date guidelines and by-laws and in consideration of" after "Regional Roads in accordance with".	Policy has been reviewed and updated, where appropriate, to address comment.	
31.24		Section 4.4.1.6 - The reference to other transportation alternatives is unclear as the EA process today considers alternative solutions and mitigation measures. What is this policy to achieve in practice?	Policy has been reviewed and updated, where appropriate, to address comment.	
31.25		Section 7.3.2.6 - Add "Where applicable, the Terms of Reference and subsequent reports must be completed to the Town and Region’s satisfaction, in accordance with the most up to date Guidelines and Plans." to the end.	Policy has been reviewed and updated, where appropriate, to address comment.	
31.26		Section 7.4.1.4 - Add "and will include the Right-of-Way requirements for Major Arterial – Regional Roads." after "arterial roads".	Policy has been reviewed and updated, where appropriate, to address comment.	
31.27		Section 8.2.2.26 - Remove "from Highway 401 to No. 5 Side Road".	Policy has been reviewed and updated, where appropriate, to address comment.	
32.1	02/20/2026	**Schedules** - There should be consistency in the base mapping. For example, the legend includes proposed major roads but the base mapping does not show New North Regional Road (formerly 51/2 Line), except on Schedule 10.	Schedule has been reviewed and updated to ensure information is shown consistently.	Halton Region
32.2		Schedule 10 - The Steeles Avenue realignment between Tremaine Road and Bronte Street North, per Steeles Avenue (Regional Road 8) Transportation Corridor Improvements	Schedule has been reviewed and updated to ensure information is shown consistently.	

		between Tremaine Road (Regional Road 22) and Industrial Drive, should be incorporated in the base mapping for all schedules.		
32.3		Schedule 10 - 32 Side Road (RR 32) between Wellington Boundary and Highway 7 should be identified as “Regional Major Arterial Road”, consistent with Table 6.	Schedule has been reviewed and updated to ensure information is shown consistently.	
32.4		Schedule 10 - Burnhamthorpe Road is not a Regional road from RR 25 to the Town boundary, please update line type.	Schedule has been reviewed and updated to ensure information is shown consistently.	
32.5		Schedule 10 - Britannia Road west of Tremaine is not a Regional Road, please update line type.	Schedule has been reviewed and updated to ensure information is shown consistently.	
32.6		Schedule 10 - Steeles Avenue realignment between Tremaine Road and Bronte Street North, per Steeles Avenue (Regional Road 8) Transportation Corridor Improvements between Tremaine Road (Regional Road 22) and Industrial Drive, should be incorporated in map base in Schedule 10 (as well as all other Schedules).	Schedule has been reviewed and updated to ensure information is shown consistently.	
32.7		Schedule 10 - How will the Transit Priority Corridor Infrastructure Network in the Halton Region Integrated Master Plan as presented to the Council (pg. 33 of Executive Summary) be reflected in Schedule 10?	Schedule has been reviewed and updated to ensure information is shown consistently.	
32.8		Schedule 10 - New North Regional Road (formerly 51/2 Line): this should be shown with a wider area between Fifth and Sixth Line	Schedule has been reviewed and updated to ensure information is shown consistently.	
33.1	02/19/2026	s. 3.1 Add references to ‘natural hazards’ and an additional broad policy aligning with the PPS.	The preamble has been revised to reference natural hazards. Policy 3.6.1.5 Directs development away from hazardous lands and sites.	Conservation Halton
33.2		Revise policy 3.2.2.21 to align with wording in Conservation Authorities Act and regulations.	Policy 3.2.2.16 (formerly 3.2.2.21) has been revised accordingly.	
33.3		In anticipation of forthcoming source protection plan updates, consider revising policy text to a more general level with references to applicable source protection plans for details.	The Source Water Protection policies have been revised as recommended to provide higher level information and direct the reader to the Source Protection Plan for further information. Other changes where made to reflect the terminology in the Plan and legislation has requested.	

33.4		Amendment the introduction to section 3.6 Natural Hazards to provide an overview of potential natural hazards and the relationship to development.	The introductory paragraph has been inserted.	
33.5		Amend Objective 56 to reflect the PPS policy 5.1.1	PPS policy 5.1.1 has been added into the Plan as a policy directive, not an objective. The object is intended to provide the higher level goal.	
33.6		Recommend policy revisions for clarity and to better align with *Conservation Authorities Act* and Ontario Regulation 41/24.	Revisions have been made.	
33.7		Policy 3.6.16 Remove d) and e) to consistent with PPS Natural Hazards Policy 5.2.6	Policies have been removed.	
33.8		Add broad policy under Transportation System regarding provision of safe access for planned transportation infrastructure as it relates to natural hazards to ensure consistency with the policies of the PPS.	Policy 3.6.1.13 addresses safe access.	
33.9		5.7.5.15 - Recommend broadening policy to speak to the location of facilities and role of SWM in mitigating flooding and erosion risks in consultation with CAs.	Policy 5.7.5.18 (formerly 5.7.5.15) has been revised.	
33.10		Recommend broadening the Lot Creation policy to address all natural hazards and direct lot creation (i.e., development under the PPS) away from natural hazards.	Policy 6.2.17.1a) has been revised.	
33.11		Recommendations for Secondary Plan.	Policies have been revised.	
33.12		Remove Regional Storm from glossary.	Term has been removed.	
33.13		Schedule 8 - Add a note that limits of hazardous lands are approximate and to direct the reader to contact the CA for more information. Ensure that the hazardous lands in CH's Approximate Regulation Limit mapping are included.	The recommended footnote has been added. Staff will continue to work with CH to ensure mapping is consistent with CH data.	