The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Commissioner, Development Services

Date: June 22, 2026

Report No: DS-038-26

Subject: Agerton Secondary Plan – Recommendation Report – LOPA-03-19

Recommendation: **THAT** Council **APPROVE** Official Plan Amendment No. 1 - Agerton Secondary Plan, attached as Appendix A to Report DS-038-26, which would come into force and effect upon the approval of the new Official Plan by the Minister of Municipal Affairs and Housing;

AND THAT Council **RECEIVE FOR INFORMATION** in support of Official Plan Amendment No. 1, the following background reports and studies

a) Planning Policy Directives Report, dated June 2026, prepared by Malone Given Parsons Ltd.;

b) Population, Employment and Housing Report, dated June 2026, prepared by Malone Given Parsons Ltd.

c) Archaeological Assessment, dated February 2026, prepared by Irvin Heritage Inc.;

d) Agricultural Impact Assessment, dated September 2025, prepared by DBH Soil Services Inc;

e) Area Servicing Plan, dated May 2026, prepared by DSEL;

f) Cultural Heritage Resource Assessment, dated February 2026, prepared by HeritageDowntowns.com Ltd. & Irvin Heritage;

g) Cultural Heritage Assessment Report for 7244 Trafalgar Road, dated January 2026, prepared by ERA Architects Inc.

h) Land Use Compatibility Assessment, dated October 2025, prepared by RWDI;

Report To: Council

i) Parkland and Recreational Facility Strategy and Community Facility and Human Services Impact Analysis, dated June 2026, prepared by SGL Planning & Design Inc.

j) Retail/Commercial, Office and Employment Analysis, dated May 2026, prepared by Tate Research;

k) Transportation Master Plan, dated June 2026, prepared by TYLIN;

l) Urban Design Guidelines, dated April 2026, prepared by SGL Planning & Design Inc.

AND THAT the Commissioner of Development Services or their designate be authorized to incorporate any technical modifications to the Transportation Master Plan, Area Servicing Plan and Urban Design Guidelines for the Agerton Secondary Plan that may be identified through further review with agencies and stakeholders;

AND THAT Council **ENDORSE** the Agerton Secondary Plan Urban Design Guidelines, dated June 2026, prepared by SGL Planning & Design Inc., attached as Appendix C to Report DS-038-26, subject to technical modifications to the satisfaction of the Commissioner of Development Services,.

EXECUTIVE SUMMARY

- The Agerton Secondary Plan provides a policy framework and community structure for the Agerton Secondary Plan Area, which is a part of Milton's "Phase 4 Urban Expansion Lands".
- The Official Plan Amendment (OPA) for the Agerton Secondary Plan, attached as Appendix A is being recommended for Council Approval. The OPA is to the 'Draft We Make Milton Official Plan, attached as Appendix A to Report DS-039-26. Once the Province approves the 'Draft We Make Milton Official Plan, the Agerton Secondary Plan would come into force and effect.
- The background studies were undertaken by the Landowner Group and a consultant team led by David Schaeffer Engineering Ltd. in collaboration with the Town of Milton and a peer review consulting team led by MGP. The completed studies are available upon request. The Transportation Master Plan for the Agerton Secondary Plan completes Phase 1 and 2 of the Municipal Class Environmental Assessment process. Technical modifications to the Transportation Master Plan, Area Servicing Plan and Urban Design Guidelines may be required as a result of subsequent review with agencies and stakeholders.
- Consultation with residents and stakeholders has been integrated throughout the Secondary Plan process. Since the process was initiated in 2018, two (2) Public Information Centres, two (2) Open Houses and two (2) Public Meetings were held at Council. Drafts of the Secondary Plan were circulated throughout the process to internal departments and public agencies (i.e. school boards, Halton Region, utility companies, the Province and Conservation Halton) and other stakeholders for comment. Staff and the consulting team have considered all comments and incorporated changes to the Secondary Plan where appropriate.
- The Agerton Secondary Plan area is anticipated to accommodate a minimum of 14,100 residents and 17,500 jobs. The location of the Agerton Secondary Plan in relation to the proposed Milton Trafalgar GO Station creates an opportunity for new transit-oriented development along Trafalgar Road. The planned Protected Major Transit Station Area is well-positioned to provide the highest intensity land uses in close proximity to the future GO Station. Sufficient retail/ commercial space, schools, trails, and urban/village squares to serve the future population will be provided.
- One (1) Neighbourhood Park, One (1) District Park, One (1) Community Centre and One (1) Fire Station are identified in the Agerton Secondary Plan.
- The Secondary Plan also identifies three (3) potential locations for two (2) places of worship and includes policies that will require sites to be reserved to allow faith groups the opportunity to acquire sites for places of worship.

- The Agerton Secondary Plan has identified a conceptual system of roads and active transportation facilities that will provide connectivity to the proposed Milton Trafalgar GO Station and to other areas of the Town.
- The Natural Heritage System (NHS) shown in the Secondary Plan is informed by a Subwatershed Study. Further refinements to the NHS will be reviewed through integrated environmental and engineering studies such as the Master Environmental Servicing Plan (MESP) and the Development Area Environmental Functional Servicing Study (DAEFSS)

Background

The Agerton Secondary Plan area consists of approximately 359 hectares and is generally bounded by Highway 401 to the north, Derry Road to the south, the Greenbelt to the west, and Eighth Line to the east. The Parkway Belt West Plan area and the CPKC Railway run east-west bisecting the Agerton Secondary Plan area.

As part of Halton Region's growth management conformity exercise with the Growth Plan for the Greater Golden Horseshoe, 2006 ("2006 Growth Plan"), Regional Official Plan Amendment 38 (ROPA 38), also known as "Sustainable Halton", identified the Town's "Phase 4 Urban Expansion Lands". The Town of Milton undertook several growth-related background studies to guide future secondary planning of the Phase 4 lands. These studies included an Employment Land Needs Assessment, and Land Base Analysis (LBA). The LBA provided necessary background information for the preparation of future Secondary Plans namely, the Agerton Secondary Plan, the Trafalgar Secondary Plan, and the Britannia East/West Secondary Plan.

The Secondary Planning process was initiated by the Town of Milton and a consulting team led by Malone Given Parsons Ltd. (MGP). Phases One and Two were completed in Q1 2019 as part of the joint Agerton/ Trafalgar Secondary Plan processes. Draft technical background studies were prepared to support three preliminary Land Use Options with a preferred Land Use Option being presented to the public and stakeholders for feedback.

As part of Phase Two, two Public Information Centres (PICs) served to garner comments and feedback from the public and stakeholders. Three Land Use Options and a Preferred Land Use Option were prepared based on findings of the technical background studies and initial feedback from Town staff, coupled with feedback received from the public and stakeholders as a result of PIC#1. Based on comments received at PIC#2, the Preferred Land Use Option was presented to and endorsed by Council on March 25, 2019.

Following the approval of ROPAs 48 and 49 in 2021 and 2022, the Secondary Plan was updated to reflect ROPAs 48 and 49 urban boundary expansion and employment conversions. A Public Meeting was held on July 18, 2022, to present a revised draft of the Agerton Secondary Plan to the public and receive comments.

Background

Since the 2022 Public Meeting, several fundamental changes have occurred. The land use planning for the Agerton and the Trafalgar Secondary Planning Areas are at differing stages, with the planning for the Trafalgar Secondary Plan Area being further advanced than the Agerton Secondary Plan Area. Similarly, the Master Environmental Servicing Plan (MESP) is at different stages of completion for each of the Secondary Planning Areas.

Phase Three is now being recommenced with the background work being undertaken by the Landowner Group in collaboration with the Town of Milton and a peer review consulting team led by MGP This was conducted through a Memorandum of Understanding approved by Council on July 15th, 2024.

The Agerton Secondary Plan has been developed in consultation with residents and stakeholders. Two (2) Open Houses were held throughout Phase Three in May 2025 and March 2026. Both open houses were an informal drop in style format with an opportunity for the public to ask questions and provide feedback to Staff.

In December 2025, the background technical studies were circulated to the Technical Advisory Committee, which includes internal Town of Milton departments, the Region of Halton, the Ministry of Municipal Affairs (MMAH), the Conservation Authority and the School Boards. It resulted in comments/ feedback and corresponding updates to the Agerton Secondary Plan and some of the background technical studies.

In addition to the Open Houses and the Technical Advisory Committee Circulation, a Public Information Centre and Statutory public meeting was held on March 16th, 2025 to present the Secondary Plan program and the Transportation Class EA process. The Public Information Centre was a drop-in format where attendees could view informational display boards, whereas the Statutory Public Meeting presented the process and status of the Secondary Plan, and the changes to the Secondary Plan since 2022 formally at Council for public comment. This resulted in comments/feedbacks and corresponding updates to the Agerton Secondary Plan, which are now presented to Council for approval.

Discussion

Official Plan Amendment No. 1 for the Agerton Secondary Plan, attached as Appendix A, is being recommended for Council Approval through this report.

As per July 1, 2024, amendments to Ontario Regulation 525/97 under February 2021, most OPAs (e.g., site-specific official plan amendments, including most secondary plans) of the Town of Milton are exempt from approval by the Minister of Municipal Affairs and Housing (MMAH).

Certain matters pertaining to a Protected Major Transit Station Area, do require Ministerial Approval. These matters are prescribed in Section 16 (15) of the Planning Act. They include: the delineated boundary of the PMTSA and policies relating to the minimum combined density of residents and jobs to be accommodated; the authorized uses for land and buildings and the minimum building densities. Therefore, these matters have been incorporated into the new Official Plan and will require Ministerial approval prior to the Agerton Secondary Plan coming into full force and effect.

Staff recommend Council adoption of the Agerton Secondary Plan concurrent with the consideration and adoption of the 'We Make Milton' Draft Official Plan. Aligning the timing of these two items is intended to ensure consistency between the Secondary Plan policy framework and the broader Town-wide policy direction established through the new Official Plan. As such, the Agerton Secondary Plan would be conditionally adopted by Council and once the Province approves the new Milton Official Plan, the Agerton Secondary Plan would come into force and effect.

The Agerton Secondary Plan and supporting background studies have been updated to address the following changes:

- Changes to the Planning Act including the identification of Halton Region as an upper-tier municipality without planning responsibility and the redefinition of "Employment Areas".
- The new Provincial Planning Statement (2024) came into effect on October 20th, 2024, replacing both the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe (2020)
- The Halton Region Official Plan is now an Official Plan of the Town. The Town consolidated the relevant policies of the Halton Region Official Plan into the Town's Official Plan through OPA 92.
- The new Milton Official Plan was adopted by Council on March 17, 2025 (OPA 92).
- The Town implemented new residential and non-residential forecasts as part of the Official plan review.

Secondary Plan Changes

- An increase in the population and employment targets in both the Agerton and Trafalgar Secondary Plans.
- Refinement of the eastern boundary of the MTSA to reflect more detailed land use and transportation plans.
- Prescription of land uses and minimum densities for lands in the PMTSA and as a result, removing the tertiary plan requirement.
- Rationalization of the Employment Area to support economic development objectives.
- Removal of some employment lands from the Employment Area to accommodate a wider range of employment than is permitted in the Employment Area in response to the legislation and policy changes regarding Employment Areas.

- The expansion of the mixed-use component to include Node and Corridor structural elements.

Having regard to the changes described above, the Agerton Secondary Plan is supported by the following background reports and studies that is viewable on Let's Talk Milton or available upon request.

- Planning Policy Directives Report, dated June 2026, prepared by Malone Given Parsons Ltd.
- Population, Employment, and Housing Analysis, dated June 2026, prepared by Malone Given Parsons Ltd.
- Archaeological Assessment, dated February 2026, prepared by Irvin Heritage Inc.
- Agricultural Impact Assessment, dated September 2025, prepared by DBH Soil Services Inc.
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- Retail/Commercial, Office and Employment Analysis, dated May 2026, prepared by Tate Research
- Transportation Master Plan, dated June 2026, prepared by TYLIN
- Urban Design Guidelines, dated April 2026, prepared by SGL Planning & Design Inc.

The MESP and MESP Agerton Annex are being concurrently undertaken by other consultants retained by the Town and Town staff have completed a fiscal impact study for the Agerton Secondary Plan area with the findings included in this report.

Should Council approve this report, all background reports and studies for the Agerton Secondary Plan, with the exception of the Transportation Master Plan (TMP), the Area

Servicing Plan (ASP), and the Urban Design Guidelines will be considered final. The background reports and studies have been made available to the public and stakeholders (including agencies) for review and comment through the statutory Public Meeting processes. Any comments received regarding the background reports and studies have been considered, and changes have been made to the applicable study where appropriate.

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

Technical Advisory Committee and Public Meeting Comments

At the Statutory Public Meeting held on July 18th, 2022, one delegation from the Landowner Group addressed the Council with respect to the draft Secondary Plan. No other comments were provided.

In December 2025, the background technical studies were circulated to the Technical Advisory Committee, which includes internal Town of Milton departments, the Region of Halton, the Ministry of Municipal Affairs (MMAH), the Conservation Authority and the School Boards.

At the statutory Public Meeting held on March 16th, 2026, one delegation from the Landowner Group made an oral submission that they were working with the Town on the Secondary Plan and another delegation representing lands outside of the Secondary Plan Area along Eighth Line stated that they would like to participate in the process; however, they are encumbered by the Northwest GTA Transmission Corridor.

Staff and the consulting team have considered all comments received and have recommended changes to the Plan where appropriate. A comments response matrix and the original comments for the Technical Advisory Committee and Public Circulation are attached in Appendix C. A tracked-change version of the Secondary Plan is provided in Appendix D to highlight the changes from the March 2026 Public Meeting draft.

Vision and Goals

Unchanged from the draft Agerton Secondary Plan presented at the March 2026 Public Meeting, the Agerton Secondary Plan envisions a transit-oriented, complete, sustainable, connected, and well-serviced urban community centred on the future Milton-Trafalgar GO Station. The area is planned to function as a major employment and mixed-use node within the Trafalgar Corridor, integrating residential, employment, and community uses with higher-order transit.

Further to and in accordance with the goals of the Town's Official Plan, the following goals are established for the Agerton Secondary Plan area:

- Build compact and complete communities;
- Create diverse employment opportunities;
- Protect and enhance the Natural Heritage System;
- Leverage the GO Station and provide mobility options;
- Establish a logical road network;
- Create high-quality urban spaces; and
- Ensure fiscal responsibility.

Compact and Complete Communities

The Secondary Plan is planned to achieve a minimum density of 180 residents and jobs per gross hectare within the PMTSA and an overall growth target of approximately 14,100 residents and 17,500 jobs by 2051.

The Agerton Secondary Plan consists of five community structures: an Employment Area, Business Commercial Areas, Public Uses, and a Primary Major Transit Station Area (PMTSA), which includes the Transit Oriented Node and Transit Supportive Community.

The community structure is centred on the Milton-Trafalgar GO Protected Major Transit Station Area (PMTSA), which will function as the primary urban node in the Trafalgar Corridor. The PMTSA will accommodate a mix of residential, office, commercial, and institutional uses, with the highest densities and tallest buildings concentrated near the GO Station and along Trafalgar Road.

The PMTSA is comprised of three key components:

- Transit-Oriented Node: The highest-intensity area surrounding the GO Station, with tall buildings and a full mix of uses;
- Transit-Supportive Community: Medium- and high-density mixed-use areas supporting transit with a range and mix of uses including residential, commercial and institutional;
- Agerton Business Commercial Areas: Employment-focused areas providing office, retail, and service uses and acting as transitions to industrial lands.

The PMTSA is planned to accommodate a significant concentration of jobs, including a minimum amount of office and retail floor space to support its role as a major employment hub.

Outside the PMTSA, the Secondary Plan designates Agerton Business Commercial as well as Industrial Areas, which are intended to support manufacturing, warehousing, research and development, and goods movement. These lands are strategically located near Highway 401, Highway 407, and the future Highway 413.

A Public Use Block is planned to accommodate a park, community centre and a fire hall. This block is located to ensure accessibility from the PMTSA and the Trafalgar Secondary Plan Area.

Housing Options

The Secondary Plan provides for a range and mix of medium- and high-density housing types, including apartments, townhouses, and mixed-use buildings, within the PMTSA. The Mixed-Use High Density identifies a minimum height of 3 storeys, and a maximum height of 33 storeys. The Medium Density Residential II identifies a maximum height of 4 storeys and in certain locations, subject to criteria, such as being located on an arterial road, buildings up to eight storeys may be permitted. The Neighbourhood Centre Mixed Use II identifies a maximum height of 25 storeys at the intersection of Trafalgar Road and Derry Road, while the rest of the lands are identified at a maximum height of 12 storeys.

Key housing directions include:

- Concentrating the highest residential densities near the GO Station;
- Encouraging a mix of unit sizes, including family-sized units; and
- Supporting affordable and rental housing, with a target of approximately 30% of new units provided as affordable or below-market housing forms.

Community Facilities

Parks and Open Space

The Secondary Plan provides an integrated parks and open space system, including:

- A District Park (approximately 6 hectares);
- At least one Neighbourhood Park; and
- A network of Village Squares and Urban Squares within the PMTSA.

The proposed conceptual locations of the District Park, Neighbourhood Park and Village/ Urban Squares are shown on Schedule 22.C. These spaces are distributed to maximize accessibility and support active recreation and placemaking.

Schools

The plan identifies the need for a minimum of two elementary schools, with opportunities for additional schools to be integrated into mixed-use developments or co-located with parks and community facilities.

The Halton District School Board (HDSB), Halton Catholic District School Board (HCDSB), Conseil Scolaire Viamonde (CS Viamonde), and Conseil Scolaire Catholique MonAvenir (CSC MonAvenir) were consulted. The HDSB and HCDSB confirmed the need for the number of elementary schools noted above. CSC MonAvenir confirmed that they also require a school within the Agerton Secondary Plan Area, for which alternate urban locations can be

chosen. Schools are encouraged to be co-located with public parks and/or other institutional uses (e.g., public library).

Community Facilities and Emergency Services

The Secondary Plan includes a Public Use Area to accommodate a community centre, fire hall, and other institutional uses. Co-location of community facilities is encouraged to support efficient land use and accessibility.

Places of Worship

Currently, the Town of Milton does not have a standard rate for determining the number of places of worship in new communities, The plan identifies locations for major places of worship and encourages their integration within mixed-use areas or co-location with other institutional uses.

To provide opportunities for faith groups to acquire sites for major places of worship from developers, the Agerton Secondary Plan identifies sites for major places of worship. Faith groups will be notified about the reserved location and will have the three-year period to make arrangements with the developer for the acquisition of the site. If no acquisition arrangements have been made within the three years, then the site may be developed with another use.

Transportation and Transit

The Agerton Secondary Plan has identified a system of collector roads that provide connectivity within the Secondary Plan area and to other areas of the Town, as shown on Schedule 22.B. The identified road network has also been planned to support the proposed land uses and densities in the Secondary Plan. These collector roads, connecting to Major Regional Arterial Roads will balance the needs of all road users including pedestrians, cyclists, transit users, and motorists. The proposed collector and arterial road network are informed and recommended by the Transportation Master Plan (TMP). This TMP component of the Secondary Plan completes Phases 1 and 2 of the Municipal Class Environmental Assessment process.

The Secondary Plan is proposing a complete active transportation system that provides both on and off-road facilities and routes to connect people to nature, places and people.

The community is structured around the future Milton Trafalgar GO Station and planned higher-order transit along Trafalgar Road. Development is required to achieve transit-supportive densities and built form to maximize transit use.

Water and Wastewater

Halton Region is responsible for providing water and wastewater infrastructure. A Draft Area Servicing (ASP) was prepared May 2026. Development will be contingent on the availability of water and wastewater capacity and guided by the Area Servicing Plan and Regional master planning. The purpose of the ASP is to review the existing and proposed water and wastewater servicing and related capacity to service the growth envisioned in the Secondary Plan Area and provide high-level development servicing plans and recommendations for infrastructure within the Secondary Plan Area.

Natural Heritage System

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

The Natural Heritage System (NHS) is a fundamental component of the plan, protecting key ecological features, linkages, and functions. Consistent with the policies of the Milton Official Plan, further refinements to the NHS within the Agerton Secondary Plan area may occur where they are supported by a Master Environmental Servicing Plan (MESP), a Development Area Environmental Functional Servicing Study (DAEFSS), an Environmental Impact Assessment (EIA) and/or equivalent study, and approved by the Town in consultation with the Conservation Authority (where it relates to regulated areas).

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

Recommendation

Staff recommends that Council approve the Official Plan Amendment No. 1 - Agerton Secondary Plan, attached as Appendix A, which would come into force and effect upon the approval of the new Official Plan by the Minister of Municipal Affairs and Housing. Staff recommends that Council receive for information the background reports prepared in support of the Agerton Secondary Plan.

Staff recommends that the Commissioner of Development Services be authorized to incorporate any technical modifications to the Transportation Master Plan, Area Servicing Plan and Urban Design Guidelines.

Staff recommends that Council conditionally endorse the Agerton Secondary Plan Urban Design Guidelines dated June 2026, attached as Appendix C, which will provide guidance for the future preparation of draft plans of subdivision, zoning and the review of development applications. The Agerton Secondary Plan Urban Design Guidelines would be endorsed after technical modifications have been completed and at the time that the new Agerton Secondary Plan would come into force and effect upon the approval of the new of Official Plan by the MMAH.

Financial Impact Study

Through the Official Plan and other Council-approved policies, the Town ensures that growth occurs in a fiscally responsible manner. This requires the completion of a comprehensive Fiscal Impact Study (FIS) that considers projected growth, service levels and changes within the community, and their resulting implications on the Town's cash flows, funding sources, and overall financial health.

The most recent comprehensive FIS was presented to Council through report CORS-056-21. That study assessed growth in its entirety for the Town for the period 2021 to 2041, inclusive of the development that was anticipated for the Agerton Secondary Plan Area (Agerton). As was noted in CORS-056-21, the findings of the comprehensive study were expected to be further assessed through the secondary and tertiary plan processes.

Staff have undertaken that further assessment of the fiscal impacts of Agerton by leveraging the framework that was utilized in the 2021 FIS. The update evaluated Agerton-specific data, with a combination of updated inputs from the secondary plan process (for example, revised growth estimates, phasing and infrastructure assumptions, updated property tax rates, etc.) as well as certain unit rate assumptions that were established through the 2021 FIS and inflated to current day values. Where costs or revenues are associated with several geographic areas within the Town, only a pro-rated portion that could be attributed to Agerton was reflected in the analysis.

Summary tables for the Agerton Specific FIS update are presented as Appendices E-H of this staff report. They include:

- Growth projections including population, employment and assessment growth, including phasing
- Infrastructure projections (both constructed and assumed) in relation to Agerton
- Cash flow of the growth-related capital investments required in relation to the potential growth-related revenue sources (i.e. development charges) that will be available to the Town
- Operating budget implications that are forecasted in relation to Agerton

The analysis was undertaken in 2026 dollars (i.e. excluding further inflation) for the impacts to be evaluated against the Town's existing financial position. From this analysis, the following observations can be made:

- the Agerton area is expected to add 14,100 people in 6,600 residential units, along with 15,940 jobs (excluding work from home) in 1,082,344 square metres of employment space during the planning horizon out to 2051;
- the Town's assessment base is expected to grow by $4.5 billion (based on CVA values as of January 1, 2016), of which 48% will relate to residential growth. The total assessment growth represents a 15% increase in the Town's assessment base;

- the Town's asset base is expected to grow by $319 million in relation to infrastructure that is attributable to the growth in Agerton (including both assets that are constructed by the Town or assumed from developers). This represents a 9% increase to the Town's existing asset base as reported in the 2025 Asset Management Plan;
- an evaluation of the anticipated development charge revenues (based on the new DC rates effective December 31, 2026) relative to Agerton's share of the Town's future growth-related capital program shows that:
    - a deficit of up to $49 million is anticipated in relation Agerton's share of early investments that may be required within the Town's capital forecast;
    - the peak deficit is anticipated around 2037 before annual DC revenues begin to exceed capital expenditures in the latter half of the projection period;
    - a surplus of approximately $27 million is currently projected at the end of the planning horizon which will be monitored and DC rates adjusted through future DC Background Studies as necessary.
- based on existing property tax rates and Town financial policies, as well as the extension of existing service levels, the Agerton area is projected to create an annual tax pressure of up to $2.8 million initially, before eventually creating the potential for annual surplus tax revenues of $7.2 million by the end of the planning horizon. This surplus is largely driven by the ratio of residential to non-residential growth in the Agerton area, with 52% of assessment growth driven by non-residential investment. The results of the Agerton FIS demonstrate the importance of balanced growth as previously presented in prior fiscal impact analyses and illustrate the value of non-residential growth across the Town. It is important to note:
    - the projections undertaken for Agerton have assumed that, in accordance with existing Town policy, the lifecycle cost of new infrastructure that is constructed or assumed for Agerton will be fully funded in the operating budget to not increase the Town's funding deficit.
    - Since the analysis assumed existing service levels, impacts related to potential service level increases (such as increases to transit service hours per capita, etc.) are not reflected in the findings presented and would reduce the projected surplus when introduced.

It is important to note that in addition to potential future service level changes, the analysis would also be impacted by any future changes in legislative or any additional requirements that the Town may be subject to (such as future potential contributions to Provincial infrastructure or services).

The findings for the Agerton specific analysis, when combined with other more residential oriented development areas such as Trafalgar, are largely consistent with the broader findings from the Town's most recent comprehensive FIS that was undertaken in 2021. The updated assumptions for Agerton that have been acquired through the secondary planning process will also be reflected in the Town's next comprehensive FIS process, which is currently expected to be finalized in 2027.

Financial Impact

The amount and pace of growth can have a notable financial impact to the Town. The overall financial pressure is further compounded by the annual incremental investments required to address current shortfalls in infrastructure funding and master plan implementations. Therefore, the preparation of fiscal impact studies is essential to support Council in the management of growth and the goal of financial sustainability. Fiscal impact studies provide the long-term outlook that can help inform annual decisions through the budget process, as well as the strategic decisions required through master plan exercises and secondary planning processes. The projections presented are contingent on the continuation of the Town's existing financial policies and strategies with respect to capital financing and have been based on the Town's existing levels of service.

As described in further detail above, the FIS that was undertaken specifically for Agerton resulted in findings that were consistent with the 2021 FIS that evaluated growth for the entirety of Milton. Specifically, the Agerton FIS identified the importance of balanced residential and non-residential growth to reduce pressure on the existing property tax base. Should the Town continue to implement its existing strategies with respect to annual infrastructure funding, the pressure on the existing tax base that results from continued growth is expected to lessen over time.

With respect to cash flow, and specifically the collection of development charges (DCs) relative to the related capital expenditures, the current estimates suggest that following an initial shortfall, Agerton will contribute towards growth in the Town's capital project funding by way of the DC reserve funds. It should be noted that these estimates are premised on the recently approved DC rates effective December 31, 2026, which are anticipated to be sufficient to support future investment plans in infrastructure to support growth.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact:	Ritee Haider, Senior Planner, Policy	Phone: Ext. 2338

Attachments

Appendix A: Official Plan Amendment No. 1 for the Agerton Secondary Plan

Appendix B: Agerton Secondary Plan Urban Design Guidelines

Appendix C: Comments response matrix and the original comments for the Technical Advisory Committee and Public Circulation

Appendix D: Tracked Changes Version Official Plan Amendment for the Agerton Secondary Plan

Appendix E: Agerton SPA Growth Projections

Appendix F: Agerton SPA Infrastructure Value

Appendix G: Agerton SPA Projected DC Cash Flow

Appendix H: Agerton SPA Estimated Operating Budget

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

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

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XX-2026

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE PLANNING ACT R.S.O. c.P.13, AS AMENDED, IN RESPECT OF THE LANDS IDENTIFIED WITHIN THE AGERTON SECONDARY PLAN AREA OF THE TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (TOWN FILE: LOPA-03/19)

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

1. Amendment No. 1 to the Town of Milton Official Plan, attached hereto, is hereby adopted.

2. This By-law shall not come into force and take effect until Town of Milton Official Plan 2026 has received final approval in accordance with the provisions of the Planning Act.

PASSED IN OPEN COUNCIL ON [XXXX]

_____
Mayor Gordon A. Krantz

_____
Town Clerk Meaghen Reid

AMENDMENT NUMBER 1

TO THE TOWN OF MILTON OFFICIAL PLAN

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

PART 2 THE AMENDMENT, consisting of the following text constitutes Amendment No. 1 to the Town of Milton Official Plan

PART 1: THE PREAMBLE

THE TITLE

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

Amendment No. 1 – The Agerton Secondary Plan (File: LOPA 03/19)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to incorporate the Agerton Secondary Plan, including updating Schedule 4 – Urban Structure of the Town of Milton Official Plan to remove the Employment Overlay on lands designated Business Commercial Designation and add schedules 23a to 23e into the Town of Milton Official Plan.

LOCATION OF THE AMENDMENT

The Agerton Secondary Plan is located in the Town of Milton's Urban Area as shown on Schedule "3" of the Official Plan and is generally bounded by:

a) North – Highway 401

b) East – Eighth Line

c) South – Derry Road; and,

d) West – The Provincial Greenbelt

BASIS OF THE AMENDMENT

As required by the Town of Milton Official Plan 2026, prior to development within specific areas of the town, land uses and a policy framework must be established through a secondary planning exercise. The Agerton Secondary Plan, as implemented through this amendment, establishes land uses and policies that will guide the development of these lands into a new complete community that will accommodate an estimated 14,100 residents and 17,500 jobs by 2051.

PART 2: THE AMENDMENT

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. 1 to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Town of Milton Official Plan is hereby amended by Official Plan Amendment No. 1, pursuant to Sections 17 & 21 of the Planning Act, as amended, as follows:

Schedule Changes

1. By modifying Schedule 4 – Urban Structure of the Town of Milton Official Plan with Figure 1 of this Amendment

Text Changes

1. By adding to the end of Section 1.2.3 Official Plan Structure

   “SECTION 16: Agerton”

2. By adding to the end of Part C, Section 10.1.13:

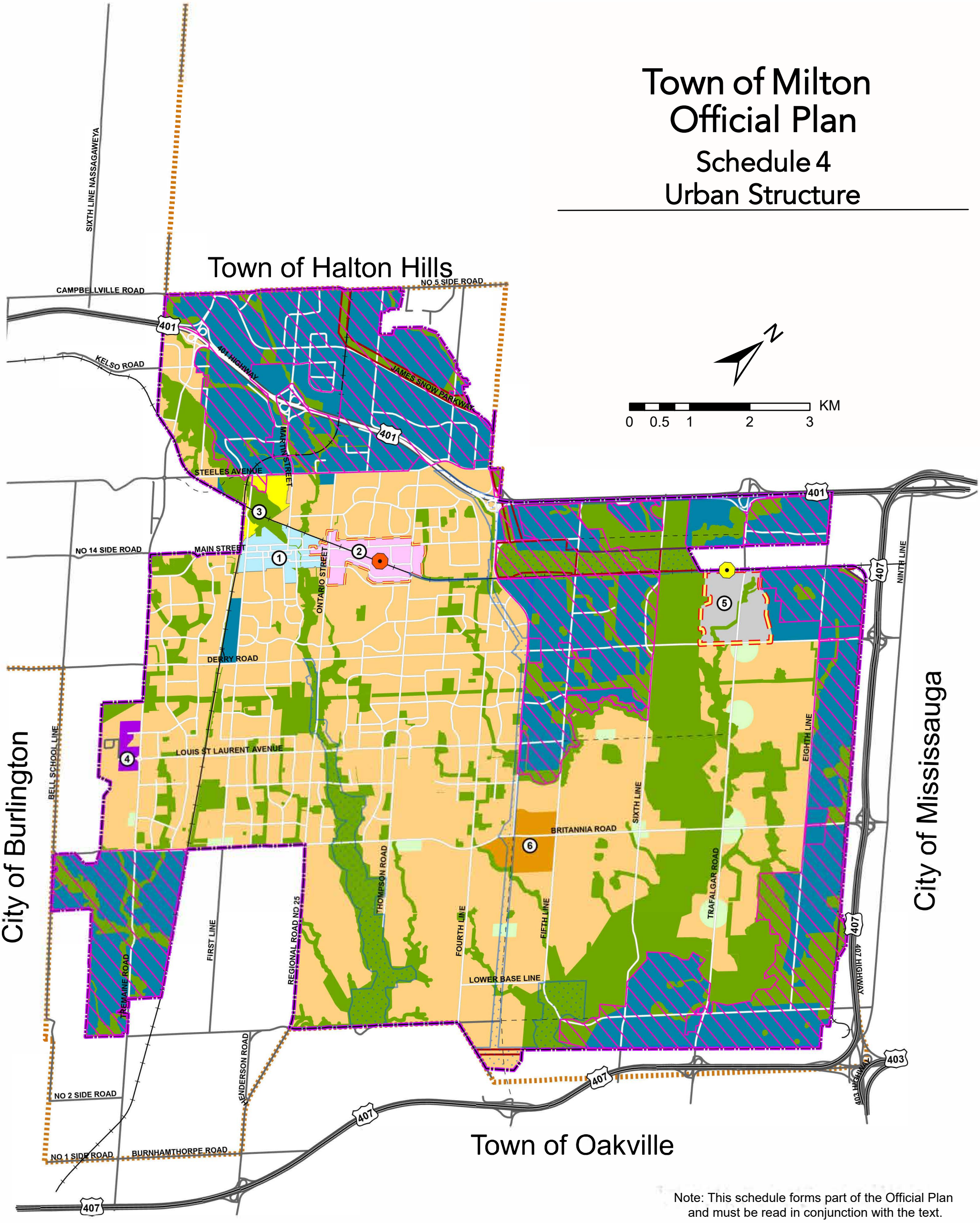
   “SECTION 16 AGERTON”

3. By adding a new section, Section 16 Agerton to Part C of the Official Plan as set out in the attached text and schedules “23a”, “23b”, “23c”, “23d”, and “23e” which constitute part of this Amendment.

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Figure 1

Town of Milton
Official Plan
Schedule 4
Urban Structure



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

June 2026

Strategic Growth Areas

Major Urban Centre

1. Downtown
2. Uptown / Milton GO PMTSA
3. Bronte Steeles

Urban Village Centres

4. Innovation District
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 Plan Area
- Hydro Corridors
- Rail Line
- Provincial Freeway
- Major Roads
- Collector Roads
- Proposed Major Roads

SECTION 16 AGERTON SECONDARY PLAN

PREAMBLE

The Agerton Secondary Plan is located along Trafalgar Road, south of Highway 401 and north of Derry Road. The Agerton Secondary Plan comprises a Protected *Major Transit Station Area* (PMTSA) for a high-density mixed-use community that supports the extension of higher-order transit to this part of Milton, an *Employment Area,* Business Commercial Areas, and community uses, to provide a range and mix of employment opportunities in this part of the town. The Agerton Secondary Plan is being developed in coordination with the Trafalgar Secondary Plan to the south.

A key planning objective for the Trafalgar Corridor (which encompasses both the Agerton Secondary Plan and Trafalgar Secondary Plan) is to plan for the urbanization of Trafalgar Road to support the delivery of key transportation and *higher-order transit* service along the Trafalgar Road (inter- and intra-regional) and the realization of the Milton Trafalgar GO Station. This *infrastructure* is essential to realizing the significant population and job potential in the Agerton Secondary Plan area, which contributes to the *Town's* growth forecasts. The PMTSA is focused on the proposed Milton Trafalgar GO Station. The area is physically separated from the main urban expanse of Milton by the Sixteen Mile Creek Valley. As such, it represents the principal urban centre of the Trafalgar Corridor and offers an opportunity to accommodate higher-density *development* and taller*, transit-supportive* built form in a way that contributes positively to the overall urban structure. The PMTSA is planned to be a focus for some of the highest employment and population densities in the town. The PMTSA is identified on Schedule "23a" and is characterized by a Transit-Oriented Node adjacent to the future Milton Trafalgar GO Station, a Transit-Supportive Community towards Trafalgar Road and Derry Road, and the Agerton Business Commercial Area along Trafalgar Road.

Outside the PMTSA, the majority of the Secondary Plan is intended to provide employment lands that benefit from proximity to the Highway 401-Trafalgar Road, Highway 407-Derry Road, and the future Highway 413-Trafalgar Road interchanges. The Industrial Area will accommodate the '*Employment Area'* land uses that are *compatible* with nearby rail facilities and hydro *infrastructure*.

The balance of the Secondary Plan Area consists of a Public Use block and the Agerton Business Commercial Areas. The Public Use block will accommodate a District Park, a community centre, and a fire hall. The Agerton Business Commercial Areas will provide a transition from the employment lands to the PMTSA and accommodate employment uses that are not permitted in *Employment Areas.*

All references to "this Official Plan" will refer to the Official Plan which is in force and effect at the time of approval of the Agerton Secondary Plan.

16.1 GENERAL

16.1.1 PURPOSE

16.1.1.1 The Agerton Secondary Plan provides detailed policies to facilitate the development of a Protected *Major Transit Station Area (*PMTSA) as well as public use land, Business Commercial Areas, and an *Employment Area* in the northern and eastern portions of the Secondary Plan.

The Secondary Plan:

i) Implements the objectives, policies, and overall planning approach of this Official Plan within the local context;

ii) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;

iii) Provides growth management policies to implement a target of 14,100 residents and 17,500 jobs by 2051; and,

iv) Establishes a vision for growth in the Secondary Plan over the long-term, through overarching themes, goals, strategic policies, and the Community Structure Plan.

16.1.2 LOCATION

16.1.2.1 The Agerton Secondary Plan is located in the town's Urban Area as shown on Schedule 3 of this Official Plan, and is generally bounded by:

a) North Highway 401;

b) East Eighth Line;

c) South Derry Road; and,

d) West Greenbelt Plan Area.

16.2 SECONDARY PLAN CONCEPT

16.2.1 COMMUNITY VISION

16.2.1.1 The community vision is defined by the following five characteristics that provide direction for development in the Agerton Secondary Plan:

a) A transit-oriented and *transit-supportive*, mixed employment and residential *complete community.*

A community centered around the Milton Trafalgar GO Station that provides opportunities for people of all ages and abilities to conveniently access, through numerous transportation options, a broad range of job opportunities, a full range of retail stores and commercial services, an appropriate range of medium and high-density housing, and supporting community uses near transit.

b) A Well-Serviced Community

A community that provides *transit-supportive* centres of activity that maximize access to jobs, shopping, recreation, institutional and leisure choices, with sufficient servicing *infrastructure* to accommodate long-term growth potential.

c) An Environmentally Sustainable Community

A community that integrates a *Natural Heritage System (NHS)* and a linked parkland system within the urban fabric of the Secondary Plan area, which is sensitive and connected to the Greenbelt.

d) A Connected, Transit-Oriented & *Transit Supportive* Community

A community that provides a *multi-modal* transportation network of *Complete Streets* and an *active transportation* and goods movement network responsive to the needs of all users, organized around the proposed Milton Trafalgar GO Station with connections to planned *higher-order transit* on Trafalgar Road that integrates with the town and region's *transportation system.*

e) An Attractive Community

A community that provides a high-quality *public realm* and buildings with design standards that create an attractive and vibrant destination.

16.3 GOALS and OBJECTIVES

Further to, and in accordance with the guiding principles and policy pillars of Sections 1.3 and 1.4 of this Official Plan, the following goals and objectives are applicable to the Agerton Secondary Plan:

16.3.1 BUILD COMPACT and COMPLETE COMMUNITIES

a) Identify appropriate locations for transit-oriented and *transit-supportive* mixed-use *development* that provide a focus of retail, commercial, and community uses within reasonable walking distance from most of the population;

b) Achieve an overall minimum density of 180 residents and jobs combined per gross hectare within the PMTSA;

c) Achieve population-related employment uses, including *office uses* and retail uses, that make efficient use of land and accommodate jobs within the PMTSA;

d) Identify a housing mix that provides for a range of medium- and high-density housing types, as well as a range of tenures, and opportunities for affordable and assisted housing;

e) Identify an interconnected system of parks, open spaces, elements of the NHS and *public realm* areas with *active transportation* (on- and off-road) as one of the main organizing features of the community; and,

f) Identify *institutional use* needs and provide opportunities for places of worship.

16.3.2 CREATE EMPLOYMENT OPPORTUNITIES

a) Ensure the availability of sufficient land for an appropriate mix and range of employment to support the Milton's economic competitiveness;

b) Promote diverse, high-quality employment opportunities, considering the needs of existing and future businesses, and promoting the achievement of an integrated economic cluster;

c) Plan for a business commercial hub to accommodate *office uses* and provide the potential to accommodate large-scale *office uses* and *institutional uses*;

d) Plan for *Employment Areas* that provide long-term locations for manufacturing, research and development in connection with manufacturing, warehousing and good movement, and associated retail and *office uses* and ancillary facilities;

e) Separate *Employment Areas* from *sensitive land uses* with *compatible* population-related employment and *institutional uses* to

maintain the long-term operational and economic viability of *Employment Areas*;

f) Locate employment opportunities that serve the community and that are accessible by transit and *active transportation*, within and adjacent to the Protected *Major Transit Station Area*; and,

g) Encourage compact and attractive population-related employment uses that are focused on the efficient use of land and optimization of *infrastructure*.

16.3.3 PROTECT and ENHANCE the NATURAL HERITAGE SYSTEM

a) Protect or enhance key features and ecological functions 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 that is easily accessible and visible to residents and visitors; and,

c) Encourage visual and physical connections to the Greenbelt and the *Natural Heritage System*, including the location of parks and open spaces adjacent to, or near, the *Natural Heritage System*, where possible.

16.3.4 LEVERAGE GO STATION and PROVIDE MOBILITY OPTIONS

a) Create a *multi-modal* transit hub centred around the Milton Trafalgar GO Station that serves to connect people and goods within the Secondary Plan, other areas of the town, and surrounding urban areas in the region;

b) Foster a connected and accessible *active transportation* network which promotes a culture of walking, rolling, and cycling;

c) Plan for a local transit network that can connect to planned *higher-order transit* service on Trafalgar Road and at the proposed Milton Trafalgar GO Station;

d) Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users and motorists;

e) Provide a land use structure and distribution of density that is *transit-supportive* within walking distance of transit stops; and,

f) Identify Trafalgar Road and Derry Road corridors as Transit Priority Corridors to serve as key connectors and key regional corridors to link people to existing and planned regional destinations and abutting municipalities.

16.3.5 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, as the main north-south corridor of the Secondary Plan, which together with Derry Road, a major arterial regional road and the main east-west corridor, is intended to accommodate all modes of transportation and accommodate travel throughout the region.

16.3.6 CREATE HIGH-QUALITY URBAN SPACES

a) Establish urban design guidelines and other measures that will ensure a high-quality and cohesive urban design for both public and private areas of the community;

b) Create community identity through the 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.);

c) Ensure communities are designed to be accessible by all, regardless of age or physical ability; and,

d) Require attractive streetscapes and building facades along arterial roads by limiting expansive surface parking, outside storage, and heavier industrial uses to locations not visible to the travelling public.

16.3.7 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.

16.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 1 to 5 of this Official Plan, the following policies are applicable to the Agerton Secondary Plan.

16.4.1 NATURAL HERITAGE SYSTEM (NHS)

16.4.1.1 The *Natural Heritage System* will be established in accordance with Section 3.2.1, 3.2.2 and 3.2.3 and 6.2.10 of this Official Plan. The focus of the NHS is to preserve and enhance the biological diversity and *ecological functions*. The NHS is identified on Schedules "23a" to "23c" and further detailed in Section 16.6.11 of this Secondary Plan.

16.4.2 TRANSPORTATION NETWORK

16.4.2.1 Public Transit

In conformity with policies 4.1.1.5, 4.1.1.6, 4.1.1.9, 4.1.1.14, 4.1.1.15, 4.1.1.18, 4.1.1.19, and the polices of Section 4.3.5 of this Official Plan, and with regard to the *Town's* Transportation Plan, 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.

16.4.2.2 Active Transportation System

Schedule "23b" identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with policies 4.1.1.4, 4.1.1.7, 4.1.1.15, 4.1.1.16, 4.1.1.19, 4.1.1.20, 4.1.1.21,4.1.1.22, and policies of Sections 4.2.4 and 4.3.2 of this Official Plan. The *active transportation* system has been coordinated with the existing and planned trail systems at both the town and regional levels, having regard for the *Region* and *Town's* Transportation Plans. 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 shall connect to parks and schools. Where possible, the *active transportation* system is encouraged to connect to other *institutional uses*.

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 NHS protection and enhancement policies of this Official Plan.

16.4.2.3 Road Network

In conformity with policies 4.1.1.3, 4.2.1 to 4.2.2 and policies of Sections 4.3.3 to 4.3.4 of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule "23b". The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network necessary to ensure the proper overall functioning of transportation and water and wastewater systems, supporting the planned *development* of the area. The precise location of all new collector and local roads shall be established in conjunction with the preparation of *development* applications, and deviations from the road pattern identified in this Secondary Plan shall not require an amendment to this Secondary Plan, subject to the approval by the *Town*, in consideration of traffic demand requirements, connectivity objectives, and development continuity. The alignment of the Main Street Extension will be determined through the completion of the Main Street EA, and the ultimate alignment shall not require an amendment to this Secondary Plan. Any proposed deletions of arterial roads identified on Schedule "23b", or any proposed additions or deletions of collector roads intersecting with a major arterial regional road, will require an amendment to this Secondary Plan unless otherwise permitted in the Secondary Plan.

16.4.2.4 Regional Road Network

The *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 plans, by-laws, and guidelines. The regional road network within the Secondary Plan is comprised of Trafalgar Road (Regional Road 3) and Derry Road (Regional Road 7) corridors.

16.4.2.5 Regional Road Considerations

The *Town* will work with the *Region* to ensure that Trafalgar Road and Derry Road, function efficiently as major routes through the Secondary Plan area.

The *Town* and *Region* will monitor the need for network improvements to be addressed through the *development* application process.

16.4.2.6 Rail

Development in proximity to the railway corridor is subject to policies 3.7.1.5, 4.2.1.6, 4.1.1.23 to 4.1.1.25, 4.1.1.27, 4.1.1.29, and the policies of Section 4.2.3 of this Official Plan.

16.4.3 SERVICING

16.4.3.1 Water and Wastewater Infrastructure

The public *infrastructure* system shall be developed in conformity with Sections 5.7.1. and 5.7.6 of this Official Plan.

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

16.4.3.2 Stormwater Management

In conformity with Sections 3.3.3 and 5.7.5 of this Official Plan, the *Town* shall, prior to the approval of a *development* application, require the approval of a stormwater management plan that is consistent with the direction of the SWS.

The location of the stormwater management facilities (including green infrastructure and *Low Impact Development* (LID) techniques) will be identified through the development approval process, 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 road drainage at their planned elevations, if known, or existing elevations, where feasible. For *developments* adjacent to a major arterial 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 3.2.1, 3.2.2, 3.2.3 and 6.2.10 of this Official Plan, stormwater management facilities and LID techniques may be permitted within the NHS where deemed essential and if demonstrated that there will be no *negative impacts* on key features and components of the NHS or their ecological functions through a *MESP, 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 PMTSA, 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 on site plans or draft plans of subdivision process and incorporated into the Fiscal Impact Assessment.

Where facilities are required for regulatory storm control, the facility must be either 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.

16.4.3.3 Transportation & Utility Facilities

In conformity with the policies of Sections 5.7.3, 5.7.4 and 5.7.5 of this Official Plan, Federal, Provincial, *Regional*, and *Town*-owned and/or operated essential transportation and utility facilities are permitted to be located within any land use designation, and where required, subject to the completion and approval of an EA.

Essential transportation and utility *infrastructure* may be located within the *Natural Heritage System*, in accordance with Section 16.6.10 of this Secondary Plan and supported through an EA if required.

16.4.4 HOUSING

16.4.4.1 The PMTSA shall provide for a range and mix of medium- and high-density housing by type, unit size, and tenure. A full range and mix of medium- and high-density housing to meet the life-cycle needs of the population will be encouraged within the PMTSA, with the highest residential densities directed to the Transit-Oriented Node and at the corners of Trafalgar and Derry Roads.

16.4.4.2 The PMTSA is a key location for the provision of *affordable housing* and purpose-built rental housing within the town.

16.4.4.3 To meet the overall town-wide *affordable housing* target of 25 percent, within the Agerton Secondary Plan Area, it is encouraged that 30 percent of all new units be provided as either rental, below market rental cost, or below market ownership cost.

16.4.4.4 Units in *developments* are encouraged to achieve a minimum target of 40 percent to be 2-3 bedrooms

16.4.4.5 The *Town* will work with *development* proponents to support the achievement of the *Town's* housing affordability objectives and targets.

16.4.4.6 In order to achieve the *Town's* housing affordability objectives and targets, in accordance with Section 5.1 and the *Town's* Housing Strategy, the *Town* may consider tools such as Inclusionary Zoning. Other incentives, such as alternative development standards or reductions in application fees, may be considered when *development* proponents provide an appropriate housing mix by dwelling type and number of bedrooms, based on the *Town's* Housing Strategy.

16.4.4.7 The *Town* will work with the *Region* and *development* proponents to identify tangible partnerships to provide *affordable housing*.

16.4.4.8 As a requirement of *development* applications, *development* proponents shall provide a statement that demonstrates how they are addressing the *Town's* Housing Strategy and contributing to the Town's housing targets, including *affordable housing* targets.

16.4.5 URBAN DESIGN

16.4.5.1 Section 5.2 of this Official Plan contains urban design policies for the town, which are applicable to the Agerton Secondary Plan.

Further to, and in accordance with the policies of Section 5.2 of this Official Plan, all *development* within the Agerton Secondary Plan shall be designed in a manner which:

a) Reflects the goals and objectives of this Secondary Plan in Section 16.3; and,
b) has regard for the Agerton Urban Design Guidelines.

16.4.5.2 Further to the policies of Section 16.4.5.1, *development* should also be designed in accordance with the following:

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 collector roads within the Agerton Secondary Plan shall be designed as *complete streets*, balancing the needs of all road users;

c) The design of a grid system of local roads within the Industrial Area is encouraged. To ensure flexibility to accommodate all employment uses, changes to the internal collector roads will be permitted without an amendment to this Secondary Plan to accommodate larger or smaller employment uses when supported by a Transportation Impact Study;

d) *Outdoor storage* should be generally shielded from public view by a combination of buildings and landscaping. Where *outdoor storage* is proposed along arterial and collector roads, screening shall be provided to the satisfaction of the *Town*;

e) Major Arterial Regional Roads shall be designed with boulevards that will be vegetated with *trees* and shrubs and shall include *active transportation* facilities for pedestrians and cyclists. Landscaped boulevards considered on Trafalgar Road and Derry Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;

f) South of the rail line, the Trafalgar corridor shall support a mix of residential and retail-commercial uses, which should be designed to animate the *public realm* on Trafalgar Road. Boulevards shall be urban in design, featuring primarily hardscaping, with wide sidewalks and ample room for feature street *trees* and other plants, as appropriate and to the satisfaction of the *Region*;

g) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces, particularly a District Park and Neighbourhood Park;

h) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar Road, Derry Road, and Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the regional right-of-way;

i) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise and *Tall Building Design* Guidelines;

j) *Tall buildings* permitted along Trafalgar Road must be designed to ensure a pedestrian-friendly environment and compatibility with the surrounding built form through appropriate setbacks, building stepbacks, and enhanced landscaping, consistent with the Agerton Design Guidelines and the Milton Mid-Rise and *Tall Building* Design Guidelines;

k) New buildings shall be positioned to positively define the shape and function of the *public realm* including streets, parks, and open spaces;

l) Within the PMTSA, there shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary.

m) All *active transportation* system crossings at a regional road must be located at signalized intersections;

n) *Institutional uses* shall be combined as part of mixed-use buildings in the PMTSA, where possible to achieve a *compact built form*, with the exception of schools which shall be compact, but are not required to be combined as part of mixed-use buildings;

o) New *development* shall be designed to minimize the exposure of residential and other sensitive land uses to odour, noise, and other contaminants caused by transportation, industrial, and utility sources in accordance with the policies of Sections 3.7 and 4.2.3 of this Official Plan and the recommendations of the Land Use Compatibility Study; and,

p) The *development* of reverse frontage lots on Arterial Roadways 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.

16.4.6 INFRASTRUCTURE and INSTITUTIONAL USES

A range of infrastructure, including *institutional uses,* are permitted in all land use designations on Schedule "23c", except where not permitted in the *Natural Heritage System*, *hazardous lands* or *hazardous sites* or the Industrial Area in accordance with Sections 5.5 and 5.7 of this Official Plan and policies 16.4.1, 16.4.3, 16.5.2, 16.6.5, 16.6.7 to 16 6.9, and 16.6.10 of this Secondary Plan. However, public uses that do not include *public service facilities* are permitted within the Industrial Area.

16.4.6.1 General Parks and Open Spaces

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through active recreational spaces that support the strategic objectives of Section 5.4 of this Official Plan and 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 Trafalgar corridor 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 Agerton Secondary Plan, the parks and open space system and the *active transportation* system (per Section 16.4.2.2), are identified on Schedules "23a" to "23c" and further detailed in Section 16.6.10.

Parks and Villages Squares shall be connected to the *active transportation* network.

16.4.6.2 Places of Worship

The intent of the Secondary Plan 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.

Three (3) major *places of worship* locations are identified on Schedules "23a" & 23c". The *Town* shall encourage the shared use of *place of worship* locations with other *institutional uses*.

Two *places of worship* should be developed in accordance with Section 16.6 of this Secondary Plan and Section 5.5.5 of this Official Plan and may be zoned to permit alternative use(s).

The sites shall be subject to a Holding Zone, which shall only be removed at the time of site plan approval, and subject to satisfying the following conditions of approval:

a) It must be demonstrated at the time of lifting the holding (H) provision 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, prior to site plan approval, no arrangements have been made for the acquisition of the identified locations for a place of worship, the underlying land use designation shall apply without further amendment to the Official Plan.

Following the development of two *places of worship* in the Secondary Plan area, the holding provision for the remaining location will be lifted and the underlying designation of the third location shall apply without an amendment to the Official Plan.

Minor *places of worship* may be accommodated within the Mixed-Use High Density, Neighbourhood Centre Mixed-Use II, and Agerton Business Commercial Area designations in accordance with the policies of Sections 16,.6.1, 16.6.3, and 16.6.4 of this Secondary Plan.

16.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Agerton Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Official Plan, emergency response facilities are permitted in any land use designation other than the *Natural Heritage System* or the Industrial Area designation or within *hazardous lands* or *hazardous sites* and shall be designed and developed in a manner that is *compatible* with the surrounding neighbourhood.

At a minimum, one (1) fire hall shall be provided within the Secondary Plan.

16.4.6.4 Schools

The intent of the Secondary Plan is to provide sufficient educational opportunities in proportion to the resident population and to maximize walkability by locating schools within the PMTSA, co-locating them with a Neighbourhood Park, and providing frontage on collector roads. Schools shall be provided in accordance with Section 5.5.3 of this Official Plan and Section 16.6.9.5 of this Secondary Plan.

16.4.6.5 Co-location

Schools shall be encouraged to be co-located with Libraries, Community Centres, and Parks, where possible.

Libraries, Community Centres, Parks, and places of worship shall also be encouraged to co-locate, where possible.

Schools, Libraries, and Community Centres should be developed in more urban, *compact built forms* for land efficiency.

16.4.7 EXISTING AGRICULTURAL OPERATIONS

16.4.7.1 Within the Agerton Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. An Agricultural Impact Assessment on the potential impact of urban development on existing agricultural operations, including the requirement for compliance with *Minimum Distance Separation formulae*, does not apply within the Agerton Secondary Plan.

16.4.8 GREEN INNOVATION PLAN

16.4.8.1 The *Town* will encourage inclusion of energy-efficient housing in the Agerton 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.

16.4.8.2 The *Town* shall encourage installation of electric vehicle charging stations.

16.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “23a” provides an overall framework for the Agerton Secondary Plan. Key Community Structure elements include the Milton Trafalgar GO Station and PMTSA, Industrial

Area, Agerton Business Commercial Area, Public Uses, NHS, and roads and *active transportation* Networks.

Discrete land use designations are shown on Schedule "23c" and detailed in Section 16.6 of this Secondary Plan.

16.5.1 MAJOR TRANSIT STATION and PROTECTED MAJOR TRANSIT STATION AREA

The Protected *Major Transit Station Area* (PMTSA) is a contiguous urban area generally delineated by the CP Rail Line to the north, the Greenbelt Plan to the west, Derry Road to the south, and a proposed collector road to the east of Trafalgar Road. The Milton Trafalgar GO Village/ Milton Trafalgar GO PMTSA and associated GO Station have been identified in multiple levels of policy, including the Town of Milton Official Plan, and the *Town's* Transportation Master Plan.

The PMTSA is a strategic growth area within the Secondary Plan that is intended to provide a full mix and range of uses at a *transit-supportive* minimum overall density of 180 residents and jobs per hectare. The PMTSA will achieve a minimum of 14,100 people and 4,200 jobs, resulting in a general proportion of approximately 60 percent residents and 25 percent jobs.

The PMTSA shall achieve the Milton Trafalgar GO Village policies contained in Sections 2.3.3.1 to 2.3.3.13 and 6.3.4.1 to 6.3.4.3. The PMTSA shall also incorporate the greatest mix of uses, including residential uses, *office uses*, retail commercial uses, and *institutional uses* within the Secondary Plan, integral to a vibrant area which prioritizes transit and *active transportation*. It shall be immediately recognizable as the core of the community. To achieve this mix of uses, the PMTSA comprises a Transit-Oriented Node, a Transit-Supportive Community, and an Agerton Business Commercial Area. The Transit-Oriented Node near the future Milton Trafalgar GO Station shall have the greatest intensity of uses, height, and density within the Secondary Plan.

The PMTSA shall be primarily defined by *tall buildings*; however, mid-rise buildings are also encouraged. A mix of higher-density built forms will be promoted in the PMTSA. The PMTSA will include two height peaks, with the greatest heights concentrated at the Milton Trafalgar GO Station and the second height peak at the intersection of Trafalgar and Derry Roads.

The PMTSA is planned to be a mixed-use urban destination that will serve as the highest concentration of jobs in the Secondary Plan, forming a new office node and business cluster in this part of the region. Accordingly, the PMTSA shall be planned to accommodate a minimum of 27,900 square meters of *office gross floor area* and 30,200 square metres of retail commercial *gross floor area*.

Development in the PMTSA will be guided by transportation (including transit) and capacity thresholds. The PMTSA is planned to accommodate a population of 14,100 people, where a maximum of 12,690 people and 9,625 jobs can be accommodated before the Milton Trafalgar GO Station is in operation. This limit may be raised without an amendment to this Secondary Plan if a transportation study is conducted that supports additional population or jobs to the satisfaction of the *Town* and in consultation with *Region*.

16.5.1.1 Transit-Oriented Node

The Transit-Oriented Node is delineated by CP Rail to the north, the Greenbelt Plan to the west, a proposed east-west collector road to the south, and Trafalgar Road to the east.

The Transit-Oriented Node is intended to focus the greatest intensity of uses, height, and density within the PMTSA. The Transit-Oriented Node shall also incorporate the greatest mix of uses, including residential, *office*, retail commercial, and *institutional uses* within the PMTSA.

The Transit-Oriented Node shall be recognizable as the core place-making area, featuring the highest degree of urban design and transit- and pedestrian-oriented development, with active street frontages and attractive streetscapes.

Tall buildings are encouraged in the Transit-Oriented Node. Surface parking is discouraged in the Transit-Oriented Node, except for parking to support the Milton Trafalgar GO Station. Interim uses or heights and densities below the minimums shall not be permitted; however, surface parking provided as part of a phased *development* is permitted.

16.5.1.2 Transit-Supportive Community

The Transit-Supportive Community is generally delineated by the Transit-Oriented Node to the north, the Greenbelt Plan to the west, Derry Road to the south, and the proposed collector road east of Trafalgar Road to the east.

The Transit-Supportive Community is intended to be composed of development at *transit-supportive* densities, with a range and mix of uses, including residential, commercial, and *institutional*. Mid-rise and *tall buildings* are encouraged throughout the Transit-Supportive Community.

The PMTSA's secondary height peak will be located at Trafalgar Road and Derry Road, coincident with a planned higher-order Bus Rapid Transit stop along Trafalgar Road. This area is intended to complete the north side of the Neighbourhood Centre identified in the Trafalgar Secondary Plan and provide a complete range and mix of uses, including residential, retail commercial, and *institutional*.

Development along Derry Road should serve as a transition area to the adjacent Trafalgar Secondary Plan.

16.5.1.3 Agerton Business Commercial Area

The Agerton Business Commercial Area within the PMTSA is delineated by the rail line to the north, Trafalgar Road to the west, a proposed collector road to the south, and a proposed collector road to the east. Agerton Business Commercial Areas are also in a contiguous area located north of the railway, east of the Greenbelt Plan, south of the 401 corridor and west of Trafalgar Road. This is in addition to an area north along Derry Road, east of the Public Use block, south of the Industrial Area and west of Eighth Line as well as an area north of the Public Use block, east of the proposed collector road east of Trafalgar Road and south and west of the Industrial Area.

The Agerton Business Commercial Area is intended to support the PMTSA, and higher-order transit stops and serve as a transition to the adjacent Trafalgar Secondary Plan to the south, and the Transit-Oriented Node to the west from the rail uses and Industrial Areas to the east and north. The Agerton Business Commercial Area, north of the railway and west of Trafalgar Road, is intended to provide opportunities for *large office* and *institutional uses* that can benefit from proximity to the Main Street extension and Highway 401.

The Agerton Business Commercial Area will provide *office, retail*, and light industrial uses to serve as a transition from residential areas to the adjacent Industrial Areas, support the achievement of the job target identified in Section 16.1.1 iii), and accommodate non-residential uses that are not permitted within the Industrial Area. Residential uses shall not be permitted.

16.5.2 INDUSTRIAL AREA

The Industrial Area is within the *Employment Area* overlay, which ensures protections for employment uses. An Industrial Area is planned to accommodate clusters of industrial, business, and economic activities, which will be a major source of employment opportunities within the town and will benefit from proximity to Highway 401, the future Highway 413, *higher-order transit* on Trafalgar Road, and the nearby Milton Trafalgar GO station, and from the future Main Street extension. This will include manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail uses and *office uses*, ancillary facilities, and any other business and economic uses.

Any uses deemed to be noxious by reason of dust, odour, fumes, particulate matter, noise, and/or excessive vibrations may only be permitted where appropriate separation or mitigation from sensitive land uses can be provided.

16.5.3 PUBLIC USES

A Public Use block is planned to accommodate a District Park, a community centre, and a fire hall. The block is located to ensure accessibility from the PMTSA and the Trafalgar Secondary Plan Area, while also providing a buffer between the Industrial Area and residential uses in the PMTSA.

16.5.4 NATURAL HERITAGE SYSTEM

The *Natural Heritage System* (NHS) is delineated on Schedules "23a" to "23c" of this Official Plan. Components of the NHS are outlined in Section 3.2.2 of this Official Plan.

16.5.5 ROAD AND ACTIVE TRANSPORTATION NETWORKS

The Road and *Active Transportation* Networks have been identified on Schedule "23b" to ensure that the integrated 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, continuous grid-pattern street network, while recognizing constraints, such as the NHS, that limit the achievement of a fully connected network

16.6 LAND USE POLICIES

The applicable land use policies of Sections 6.0 and 8.0 of this Official Plan, together with the additional policies in this section, shall apply to the lands in the Agerton Secondary Plan, in accordance with the land use designations on Schedule "23c".

Minor adjustments in the land use pattern and the location of proposed specific land use designations or facilities, with the exception of the Agerton Business Commercial Area within the PMTSA may be considered without an amendment to this Secondary Plan in accordance with Section 16.8.1 of this Secondary Plan.

16.6.1 MIXED-USE HIGH DENSITY

The Mixed-Use High Density designation on Schedule “23c” is generally located south of the rail line, and adjacent to the Milton Trafalgar GO Station. The Mixed-Use High Density designation will establish the major focal point within the Secondary Plan and the PMTSA, which is intended to achieve the highest residential and employment densities to support the Milton Trafalgar GO Station and *higher-order transit* along Trafalgar Road.

16.6.1.1 Within the Mixed-Use High Density designation, permitted uses include:

a) Residential Uses in the form of apartments, encouraged in a mixed-use format, in accordance with Sections 16.4.4, 16.5.1, and 16.6.1.3 of this Secondary Plan;

b) Medium-density residential uses, including street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes, which shall transition down towards the Greenbelt from the Transit-Oriented Node, in accordance with the policies Sections 16.4.4, and 16.5.1 of this Secondary Plan;

c) Local Commercial uses in non-residential and mixed-use buildings may include retail, *service commercial*, pharmacy, financial institution, personal service uses, population-serving offices, or small-scale community uses

d) *Office uses*; and,

e) *Institutional Uses,* including *minor places of worship* only as part of a mixed-use building and in accordance with Section 6.1.7.3 c) &

6.1.7.3 d) of this Official Plan and Sections 16.4.6.2 of this Secondary Plan.

16.6.1.2 Within the Mixed-Use High Density designation, a minimum of 18,600 square meters of *office gross floor area* and 9,300 square metres of retail commercial *gross floor area* shall be provided.

16.6.1.3 *Development* will be generally planned to contribute to achieving the following objectives:

a) Support major transit *infrastructure* and multi-modal access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

b) Protect lands to accommodate the need for future enhancement or expansion of transit *infrastructure* as appropriate;

c) Provide the most intense forms of *development* within 400 metres of the Major Transit Station;

d) Locate *sensitive land uses* to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* and other land uses vulnerable to encroachment;

e) Where parking is provided, it is encouraged that the majority of parking be provided in a structured parking garage or underground;

f) Where surface parking is provided, it shall be generally screened from the *public realm* by the placement of buildings and landscaping;

g) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*;

h) Incorporate alternative development standards to the satisfaction of the *Town* and school board, including urban schools in mixed-use building formats;

i) Protect for the minimum *gross floor area* required for *office* and retail commercial uses;

j) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;

k) Accommodate multiple village/urban squares; and,

l) Facilitate access to public transit.

16.6.1.4 Notwithstanding Sections 6.1.2.3. c) and 6.1.2.4 c), the following requirements apply:

a) Minimum and maximum building heights shall be in accordance with Schedule "23d";

b) Minimum building densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 3.0 *floor space index* for apartments and mixed-use buildings;

ii. A minimum density of 65 units per hectare for medium density residential uses; and

iii. A minimum density of 0.5 *floor space index* for non-residential buildings .

16.6.1.5 All development within the Mixed-Use High Density designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16.6.2 MEDIUM DENSITY RESIDENTIAL II

The Medium Density Residential II designation on Schedule "23c" is located throughout the PMTSA, concentrated in the Transit-Supportive Community.

The designation is intended to provide a range and mix of housing types and to locate less intensive residential *development* in the Transit-Supportive Community while providing a minimum density that will support transit and retail commercial uses.

16.6.2.1 Within the Medium Density Residential II designation, permitted uses include:

a) Residential Uses, including street townhouses, back-to-back townhouses, stacked townhouses, multiplexes, apartments and mixed-use buildings in accordance with the policies of Sections 16.4.4, 16.5.1, and 16.6.2.3 of this Secondary Plan;

b) Local Commercial uses in non-residential and mixed-use buildings may include retail commercial, *service commercial,* pharmacy, financial institution, personal service uses, population-serving offices, or small-scale community uses;

c) *Institutional Uses,* including minor *places of worship* only as part of a mixed-use building and in accordance with Sections 6.1.7.3 c) & 6.1.7.3 d) of this Official Plan and Section 16.4.6.2 of this Secondary Plan; and

d) Land uses and built form that would adversely affect the achievement of the density targets of this PMTSA are prohibited: low-density housing, such as *single-detached*, semi-detached, and duplex dwellings, shall not be permitted.

16.6.2.2 *Development* will be planned to:

a) Support major transit infrastructure and multi-modal access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

b) Locate *sensitive land uses* to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* and other land uses vulnerable to encroachment, in accordance with;

c) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*;

d) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;

e) Accommodate multiple village squares; and,

f) Facilitate access to public transit.

16.6.2.3 Notwithstanding Section 6.1.2.3 c) of this Official Plan, the following requirements apply:

a) Minimum and maximum building heights shall be in accordance with Schedule “23d”;

b) Notwithstanding Schedule “23d”, where there is a maximum height of four storeys, locations to accommodate additional building height up to eight storeys may be considered through the development application process, without an amendment to the Secondary Plan, subject to the following requirements:

i. The lands are generally located along an arterial road (i.e. Derry Road) or at the intersection of two collector roads; and

ii. The development is compatible with and is appropriately designed and transitioned to the surrounding area.

c) Minimum densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 65 units per hectare and a maximum density of 3.0 *floor space index* for medium density housing options such as street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes; and

ii. A minimum density of 1.0 *floor space index* and a maximum density of *3.0 floor space index* for apartment and mixed-use buildings;

16.6.2.4 All *development* within the Medium Density Residential II designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16.6.3 NEIGHBOURHOOD CENTRE MIXED-USE II

The Neighbourhood Centre Mixed-Use II designation on Schedule "23c" is located along the Trafalgar Road and Derry Road corridor to serve the surrounding community and optimize opportunities for access to planned *higher-order transit* service.

The designation is intended to serve the commercial needs of the PMTSA and the surrounding areas. It is the intent of this Secondary Plan that the lands within this designation are the focus of commercial uses (particularly retail commercial uses and *office uses*) and higher-density residential uses in a mixed-use setting.

16.6.3.1 The Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within the PMTSA and permits the following uses in a stand-alone or mixed-use building:

a) *Office uses*;

b) Retail commercial uses;

c) *Institutional Uses* including minor *places of worship* in accordance with Sections 6.1.7.3 c) & 6.1.7.3 d) of this Official Plan and Section 16.4.6.2 of this Secondary Plan;

d) Residential apartments and mixed-use buildings in accordance with the policies of Sections 16.4.4, 16.5.1, and 16.6.3.3 of this Secondary Plan; and,

e) Land uses and built forms that would adversely affect the achievement of the density targets of this PMTSA are prohibited: Low-density forms of housing, such as *single-detached*, semi-detached, and duplex dwellings, shall not be permitted.

16.6.3.2 Within the Neighbourhood Centre Mixed-Use II designation, a minimum of 20,900 square metres of retail commercial *gross floor area* shall be provided.

16.6.3.3 *Development* will be planned to:

a) Support the *office* and commercial-retail needs of the PMTSA and surrounding community, including the Trafalgar Secondary Plan Area, by providing the minimum *gross floor area* required for *office* and retail commercial uses;

b) Support major transit *infrastructure* and *multi-modal access* to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

c) Locate *sensitive land uses* to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* and other land uses vulnerable to encroachment;

d) Encourage buildings to be located on or close to the street line and massed at intersections to establish a strong street edge;

e) Accommodate multiple village squares;

f) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*; and,

g) Facilitate access to public transit.

16.6.3.4 Notwithstanding Section 6.1.2.3 c) and 6.1.2.4 c), the following requirements apply:

a) Minimum and maximum building heights shall be in accordance with Schedule “23d”;

b) Minimum densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 3.0 *floor space index* for apartment and mixed-use buildings; and

ii. A minimum density of 0.3 *floor space index* for non -residential buildings.

16.6.3.5 All *development* within the Neighbourhood Centre Mixed Use II designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16.6.4 AGERTON BUSINESS COMMERCIAL AREA

The Agerton Business Commercial Area designation applies to areas where a range of commercial, *light industrial,* and *major office uses* will be permitted, subject to a high standard of design.

16.6.4.1 Permitted uses within the Agerton Business Commercial Area shall be in accordance with the applicable policies of Section 6.2 of this Official Plan

16.6.4.2 Notwithstanding Section 6.2 of this Official Plan, within the Agerton Business Commercial Area designation, the following uses are permitted:

a) *Institutional uses* including minor *places of worship* in accordance with Sections 6.1.7.3 c) and 6.1.7.3 d) of this Official Plan and Sections 16.4.6.2 and 16.6.7 to 16.6.9 of this Secondary Plan; and

b) Major *places of worship* in accordance with Section 5.5.5 of this Official Plan and Sections 16.4.6.2 and 16.6.7 to 16.6.9 of this Secondary Plan.

16.6.4.3 Notwithstanding the policies of Section 6.2 and policy 6.2.2.9 of this Official Plan, within the Agerton Business Commercial Area designation, the following uses are not permitted:

a) Automobile related uses, including vehicle wash facilities, automobile sales, and service.

16.6.4.4 Within the Agerton Business Commercial Area designation within the PMTSA, a minimum of 9,300 square metres of *office* gross floor area shall be provided.

16.6.4.5 Within the Agerton Business Commercial Area designation outside of the PMTSA, a minimum of 39,000 square metres of *office* gross floor area shall be provided

16.6.4.6 *Development* will be planned to:

a) Support major transit *infrastructure* and *multi-modal* access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

b) Within the PMTSA, where the first phase of development within a block will be provided with surface parking and as a single storey, the applicant shall be required to submit an intensification plan demonstrating how additional density could be achieved on the site with alternative parking provision;

c) Provide a high level of urban design and attractive facades;

d) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*; and,

e) Facilitate access to public transit.

16.6.4.7 The following requirements apply:

a) Maximum building heights shall be in accordance with Schedule "23d"; and,

b) Minimum densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 1.0 *floor space index* for all buildings within the Agerton Business Commercial Area within the PMTSA.

16.6.4.8 *Development* within the 'Agerton Business Commercial Area' shall generally conform with Sections 6.1.2 to 6.1.4, and Sections 6.2.7.11 to 6.2.7.13 of this Official Plan.

16.6.4.9 All *development* within the Agerton Business Commercial Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines and applicable built form guidelines.

16.6.5 INDUSTRIAL AREA

The Industrial Area designation will accommodate *Employment Area* land uses that are compatible with nearby rail facilities and hydro *infrastructure*.

16.6.5.1 Permitted Uses within the Industrial Area designation in the Secondary Plan shall be in accordance with the applicable policies of Section 6.2.6

16.6.5.2 In accordance with the Provincial Planning Statement, the following uses are not permitted within the Industrial Area :

a) Residential uses;

b) *Institutional uses*; and,

c) Commercial uses, including retail and *office uses* not referred to in Section 16.6.5.1 d) .

16.6.5.3 *Development* will be planned to:

a) Support the achievement of the *Town's* employment forecasts by job type;

b) Support major transit *infrastructure* and *multi-modal* access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

c) Ensure an appropriate interface with adjacent uses; and,

d) Facilitate access to public transit.

16.6.5.4 New *development* must ensure compliance with Official Plan policies and Provincial guidance regarding *compatibility* with *sensitive land uses*.

16.6.5.5 *Development* within the Industrial Area designation in this Secondary Plan shall generally conform with policies 6.3.7.1 to 6.3.7.8 of this Official Plan.

16.6.5.6 All *development* within the Industrial Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16.6.6 PUBLIC USE AREA

The Public Use Area designation provides lands for the public uses (i.e., a community centre, district park, and firehall) required to serve the surrounding community.

16.6.6.1 Within the Public Use designation, *institutional uses,* including public, quasi-public, and private non-profit uses, public service facilities, parks, fire halls, and other uses as determined by the Town are permitted.

16.6.6.2 Within the Public Use Area, residential uses shall not be permitted.

16.6.6.3 Development within the Public Use Area designation shall generally conform to the policies of Section 5.5 and policies 6.2.7.3 a), 6.2.7.3 c) and 6.2.7.4 of this Official Plan

16.6.7 MTO PERMIT CONTROL AREA OVERLAY

16.6.7.1 MTO Building and Land Uses Permits may be required from MTO prior to the start of any onsite construction within the MTO Permit Control Area for the Highway 401 and future Highway 413, as demonstrated on Schedule "23b".

16.6.8 PLANNED CORRIDOR STUDY AREAS

16.6.8.1 Northwest GTA Transmission Corridor Narrow Area of Interest (NAI) and Parkway Belt Transmission Corridor Proposed Initial Study Area

Planned Corridor Study Areas, including the Northwest GTA Transmission Corridor NAI and the Parkway Belt Transmission Corridor Proposed Initial Study Area, as established by the Province, shall be identified on Schedules "23a" to "23e" and protected for future *Infrastructure* required to meet projected needs in accordance with Section 5.7.1.15. to 5.7.1.17.

In the event that any lands within the Northwest GTA Transmission Corridor NAI & the Parkway Belt Transmission Corridor Proposed Initial Study Area are released by the Province and no longer required, the underlying land use designations shall come into effect.

16.6.9 INSTITUTIONAL USES

Notwithstanding the policies of Sections 5.4, 5.5, 6.17 and 6.19 and of this Official Plan, *development* of *institutional uses* such as schools and places of worship and parks and open space shall be provided where identified on Schedule "23c", as well as *places of worship*, shall be subject to the policies of this section.

16.6.9.1 District Park

A District Park is 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, the District Park will be approximately 6.0 hectares in size, configured to provide a range of outdoor recreation facilities. The location of the District Park is generally identified on Schedules “23a” and “23c”.

A minimum of one (1) District Park shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that the District Park is co-located with an *institutional* or other public service facilities (e.g., community centre, library, school).

16.6.9.2 Neighbourhood Park

A Neighbourhood Park is 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. The Neighbourhood Park will be approximately 3.0 hectares in size. The location of the Neighbourhood Park is generally identified on Schedules “23a” and “23c”.

A minimum of one (1) Neighbourhood Park shall be included in the PMTSA. 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.

16.6.9.3 Village Squares and Urban Squares

Village and Urban Squares are intended to provide recreation opportunities within walking distance of residents that are not close to other parks.

The following policies apply to Village Squares and Urban Squares:

a) 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.

b) Urban Squares are intended to serve the Transit-Oriented Node and are primarily expected to provide multi-purpose programming spaces with amenities such as seating and shade structures. Park amenities such as water features are also encouraged. Urban Squares are

intended to be framed by uses that attract the public such as shops, restaurants, and cafés.

c) Five (5) Village Squares and two (2) Urban Squares shall be distributed throughout the PMTSA, in general accordance with the locations shown on Schedules “23a” and “23c”;

d) Urban Squares and Villages Squares shall be distributed evenly throughout the PMTSA and within a short walk for most residents in the Secondary Plan.

e) Each Village Square shall be a minimum of 0.4 hectares;

f) Each Urban Square shall be a minimum of 0.2 hectares;

g) Notwithstanding Policies 16.6.9.3 d), e), f) and Schedules “23a” and “23c”, through consultation with the *Town*, the locations and sizes of Village Squares and Urban Squares may be adjusted without amendment to this Secondary Plan so long as the total area of the Village Squares and Urban Squares reflects the minimum 2.74 hectares required by the Master Parkland Agreement.

h) Village Squares and Urban Squares shall have significant frontage along a public street, generally along two sides of the square, and may be provided as *Privately Owned Publicly Accessible Spaces* (POPS).

16.6.9.4 Privately Owned Publicly Accessible Spaces (POPS)

*Privately Owned Publicly Accessible Spaces (*POPS) are encouraged to be integrated into the public realm network, especially within the PMTSA, to provide passive open space and complementing planned parks and natural areas. POPS shall not be credited for parkland dedication, unless otherwise agreed to with the *Town* in the Master Parkland Agreement.

16.6.9.5 Schools

Schools will generally be developed in accordance with Sections 5.5.3 of this Official Plan and as shown conceptually by designations on Schedule “23c”.

The Secondary Plan identifies the need for a minimum of two (2) elementary schools.

Schools are permitted in all land use designations except the *Natural Heritage System* and the *Employment Area*. Schools will not be permitted

on *hazardous lands* or *hazardous sites*. It is strongly encouraged that compact schools and school sites be achieved where possible through, 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 shall be located to provide at least one frontage on a collector road. Where feasible, schools are encouraged to be co-located with public parks and/or other *institutional uses* (e.g., public library).

If it is determined that the lands are not required for a school, *development* may proceed in conformity with the underlying land use designation. Should additional school sites be required in addition to the two identified on Schedules "23a" and "23c", such schools shall be provided in an urban format and be integrated into the podium of a mixed-use building.

16.6.10 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 Agerton Secondary Plan, the NHS is depicted on Schedules "23a" to "23e" and is designated in accordance with the policies of Sections 3.1, 3.2, 3.3 of this Official Plan.

Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the SWS. Further refinements to the NHS including additions, deletions and/or boundary adjustments may occur without amendment to this Official 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 NHS will be in effect on the date of an approval under a *Planning Act* process.

The lands within the NHS designation shall be acquired by the *Town* in accordance with the policies of Section 16.7.2.1 of this Secondary Plan.

16.6.10.1 Permitted Uses

Uses permitted within the *Natural Heritage System* designation on Schedules "23a" to "23e" are subject to the policies of Sections 3.1, 3.2, 3.3 and 6.1.10 of this Official Plan.

16.6.10.2 Criteria for Buffers

The NHS as shown on Schedules "23a" to "23e" includes *buffers* that are an important component to the overall NHS and are required to protect key features and *ecological functions* by mitigating the impacts of proposed *development* or *site alteration*. Consistent with the SWS, *buffer* widths will be in accordance with 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 16.4.1 of the Secondary Plan and 3.2.2.9 to 3.2.2.12 of this Official Plan.

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 NHS in the Secondary Plan, Official 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.

16.6.10.3 Linkages

The NHS as shown on Schedules "23a" to "23e" includes *linkages* that are intended to provide connectivity supporting the *ecological functions* related to the long-term movement of plants and animals between key features and provide an important contribution to the long-term sustainability of the NHS.

Linkages discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the NHS in this Secondary Plan and this Official Plan. The extent and location of the *linkage* can be assessed through the *MESP, DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of

the abutting land use and the *ecological functions* they contribute to the NHS. The *linkage* shall support a range of community and ecosystem processes enabling plants and animals to move between key features over multiple generations. Refinements to identify 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 16.4.1 of the Secondary Plan and 3.2.2.9 to 3.2.2.12 of this Official Plan.

16.6.10.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Schedule "23b" 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* incorporated into Schedules "23a" to "23e" are conceptual and are to be confirmed and 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 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. Characterization and management recommendations for watercourses near Derry Road and Trafalgar Road will be subject to further study in the MESP, DAEFSS and/or EIA studies or equivalent studies. Refinements to watercourses, natural hazards and *wetlands* where required will be addressed to the satisfaction of the *Town* and *Conservation Authority*. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules "23a" to "23e".

Based on future studies, further refinements to these features and/or areas, medium constraint watercourses and/or conservation headwater drainage features may be made without requiring amendment to this Secondary Plan.

16.7 IMPLEMENTATION

Further to, and in accordance with Section 7.0 of this Official Plan, the following policies are applicable to the Agerton Secondary Plan.

16.7.1 STAGING and FINANCE

16.7.1.2 The staging of growth in the PMTSA shall proceed in a manner that ensures that:

a) Residential *development* within PMTSA shall be limited to the population that can be accommodated by the *transportation system* prior to the realization of a GO Station. The transportation capacity of the PMTSA shall be based on a transportation demand analysis that may be updated at any time. Following the Milton Trafalgar GO Station being realized, residential *development* may proceed beyond the Transportation Capacity Limit to the population target of 2051 of this Secondary Plan;

b) Prior to the construction of the proposed Milton Trafalgar GO Station, *development* of sites within the Transit-Oriented Node shall be designed to accommodate the functional design of the station, to the satisfaction of the *Town* and in consultation with Metrolinx.

c) There is availability and efficient use of public *infrastructure* and services;

d) *Development* proceeds in a manner that is supportive of transit services;

e) The *development* occurs consistent with the timing and availability of planned water, wastewater *infrastructure* in accordance with the applicable regional studies and policies, including the Halton Region Integrated Master Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth Infrastructure;

f) Services and required *infrastructure* are provided in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with all applicable legislation, and which does

not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;

g) The progression of *development* will follow a logical sequence and shall ensure, where possible, the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;

h) The required recreation, schools, transportation *infrastructure*, and servicing *infrastructure* are provided ahead of or in conjunction with development; and,

i) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.

16.7.1.3 Prior to the approval of any development applications, the following must be satisfied:

a) Regional *municipal* water service and municipal sewage services are extended to the lands, and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;

b) Arrangements have been made to the satisfaction of the Town to ensure the early delivery of projected *institutional uses*, off-street trails and components of the *active transportation* system and transit facilities to support growth;

c) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Agerton Secondary Plan has been prepared to by *Town*;

d) The Town has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;

e) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of the *Town* in accordance with Section 16.7.1 of this Official Plan;

f) The recommendations of the *Region's* financial plan are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation;

g) Any financial and other requirements of the *Town* and *Region* to support sustainable growth, pursuant to applicable legislation, are satisfied;

h) An MESP, or equivalent level of study to the satisfaction of the Town, in consultation with the Conservation Authority, has been substantially completed; and,

i) Phases 1 and 2 of the Municipal Class EA or equivalent process has been completed for road and *infrastructure* works within the Secondary Plan area.

j) *Development* applications shall include a plan that demonstrates how the minimum *gross floor area* of *office* and retail commercial is or can be generally accommodated on lands within the applicable land use designation, being Mixed-Use High Density, Neighbourhood Centre Mixed Use II, or Business Commercial Area.

16.7.1.4 *Development* shall proceed in accordance with the following:

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) The provision of parkland may be permitted without reference to the staging policies subject to the availability of any required *infrastructure* to service the park areas.

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

16.7.1.6 All new *development* in the Agerton Secondary Plan shall be connected to the *municipal water service and municipal 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 16.1.1, 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. 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 *municipal water service and municipal sewage services* and roads;

d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the *Town* to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;

e) Water treatment and distribution and wastewater collection and treatment are available in accordance with *Town* and regional policies;

f) An Area Servicing Plan for the Agerton Secondary Plan has been completed to the satisfaction of the *Region*;

g) The Area Servicing Plan, SWS, *MESP,* and *DAEFSS* or other applicable environmental study have been completed to the satisfaction of the *Town*, the *Region*, where applicable and the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards;

h) To facilitate the development of an effective local road network the Town and/or Region may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the *Town* to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,

i) Any additional requirements of the *Town* are satisfied.

16.7.1.8 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's* 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) Require, 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) Require, 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 a manner that is consistent with the policies of Section 16.7.1 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.

16.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE and UTILITIES

16.7.2.1 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) A 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 sites shall be shown as block(s) on an approved draft plan of subdivision or as a podium school site at the site plan stage, to the satisfaction of the school boards;

c) Lands designated NHS, as they may be refined through a *Planning Act* process in accordance with 16.6.10, have been dedicated to the *Town*, or to the *Conservation Authority*;

d) Stormwater management facilities have been constructed and dedicated to the Town, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities; and,

e) Lands required for large utility *infrastructure* 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.

16.7.2.2 Parkland Dedication

Parkland dedication shall be in accordance with the provisions outlined in this Official Plan and the *Planning Act, R.S.O. 1990, c.P.13*, as amended. Parkland within the PMTSA will be acquired in accordance with the Master Parkland Agreement between the landowners and the *Town*. For lands outside of the PMTSA, cash-in-lieu of parkland will be required. 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).

16.7.3 ZONING BY-LAW

16.7.3.1 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 Official Plan.

16.7.4 CONSENTS

16.7.4.1 Subdivision of land shall generally take place by plan of subdivision in the Agerton Secondary Plan. Consents may be permitted in accordance with the provisions of Section 7.7.4 of this Official Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. Consents may be permitted, resulting in the assembly of land with a size and configuration that will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

16.7.5 COMPLETE APPLICATION REQUIREMENTS

16.7.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act,* shall satisfy the requirements of Section 7.6 of this

Official Plan with respect to the requirements of a complete application, including under subsection 41 (3.1) of the *Planning Act*.

16.7.5.2 Within designations that have a minimum retail and/or *office gross floor area* requirement, *development* applications shall demonstrate how they contribute to the minimum retail commercial *gross floor area* and/or minimum *office gross floor area* requirement or how the minimum retail commercial *gross floor area* and/or minimum *office gross floor area* requirement can be achieved elsewhere within the designation.

16.7.5.2 Within the PMTSA, a Traffic Impact Study shall demonstrate that the proposed *development* will not exceed the transportation capacity limit outlined in Section 16.5.1. A Community Service Plan may also be required to demonstrate that the existing and planned community infrastructure, including parks, schools, community centres, emergency service facilities, and places of worship are sufficient to accommodate the proposed development.

16.7.5.3 The *MESP* Annex shall provide direction for the preparation of the *DAEFSS*, *Environmental Impact Assessment (EIA)*, or equivalent study, prepared to the satisfaction of the *Town* and Draft Plans of Subdivision, and is to build upon the SWS and *MESP* and to address outstanding subwatershed level analysis for the Agerton 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.

16.7.5.4 A *DAEFSS*, or equivalent level of study, shall be a required prerequisite to the granting of a complete application and shall be prepared generally on a drainage area basis.

16.7.6 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads, as illustrated on Schedule “23b” to this Secondary Plan, are approximate. All roadway and driveway spacing shall conform to standard roadway engineering practices (including the *Region’s* Access Management Guidelines and By-law for Regional roads) and shall be approved by the respective roadway jurisdiction.

This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes, or equivalent processes, for collector roads. The proposed locations of collector roads will be finalized only upon completion of any required future Phase of the EA process.

16.8 INTERPRETATION

Further to, and in accordance with, Section 7.10 of this Official Plan, the following interpretation policies are applicable to the Agerton Secondary Plan.

16.8.1 BOUNDARIES

The locations, boundaries, or limits described in text or indicated on Schedules "23a", "23b", "23c", "23d", and "23e" are intended to be approximate only, in accordance with Section 7.10.1 of this Official Plan.

Minor adjustments in the land use pattern and the location of proposed specific land use designations or facilities may be considered without amendment to this Secondary Plan, provided the intent of the Secondary Plan is maintained in accordance with Section 16.6 of this Secondary Plan.

16.8.2 SYMBOLS

Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule "23c". 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*.

16.8.3 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section 9.0 of this Official Plan, the following additional definitions are applicable to the Agerton Secondary Plan.

Development Area Environmental Functional Servicing Study (DAEFSS) means an integrated environmental and engineering study, or equivalent, supporting *development* applications 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 NHS, identification of design and mitigative measures for NHS 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. The DAEFSS study area will be determined considering development limits and the extent of drainage areas within the *development* application(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

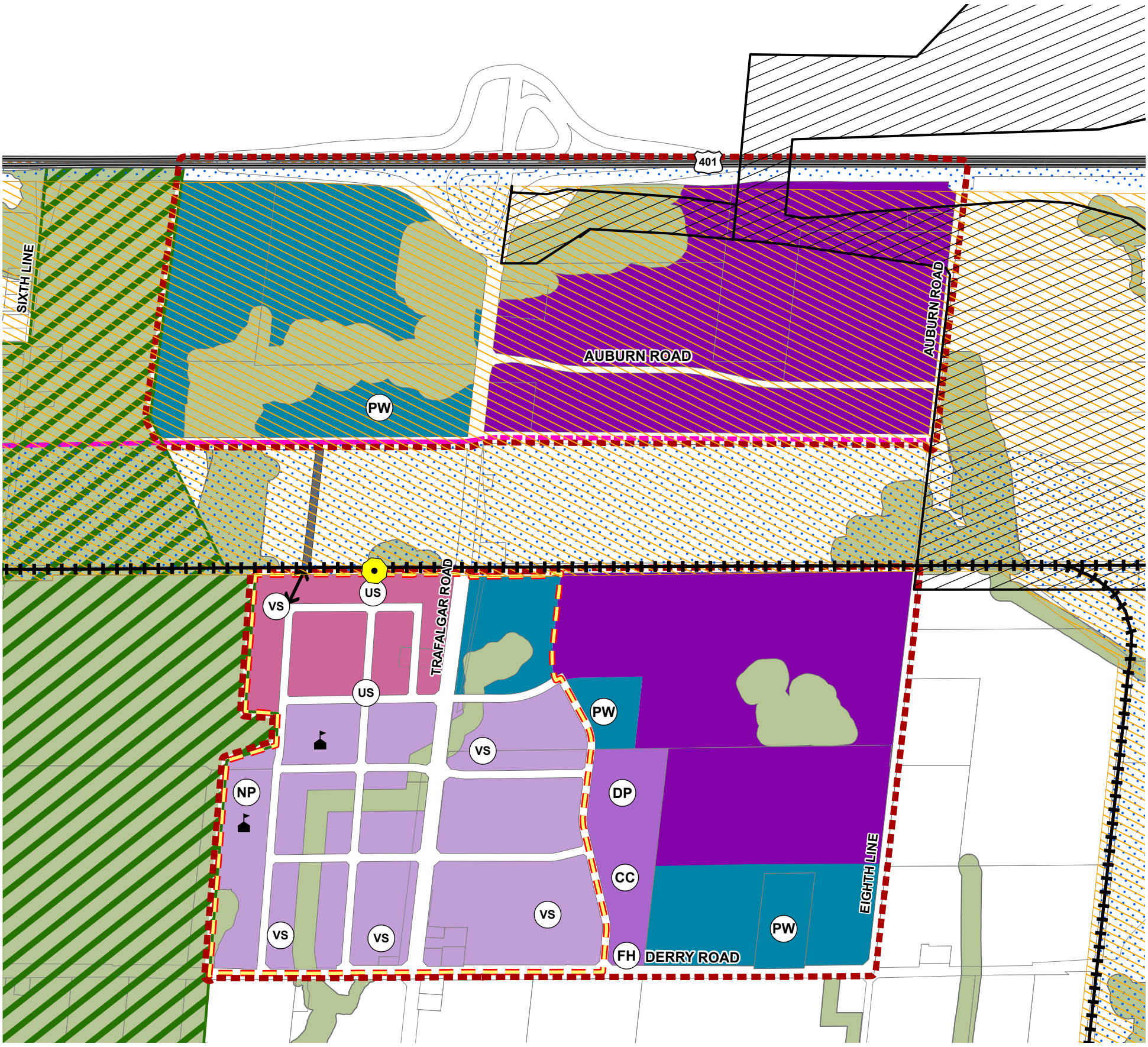
Where *development* application level of detail cannot be provided for the entire DAEFSS study area, a DAEFSS Addendum or *EIA* may be required in the future for areas where additional detail is required or where there are substantive changes in a *development* concept not addressed in the original DAEFSS.

Environmental Impact Assessment (EIA) means an environmental study that assesses the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent development. It also assesses matters such as refinements to the NHS, identification of potential impacts to the NHS, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the NHS, and provides direction to detailed designs and monitoring. An EIA will be scoped based on area specific matters and MESP recommendations. 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 MESP, 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 Secondary Plan and providing coordination of *development* applications on matters such as refinements to the NHS, Stormwater Management/*Low Impact Development* measures, site grading and servicing, natural hazard management and risk mitigation approaches, assessments of potential impacts to the NHS, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the NHS, approaches to monitoring and identification of future study needs. A MESP will be scoped based on area-specific matters and SWS recommendations. It is not

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

Town of Milton
Official Plan
Schedule 23a
Agerton Secondary Plan
Community Structure Plan



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

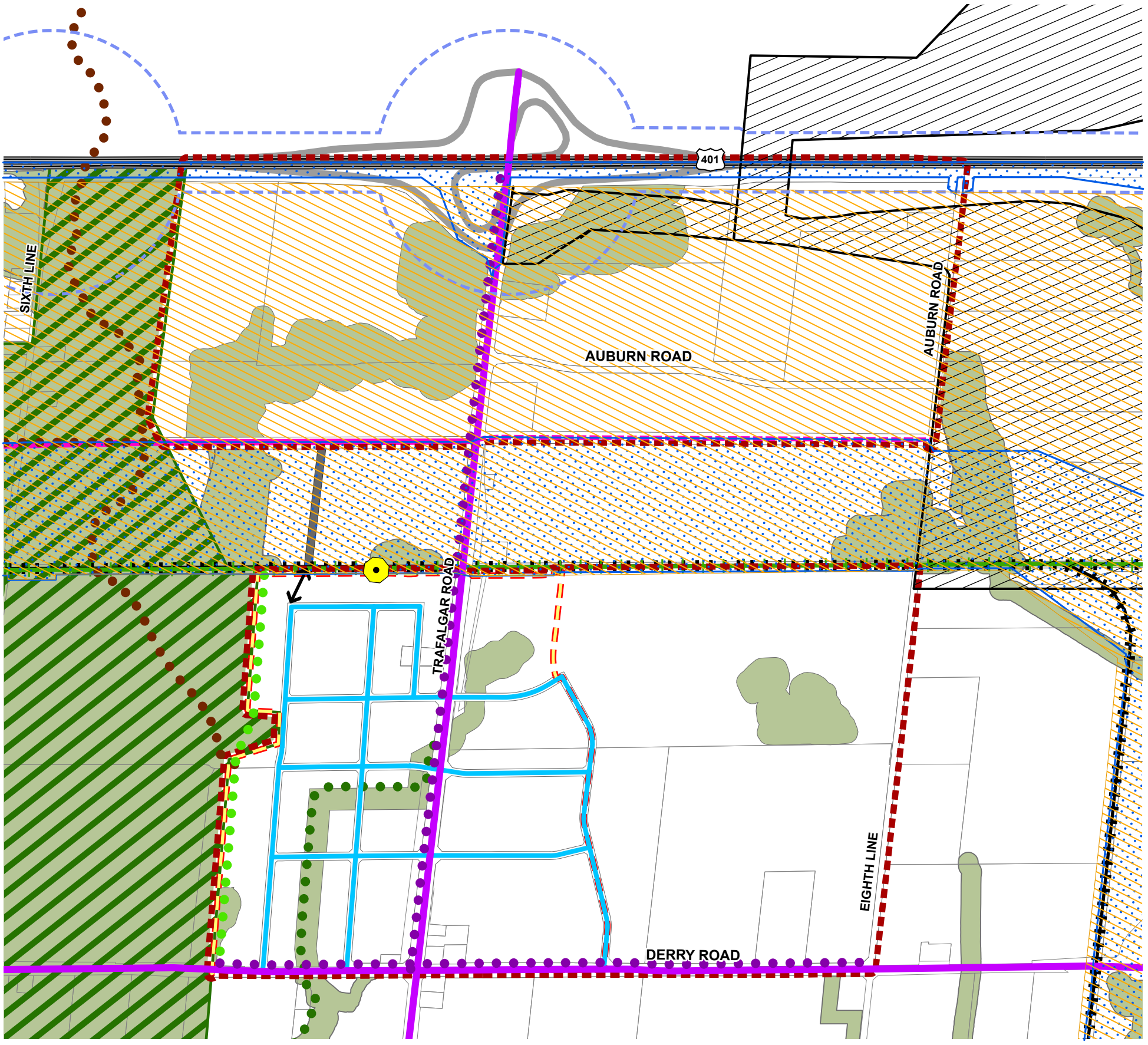
June 2026

0 0.25 0.5 1 KM

N

- Secondary Plan Area Boundary
- Municipal Boundary
- Protected Major Transit Station Area
- Transit Oriented Node
- Transit-Supportive Community
- Agerton Business Commercial Area
- Industrial Area
- Public Use
- Local Natural Heritage System
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Northwest GTA Transmission Corridor NAI
- Parkway Belt Transmission Corridor Proposed Initial Study Area
- Canadian Pacific Rail Line
- Provincial Freeway
- Potential GO Station Access
- Main Street East Extension
- Potential Road Extension
- Potential Connection
- Go Transit Route
- Future Major Transit Station
- Elementary School
- FH Fire Hall
- CC Community Centre
- PW Place of Worship
- DP District Park
- NP Neighbourhood Park
- VS Village Square
- US Urban Square

TownofMilton
Official Plan
Schedule 23b
Agerton Secondary Plan
Transportation and Natural Heritage System Plan



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

June 2026

0 0.25 0.5 1 KM

N

- Secondary Plan Area Boundary
- Municipal Boundary
- Protected Major Transit Station Area
- Local Natural Heritage System
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Northwest GTA Transmission Corridor NAI
- Parkway Belt Transmission Corridor Proposed Initial Study Area
- MTO Permit Controlled Lands
- Future Major Transit Station
- GO Transit Route
- Canadian Pacific Rail Line

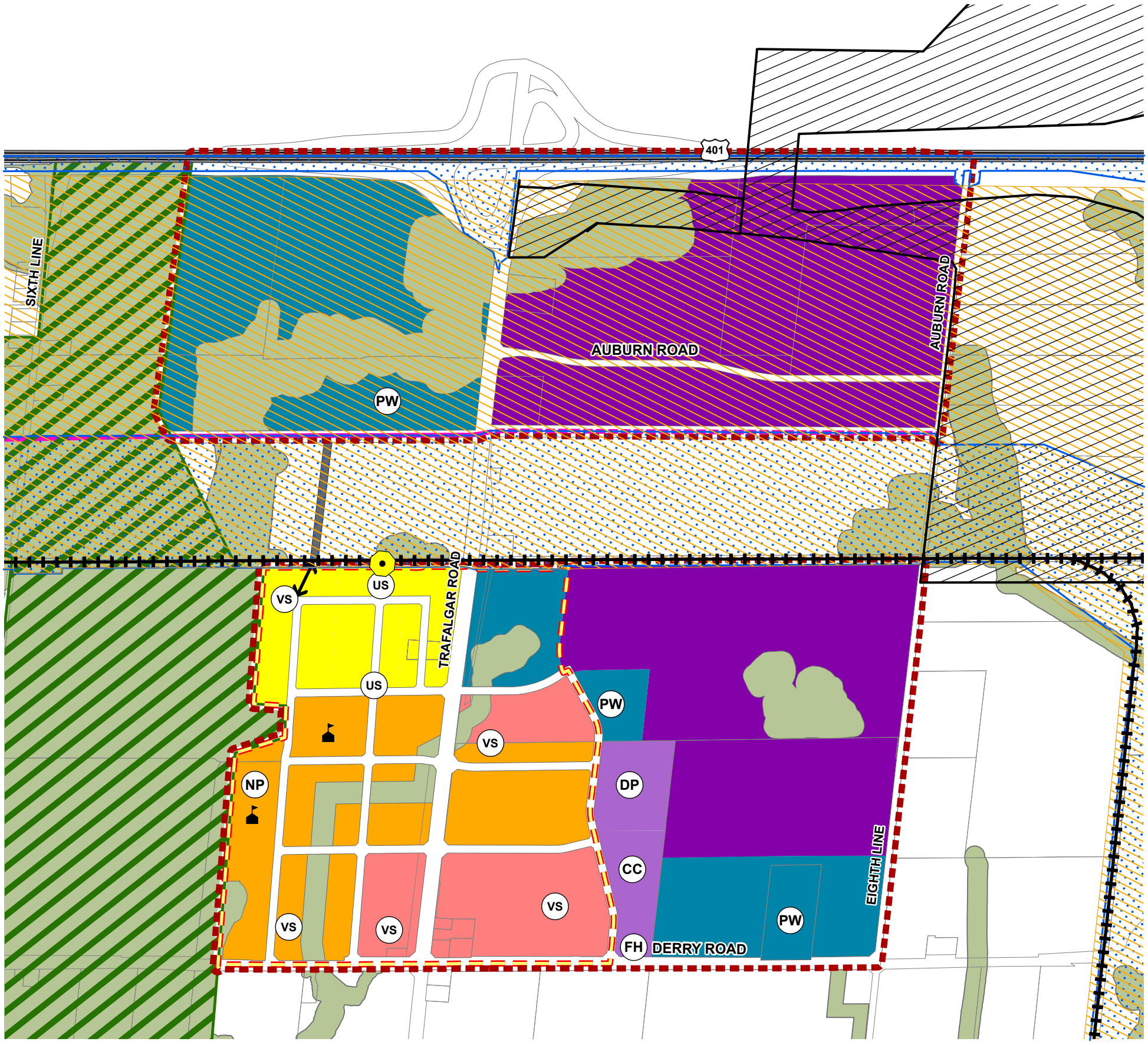
Road Network

- Provincial Freeway
- Major Arterial Regional Road
- Main Street East Extension
- Potential Road Extension
- Collector Road
- Potential GO Station Access
- Potential Connection

Trail Network

- Conceptual Trail Network within Greenbelt
- Secondary Plan Trail Network - 3M Ashpalt Lit
- Secondary Plan Trail Network - Unlit Limestone Trail
- Multi-Use Path

Town of Milton
Official Plan
Schedule 23c
Agerton Secondary Plan
Land Use Plan



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

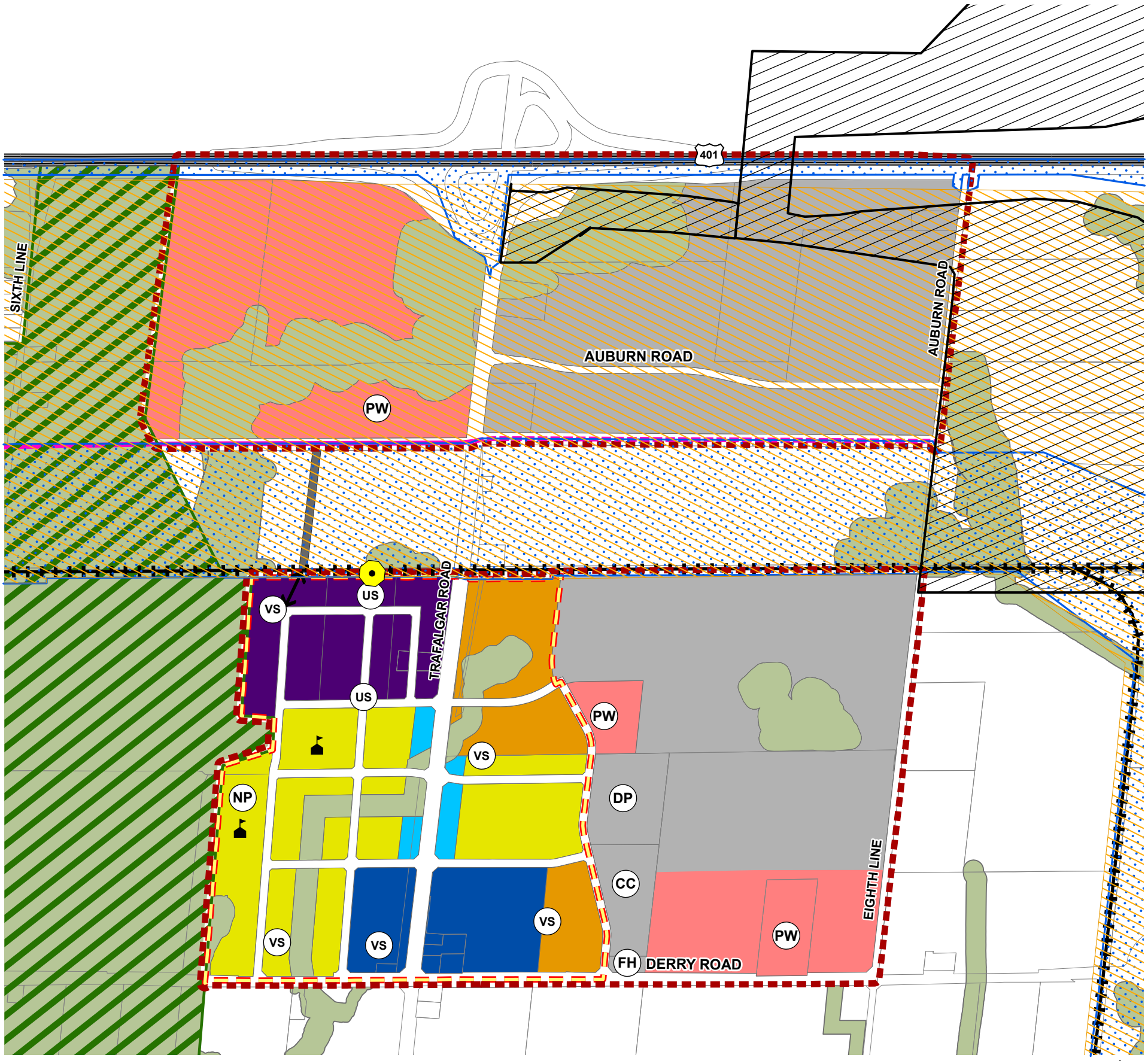
June 2026

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N

- Secondary Plan Area Boundary
- Municipal Boundary
- Protected Major Transit Station Area
- Medium Density Residential II
- Mixed Use High Density Residential
- Neighbourhood Centre Mixed Use II
- Agerton Business Commercial Area
- Industrial Area
- Public Use
- Local Natural Heritage System
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Northwest GTA Transmission Corridor NAI
- Parkway Belt Transmission Corridor Proposed Initial Study Area
- Canadian Pacific Rail Line
- Provincial Freeway
- Potential GO Station Access
- Main Street East Extension
- Potential Road Extension
- Potential Connection
- Future Major Transit Station
- Elementary School
- FH Fire Hall
- CC Community Centre
- PW Place of Worship
- DP District Park
- NP Neighbourhood Park
- VS Village Square
- US Urban Square

Town of Milton
Official Plan
Schedule 23d
Agerton Secondary Plan
Height Permissions



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

June 2026

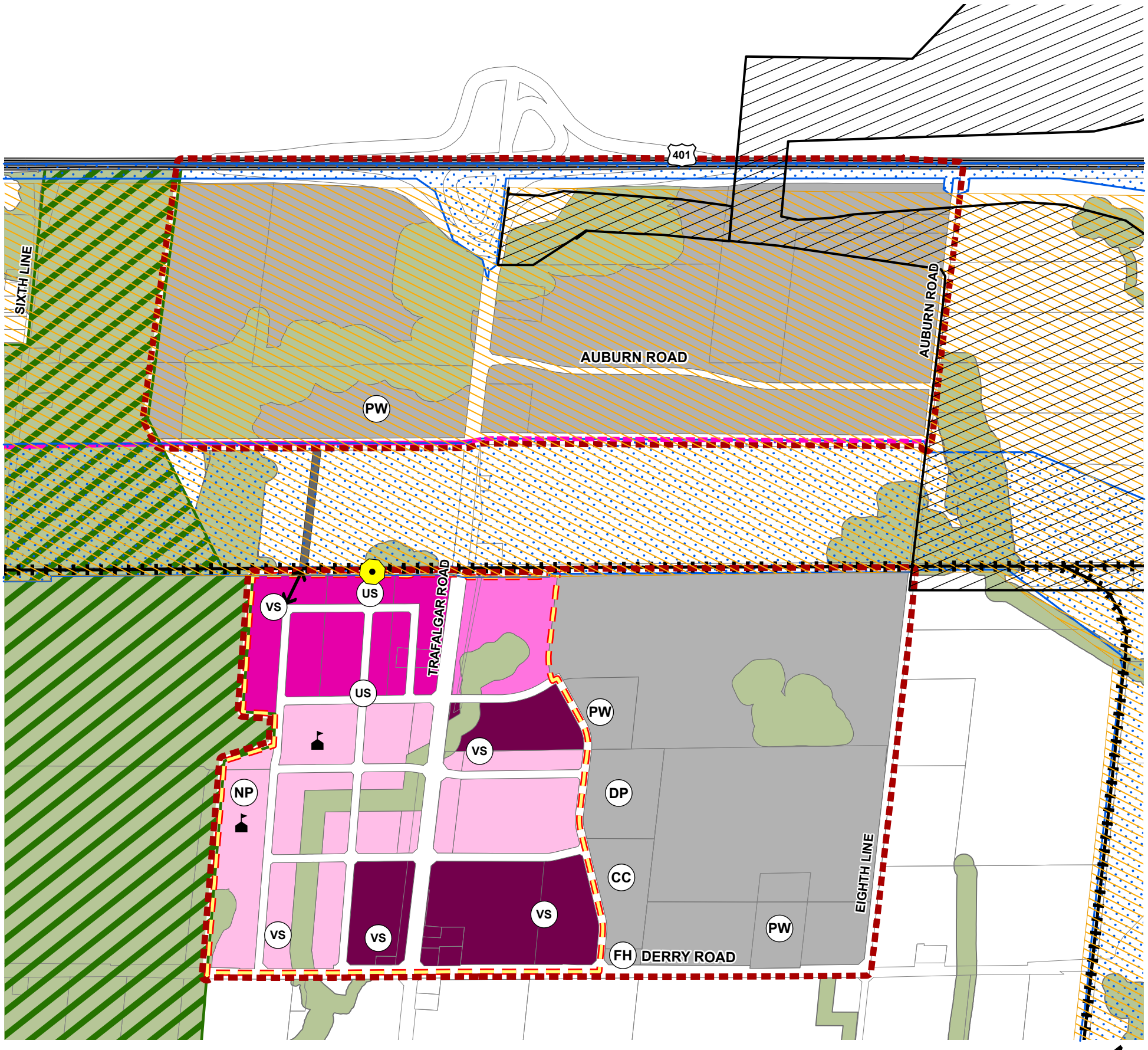
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N

	Minimum Height	Maximum Height
	N/A	4 Storeys
	N/A	8 Storeys
	N/A	12 Storeys
	N/A	20 Storeys
	N/A	25 Storeys
	3 Storeys	33 Storeys
	N/A	N/A

- Secondary Plan Area Boundary
- Municipal Boundary
- Protected Major Transit Station Area
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Northwest GTA Transmission Corridor NAI
- Parkway Belt Transmission Corridor Proposed Initial Study Area
- Canadian Pacific Rail Line
- Provincial Freeway
- Potential GO Station Access
- Main Street East Extension
- Potential Road Extension
- Potential Connection
- Future Major Transit Station
- Elementary School
- FH Fire Hall
- CC Community Centre
- PW Place of Worship
- DP District Park
- NP Neighbourhood Park
- VS Village Square
- US Urban Square

Town of Milton
Official Plan
Schedule 23e
Agerton Secondary Plan
Density Permissions



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

June 2026

0 0.25 0.5 1 KM

N

		Minimum Density	Maximum Density
	Residential and Mixed Use Dev.	3.0 FSI and 65 units/net ha	N/A
	Non-Residential Dev.	0.5 FSI	N/A
	Residential and Mixed Use Dev.	1.0 FSI and 65 units/net ha	3.0 FSI and 120 units/net ha
	Residential and Mixed Use Dev.	3.0 FSI	N/A
	Non-Residential Dev.	0.3 FSI	N/A
	Non-Residential Dev.	1.0 FSI	N/A
	Other Areas	N/A	N/A

- Secondary Plan Area Boundary
- Municipal Boundary
- Protected Major Transit Station Area
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Northwest GTA Transmission Corridor NAI
- Parkway Belt Transmission Corridor Proposed Initial Study Area
- Canadian Pacific Rail Line
- Provincial Freeway
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- US Urban Square

TOWN OF MILTON

MILTON

AGERTON SECONDARY PLAN

DRAFT DESIGN GUIDELINES

April 2026

Prepared by

SGL

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The Guideline structure is outlined below:

Section 1: Provides an introduction to the Guidelines, including purpose of the guidelines and an overview of the study area's existing context.

Section 2: Outlines the vision and guiding principles for the development of the Agerton study area.

Section 3: Provides guidelines for the Public Realm, including streetscapes, parks and open spaces, community centres, schools, and public art.

Section 4: Provides guidelines for the Private Realm, including site layout and design, parking, and building articulation.

Section 5: Provides guidelines for Built Form Typologies, including mid-rise buildings, high-rise buildings,

Section 6: Outlines the Implementation Strategy



1 Introduction

1.1 Purpose of the Guidelines

The Agerton Secondary Plan Urban Design Guidelines (The Guidelines) apply to development within the Agerton Secondary Plan Area illustrated in ***Figure 1.*** The purpose of The Guidelines is to implement the vision and development framework set out by the Agerton Secondary Plan (Secondary Plan) and Town of Milton Official Plan by providing detailed direction on the design of the public and private realm, including built form.

The Guidelines ensure a high quality and consistent level of urban design throughout the Secondary Plan area and assist in the creation of community Identity through distinctive built form, pedestrian focused streetscapes, and high quality public spaces. The Guidelines also ensure the design of the community is accessible by all.

The Guidelines are a companion document to the Secondary Plan and form part of the Town's list of Urban Design Guidelines. They are to be read in conjunction with:

- Town of Milton Official Plan;
- Agerton Secondary Plan;
- Mid-Rise Guidelines;
- Tall Building Guidelines;
- Zoning By-Law 016-2014; and
- Engineering and Parks Standards Manual.

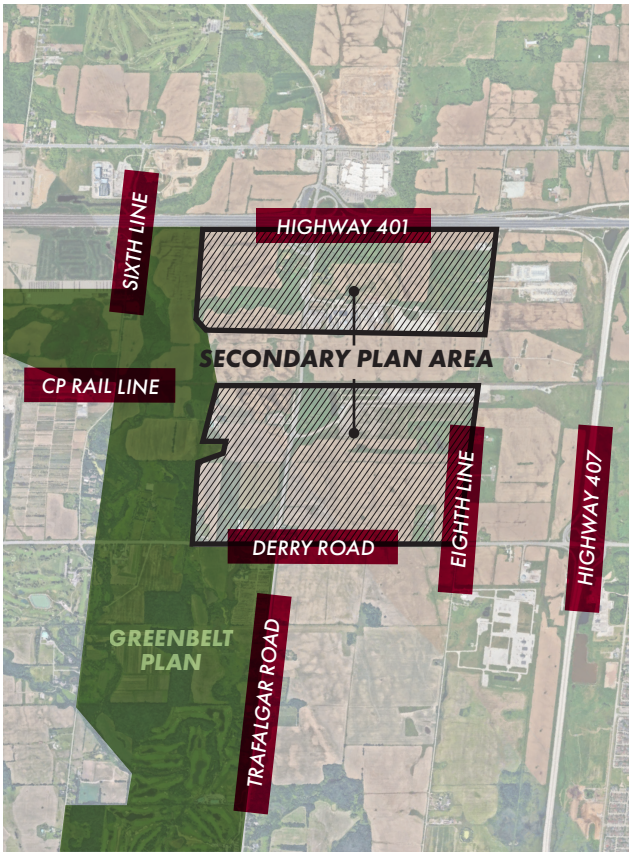


Figure 1. Secondary Plan Study Area

1.2 Who are the Guidelines for?

These Guidelines are to be used by:

Town Staff and agencies *as a reference for review and approval alongside the Official Plan and Zoning By-law*

Property owners, developers and consultants *to ensure alignment of development proposals with the specific vision for the Agerton community*

Council *to confirm whether an application meets the vision for the Agerton Secondary Plan area*

The public *to understand how the Agerton Secondary Plan is envisioned to evolve over time.*



1.2 Existing Context

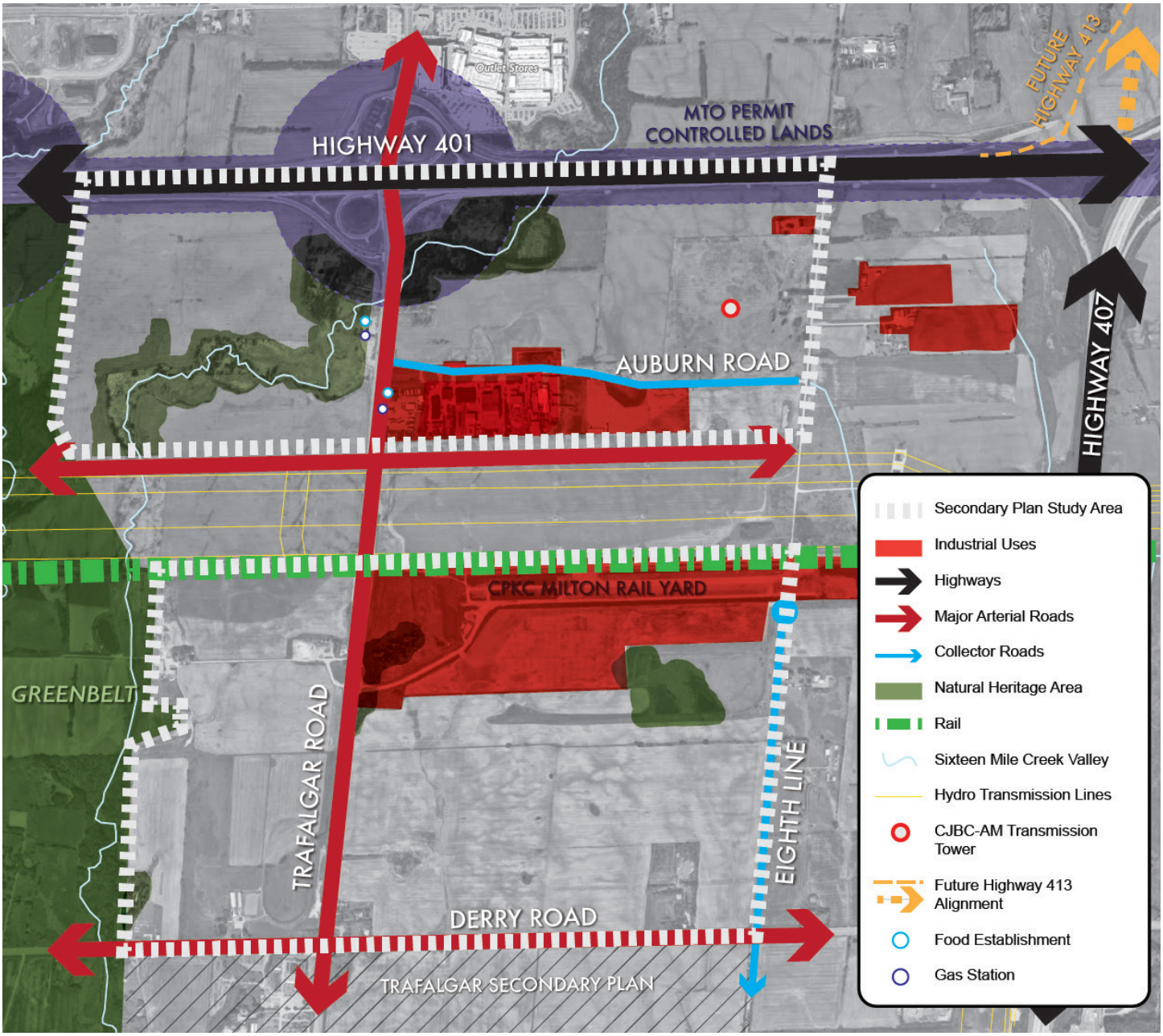


Figure 2. Existing context of Agerton

The Agerton Secondary Plan area is approximately 311 hectares in size and is bound by highway 401 to the north, Greenbelt to the west, Eighth Line to the east, and Derry Road to the south. The Secondary Plan area is bisected by the Parkway Belt West Plan Area, which is a hydro corridor that runs east-west through the subject lands. It borders the Trafalgar Secondary Plan located south of Derry Road. The following describes key features within or surrounding the Secondary Plan area illustrated in ***Figure 2*** that help inform and direct the development of the Plan.

Existing Land Uses

In the north east quadrant of the plan there are existing uses such as Tim Horton's and Mazaj Lounge, gas stations, agricultural lands and a number of large-scale industrial employment uses (i.e scaffolding rental service and storage lot, water works equipment supplier, metal

machinery supplier, pallet supplier, and ATM supplier, CPKC Rail Yard).

Trafalgar Secondary Plan

The Agerton Secondary Plan area abuts the Trafalgar Secondary Plan area which is located south of Derry Road. Both Secondary Plan areas are envisioned as mixed-use transit oriented communities that will provide a mix of housing types and densities, parks of various sizes, integration of Natural Heritage Systems and Greenbelt into development, and more. Trafalgar Road and Derry Road in both Secondary Plan areas will be developed as key arterial roads that will provide pedestrian and cycling infrastructure to support active transportation. Further, the intersection of Trafalgar Road and Derry Road will include high-density land uses as a key node in both Secondary Plan areas.

Environmental Features

Agerton borders the Greenbelt on the western border of the Secondary Plan area. The Secondary Plan is also traversed by the Sixteen Mile Creek Valley on both the northern and southern portion of the Secondary Plan. The northern portion of the Secondary Plan area is identified as a Highly Vulnerable Aquifer in the Town's Official Plan Schedule 8b, and is identified for long term protection.

Proposed GO Train Station

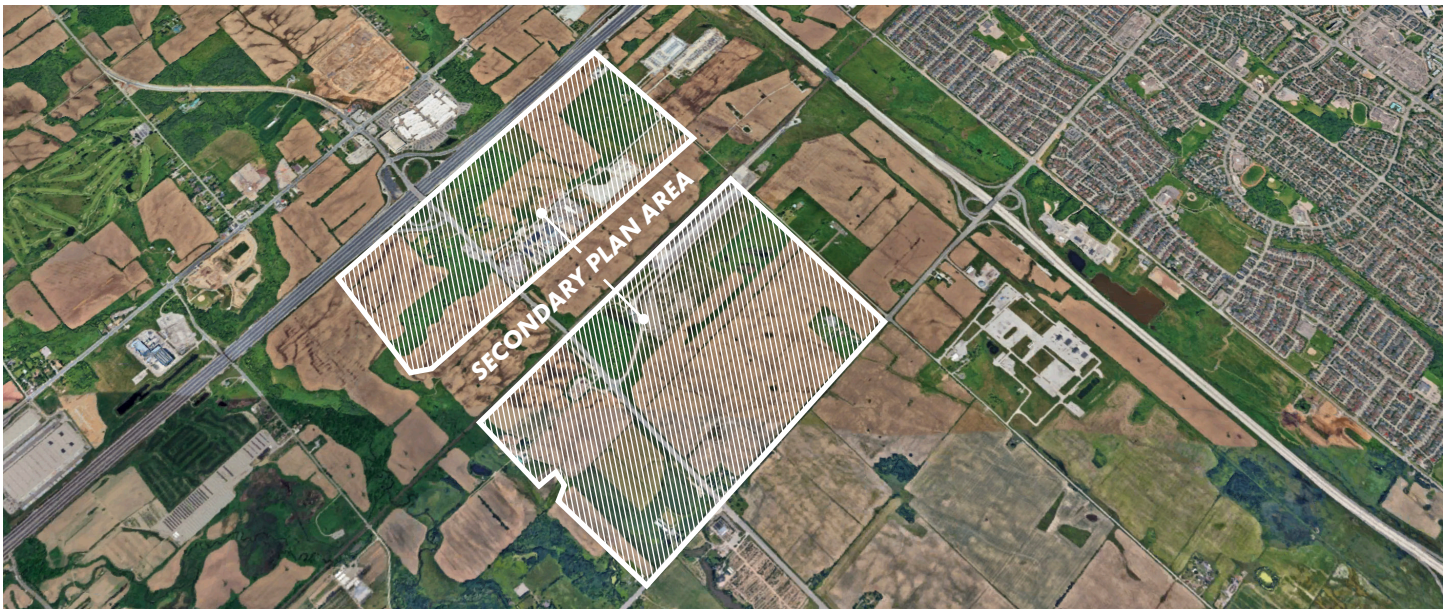
There is a proposed Milton Trafalgar GO Train Station west of Trafalgar Road, south of the hydro corridor. The GO Train Station will be a major community feature in the Secondary Plan, and will provide regional transit connections to Milton and beyond. Development around the GO Train Station will be high-density with a mix of uses to provide transit supportive populations and opportunities for employment.

MTO Lands and Road Expansions

The northern boundary of the Secondary Plan is Highway 401 and Highway 407 further east. The future Highway 413 will be located north of the Highway 401 and 407 interchange. Lands indicated in ***Figure 2*** illustrate Ministry of Transportation (MTO) Permit Controlled Lands, which means that permits will be required from MTO for any proposed buildings or other structures.

Hydro Lines and Transmission Areas

The Secondary Plan area is bisected by an east-west hydro line. The northern portion of the Secondary Plan area contains a CJBC-AM transmitter tower, and lands designated as Northwest GTA Transmission Corridor Narrowed Area of Interest.



Aerial view of the existing Agerton study area



2 Community Structure

Agerton's Community Structure surrounding the PMTSA includes a series of nodes, corridors and employment lands where compact growth and intensification supports high-quality pedestrian and transit-friendly design, connectivity and community character illustrated in *Figure 3*.

Both the existing and proposed context sets the stage for the community design and is informed through the plans' gateways, edges, views to key features such as parks, open spaces and natural heritage areas, built form transitions, and streetscape design in the Enhanced Streetscape terminating at the GO Train Station.

Primary Gateways

Gateways signal entry into the new Agerton community, at intersections of collector roads along Trafalgar Road and the Main Street East extension. Gateways can include distinctive built form, signage, street furniture specific to the Agerton community, public art, Privately Owned Public Spaces (POPS), or other placemaking elements that help establish a sense of place for the new community.

Edges

There are several "edge" conditions that influence how buildings or spaces should address arterial roads such as Derry Road and Trafalgar Road, the Greenbelt or Natural Heritage System, and community facilities such as the District Park and Community Centre. Refer to ***Section 4.5*** for guidelines on the establishment of edge conditions in Agerton.

Views

Views to key features such as the Greenbelt, Natural Heritage Systems, District Park, and Community Centre should be created, or enhanced. This can be achieved through the orientation of buildings, streets, location of trailheads, and location of complementary uses such as parks adjacent to the Greenbelt. Refer to ***Section 4.5*** for guidelines on facilitating views to key features in the Agerton community.

Built Form Transition

A variety of built forms that support transit will be provided to support the GO Train Station. As a result the community will be designed in a way that maintains

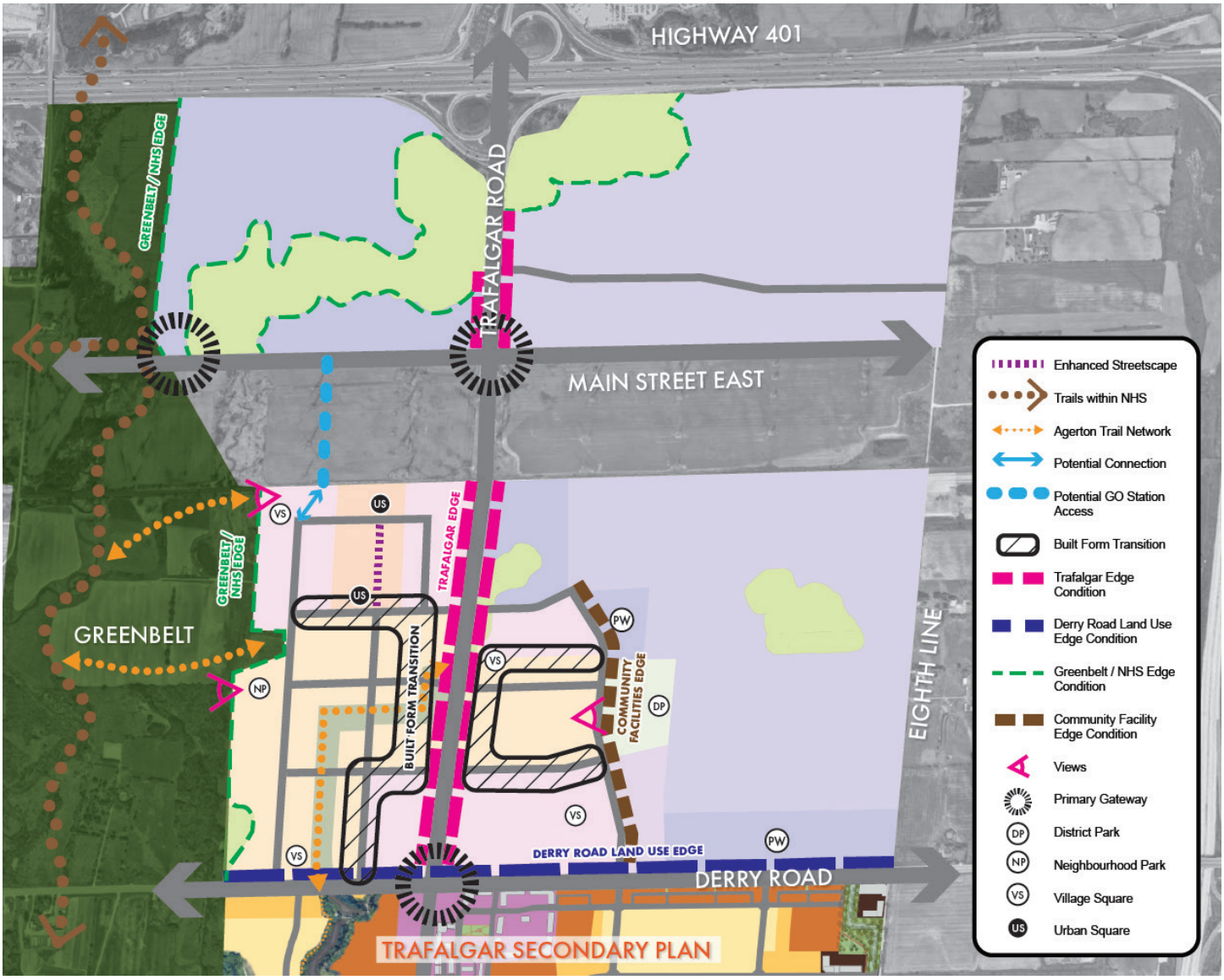


Figure 3. Agerton Community Structure and Land Uses

pedestrian comfort and will include built form transitions. Transition tools include the use of building setbacks and stepbacks to establish a pedestrian-oriented podium for taller buildings, variation in massing on one lot to situate taller buildings behind shorter buildings in along transition zones, and more. Refer to ***Section 4.5*** for built form transition guidelines.

Enhanced Streetscape

The Enhanced Streetscape is a special road condition for the north-south collector road terminating at the GO Train Station. It is envisioned as an urban streetscape with wider sidewalks, on-street parking, street trees in planters or grates, and pedestrian-oriented street furniture such as benches and bike rings. Refer to ***Section 4.1.3.2*** for detailed guidelines on Enhanced Streetscape.

3 Vision + Guiding Principles

3.1 The Vision

These guidelines further define the vision of the Agerton Secondary Plan to establish a truly mixed use community focused on providing a balance between employment uses and transit-supportive mixed-use high-density built forms to support the extension of higher-order transit in Milton. The Agerton Secondary Plan Area will be designed as a sustainable, healthy, connected and complete community with a thriving local economy.



Conceptual illustration of proposed GO Train Station.

3.2 The Guiding Principles

The guiding principles have been prepared based on the goals and objectives of the Agerton Secondary Plan:



Design and build Complete Communities that include a mix of housing types, a variety of high quality parks, open spaces and community buildings that contribute to a successful public realm



Achieve high quality and accessible design in both the public and private realm that fosters a sense of place and respects existing or planned character



Encourage the design and building of an attractive, connected and sustainable environment consistent with the vision for the future Major Transit Station Area for Agerton



Build a well-designed, pedestrian friendly transportation system that safely and comfortably integrates pedestrian friendly streetscapes that facilitate walkability and cycling between, places to work, schools, parks and open space and other amenities and adjacent municipalities



Protect and enhance the natural heritage system, co-locate parks with natural areas wherever possible, and highlight its importance for the new community by establishing a network of off-road trails, view corridors, and view vistas to the natural heritage system



4 The Public Realm

The public realm comprises the continuous landscape of all spaces and buildings that are open and accessible to everyone. This includes parks, streets, sidewalks, trails, transit stops, plazas squares, community centres, and other public buildings which are all integral parts of the community. The public realm is influenced by the buildings that frame and define the space, the spaces themselves, and how the spaces are used.

The best public places are carefully designed in response to their context and provide opportunities for community life, social interaction, recreation, entertainment and reflection.



A privately owned public space in Port Credit, Mississauga



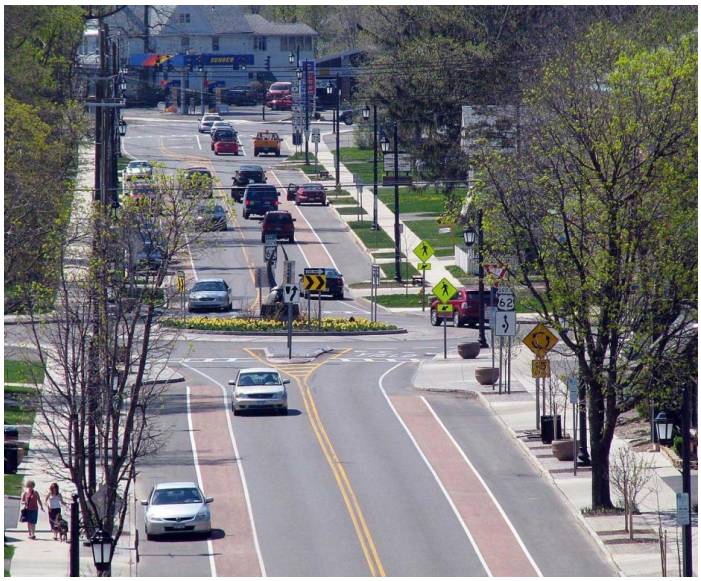
Main Street in Downtown Milton

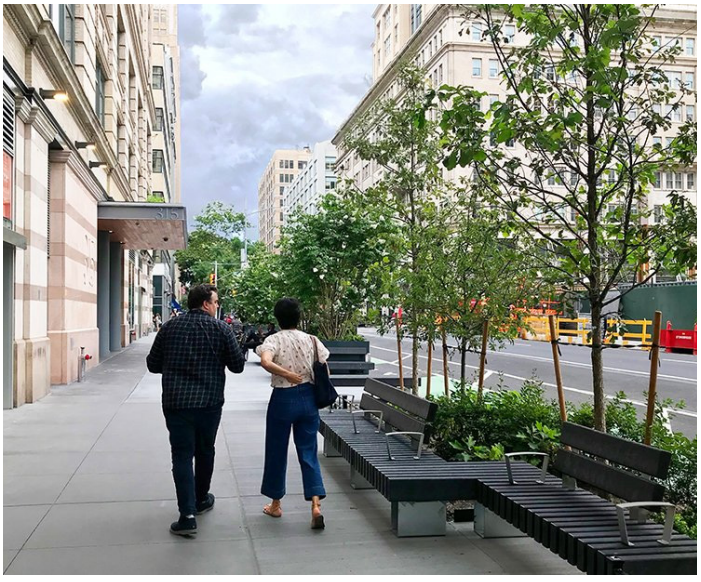
4.1 Streetscape and Active Transportation Design

Well-designed, Complete Streets are important to create vibrant and pedestrian-supportive streets, particularly along major arterial roads such as Trafalgar Road and Derry Road, and where significant intensification is planned in support of the PMTSA that will rely on a significant amount of active mobility including pedestrians, cyclists and transit use.

Streetscape elements form an important part of the public realm and include components such as sidewalks, multi use paths, dedicated cycling tracks, street trees and planting, street furniture, lighting and utility placement. Streetscape elements may vary based on the character of the Secondary Plan's various streets and road types. When streetscape elements are appropriately coordinated with the adjacent land use, they help to create an attractive, cohesive and safe environment. The Agerton Secondary Plan Area consists of existing Major Arterial Roads, a future Main Street extension and proposed local collectors.









Examples of complete streets and streetscapes

4.1.1 Major Arterial Roads

The Agerton Secondary Plan area contains two existing Regional Major Arterial Roads: Trafalgar Road and Derry Road. ***Halton Region's Transportation Master Plan – The Road to Change*** (September 2011) identifies road widening for both Trafalgar Road and Derry Road from 4 to 6 lanes, continuing road upgrades already established in the built-up area.

Derry Road and Trafalgar Road will be designed as a C(4) Urban cross section. This cross section, illustrated in ***Figure 5*** below will incorporate a transition area / marketing zone (setback), sidewalk / multi-use path, landscaped boulevard that may also accommodate site furnishing, and vehicular travel lanes. Refer to Appendix E of ***Halton Region's Transportation Master Plan – The Road to Change*** for general guidelines for the design of these roads.

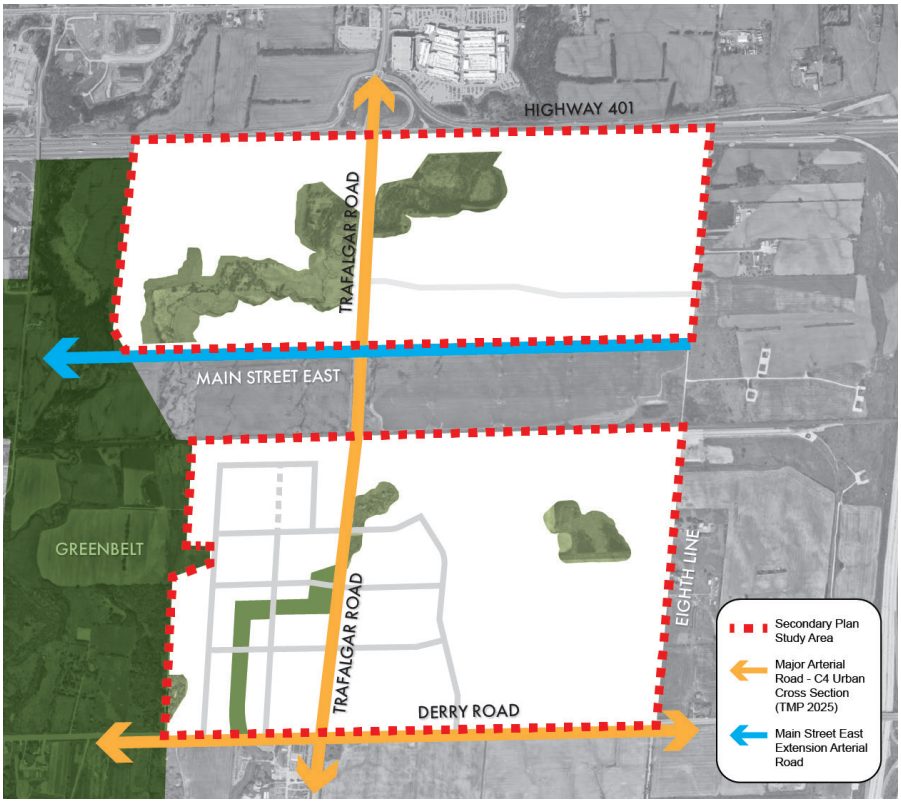


Figure 4. Existing Major Arterial Roads in Agerton and proposed Main Street Extension

4.1.2 Main Street East Extension

Main Street East will be extended, connecting to Eighth Line as identified in the Town's Transportation Master Plan. The Secondary Plan designates the Main Street East extension as a 4 lane Major Arterial Road. ***Figure 6*** and ***Figure 7*** illustrate two potential cross section designs for the Main Street extension.

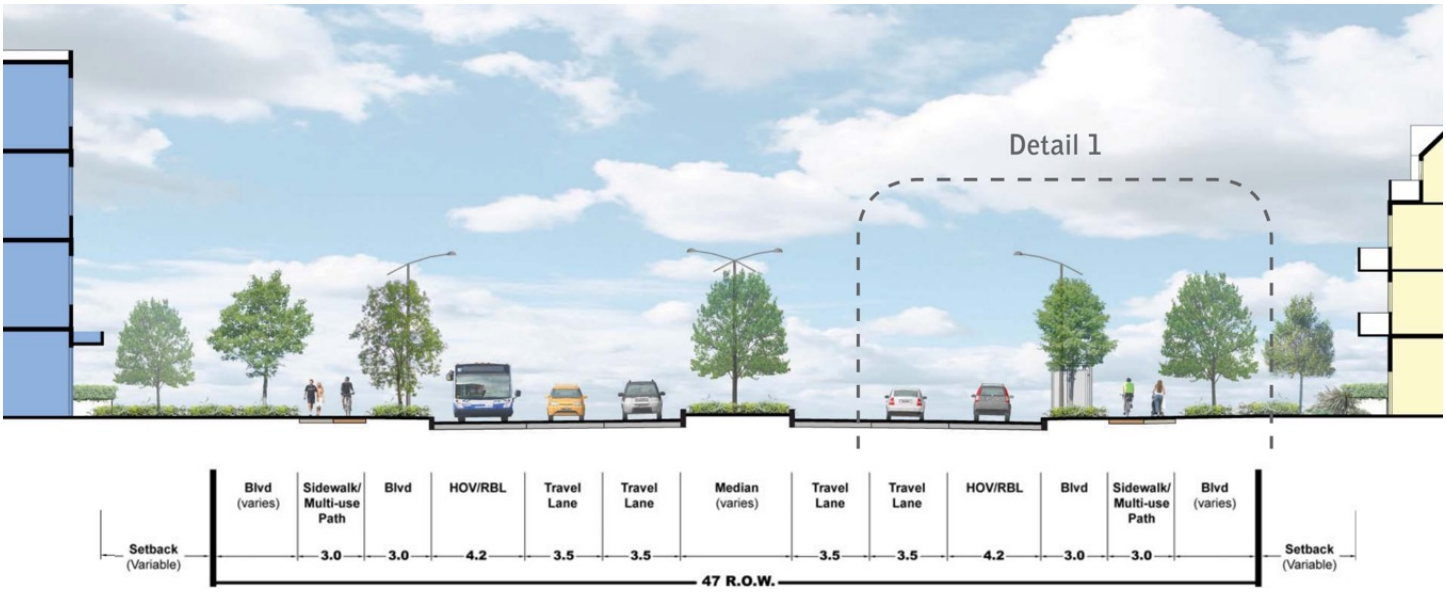


Figure 5. C(4) Urban cross sections for Major Arterial Roads
Source: Appendix E of Halton Region's Transportation Master Plan – The Road to Change

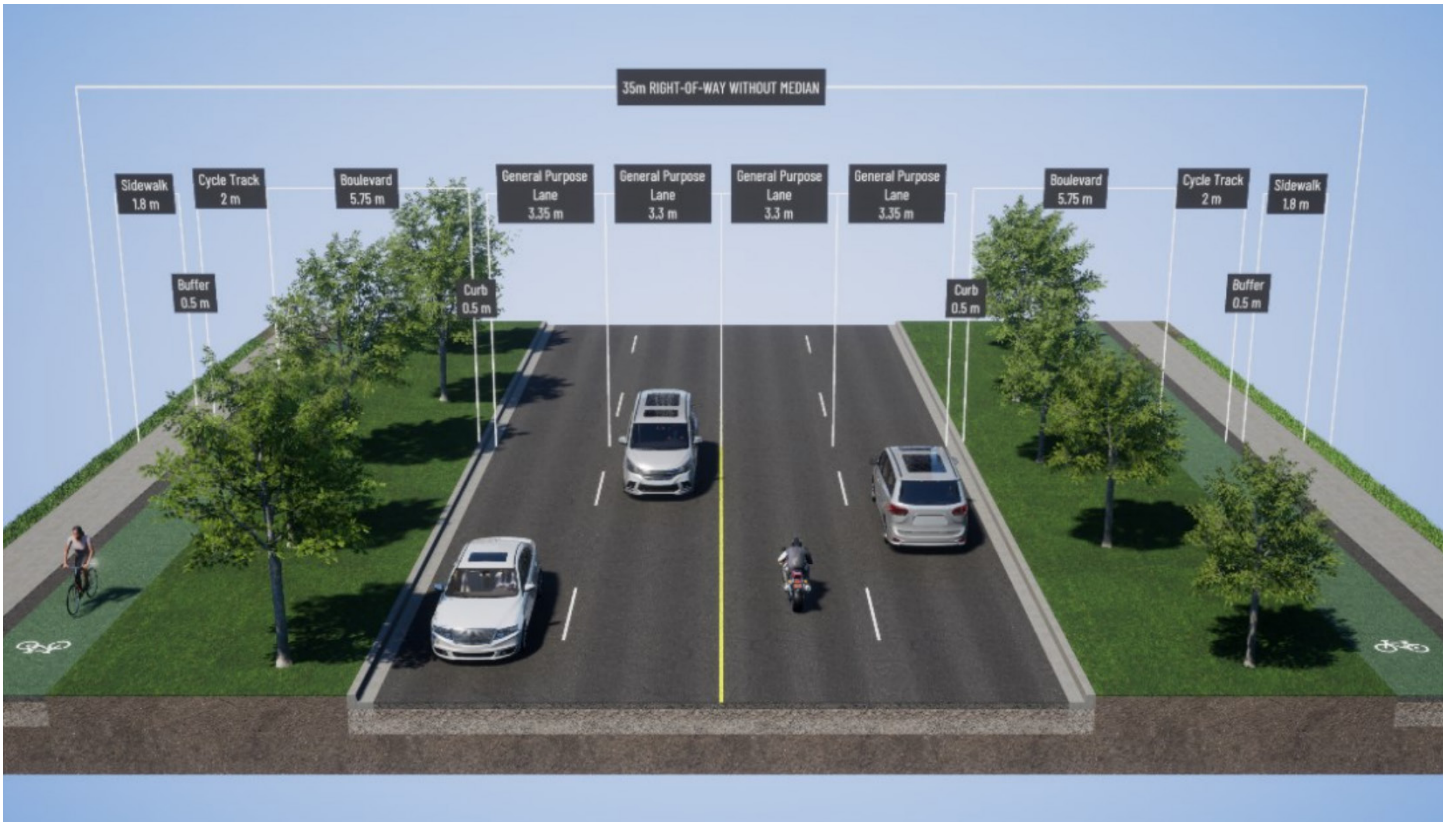


Figure 6. Arterial Road cross section without a central median
*Source: **Figure 56** - Town of Milton Transportation Master Plan Update | February 2025*

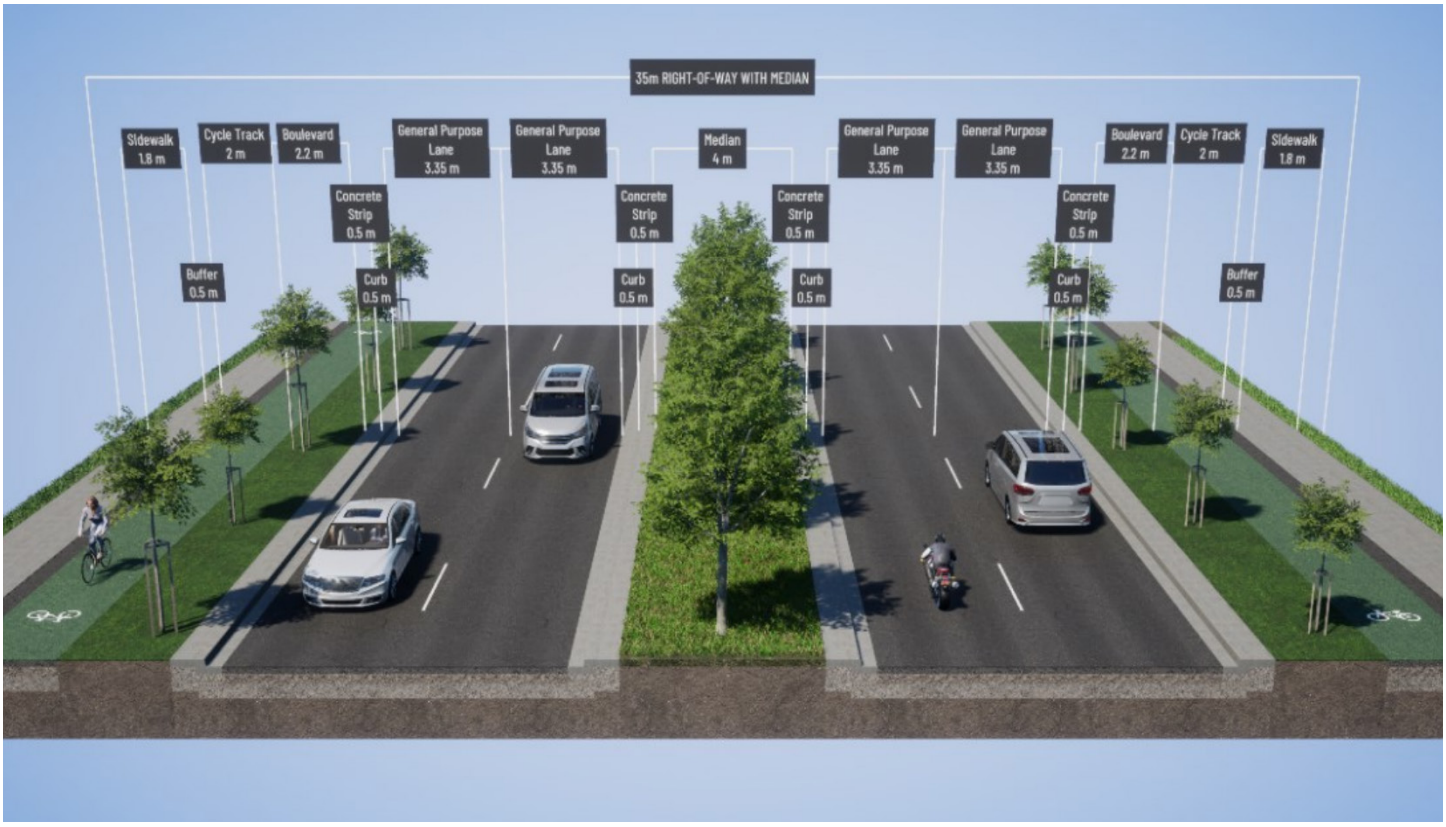


Figure 7. Arterial Road cross section with a central median
*Source: **Figure 57** - Town of Milton Transportation Master Plan Update | February 2025*

4.1.3 Collector Roads

Collector roads in the Agerton Secondary Plan are arranged in a modified grid layout ***(Figure 8)***. Most collector roads in the Agerton Secondary Plan will have a right-of-way of 22 metre matching the Town standard for the 22 metre minor collector road as illustrated in ***Figure 9.***

A 1.1 kilometre north-south Enhanced Streetscape typology is also proposed in the Mixed-Use High Density Residential area south of the GO Train Station, bookended by two Urban Squares located at the intersections of two proposed east-west collector roads.

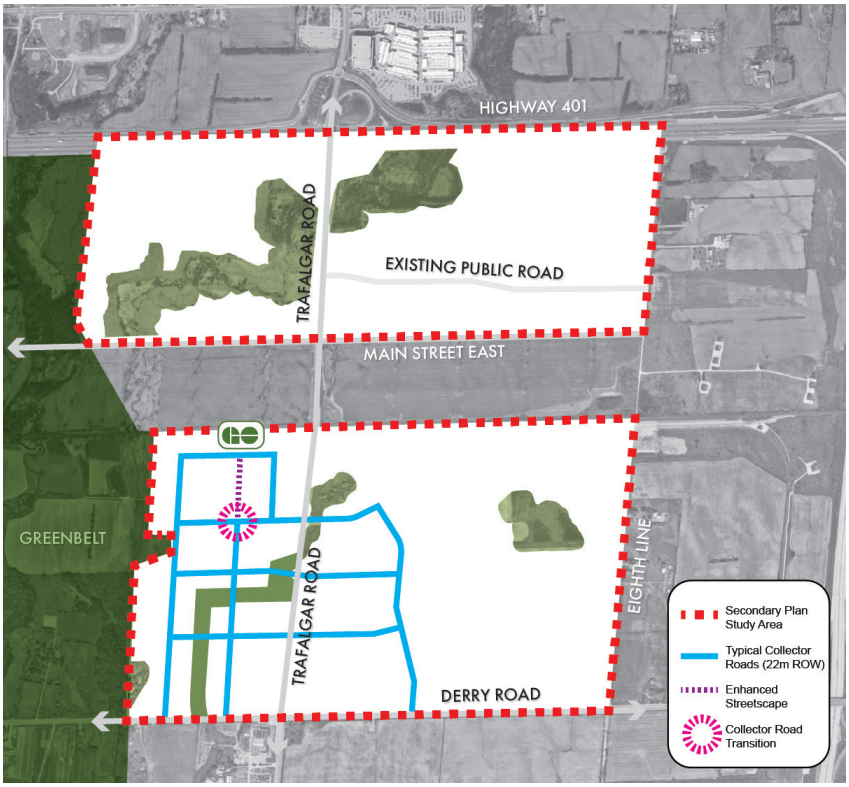


Figure 8. Proposed Collector Roads in Agerton

4.1.3.1 Typical Collector Road Streetscape

Typical collector roads include a sidewalk / pedestrian clearpath, edge / cycling track, and landscaped boulevard and parking on one side of the street. Refer to the Town's ***Engineering and Parks Standards Manual*** for detailed standards for the design and construction of collector roads. General guidelines for collector roads in Agerton are described in the following section.

Sidewalk / Pedestrian Clearpath Zone

1. Sidewalks must be a minimum of 1.8 metres wide, be direct and continuous, and located on both sides of all streets.

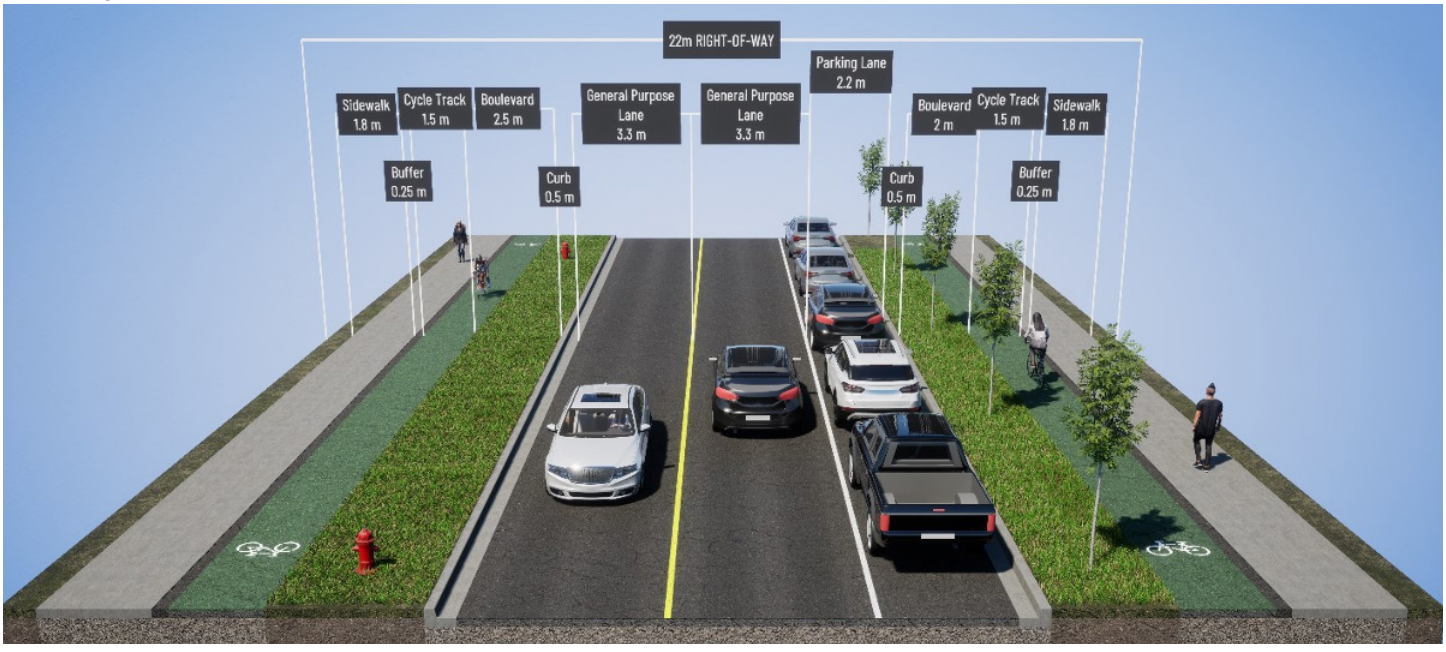


Figure 9. Cross sections for Collector Roads
*Source: **Figure 54** - Town of Milton Transportation Master Plan Update | February 2025*

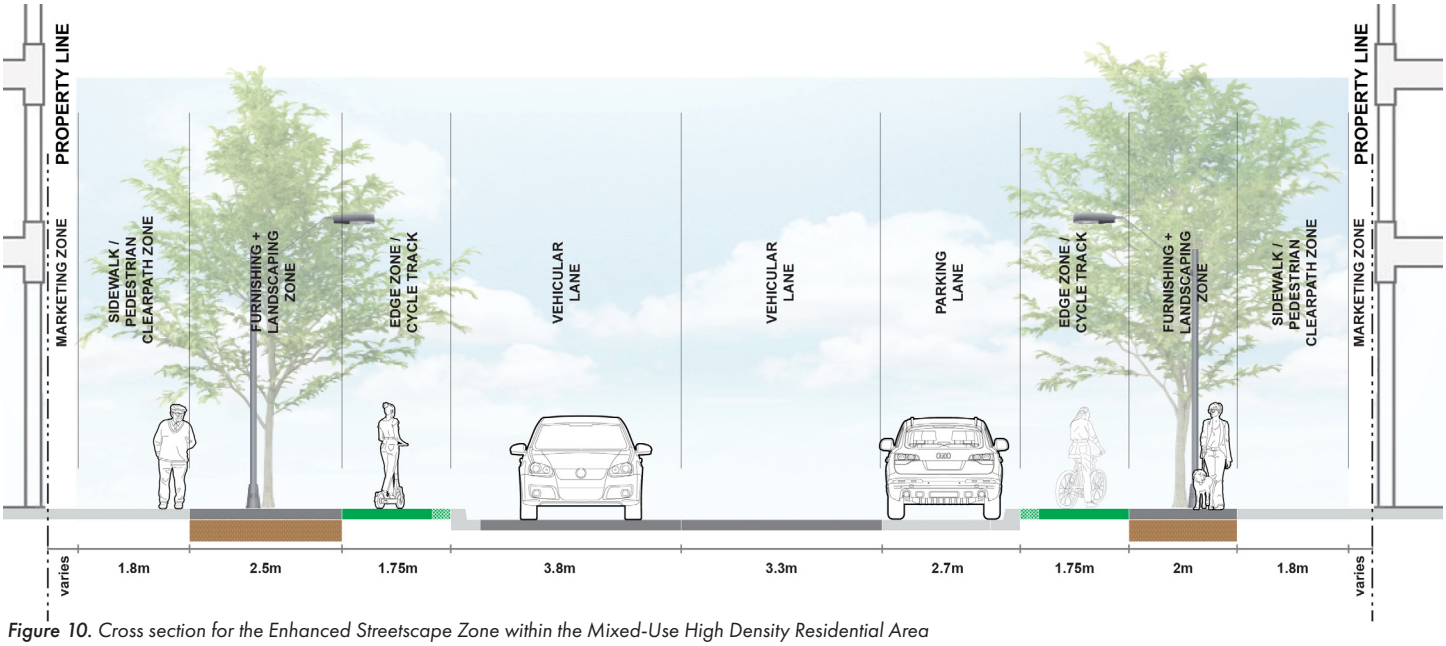


Figure 10. Cross section for the Enhanced Streetscape Zone within the Mixed-Use High Density Residential Area

2. Provide street furniture, including benches, lighting, waste and recycling bins, bollards, planters, bicycle parking and transit shelters, along sidewalks. Coordinate their appearance to establish a unified streetscape.

3. Ensure street furniture does not encroach within the 1.8 metre wide sidewalk to maintain a barrier-free sidewalk / pedestrian clearpath.

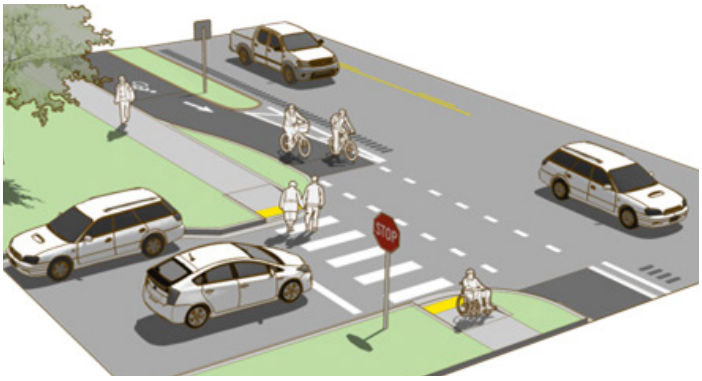
4. Design sidewalks to connect to tie directly with trails and multi-use paths.

Edge Zone/Cycle Track

5. Provide a 1.5 metre wide cycle track between the sidewalk / pedestrian clearpath zone, boulevard and vehicular travel lanes.

Boulevard

6. Plant a variety of Town-approved native street tree species to enhance biodiversity to support the character of distinct areas. Generally, shade tree varieties should be selected over smaller ornamental varieties to provide the greatest amount of shade and help reduce the urban heat island effect.



Example of how sidewalks and cycle tracks could transition to collector roads at the edge of the Enhanced Streetscape collector road illustrated in Figure 7
Source: Small Town and Rural Design Guide

4.1.3.2 Enhanced Streetscape - Adjacent Mixed Use Urban Streetscape

The Enhanced Streetscape is a 22 metre wide collector road that will provide a pedestrian friendly, pedestrian oriented, main street mixed-use typology in a mixed use area, illustrated in ***Figure 10***. This typology includes a marketing zone, sidewalk / pedestrian clearpath, furnishing and landscaping, and edge / cycling track zones along the pedestrian right-of-way, described further below.

Marketing Zone

1. Provide outdoor seating areas, patios, planters, signage, temporary retail displays and other

elements that extend active land uses outdoors and create visual interest in the streetscape in the marketing zone.

2. Wherever possible, plantings should be used to announce residential lobbies and commercial entrances, accent Urban Squares or POPS, and define the edge of the sidewalk/pedestrian zone.



Transition zones extend active land uses outdoors and create visual interest

Sidewalk / Pedestrian Clearpath Zone

3. Provide a minimum 1.8 metre sidewalk / pedestrian clearway adjacent to the transition area / marketing zone or building setback at the property line. The sidewalk or hardscape may be wider on private realm depending on the adjacent land use and amount of pedestrian traffic.

4. Sidewalks must be direct, continuous, and located on both sides of all streets.

5. Design sidewalks to connect to other public realm components such as Urban Squares and tie directly with trails and multi-use paths.

6. Eliminate or minimize grade changes at the street level to allow pedestrians to move directly from the street into buildings.



Coordinate and cluster street furniture and landscaping to establish a unified appearance

Furnishing and Landscape Zone

7. Street furniture, including benches, lighting, waste and recycling bins, bollards, planters, bicycle parking and transit shelters, should be coordinated to establish a unified streetscape appearance.

8. Only publicly owned and maintained furniture can be located within the municipal right-of-way.

9. Locate street furniture in areas with the highest pedestrian traffic such as Urban Squares and at the GO Train Station. Coordinate street furniture with furniture proposed in private lands along a streetscape.



Select street furniture to compliment sense of place

10. Ensure the placement of street furnishings are clustered for safety, provided at all transit stops and located to minimize conflicts with pedestrian travel routes.

11. Plant a variety of native street tree species to enhance biodiversity to support the character of distinct areas. Generally, shade tree varieties should be selected over smaller ornamental varieties to provide the greatest amount of shade and help reduce the urban heat island effect.

12. Based on the streetscape design and boulevard space, incorporate tree grates and/or open pit landscape strips to provide minimum 30 metres^3 of soil volume for each tree.

13. Provide dark sky compliant lighting in high pedestrian activity areas.

14. The buffer zone should not overlap with cycling facilities.

Edge Zone/Cycle Track

15. Provide a 1.5 metre wide cycle track between the landscaping, site furnishing and buffer zone and vehicular travel lanes.

16. Provide a 0.25 metre buffer between cycle lanes and vehicular travel lanes to ensure no encroachment and provide space for signage, utilities, and snow storage.

17. Road signage, utility posts and snow storage can be located within the buffer directly adjacent to the street. The buffer should provide clearance between the roadway and other streetscape elements and act as a safety buffer against car doors and cyclists.

Vehicular Lanes

18. Provide on-street parking on one side of the street.



Ensure sidewalks provide a direct and continuous pedestrian clearway



Plant a variety of species in the median and boulevard space

4.1.4 Trails

The Agerton Secondary Plan proposes trails to provide connections to the Greenbelt and within the NHS. The following provides guidelines for the design of trails in the Agerton community. Where trails are in or adjacent to the CP rail corrdior, refer to the ***Canadian Railway-Roadway Grade-Crossings Standards*** for rail crossing standards.

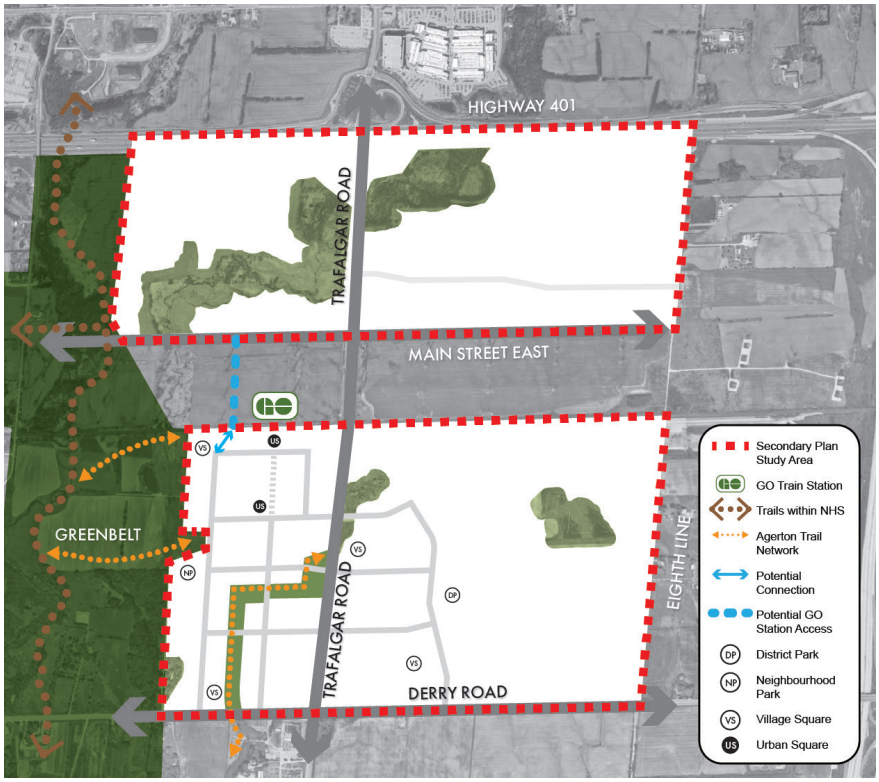


Figure 11. Proposed trails in Agerton

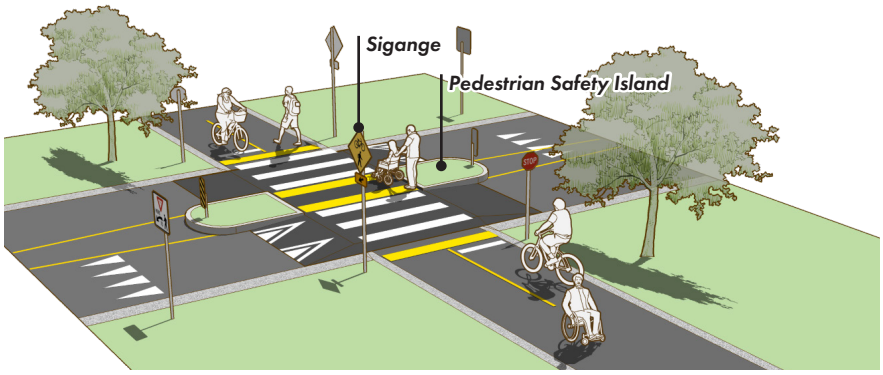


Figure 12. Example of a trail crossing over an arterial or collector road
Source: Small Town and Rural Design Guide

1. The Secondary Plan trail network should be well connected to pedestrian networks, including sidewalks and multi-use paths to facilitate permeability and connectivity both internally and externally (***Figure 11***).

2. Ensure the trail network is safe and comfortable for all users.

3. Implement wayfinding and trailhead features such as maps that direct users to intersections, landmarks and both on and off-street facilities.

4. Year-round use is encouraged through well maintained connections for sidewalks and trails to destinations such as parks, transit stops and commercial uses.

5. Ensure trails and multi-use path provide a continuous and connected network that lead to destinations such as the GO Train Station, a transit stop or commercial nodes.

6. Trail design shall comply with AODA and municipal standards.

7. Trails should connect to and be incorporated into parks and open spaces to provide opportunity for passive recreation.

8. Where trail crossings must be provided over an arterial or collector road, provide a pedestrian crossing area delineated by signage and pedestrian safety island where appropriate (***Figure 12***). Install bollards at the intersection of the trail and road to prevent vehicular access to the trail.

9. Provide fencing or a physical barrier between the active rail line and the trail or multi-use path. Provide at least 8 metre buffer between the centre of the rail line and the trail's lateral clearance.

10. Where a trail or multi-use path crosses a railway (i.e along Trafalgar Road), provide an at-grade separated crossing with barriers and warning lights.

4.2 Parks and Open Space Network

A vibrant community includes parks and open spaces that facilitate gathering and recreation and support ecological function. The parks and open space system includes a range of park sizes, trails, and NHS. The Agerton Secondary Plan Area includes one District Park, one Neighbourhood Park, two Urban Squares and five Village Squares as illustrated in ***Figure 13***.

4.2.1 General Guidelines

1. Where appropriate, co-locate parks with schools or other community uses to allow shared amenities such as parking and recreational fields.

2. All parks should front along a minimum of one public street and should be located to minimize back-lotting from residential dwellings.

3. All parks should connect to sidewalks, trails or multi-use path system.

4. Use signage and landscaping / tree planting to clearly define entrances or access points to the park.

5. Provide on-street parking adjacent to the park wherever possible.

6. Accessible and visible bicycle parking should be located on hard surfaces adjacent to play areas and entrances to the park.



Figure 13. Parks and open spaces in Agerton





District Parks serve as significant community hubs that service the Secondary Plan area, and Milton as a whole

4.2.2 District Park

The District Park will be co-located with the proposed Community Centre and will serve as a significant community hub. The location of the park and community centre provides a transition between the residential uses and future employment uses.

District Parks will be designed to serve multiple Neighbourhood Areas in the Secondary Plan and will include major outdoor recreation facilities, other active and passive facilities and non-programmed open space with direct connection to the community centre. The following provides guidance for the location, size and orientation of parkland.

1. Locate the park within a 10 minute (800m) walking distance of the majority of residences creating the opportunity for physical activity and gathering.

2. Be a minimum of 6 ha in size and designed to accommodate major outdoor recreation facilities such as sports fields, hard surface sport courts, in addition to park amenities such as playgrounds, spray pads.

4.2.3 Neighbourhood Park

The Neighourhood Park is proposed along the western edge of the PMTSA adjacent to the Greenbelt and co located with an elementary school. Neighbourhood Parks are intended to serve at a neighbourhood level within the Secondary Plan and should provide outdoor recreation facilities.

1. Locate on collector roads with frontage along a minimum of one public street and where possible, adjacent to the NHS or Greenbelt.

2. Locate within a 5 to 10 minute (400m to 800m) walking distance of all residents creating the opportunity for physical activity and gathering.







Parks should contain a range of features and amenities to enhance user interaction, and enjoyment for people of all ages and abilities

3. Be a minimum of 2.5 ha in size with sports fields, hard surface sport courts, as well as park amenities such as playgrounds, and spray pads.

4.2.4 Urban Squares: Mixed Use High-Density Residential Area

Two Urban Squares are proposed in the Mixed-Use High-Density Residential area, in close proximity to the GO Train Station. The Urban Squares will be designed as key landmark and gateway features that signal entry into the mixed use high-density area. These Urban Squares are envisioned to be designed as urban places with a balance of accessible hardscape and softscape surfaces to allow a variety of uses and activities throughout the year. The following guidelines will guide the design of the Urban Squares in the Mixed Use High-Density Residential area.

1. Integrate one of the Urban Squares into the design of the GO Train Station.

2. Orient active building uses adjacent to the Urban Squares and provide clear physical and visual access into the Squares from the public sidewalk.

3. Use landscaping to highlight and direct people through the space where appropriate.

4. Provide sun and shade exposure, street furniture and landscaping using high-quality materials.

5. Plant deciduous trees on the southern side of buildings of public spaces to provide shade in the summer but allow sunlight through winter.



Plaza located at prominent intersection



Flexible winter use of a reflection pond in Uptown Waterloo Public Square as a skating rink ensures year-round enjoyment



Village squares provide flexible spaces for sitting, public events and programming

6. Design for year round use. Consider using strategic materials (such as brightly coloured), architectural details and pedestrian-scaled lighting that help counteract changes in natural light through the seasons.

7. Ensure pedestrian comfort for sitting throughout the year by minimizing adverse wind conditions through design and square location.

8. Include utilities and amenities to accommodate art exhibits, artisan markets, pop up events and programming.

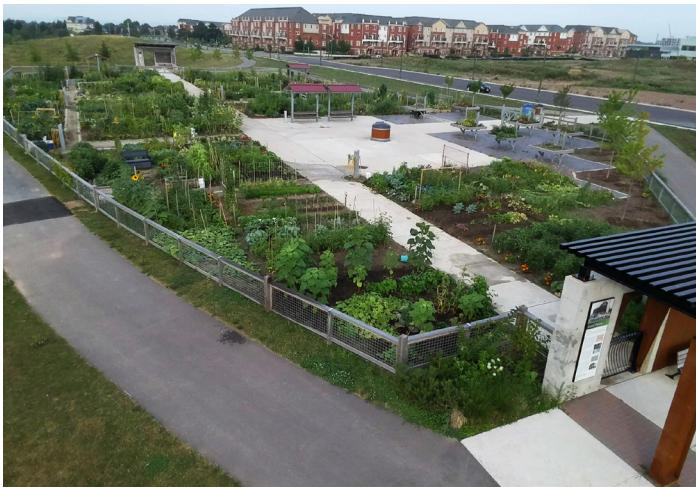


Provide a range of public open space types and comfortable streetscapes with active uses activity and movement





Village Squares in Toronto









4.2.5 Village Squares

Five Village Squares are proposed throughout the Agerton community. A Village Square is a small park without active recreation facilities located within a neighbourhood.

1. Locate Village Squares central to neighbourhood blocks to provide equitable access to parks and park facilities.

2. Provide passive park uses such as open play areas, junior and senior playgrounds, trails, and areas for gathering and sitting.

3. Be approximately 0.39 ha in size with playgrounds, open play and active recreation areas.

4. Provide both sun and shade exposure, landscaping, high-quality materials and pedestrian amenities that contribute to functional open spaces.

5. Where appropriate, plan and design Village Squares year round use. Consider using strategic materials (such as brightly coloured) and architectural details and providing pedestrian-scaled lighting that help counteract changes in natural light through the seasons.

6. Ensure pedestrian comfort for sitting throughout the year by minimizing adverse wind conditions through design and location.

4.2.6 Natural Heritage System

1. Provide views, vistas and connections to the NHS and Greenbelt by orienting streets and utilizing terminal views at the end of prominent streets.

2. The preservation of existing vegetation, particularly mature trees, is strongly encouraged.

3. Provide trail or mid-block connections to the NHS and Greenbelt through residential blocks.

4. Where necessary and desirable, access to the NHS and the Greenbelt should be provided through adjacent public park blocks, stormwater management blocks, private development blocks and municipal sidewalks.

5. Where necessary, access to the Greenbelt should be restricted to designated trails and trailheads and/or buffered from private lands, such as through fencing and restriction of gates, to preserve the integrity and ecology of the system as a whole.

6. Surface parking lots, parking garages, and loading and service areas should not be located along the edge of the NHS. Where this is not possible, they should be well-screened.



Trails should be provided to the Greenbelt lands that border the western boundary of the Secondary Plan area



Design trails to follow accessibility standards



Trails should highlight key features of the NHS such as interesting views and vistas

4.3 Public Use

Public Use blocks are planned to accommodate a future community centre and fire hall adjacent to a future District Park. Both the community centre and fire hall will be designed based on regional and municipal standards. Additional guidelines for the siting, orientation and servicing access are outlined below.

4.3.1 General Guidelines

1. The Community Centre should be a focal point within the Agerton community.

2. The community centre should demonstrate high quality design and incorporate high quality materials.

4.3.2 Site Orientation and Design

1. Orient the building close to the street with the main front wall facing the collector street.

2. Site the main front door of the Community Centre with direct access to the public sidewalk. Orient entrances to the building along the collector road and District Park.

3. Site the main frontage of the Fire Hall along Derry Road.

4.3.3 Servicing, Loading, Parking and Access

1. Provide a shared access between the District Park, the Community Centre and Fire Hall.

2. Consider shared parking between the Community Centre and District Park.

3. Layby parking and drop off areas may be provided at the front of the Community Centre.

4. Parking lots should be located at the rear of the main building. Do not site parking lots along the collector road or Derry Road frontage.



Milton Fire Hall



Sherwood Community Centre and Library, Milton

4.4 Schools

The Agerton Secondary Plan Area proposes two elementary schools. Both these schools, while more typical, are strongly encouraged to be an urban format elementary schools. Additional schools that may be required as the community grows are proposed to be podium schools. Guidelines for urban elementary schools and podium elementary school typologies are described below.

4.4.1 General Guidelines

1. Co-location of parks and schools is strongly encouraged to facilitate shared play facilities, parking and efficient use of land.

2. Schools should be located close to the street to help define the street, create prominence and provide direct access to school entries from the street.

3. Schools should be designed with high-quality materials, and architectural details.

4. The front door should face the main street and be directly accessible from the public sidewalk.

5. Ensure easy and direct access to public transportation.

6. Clearly identify entrances and drop-off areas for safe traffic circulation on and around the site providing adequate distance between vehicular surface and / or underground parking, services entrances and pedestrian student entrances.

4.4.2 Urban Elementary School Design

1. Design the school to have a unique identity to foster a sense of belonging and community and





Future elementary school, Milton

promote a holistic and integrated approach to education.

2. Three storey buildings located close to the street are encouraged to minimize land required and provide a more compact building site.

3. Provide layby spaces as close as possible to the entrance of the school for bus loading and unloading.

4. No parking or drop off should be located between the building and the street with the front door. Parking should be located at the side of the building.

5. Rooftop mechanical equipment should be screened from view through a parapet wall or complementary materials.

6. Schools should be designed to ensure safe cycling and pedestrian access and crossing. Students should be able to reach the entrances without crossing bus zones, parking and drop off areas.

4.4.3 Podium Schools

Where high-density land uses are proposed, there are opportunities to incorporate schools in the ground floor of a building. This maximizes development potential while accommodating a key community facility in dense areas. Podium schools may reduce dependence on personal vehicles and facilitate walkability for staff and students.

1. School uses may be located on the first or ground floor of the building.

2. Within a multi use development, prioritize a school design that ensures the school's functions are considered and identified appropriately as part of the multi-use development.

3. The school's architecture and aesthetics should complement the surrounding environment while standing out as a place of learning and community focus.







Urban elementary schools

4. Play and amenity spaces, and other community uses such as daycares should be incorporated into the design of the building.

5. Provide outdoor rooftop play spaces and/or courtyards that encourage exploration, creativity, and physical activity.

6. Where play or amenity spaces cannot be accommodated into the design of the building or rooftop, provide outdoor amenity space for students adjacent to the building. Ensure outdoor amenity spaces are designed for safety (i.e include fencing) and exhibit high-quality design.

7. Pick-up and drop-off areas should prioritize pedestrian and bicycle access. Vehicular access should be located on the street (with signage), internal to the site (at the side or rear of the building) or underground.

8. The main access, marshalling areas and main portions of the school should be directly adjacent to outdoor space, at grade rooftop space or shared park space.

9. Bus drop off and pick up, marshalling areas and secure access to the school should be provided off a secondary street

10. Maintain flexible building layouts to allow for future retrofit and/or expanded facilities to accommodate enrolment growth and program changes while promoting shared use and service integration.

11. Support and encourage the practice of sharing space, such as schools providing recreation space for community programs outside of academic hours.

12. Consider wider sidewalks for school children, families, strollers and children on bicycles and generous and safe access to outdoor playgrounds.



Example of a podium school

4.5 Edges, Views and Built Form Transition

4.5.1 Edges

4.5.1.1 Trafalgar Road Edge Condition

1. Consider sufficient setbacks or appropriate landscaping for residential facing a major arterial such as Trafalgar Road.
2. Where Trafalgar Road runs along the edge of a Natural Heritage Feature, consider the implementation of benches or areas for pause along the street to capture a view port to the feature.

4.5.1.2 Derry Road Edge Condition

1. Reflect similar built form in height and massing to those south of Derry Road in the Trafalgar Secondary Plan along Derry Road in the Agerton Community.
2. Consider sufficient setbacks or appropriate landscaping for residential facing a major arterial such as Derry Road.

4.5.1.3 Greenbelt / NHS Edge Condition

1. Wherever possible, orient built form to either front or flank the Greenbelt or Natural Heritage System to maintain it as a public feature.
2. Wherever possible, orient streets to terminate at the Greenbelt or Natural Heritage System to provide views and a vista to these features.
3. Where land uses backlot the Greenbelt and / or Natural Heritage System, provide a wider landscaped boulevard along the rear yard to prevent overlook into private yards.
4. Establish trailheads or openings to trails in the Greenbelt and / or Natural Heritage System to ensure public access within a short walking distance.

4.5.1.4 Community Facilities Edge Condition

1. Wherever possible, orient built form to either front or flank community facilities to maintain views to key community features.
2. Wherever possible, orient streets to terminate at community facilities to provide views and a vista to these features.
3. Consider placing shorter buildings along the community facilities edge / collector road to provide built form transition and create a more comfortable pedestrian experience.

4.5.2 Views

1. Provide views to the Greenbelt and Natural Heritage System where parks border these areas.
2. Establish vistas to key features such as the Greenbelt, Natural Heritage System, District Park, and Community Centre through street and road orientation.
3. Orient streets to terminate views to these key features to establish them as landmarks in the Agerton community.

4.5.3 Built Form Transition

In addition to the transition guidelines in the ***Tall Building Guidelines***:

1. Where tall buildings are adjacent to mid rise buildings, the height of the podium should be compatible with the adjacent mid rise built form.
2. A generous stepback for tall buildings should be provided adjacent to mid-rise buildings.
3. Provide a maximum two storey height transitions between mid-rise built forms and podiums of tall buildings.

4.6 Placemaking Through Public Art

1. Consider incorporating public art into publicly accessible spaces such as streetscapes, District Parks, Neighbourhood Parks, Urban Squares, Village Squares and Privately Owned Public Spaces (POPS).

2. Public art often includes murals and sculptures, but is also encouraged to include decorative crosswalks, light features, street furniture, interactive features and mixed media art.

3. Public art should identify and emphasize elements that relate to site history, local context or sense of place.

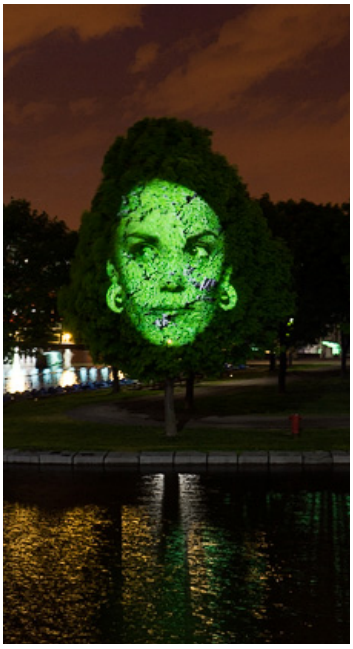
4. Prioritize public art along pedestrian, cyclist and transit routes and at transit stops.

5. Encourage public art exhibits and programmed space in public or semi-public spaces.

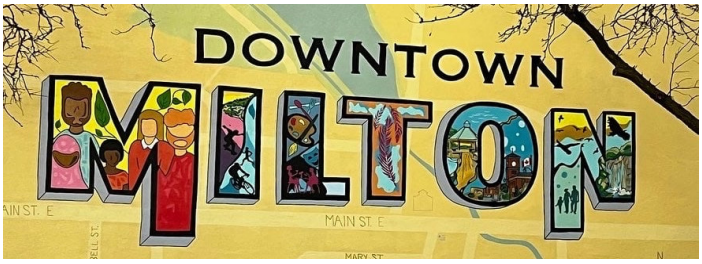
6. Promote public art as signage, façade design features and street furnishings.



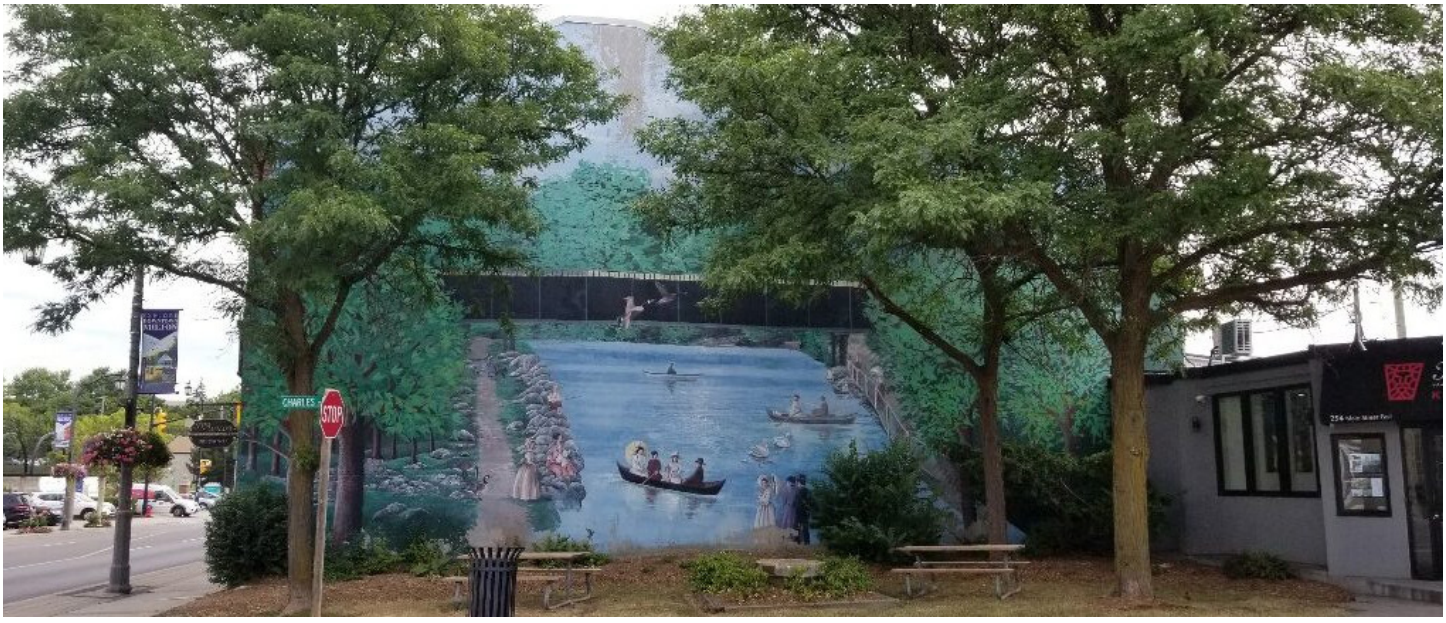
Existing sculpture in Milton



Cité Memoire uses projections on trees as a public art feature



Existing public art and murals in Milton



Existing public art and murals in Milton



5 The Private Realm

The design of individually owned sites and buildings shapes the quality of the public realm and helps to define the character of different areas. It is critical that sites and buildings demonstrate good design using high-quality, varied, yet complimentary, architectural, open space and landscape elements.

The private realm applies consistent standards for design and built form, scale, setbacks, massing, site access, parking, servicing, character, and landscaping.

The built form framework for the Agerton Secondary Plan prioritizes the greatest heights and densities around the GO Train Station, with tapering, lower heights closer to the edges of the community.

A secondary high density node is located at the intersection of Derry Road and Trafalgar Road, which will round out the high density intersection identified in the Trafalgar Secondary Plan.

Medium density residential land uses will surround these mixed use, high density nodes, providing a transition in height to the central portion of the community. Employment and commercial focused land uses and areas will provide buildings and heights appropriate for intended employment or institutional uses.



Caroline and Allen Street in Waterloo, Ontario

5.1 Site Layout and Design

1. A sense of place should be fostered through site design that respects the planned context for the Agerton and Trafalgar Secondary Plan areas, with particular attention given to coordinated streetscapes and creativity and innovation in architectural design.

2. Through development and redevelopment, opportunities should be identified that result in a distinct identity of a site or building, with emphasis on coordinated building materials and colours, architectural style, public art and landscaping.

3. Design and orient buildings with active façades close to the street to promote pedestrian activity and animation of the public realm especially along the Enhanced Streetscape as described in ***Section 4.1.4***. Locate active uses at-grade, provide transparent windows along the street frontage and place building entrances along public sidewalks.

4. Buildings on corner sites should be designed to address both street frontages through the placement of entrances and building articulation, with a focal point or visual interest at the corner and active uses, where feasible.

5. Locate the greatest building heights and density towards the primary street frontage and intersections, where appropriate.

6. Pedestrian routes should provide direct, convenient and safe access to building entrances, public sidewalks and streets, amenity spaces, parking areas and transit stops. Pedestrian walkways should be clearly differentiated from vehicular paths of travel using distinctive paving patterns and materials and physical separation (curbs) to promote pedestrian and non-vehicular safety and contribute to site orientation.

7. Provide walkways and mid-block connections through sites to provide access between buildings to public streets, parking areas and other public or semi-public spaces. Mid-block connections can be implemented as Privately Owned Public Spaces (POPS).



Orient buildings with ground floor commercial units to the main street to activate street frontages and provide a focal point at corner lots, with the greatest building heights towards the corner



Focus taller built form heights at key street intersections such as the intersections of collector and arterial roads

5.2 Parking

1. Surface parking in the transit-oriented community area is discouraged. Surface parking is permitted during interim conditions prior to complete build-out and intensification of the community.

2. Convenient parking for bicycles, scooters and strollers should be provided within the public realm to encourage active transportation options.

3. Underground parking structures are preferred for intensified development in mixed use areas in the PMTSA. Where surface parking is permitted, locate parking in the side or rear yard behind the front main building wall, away from the primary street view.

4. During the evolution of mixed use areas, off-road surface parking may be provided as an interim condition.

5. Where practical, interim surface parking should not be located adjacent to public streets. Interim parking should be located behind or beside buildings.

6. When located adjacent to public streets or residential buildings, interim parking areas should include a landscaped perimeter to screen and buffer parking areas from adjacent streets as well as at-grade level views from neighbouring buildings.

7. Where permitted, above-grade parking structures that face onto the public realm should be wrapped with animated street frontages.

8. Where permitted, surface parking lots should have a defined edge of street trees or other vegetation that improves the streetscape and screens parking areas.



On-Street Parking should be provided along the Enhanced Streetscape



Locate convenient bicycle parking adjacent to active uses such as patios

5.3 Building Articulation

1. Create a sense of distinct identity through building design while respecting and enhancing the surrounding context, particularly relating to scale, rhythm, building materials and colours, fenestration patterns and architectural expression.

2. Provide variation in built form and heights to create an interesting, defined skyline.

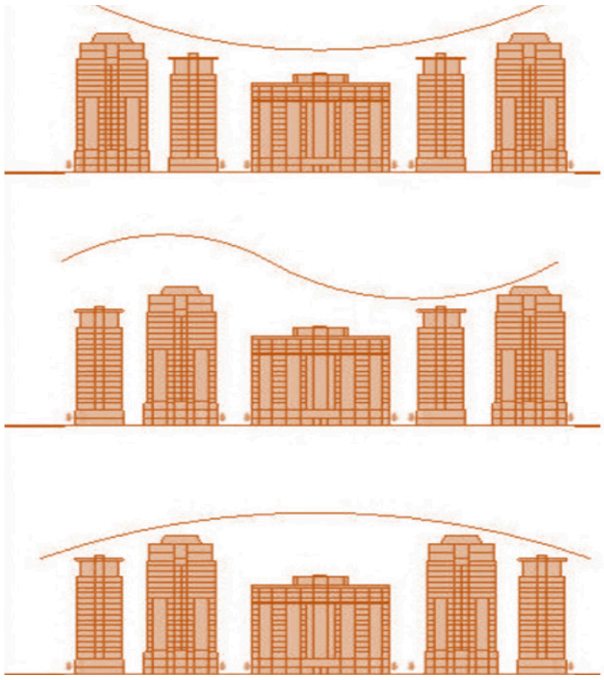
3. Design buildings to have detailed architectural articulation that creates interest along the public realm and street frontages through colour and material variations, windows, changes in roof line, projecting and recessing wall surfaces, lighting and signage and other architectural elements and detailing such as cornices, dormers, columns and pilasters.

4. All façades overlooking streets and the public realm should include a substantial number of windows with clear glazing, proportionate to the size of the façade generally a minimum of 50%, including windows, balconies, glaze partitions, etc.

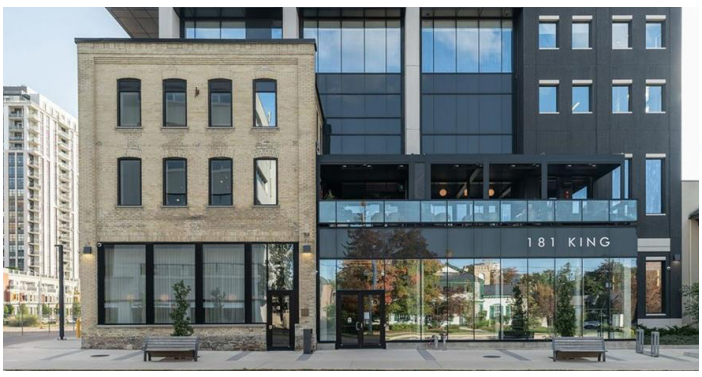
5. New buildings should utilize long lasting, high quality building materials (brick, stone, and wood) chosen for their functional and aesthetic qualities, compatibility with surroundings and energy and efficiency.



Corner buildings provide opportunities to implement distinct architectural elements



Create a distinct skyline along corridors using varied heights, massing, articulation and roof design



The use of varied building materials and glazing creates interest along the streetscape

5.4 Privately Owned Public Spaces (POPS)

Privately Owned Public Spaces (POPS) are privately owned amenity spaces designed as part of a development application that can be accessed by the public for recreational use. They are typically implemented where public parks cannot be accommodated due to limited lot size, or as a supplementary park space for a development. In the Agerton Secondary Plan, POPS may be provided as Village Squares especially in higher density areas.

1. POPS are to be located in highly visible areas with approximately 50% frontage on a public street between buildings or at intersections.

2. Orient active building uses adjacent to POPS and provide clear physical and visual access from the public sidewalk.

3. POPS should reinforce their role in the community by being located adjacent to key destinations such as the GO Train Station, trails and multi-use paths, or parks.

4. Should contribute to the public realm through high-quality design and integration with the adjacent built form.

5. Locate the perimeter of the POPS adjacent to active ground level uses and away from blank walls and servicing areas.





Examples of POPS in Toronto

6. Include more active features in the design of the POPS for play for all ages.

7. Maximize sun/shade microclimates to maximize pedestrian comfort year round.

8. Ensure design elements encourage year round use.

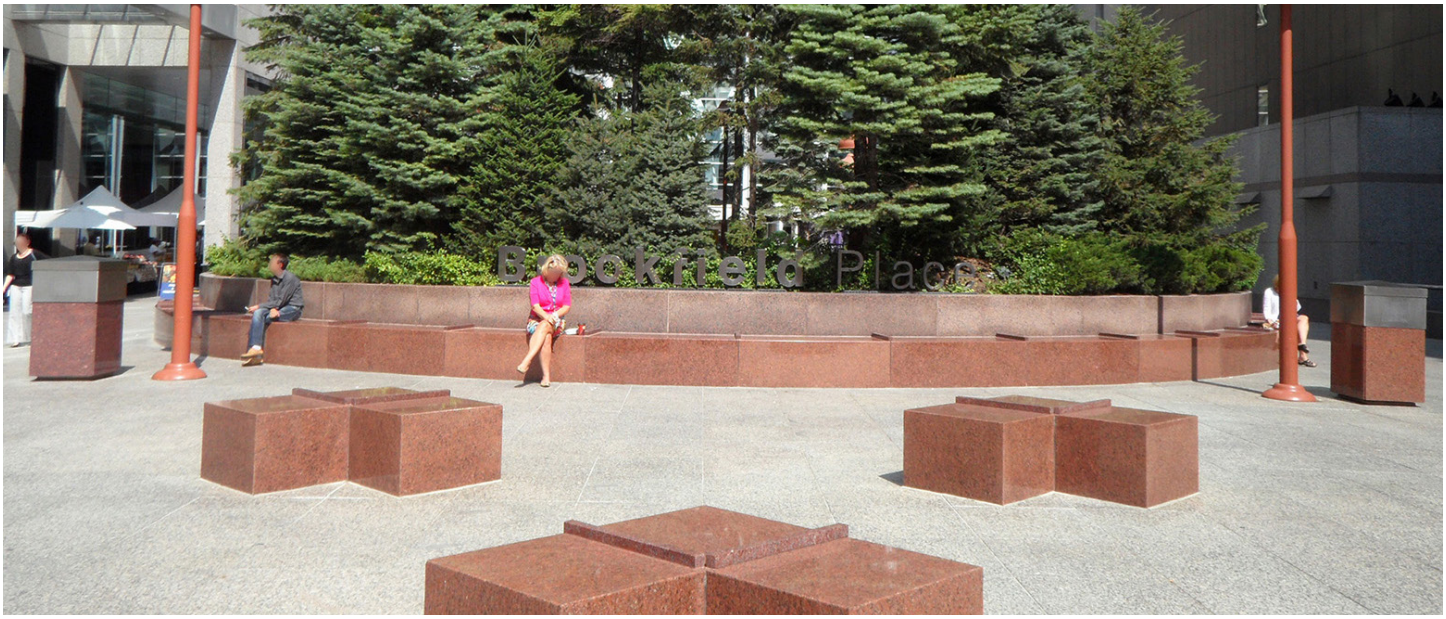
9. Provide direct connection to adjacent public sidewalks.

10. Provide a combination of hard and soft landscaping with a minimum soil volume for canopy trees.

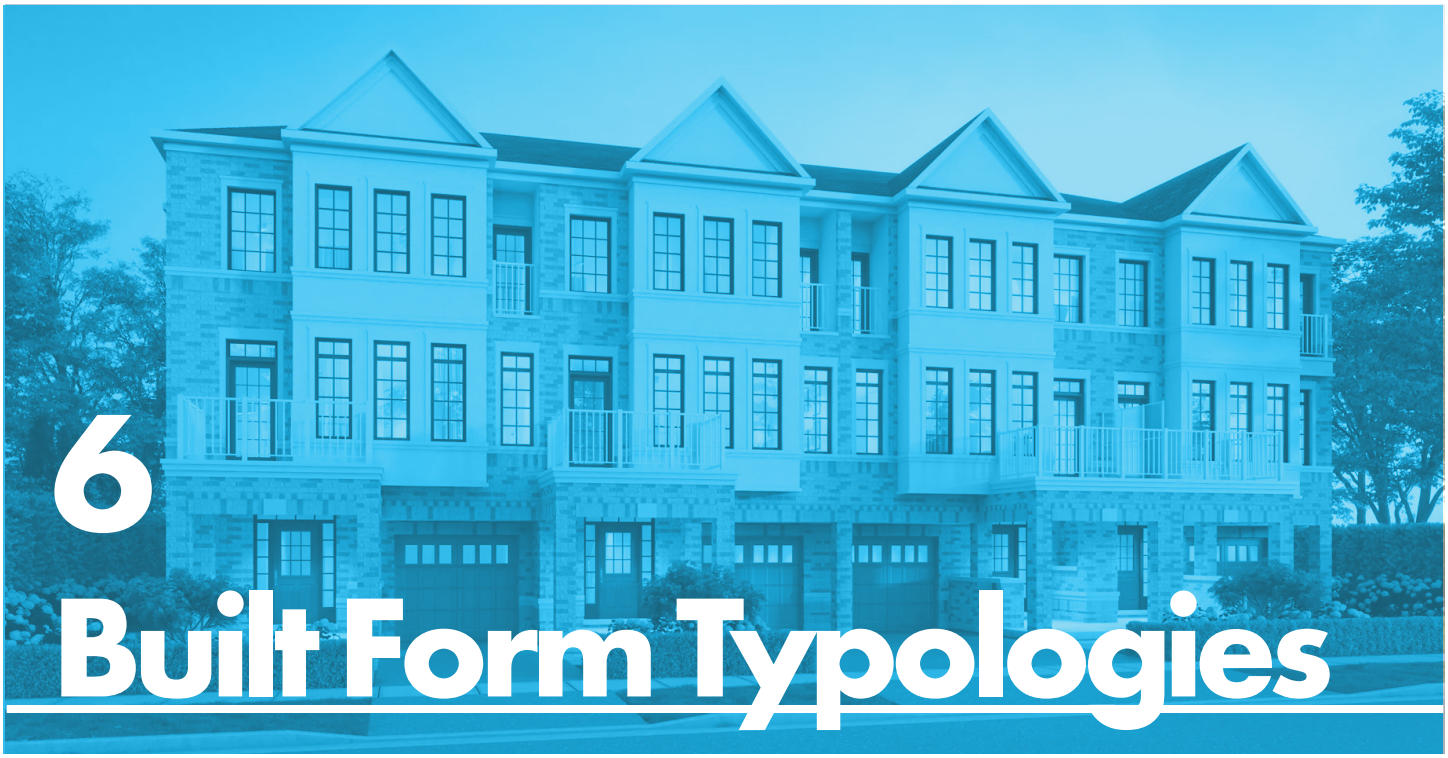
11. Including a combination of shade trees, building canopies or arcades and shade/weather protection on buildings.







Examples of POPS in Toronto



6 Built Form Typologies

The following provides guidelines on the various built form typologies in the Agerton Secondary Plan. Built form typologies include high and mid-rise mixed-use buildings, commercial buildings, mid-rise residential and employment buildings.

6.1 Mid-Rise Buildings

The Town's ***Mid-Rise Guidelines*** provide design guidance for both residential and mixed use buildings between 4 – 8 storeys. The Town's ***Mid-Rise Guidelines*** do not provide guidelines on other forms of mid-rise multiple residential buildings such as townhouses. The Agerton Secondary Plan contemplates a variety of built forms in Medium Density Residential II and Neighbourhood Centre Mixed Use areas including townhouses, stacked and back-to-back townhouses. The following are guidelines for street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes.

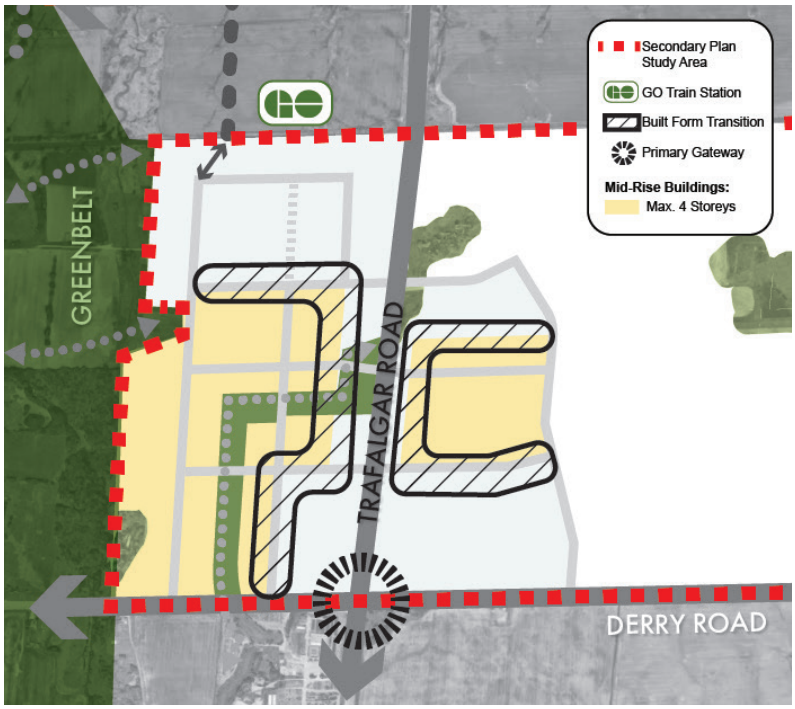


Figure 14. Mid-rise Buildings in Agerton

6.1.1 General Guidelines

1. Where mid-rise buildings front or flank Derry Road, design buildings to address the intersection, where applicable through the:
   a. Implementation of a gateway feature such as signage, POPS, public art, or similar placemaking features;
   b. Provide primary façades facing both streets with the entrance facing the primary street.
2. Consider a landscape setback for mid-rise buildings along Derry Road to improve the interface with the major arterial road.
3. Where rear yards back onto the Greenbelt or NHS, provide enhanced high quality landscaping along the trail to buffer private yards from public trails and prevent overlook into private property.

6.1.2 Townhouses

Typically townhouses are 2 to 4 storeys and accessed by a rear lane or front driveway and/or garage. Where a townhouse width is less than 6 metres the buildings should be accessed by a public or private rear lane or underground parking.

1. Coordinate the siting, massing, and façade design of townhouse on a block-by-block basis.
2. Visually unite and articulate each townhouse block to provide variation between units.
3. Provide a variety in roof designs to break up the massing of the units.
4. Use traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details to break up the roof massing.
5. Where possible, the main roof should appear as one roof and reflect the architectural style of the block units.







Various typologies of townhouses

6. Provide direct access from the main front entry to the public sidewalk for interior units, while the entry of the corner unit is encouraged to be oriented to the exterior lot line.
7. Where garages are permitted, they should not protrude beyond the main front wall of the dwelling unit and front garages should not exceed 50% of the width of the unit and should be paired to allow for more substantial front yard green space.

8. A block of street townhouses should generally be limited to a maximum of 6 units.

9. For private townhouse developments, mid-block pedestrian connections should be provided at regular intervals between townhouse blocks in the interior of neighbourhoods.

10. Utility meters should be screened from public view and integrated into the design of the units through the use of wall recesses, enclosures, or insetting within the building walls. Rear lane units should locate utility meters at the rear lot line where allowed by the utility provider.

6.1.3 Stacked and Back-to-Back Townhouses

Stacked and Back-to-Back townhouses are typically 3 to 4 storeys in height and stacked vertically or horizontally with direct access at grade, with underground parking or garages accessed from a public street or private street, mews or open space.

1. Provide massing and height transitions, setbacks and buffers between townhouse types of varying heights.

2. To avoid excessively long blocks, promote pedestrian connections, allow for landscaping and a break in massing, the maximum length of a block should not exceed ten units.

3. To ensure visible ends are not blank walls, locate main entries for corner units on the flankage elevation where possible.

4. Avoid exposed parking structures. Where portions of underground parking structure are exposed, they should match the building materials.

5. Provide landscaped soft areas between entrances to individual units and sidewalks, public streets and condominium roads.

6. Limit the number of stairs to a unit entrance from three to six risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs.

7. Minimize the number of overhead doors by consolidating entrances to the underground structure.

8. Design the building base to be distinct from the middle and top through the use of material selection, massing and articulation.

9. Provide usable private outdoor amenity spaces as appropriate to the building type, such as at-grade rear yards, above-grade balconies, decks above garages, front yard terraces, and/or roof top patios.





Example of stacked back-to-back townhouses

6.2 High-Rise Buildings

The Town has ***Tall Building Guidelines*** that provide design guidance for high-rise buildings. Tall buildings are not defined with a specific height range in the ***Tall Building Guidelines***, but are instead considered as tall buildings based on the building's surrounding context and height in proportion to the adjacent roadway.

In the context of Agerton, high-rise buildings (also refered to as tall buildings) are considered as buildings over 8 storeys (***Figure 15***). Refer to the Town's ***Tall Building Guidelines*** for general tall building guidelines. The following guidelines are specific high-rise guidelines for the Agerton Secondary Plan.

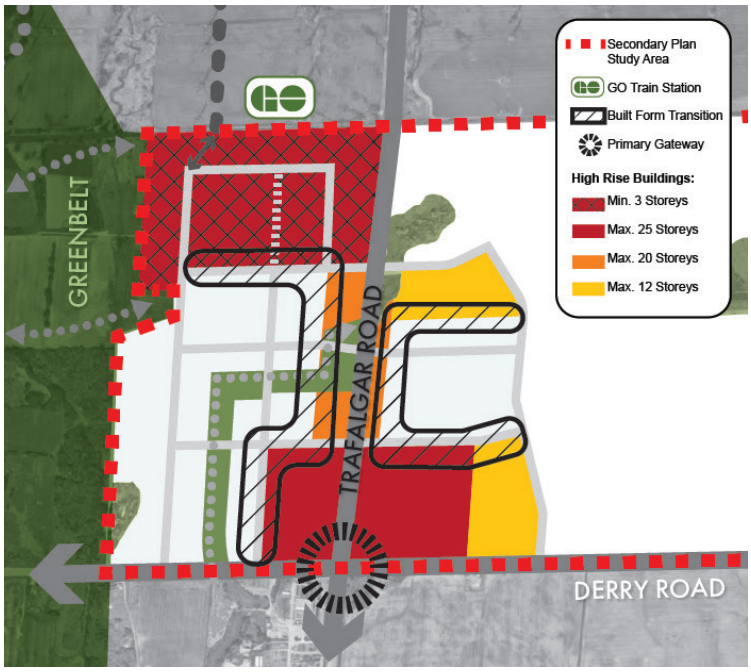


Figure 15. High-rise Buildings in Agerton

6.2.1 Site Orientation and Design

1. For Buildings fronting along arterial roads such as Trafalgar and Derry:
    a. Uses facing an arterial are encouraged to be non-residential uses such as amenity space, office use and gym uses or other active uses.
    b. Building massing should be close to the street with consideration for a larger setback where residential units are facing the arterial at ground level.
    c. Primary lobby entrances should access directly to the arterial and where feasible secondary through lobbies located with direct access to the adjacent collector or local street.



Examples of high rise buildings with varied massing to facilitate transition in Milton

6.2.2 Built Form

1. Break up the building mass with changes in material, balconies, stepbacks and building articulation.

2. Limit front yard setbacks for non-residential at grade uses to 1 metres to up to 3 metres.



Individual storefront identity is provided through signage, varied setbacks, façade design and window treatments

3. Active at grade uses such as outdoor cafés or patios should be provided to animate the street and encourage pedestrian activity where appropriate.

4. Distinguish residential entrances from commercial entrances through building design, location, and landscaping treatment. Locate residential lobby entrances and commercial entrances along the Enhanced Streetscape collector road wherever feasible.

5. Provide a 2 - 5 metre private setback at grade for residential units for pedestrian access, privacy and private amenity areas, by using screening, hard and soft landscape treatments and grade changes within the setbacks.

6. A sun/shadow and/or wind study may be required to demonstrate there is no adverse impacts on the Urban Squares, sidewalks, private amenity spaces and adjacent development.



6.2.3 Servicing, Loading, Parking and Access

1. Servicing, loading and parking should provide access at the rear of the building, where appropriate.

2. Parking is encouraged to be underground. Where underground is not feasible structured parking could be acceptable. Surface parking is the least preferred except as temporary layby parking along collector roads or in front of buildings.

3. Outside temporary parking and inside bicycle storage should be incorporated into all buildings wherever possible.

4. Utility meters, air conditioning units, and similar infrastructure should be1st incorporated as part of the building design, 2nd screened and not visible from the public realm.



Break up the building mass with changes in material, balconies, stepbacks and building articulation

6.3 Mixed Use High-Rise Residential

The Mixed Use High-Density Residential area is envisioned as the key focal point of the Agerton community. Bisected by an Enhanced Streetscape collector road, this area is envisioned as a pedestrian-oriented mixed-use main street, bookended by two Urban Squares that signal entry into the heart of the PMTSA.

6.3.1 Streets and Blocks

As a significant component of the public realm, streets and blocks should be designed to facilitate walkability to key features such as the GO Train Station and Urban Squares, be designed with the highest-quality materials and design standards especially within the Mixed Use High-Density Residential designation. Refer to ***Section 4.1.3.2*** of these Guidelines for the Enhanced Streetscape. Additional guidelines for the layout of streets and blocks in this designation are outlined below.

1. Streets and blocks should be designed to have a rectilinear or modified grid.

2. Block lengths should not exceed 150 metres for collector or local roads to support active transportation and mid-block connections where appropriate.

3. Block depths should be designed to maximize density, allow for appropriate built form typologies, and accommodate adequate setbacks, outdoor amenity

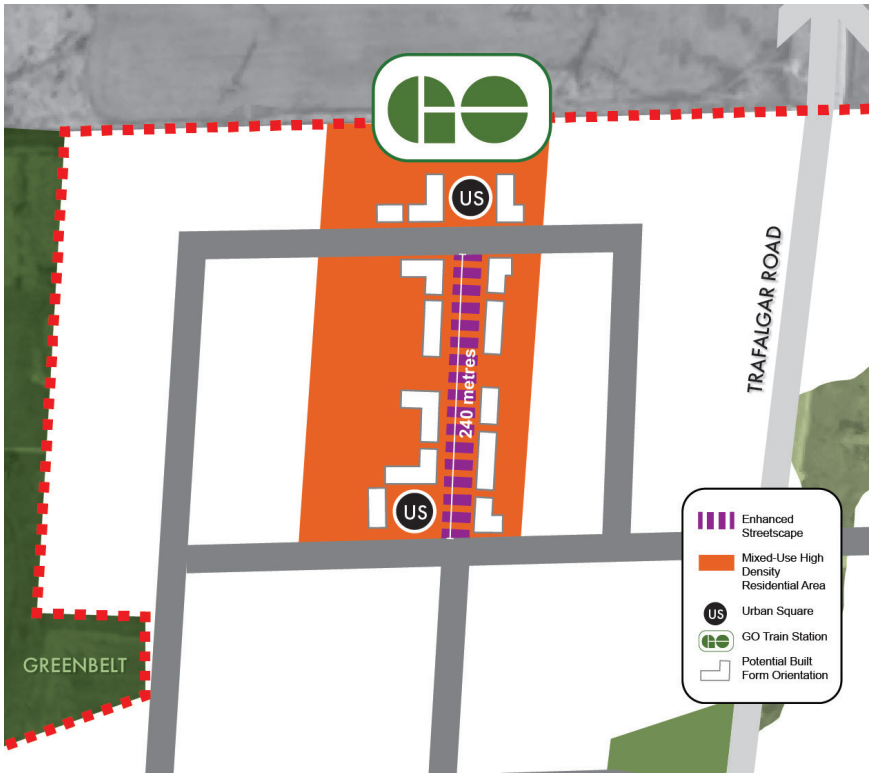


Figure 16. Example of site and built for orientation in the Mixed Use High-Density Residential area (NTS)



Example of how the GO Train Station may be integrated into the design of a high-rise building

spaces, service, parking and vehicle access arrangements, and transitions in scale.

4. Design of streets should create views to landmarks such as the GO Train Station or Urban Squares through careful placement of intersections and terminus wherever possible.

5. Back-lotting or reverse lot frontages along the Enhanced Streetscape is not permitted.

6. Avoid back-lotting or reverse lot frontages along any road in this designation unless demonstrated to be the only option.

6.3.2 Site Orientation and Design

Buildings should follow similar site orientation and design as High Rise buildings. Refer to ***Section 6.2.1*** for site orientation and design guidelines.

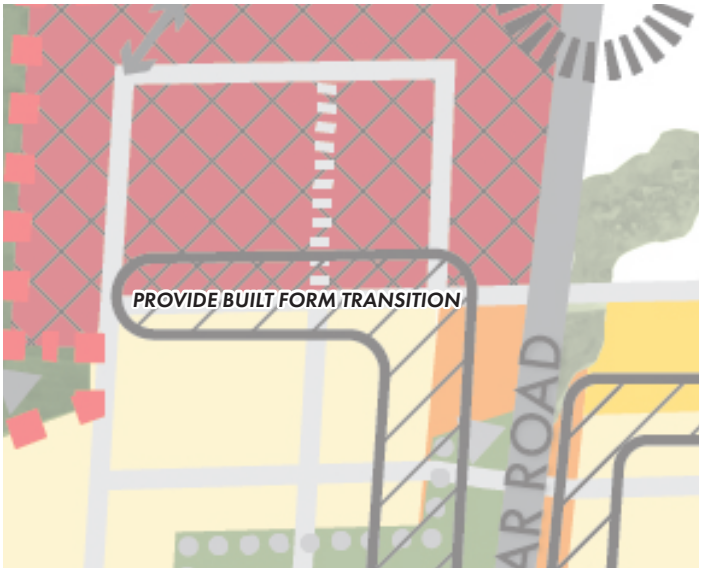
6.3.3 Built Form

Land uses in this area may include mixed use buildings with ground-floor commercial units and residential above the ground floor, or may be a mix of uses in proximity to each other. Refer to the Town's ***Mid Rise Building*** and ***Tall Building Guidelines*** for built form design guidance for apartment buildings. Additional built form guidelines specific for the Mixed Use High-Density Residential are outlined below.

1. This area will provide the greatest heights and massing to provide transit-supportive densities for the GO Train Station and higher-order transit along Trafalgar Road.

2. Focus the tallest heights at the intersections of collector roads, Urban Squares, and at the GO Train Station.

3. The 1st floor of a mixed use building should have a minimum height of 4.5 metres.



Provide additional building setbacks and stepbacks where higher density land uses border lower-rise land uses





Examples of built form transition with reduced built form massing and stepbacks

4. Minimize the design of a slab building and reduce the overall massing with a maximum building length of generally 60 metres.

5. Break up the building mass with changes in material, balconies, stepbacks and building articulation.

6. Limit front yard setbacks for non-residential at grade uses to 1 metres to up to 3 metres.

7. Active at-grade uses such as outdoor cafés or patios should be provided to animate the street and encourage pedestrian activity where appropriate.

8. Distinguish residential entrances from commercial entrances through building design, location, and landscaping treatment. Locate residential lobby entrances and commercial entrances along the Enhanced Streetscape collector road wherever feasible.

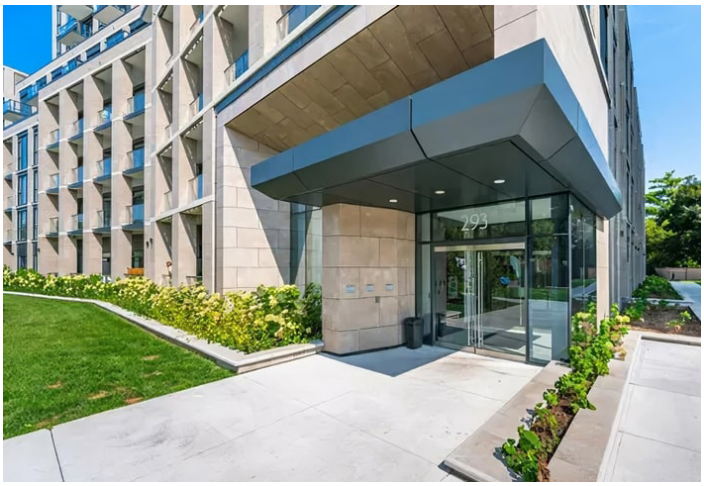
9. Locate commercial entrances and residential lobbies with direct access to the enhanced streetscape.

10. Provide a 2 - 5 metre private setback at grade for residential units for pedestrian access, privacy and private amenity areas, by using screening, hard and soft landscape treatments and grade changes within the setbacks.

11. A sun/shadow and/or wind study may be required to demonstrate there is no adverse impacts on the Urban Squares, sidewalks, private amenity spaces and adjacent development.



Orient buildings with active façades to the street and transparent glazing to activate street frontages and provide a focal point at corner lots



Signal entry into residential lobbies with planting and defined openings

6.3.4 Urban Squares

Urban squares are envisioned as urbanized parks. One Urban Square depicts a gateway to this pedestrian-focused area, and the other symbolizes a place of arrival associated and located directly adjacent to the GO Train Station. Refer to ***Section 4.2.4*** for detailed guidelines on the design of Urban Squares in this designation.

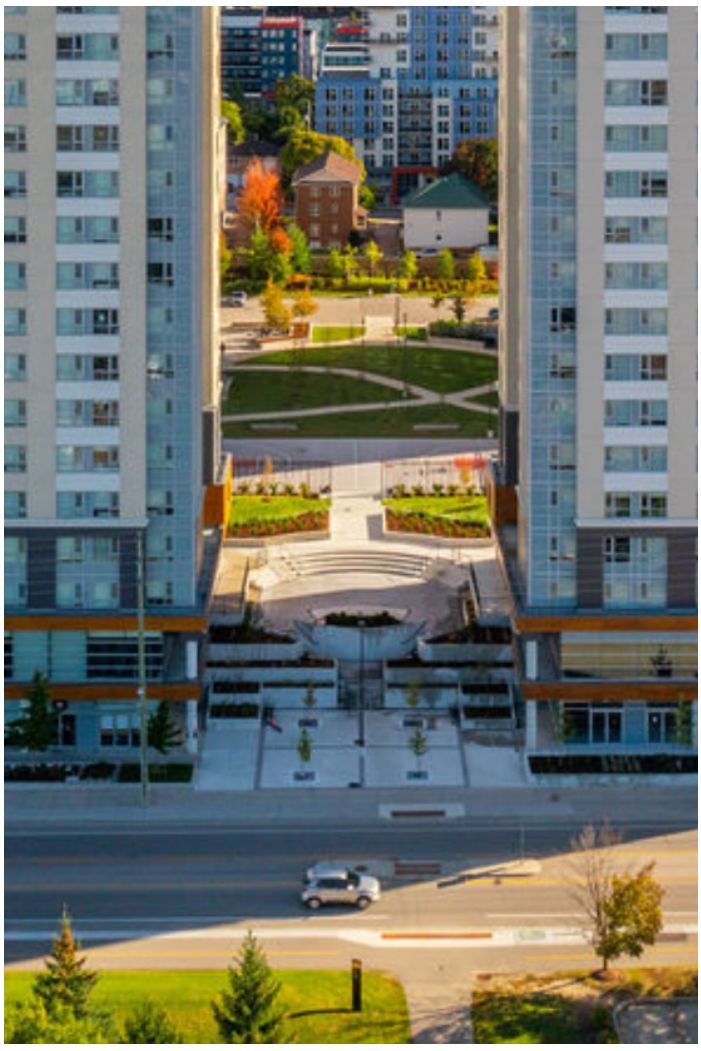
6.3.5 Servicing, Loading, Parking and Utilities

1. Servicing, loading and parking access shall be accessed from the rear of the building.

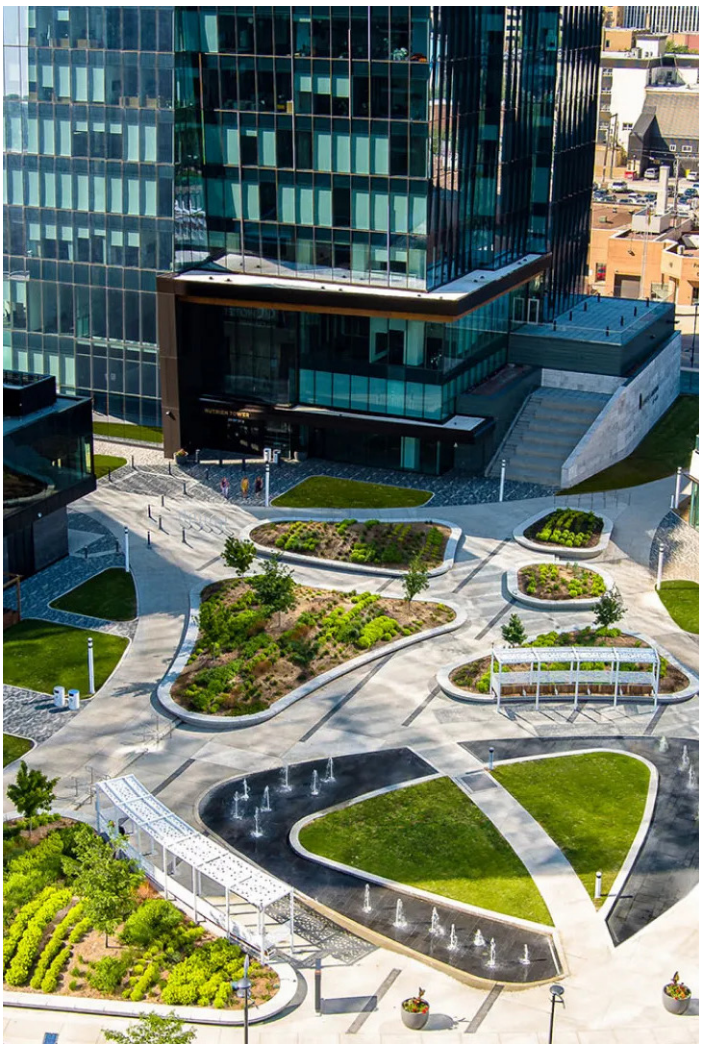
2. Parking is encouraged to be underground. Where underground is not feasible structured parking could be acceptable. Surface parking is the least preferred except as temporary layby parking along the Enhanced Streetscape or in front of buildings.

3. Outside temporary parking and inside bicycle storage should be incorporated into all buildings wherever possible

4. Utility meters, air conditioning units, and similar infrastructure should be 1st incorporated as part of the building design, 2nd screened and not visible from the public realm.



Mid-Block connections can act as semi-public amenity space



Include landscaped courtyards at the centre of multi building developments

6.4 Retail Commercial

6.4.1 Interim Standalone Commercial

Lands designated Neighbourhood Centre Mixed Use II are permitted to include interim standalone commercial uses until sufficient densities are reached to support a mixed-use, higher density built form.

1. Locate surface parking and buildings in a pattern of streets and blocks that provide for future municipal street right-of-way requirements to facilitate the future redevelopment of the site.

2. Surface parking should be provided at the rear of the building or interior to the site; with the ultimate goal of limiting surface parking in the densest parts of the Secondary Plan area.

3. Design multi-tenanted commercial buildings with a variety of colours, signage and materials, as well as articulation, windows and vertical delineation on the elevation so that individual units are differentiated.







Typologies of interim commercial buildings

4. Frame streetscapes and open spaces with visually permeable storefronts.

5. Situate main entrances to street frontages and provide access to buildings from the public sidewalk. Main entries should be prominently situated on the major street frontage and provide easy access for pedestrians, cyclists and transit users.

6. Blank street walls should be avoided by wrapping street frontages with active uses. Where feasible, blank street walls should not exceed 30 metres in length to avoid detracting from the public realm and pedestrian environment.



Orient built form to the main street and intersections. Consider providing amenity spaces at key intersections such as the intersections of collector and arterial roads



Use high quality building materials and building articulation to create interesting architectural façades

6.5 Business Commercial Area

Commercial, retail, office and light industrial uses in the Business Commercial Area should be designed with high-quality architectural detail, built form that addresses the main street, and high-quality landscaping.

6.5.1 General Guidelines

1. Design the retail façades to contribute to a sense of place and integrate with the adjacent streetscape.
2. Provide individual storefront identity through signage, façade design and articulation of the storefront window treatments.
3. Design the retail façade to include awnings, arches, canopies and colonnades where appropriate.
4. Support walkability, social interaction strong retail visibility and space for retail display in the marketing zone between the building and sidewalk/pedestrian clearway.
5. Building design should include variation such as slight projections, setbacks and the use of canopies between different store fronts to ensure patrons can easily identify the different retailers.
6. Consider recessing entrances to integrate elements such as marques over the entry, logos in the floor, specialty lighting and increase window display area.
7. Provide a 4.5 metre minimum floor-to-ceiling height at street level to create a strong street presence and support retail uses to ensure sufficient floor to ceiling height with the incorporation of duct work, venting, utilities etc.
8. Design ground floor column spacing to allow for a diversity of retail tenants and accommodate adaptability to tenants changing needs.

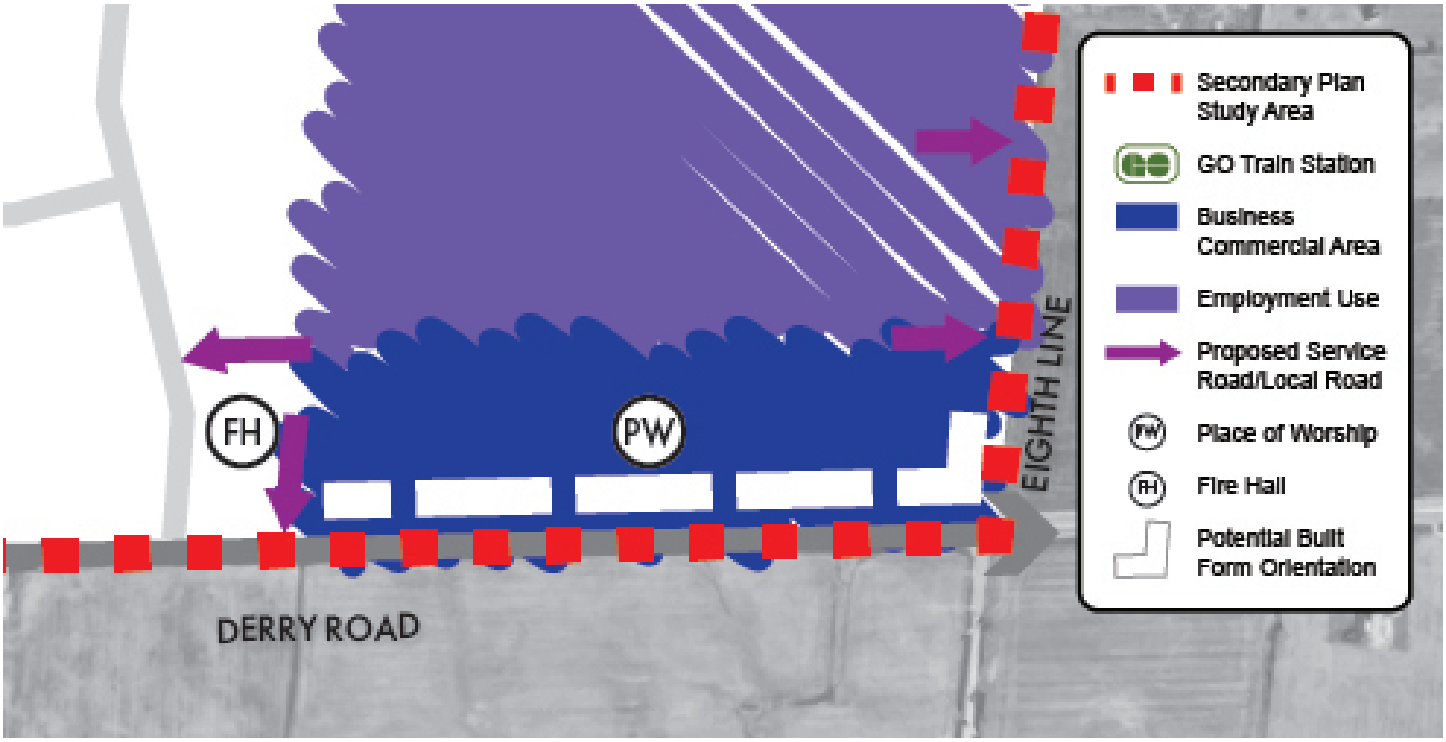


Figure 17. Suggested site design for buildings in the Business Commercial Area

9. Transit stops should be conveniently located for pedestrian access and should be located near major intersections and building entrances.

10. Transit stops should provide for weather protection, with shelters/enclosures.

11. Transit shelters may include seating, trash receptacles, lighting and route information.

6.5.2 Site Orientation and Design

1. Locate the primary retail, office, commercial, or light industrial façade along Trafalgar Road, Derry Road, Eighth Line and collector roads as illustrated in ***Figure 17***.

2. Wrap the primary retail façade of the storefront around the corner to include the first 6 meters of the secondary façade.

3. Incorporate a fine grain of entrances and clear glazing along the street edge that reflects the character and rhythm of the street.

4. Ensure structural elements of the retail space can adapt and change over time to different space needs with minimal re-construction. Provide the ability to incorporate venting and other infrastructure for full service restaurants.

6.5.3 Built Form Transition

1. Provide transition through massing where Business Commercial Areas front lower rise designations.

2. Where feasible, integrate NHS features into the design Business Commercial Areas. Ensure the design does not negatively impact NHS by, for example, locating surface parking lots away from NHS areas.

3. Ensure the transition between the public and private realm is seamless and accessible to all.

6.5.4 Servicing, Loading and Access

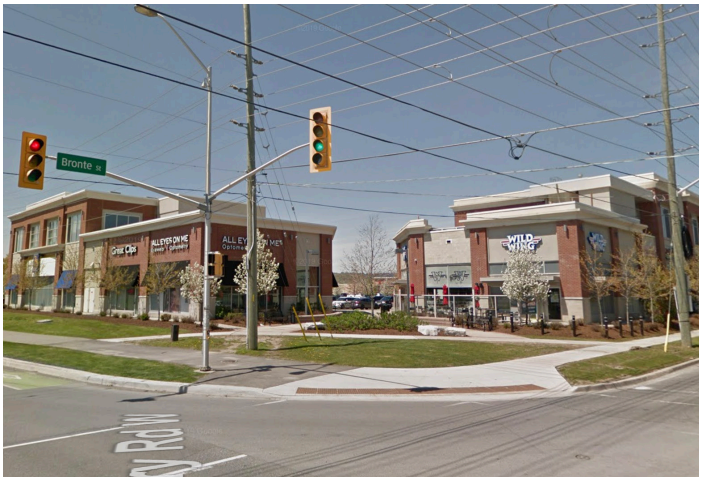
1. Design the site to include access to servicing, loading and parking from a rear public lane or shared private lane and/or shared driveways and not from the main street frontage.

6.5.5 Post-Secondary Campus

1. New development and public realm elements in gateway areas should be designed to signal the transition from the Agerton community to the post-secondary campus. Transition to the campus may be signalled through the use of street furniture, decorative banners, public art, lighting, or landscaping.



Distinguish the front entrance of an office building through varied building materials, articulation and colours



Orient building massing to address main street intersections, and provide pedestrian access from the public sidewalk to retail entrances

2. Ensure new buildings reflect architectural excellence through creativity and variety in built form, creating an aesthetically compelling campus.
3. Orient the front façades of buildings along the Main Street East extension (***Figure 19***).
4. Design roads in the campus as a modified-grid network of streets and blocks to ensure connectivity for vehicles, public transit and cyclists.
5. Locate servicing, loading, parking and access routes to the rear of buildings.
6. Ensure intersection spacing from the Highway 401 interchange and potential collector road into the campus meets Town and Ministry of Transportation standards.
7. Provide mid-block connections between buildings to prioritize pedestrian movement and enhance connectivity throughout the campus.
8. Provide clear and direct active transportation routes to key facilities such as student activity centres, libraries, gyms, and on-campus student housing.
9. Consider the establishment of trails within the NHS and Greenbelt to provide connections to environmental features.
10. Ensure the campus is well served by transit, and provide transit shelters with seating, trash receptacles, lighting and route information.

6.5.6 Business Campus

1. Ensure new buildings reflect architectural excellence through creativity and variety in built form, creating an aesthetically compelling business campus.
2. Orient the front façades of buildings along Trafalgar Road and the Main Street East extension (***Figure 20***).



University of Waterloo campus



Prioritize pedestrian circulation in the design of a campus



York University campus

3. Locate the office/sales component of the building and front entrance closer to the street than the plant/warehouse component of the building.

4. If parking is provided along the front yard of a collector road, provide a 3 metre wide landscaping strip along the street with native shade trees for pedestrian comfort and to maintain an aesthetically pleasing streetscape.

5. Ensure intersection spacing from the Highway 401 interchange and potential collector road into the campus meets Town and Ministry of Transportation standards.

6. Locate servicing, loading, parking and access routes to the rear of buildings.

7. Where there are wide front yard setbacks along Trafalgar Road and the Main Street East extension, provide landscaping with native shade trees for pedestrian comfort.

8. A landscaped amenity area for employee use is encouraged for each site. Provide shade trees, benches, picnic tables, and trash receptacles where appropriate to ensure user comfort.

9. Consider the establishment of trails within the NHS and Greenbelt to provide connections to environmental features.

10. Consolidate driveways wherever feasible to reduce the number of access points along arterial and collector roads.

6.5.7 Place of Worship

The Secondary Plan area includes sites for both major and minor places of worship. Major sites for a place of worship are proposed for the Business Commercial Area. Minor places of worship may be accommodated within the Mixed-Use High Density Residential, Neighbourhood Centre Mixed-Use II, and other Business Commercial Areas.

1. Implement architectural features such as church spires to help reinforce places of worship as a landmark.

2. Orient the main massing and entrance of a place of worship along a collector road.

3. Situate parking lots to the rear of the main building.



Provide attractive landscaping and outdoor amenity space for employees in a Business Campus

6.6 Employment

There are several areas within the Secondary Plan that provide Employment opportunities. Employment lands permit manufacturing, warehouses and retail/office associated with manufacturing and warehouses. The Business Commercial Area supports higher order transit stops and provides a transition to the Trafalgar community. These lands permit office, retail, and light industrial uses. As well, in the northwest corner of the Secondary Plan, there is a vision for a post-secondary school campus and/or a business campus.

The overall goal for all employment lands in the Town is to ensure there will be variation in the types of businesses, as well as consistent application of design principles to provide attractive street edges and efficient site design that minimizes any potential compatibility impacts on surrounding areas.

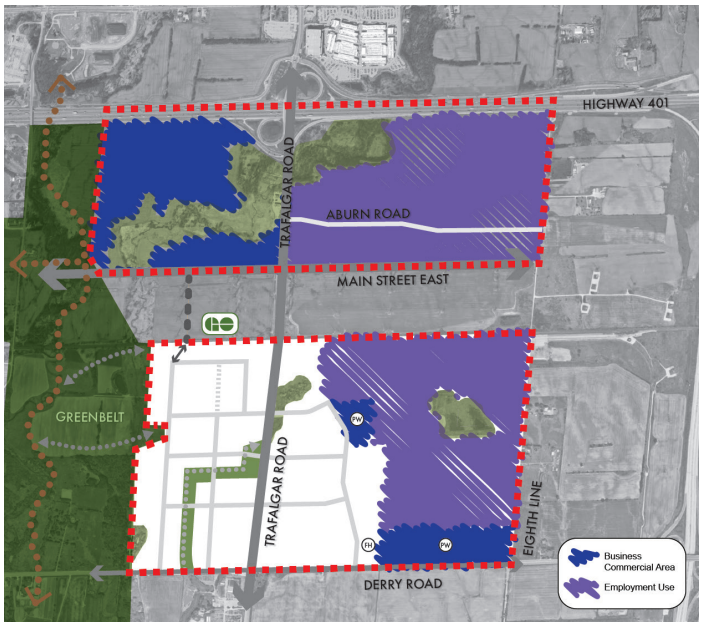


Figure 19. Employment Areas in the Agerton Secondary Plans

6.6.1 Manufacturing and Warehousing

1. Buildings should promote a vibrant and pedestrian-scaled streetscape through the provision of windows at grade level and prominent and sheltered entrances that are connected to the public sidewalk and provide connections to transit stops.

2. The office or retail portion of a warehouse or manufacture building should be located closer to the street than the portion of the building used for manufacturing or warehousing.

3. Long stretches of monotonous building façades or 'blank walls' should be avoided. Building articulation and material and colour changes should be the primary means to create interest on long expanses of walls.

4. Landscaping should be an integral part of the building and site design and can be used to create interest on long expanses of walls, however it should not be relied on solely as a design solution.

5. Where possible, continuous roof lines should be avoided. Projections, changes in vertical plane, and prominent building elements should be used, particularly at building and site entrances, street intersections, and pedestrian walkways, to help create visual interest along adjacent streetscapes and Highway 401.

6. Incorporate outdoor amenity areas into the overall site design, defined by building façades, fencing or landscaping. Locate outdoor amenity areas away from loading, storage or other noisy areas for employees.

7. Locate all parking areas and open spaces to maximize natural surveillance from buildings, public roads and walkways.

8. Incorporate a well-defined and continuous pedestrian system on the site with connections to the public street, parking areas and outdoor amenity areas.

9. Ensure pedestrian connections are barrier-free and are provided directly from the public street sidewalk to the principal building entrance and parking areas.

10. For larger developments, incorporate major pedestrian routes that are easily identifiable through the use bollards, trees, continuous paving materials, signage and lighting.

11. Design walkways to be direct, follow natural desire lines and avoid unobstructed sight lines.

12. Minimize the number of driveway connections to the public street and consider common driveways to further minimize the number of driveways access points.

13. Locate driveways to provide easy access for staff, visitors, delivery vehicles and emergency vehicles.

14. Parking areas should be located at the rear of the building or the sides behind the front of the building.Use planted parking islands and planting areas to break up large parking lots, that are raised and at least 2.5 metres in width.

15. Use planted parking islands and planting areas to break up large parking lots, that are raised and at least 2.5 metres in width.

16. Align rows of parking perpendicular to the building for larger parking areas to minimize the number of crossings of drive aisles for pedestrians.

17. Provide bicycle racks or indoor bicycle storage should be provided near the entrances to buildings, ensuring the racks and bicycles do not impede pedestrian circulation.

18. Orient loading bays and other service areas away from public street views, preferably screened from the street by building mass, fencing or screen walls compatible with the building architecture.

19. Locate waste storage areas inside buildings, wherever possible. Where necessary, locate outdoor storage in the rear and interior side yard of the building, although not in rear yards that face major roads.

20. Where permitted, screen outdoor storage with the building design, siting, landscaping and planting or fencing.



Example of a Business Campus at Derry Green Business Park, Milton. The Business Park provides landscaping with shade trees along the street, a consolidated driveway, and direct pedestrian connections from the street to the front entrance of the building.



7 Conclusion

In accordance with the Official Plan, the Town of Milton has prepared the Agerton Secondary Plan, and these Urban Design Guidelines support the overall vision and objectives of the Plan.

While the Agerton Secondary Plan provides for development, including its land use distribution and primary transportation network, the Urban Design Guidelines reinforce the community's vision. The Urban Design Guidelines provide the how to the what expressed by the Secondary Plan.

The Urban Design Guidelines assist in the design coordination across the community and provide criteria to which future site plan applications can be reviewed.



MILTON

SGL

Planning & Design Inc.

Town of Milton

Agerton Secondary Plan

Technical Advisory Committee (TAC) #1 and Public Circulation #1

Agency & Public Comments

Technical Background Studies and Draft Secondary Plan

CBC / Radio Canada – Tracee Walsh – Public Circulation #1 3

Conservation Halton – Heather Dearlove – TAC #1 5

Conservation Halton – Heather Dearlove – Public Circulation #1 9

French Catholic School Board / Conseil Scolaire Catholique (CSC) MonAvenir – Youness Dafif – TAC #1 10

Halton Catholic District School Board – Dhilan Gunasekara – TAC #1 11

Halton Catholic District School Board – Dhilan Gunasekara – Public Circulation #1 19

Halton District School Board – Frederick Thibeault – TAC #1 20

Halton District School Board – Frederick Thibeault – Public Circulation #1 23

Hydro-One – Public Circulation #1 29

Infrastructure Ontario – Rahim Baird – Public Circulation #1 30

Metrolinx – Public Circulation #1 30

MMAH – Claire Champagne – Public Circulation #1 32

MTO – Ibrahim Adia – Public Circulation #1 36

Region of Halton – Area Servicing Plan Addendum, dated February 2025 – Public Circulation #1 38

Region of Halton – Transportation – TAC #1 48

Region of Halton – Transportation – Public Circulation #1 56

Region of Halton – Water and Wastewater – TAC #1 59

Region of Halton – Water and Wastewater – Public Circulation #1 68

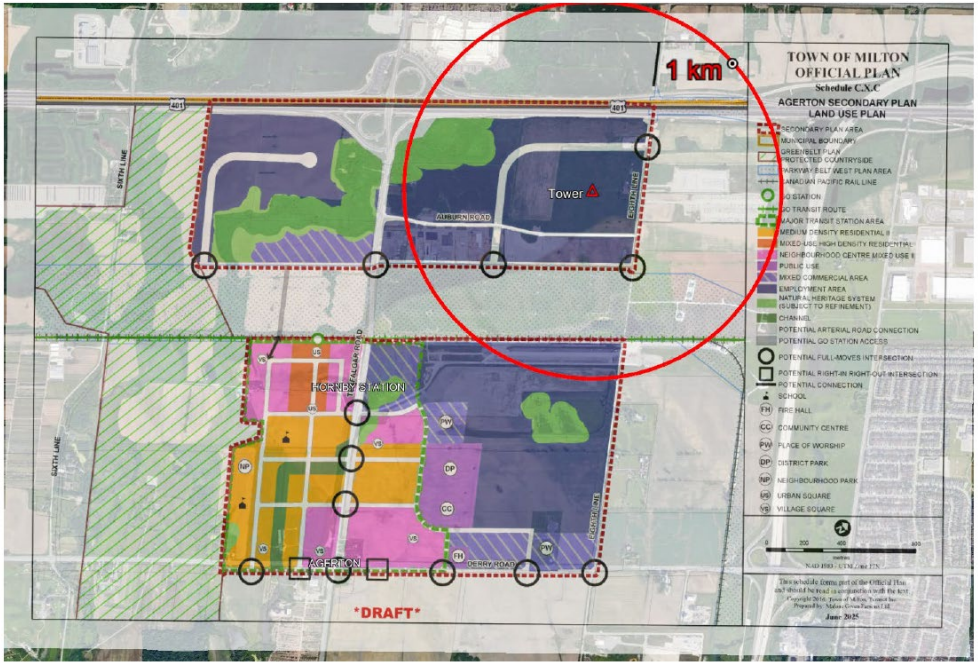
Public Comments – Public Circulation #1 74

SGL – Paul Lowes – Public Circulation #1 75

SGL – Paul Lowes – Public Circulation #2 91

Agerton Secondary Plan
Public Circulation #1 – Response Matrix

#	Review Agency Comments	Relevant Study	Response	Action
CBC / Radio Canada – Tracee Walsh – Public Circulation #1				
1	CBC / Radio Canda operates an AM Broadcast Radio Transmission Tower in Hornby. The tower, which is energized, is 197.4 metres high and ground radials extend 196 metres around the tower. Two AM radio signals are transmitted from this tower antenna system: CJBC (860 kHz) & CFZN (740 kHz). It is quite possible that CJBC's and CFZN's signal patterns could be negatively affected by proposed development in the immediate area. This situation must be seriously considered. Due to the unpredictability nature of AM signal pattern distortion associated with surrounding infrastructure construction, we have to make sure radio broadcast signals are protected for the listening audience. Our initial review indicates that structures located within 1 kilometre from our AM Tower should be no more than 29 metres in height. The height of structures beyond 1 km are of minimal concern.	Agerton Secondary Plan	Noted. Currently, the Town of Milton Official Plan has a Specific Policy Area for the AM Transmission Tower, which limits the height of proposed building to 18 metres or less within a 4 kilometre radius. As per the comments, the Town will change the Specific Policy Area to reflect the updated position from Radio Canada to limit the height of proposed buildings to 29 metres or letter within a 1 kilometre radius	Town of Milton MGP

	 1 km TOWN OF MILTON OFFICIAL PLAN Schedule C.X.C AGERTON SECONDARY PLAN LAND USE PLAN Tower AUBURN ROAD SIXTH LINE SEVENTH LINE FORREST LINE DERRY ROAD AGERTON *DRAFT*			

#	Review Agency Comments	Relevant Study	Response	Action
Conservation Halton – Heather Dearlove – TAC #1				
1	Staff have recommended minor edits to the policy texts and schedules to clarify that CH Regulated Areas are not yet confirmed and that Natural Heritage Systems and land use designations are therefore conceptual and to be further refined following completion of future studies (e.g. MESP, DAEFSS, EIA).	Agerton Secondary Plan	Noted.	MGP Town of Milton
2	16.4.6 Infrastructure and Institutional Uses A range of infrastructure, including *institutional uses*, are permitted in all land use designations on Schedule "C.X.C", except where not permitted in the NHS, hazardous lands or hazardous sites … Emergency response facilities are permitted in any land use designation other than the NHS, hazardous lands or hazardous sites … Include for consistency with the PPS that development shall not be permitted in hazardous lands and hazardous sites where this use is an essential emergency service. This is also for consistent with Draft Policy C.X.4.6.3 Emergency Response Facilities and to recognize where hazardous lands or hazardous sites may not be contained in the NHS	Agerton Secondary Plan	Section 16.4.6 has been changed to: A range of infrastructure, including institutional uses, are permitted in all land use designations on Schedule "23c", except where not permitted in the NHS, hazardous lands or hazardous sites. Section 16.4.6.3 has been changed to: Emergency response facilities are permitted in any land use designation other than the NHS or the Employment Area designation or within hazardous lands or hazardous sites and shall be designed and developed in a manner that is compatible with the surrounding neighbourhood.	MGP Town of Milton
3	**16.6.9.5 Schools** Schools are permitted in all land use designations except the NHS, hazardous lands or hazardous sites … Include a policy for consistent with the PPS that development shall not be permitted in hazardous lands and hazardous sites where the use is institutional	Agerton Secondary Plan	Section 16.6.9.5 has been changed to: Schools will not be permitted on hazardous lands or hazardous sites.	MGP Town of Milton
4	**16.6.10.2 Criteria for Buffers**	Agerton Secondary Plan	This has been changed to: Consistent with the SWS, buffer	MGP Town of Milton

	Consistent with the SWS, buffer widths will be ~~have been~~ 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 C.X.6.8 of the Secondary Plan and 5.2.3.12 of this Official Plan. As the Secondary Plan is intended to advance before the completion of the MESP, suggest reframing policy wording		widths will be in accordance with 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 16.6.8 of the Secondary Plan and 3.2.2.9 to 3.2.2.12 of this Official Plan.	
5	**16.6.10.4 Refinements to Watercourses, Natural Hazards, Wetlands, and Headwater Drainage Features** 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 incorporated into Schedules C.X.A-C.X.D are conceptual and are to be confirmed and refined through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the Town and Conservation Authority. Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the Town and Conservation Authority. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules C.X.A.-C.X.D. Clarify the NHS and land use plans are conceptual until features and hazards are confirmed through completion of technical studies Clarify that the conceptual NHS does not necessarily encompass existing or proposed regulation limits. There are a number of wetlands	Agerton Secondary Plan	16.6.10.4 has been changed to: Schedule “23b” 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 incorporated into Schedules “23a” – “23d” are conceptual and are to be confirmed and refined through MESP, DAEFSS and/or EIA studies or equivalent study, to the satisfaction of the Town and Conservation Authority. Refinements to watercourses, natural hazards and wetlands where required will be addressed to the	MGP Town of Milton

	and additional regulated areas that are not currently shown on the Schedules.		satisfaction of the Town and Conservation Authority. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules "23a" – "23d".	
6	**16.7.1.6. g)** … development shall only proceed when: g) The Air Quality Assessment, Area Servicing Plan, SWS, *MESP*, and *DAEFSS* or other applicable environmental study have been completed to the satisfaction of the Town, ~~and~~ the Region, ~~where applicable, and based on technical input from~~ and the Conservation Authority where it relates to regulated areas and risks related to natural hazards; Revise to ensure that studies (e.g. ASP, SWS, MESP, DAEFSS) completed are also to the satisfaction of the Conservation Authority where it relates to regulated areas and risks related to natural hazards	Agerton Secondary Plan	This has been changed to: g) The Area Servicing Plan, SWS, MESP, and DAEFSS or other applicable environmental study have been completed to the satisfaction of the Town, the Region, where applicable and the Conservation Authority where it relates to regulated areas and risks related to natural hazards;	MGP Town of Milton
7	**New Policy**	Agerton Secondary Plan	16.7.5.3 has been added with: The MESP Annex shall provide direction for the preparation of the DAEFSS and Draft Plans of Subdivision and is to build upon the SWS and MESP and to address outstanding subwatershed level analysis for the Agerton Secondary Plan area. The final report is to be	MGP Town of Milton

	The MESP Annex shall provide direction for the preparation of the DAEFSS and Draft Plans of Subdivision and is to build upon the SWS and MESP and to address outstanding subwatershed level analysis for the Agerton 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. Include Policy that addresses MESP Annex consistent with the Trafalgar Secondary Plan Policy C.11.7.5.3		accepted by the Town, in consultation with any other appropriate Public Agency, including the Conservation Authority, where it relates to regulated areas and natural-hazard risks.	
8	Schedules 23a – 23e Recommend delineating areas of conceptual realigned watercourses and changes to wetlands and referencing Policy C.X.6.10.4 in the legend description for these areas (see Trafalgar Secondary Plan as an example). • Update the legend for the NHS to reference applicable policy: "(Subject to Refinement per Policy C.X.6.10.4)". • Add note on Schedules: "Realignments and/or changes to the NHS and the extent of natural hazards incorporated into Schedules are conceptual and to be confirmed through *MESP* , *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the Town and Conservation Authority where it relates to regulated areas and risks related to natural hazards (See Policy C.X.6.10.4)." Revise Schedules by adding additional text to clarify that as limits of features and hazards and associated management strategies are not yet confirmed, they are subject to change based on the results of future technical studies	Agerton Secondary Plan	16.6.10.4 already states that Schedule 23b conceptually illustrates realignment of select headwater drainage features, watercourses, and associated flooding and erosions hazards, as well as changes to wetlands	MGP Town of Milton

9	**Schedule 23b** Recommend including a note on the Schedule that the "Characterization and management recommendation fo watercourse TESMC(7) 1-6 and TESMC(7) 1-5 near Derry Road and Trafalgar Road is subject to further study in the *MESP, DAEFSS* and/or *EIA studies* or equivalent study.". As the watercourse and associated hazards are not currently shown on the Schedule, recommend include a note to identify that characterization and watercourse management recommendations are to be determined through the MESP, DAEFSS, and/or EIA Studies or equivalent study	Agerton Secondary Plan	This has been added to Section 16.6.10.4	MGP Town of Milton
Conservation Halton – Heather Dearlove – Public Circulation #1				
1	Schedules 23a-23e Recommend delineating areas of conceptual realigned watercourses and changes to wetlands and referencing Policy C.X.6.10.4 in the legend description for these areas (see Trafalgar Secondary Plan as an example). • Update the legend for the NHS to reference applicable policy: "(Subject to Refinement per Policy C.X.6.10.4)". • Add note on Schedules: "Realignments and/or changes to the NHS and the extent of natural hazards incorporated into Schedules are conceptual and to be confirmed through *MESP* , *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the Town and Conservation Authority where it relates to regulated areas and risks related to natural hazards (See Policy C.X.6.10.4)." Revise Schedules by adding additional text to clarify that as limits of features and hazards and associated management strategies are not	Agerton Secondary Plan	16.6.10.4 already states that Schedule 23b conceptually illustrates realignment of select headwater drainage features, watercourses, and associated flooding and erosions hazards, as well as changes to wetlands	MGP Town of Milton

	yet confirmed, they are subject to change based on the results of future technical studies			
2	**Schedule 23b** Recommend including a note on the Schedule that the "Characterization and management recommendation fo watercourse TESMC(7) 1-6 and TESMC(7) 1-5 near Derry Road and Trafalgar Road is subject to further study in the *MESP, DAEFSS* and/or *EIA studies* or equivalent study.". As the watercourse and associated hazards are not currently shown on the Schedule, recommend include a note to identify that characterization and watercourse management recommendations are to be determined through the MESP, DAEFSS, and/or EIA Studies or equivalent study	Agerton Secondary Plan	This has been added to Section 16.6.10.4	MGP Town of Milton

#	Review Agency Comments	Relevant Study	Response	Action
French Catholic School Board / Conseil Scolaire Catholique (CSC) MonAvenir – Youness Dafif – TAC #1				
1	The French Catholic School Board (CSC) MonAvenir confirms the need for an elementary school (Kindergarten to Grade 6) within the Agerton Protected Major Transit Station Area (PMTSA) or Trafalgar area for the 2041 horizon, corresponding to Phase 2 of the proposed Secondary Plans. This facility will be essential to serve the future Catholic francophone community in Agerton and the surrounding area.	Agerton Secondary Plan	Any additional schools will be provided in an urban format.	MGP Town of Milton
2	PUPIL CAPACITY The school is planned to accommodate approximately 300–350 students.			
3	SITE REQUIREMENTS CSC MonAvenir's initial preference is for a standalone site of 2.0–2.5 hectares (5–6 acres). However, the Board remains open to exploring alternative configurations and continued collaboration with the Town should a site of this size not be feasible.			

4	TIMING & PHASING The delivery of the school should be phased in alignment with residential occupancy. The Board seeks early commitment to site identification and securing (whether through dedication or purchase) at the earliest phase of development to ensure the school can open to serve the growing community without delay. CSC MonAvenir respectfully requests that the need for a French-language Catholic elementary school be explicitly recognized in the Agerton Secondary Plan and reflected in the land use framework and implementation strategy for Phase 2.			

#	Review Agency Comments	Relevant Study	Response	Action
Halton Catholic District School Board – Dhilan Gunasekara – TAC #1				
1	As previously identified through the Agerton secondary plan process, one (1) elementary school is required for the Agerton Secondary Plan..	Agerton Secondary Plan	Noted.	MGP Town of Milton
2	**3 – Inventory of Existing Facilities, Schools** This section of the Study references the 2024 Long-Term Capital Plan. As of now, the 2025 Long-Term Capital Plan has since been released. HCDSB acknowledges that the updated plan may not have been available when the Study began and that no material changes affecting Tables 2A and 2B have occurred. The study also references the School Boundary Review undertaken in the 2024-2025 school year to establish boundaries for the new Milton #11 Catholic Elementary School in Boyne as well as establish temporary holding locations for students from the Agerton, Trafalgar and Britannia Secondary Plan areas until new schools are available within those communities. The boundaries were approved at the Special Board Meeting on June 24, 2025. The approved school boundaries can be found in the Milton #11 Catholic Elementary School Boundary Review Action Report. Following approval, the opening of Milton #11 Catholic Elementary School has now been revised to the 2027-2028 school year due to approval and construction timelines.	Parkland & Recreational Facility Strategy & Community Facility and Human Services Study	Noted.	SGL

	Additional Comments: • Footnote #3 in Table 2B should reference "Functional Building Capacity", consistent with footnote #2 in Table 2A.			
3	**4 – Facility Needs Based on Existing Standards, Schools** HCDSB has reviewed the projected yields in Table 10 and confirms the requirement for one (1) elementary school. Updated yields also indicate increased secondary school needs across the Agerton, Trafalgar and Britannia Secondary Plan areas. As such, the number of identified secondary school sites is currently insufficient to meet long-term accommodation needs for HCDSB. The originally identified elementary school in Agerton through the combined Agerton-Trafalgar Secondary Plan process was intended to accommodate students from both areas. Since that time, residential unit counts in both areas have increased significantly. As a result, HCDSB may need to accommodate Trafalgar students within the elementary school identified within Agerton, necessitating a larger elementary school facility than originally planned. Please note that HCDSB has not typically seen a high number of students from high-density developments in the past. However, it is expected that these yields may increase over the next 15 years due to market conditions and changing housing preferences, which may result in more students living in high-density residential communities. HCDSB staff will continue to monitor enrolment and adjust student yields as needed.	Parkland & Recreational Facility Strategy & Community Facility and Human Services Study	Noted.	SGL
4	**5 – Recommendations and Proposed Facility Locations** HCDSB is satisfied that one elementary school is recommended for HCDSB. Further, HCDSB notes that one elementary school will be co-located within a Neighbourhood Park and the second elementary school is proposed as an "urban school". It is noted that the second elementary school will be for the Halton District School Board (HDSB).	Parkland & Recreational Facility Strategy & Community Facility and Human Services Study	Noted.	SGL

	Additional details regarding concerns with the proposed urban school format are provided in later sections of the comments. HCDSB reiterates the need for additional secondary school sites across Agerton, Trafalgar, and Britannia to support HCDSB's long-term enrolment secondary pupil place needs.			
5	HCDSB acknowledges that Agerton will be developed as a transit-supportive mixed-use high-density community.	Agerton Urban Design Guidelines	Noted.	SGL
6	HCDSB supports the co-location of parks with schools, as it may provide for sharing of uses and some land use efficiencies, such as parking (Section 4.2.1 and 4.4.1). Further, HCDSB has no concerns with the general guidelines proposed in Sections 4.4.1 and 4.4.2.	Agerton Urban Design Guidelines	Noted.	SGL
7	Section 4.4.3 outlines guidelines for Urban Elementary School Design. Due to increased student yields, HCDSB is not supportive of podium schools or schools integrated within mixed-use buildings in the Agerton context, as it poses many challenges to the timely delivery of school sites that are appropriate for the Milton context. HCDSB is open to exploring alternative urban school formats only if additional school sites are required beyond the two currently identified, and only where flexibility is provided for the Board to determine the most appropriate school design.	Agerton Urban Design Guidelines	Noted.	SGL
8	It is understood that the original Agerton Secondary Plan framework was endorsed by council on March 25, 2019. Due to various changes since then, it is understood that all supporting studies were required to be updated. This has also resulted in a revised land use concept. HCDSB understands that, as envisioned in C.X.4.4, the housing types for this Secondary Plan area will be medium and high-density, with a range of unit sizes and tenures. Further, it is understood that a minimum of 40% of the units within each building is encouraged to be 2-3 bedrooms, which may result in more families with school-aged children living within the community.	Agerton Secondary Plan	Noted.	MGP Town of Milton

9	**16.4.5.2 l) Urban Design** **Institutional uses shall be combined as part of mixed-use buildings in the PMTSA where possible to achieve a compact development form;** Policy 16.4.5.2(l) should provide flexibility to permit standalone schools. Additional comments on urban school formats are outlined later.	Agerton Secondary Plan	This has been changed to: n) Institutional uses shall be combined as part of mixed-use buildings in the PMTSA, where possible to achieve a compact development form, with the exception of schools which shall be compact, but are not required to be combined as part of mixed-use buildings;	MGP Town of Milton
10	**16.4.6 Infrastructure and Institutional Uses** HCDSB supports the policy permitting Institutional Uses, including schools, in all land use designations, except in the NHS or the Employment Areas.	Agerton Secondary Plan	Noted.	
11	**16.4.6.4 Schools & 16.4.6.5 Co-Location** HCDSB is generally supportive of policies in 16.4.6.4 and 16.4.6.5 regarding the co-location of schools with Neighbourhood Parks and providing frontage on collector roads, as well as co-location of schools with other community uses. Further discussion may be required regarding the sharing of space with places of worship to ensure they align with the policies of HCDSB as an English Catholic education institution.	Agerton Secondary Plan	Noted.	MGP Town of Milton
12	**16.6.1 Mixed-Use High Density Residential** HCDSB would like to clarify that any alternate development standard where a school use is included must require consultation and support of the school board.	Agerton Secondary Plan	16.6.1.2 h) is revised to: h) Incorporate alternative development standards to the satisfaction of the Town and school board, including urban schools in mixed-use building formats;	MGP Town of Milton
13	**16.6.9.5 Schools** HCDSB is satisfied that it's requirement for one (1) elementary school has continued to be identified in policy within the Agerton Secondary Plan. It's noted that the second elementary school will be for the Halton District School Board (HDSB).	Agerton Secondary Plan	Noted.	MGP Town of Milton

	HCDSB acknowledges the Town's desire for a compact school on these lands to meet the visions of the community and the Town's targets. HCDSB generally has no concerns with the policies in this section, and supports building multiple level schools and sharing of facilities and uses, as has been done in other areas of Halton Region. HCDSB acknowledges that, should additional school sites be required beyond the two identified, HCDSB may need to explore alternate school designs. Urban school formats present a number of challenges, including design constraints, construction timing, site access, and long-term operational considerations. These factors may impact our ability to deliver a school that aligns with enrolment needs and Ministry of Education requirements. Given these complexities, the exact format of an urban school, whether it is integrated into a mixed-use building, podium format, standalone compact urban school, will be determined through future discussions with the Town and developers. Therefore, HCDSB requests flexibility be provided in policy to permit the school board to determine the exact school format, design, and site size at a later date per school board operational, financial and school programming requirements in effect at that time.			
14	**23c Land Use Schedule** HCDSB will have discussions in the future with HDSB regarding the selection of the school sites. Comments for both school sites are provided below. It is acknowledged through policy C.X.8.2 that the symbols for the schools and parks are conceptual and minor adjustments will not require an amendment to the Plan, except where the proposed symbol crosses an arterial road or the NHS. It is HCDSB's preference that the schools be located adjacent to the Neighbourhood Park where the most opportunities for land efficiencies exist. Both the elementary schools are located within the Medium Density Residential II area, with one school located adjacent to a Neighbourhood Park. It is understood that the residential uses, such	Agerton Secondary Plan	Noted.	MGP Town of Milton

	as street townhouses, back-to-back townhouses, stacked townhouses, multiplexes, and apartments, will be permitted within this area, and that building heights should generally not exceed four storeys. Furthermore, it is understood that additional building heights up to eight storeys may be considered with appropriate transitions. Based on this information, HCDSB is generally supportive of schools being located within this area as it provides the most optimal location for schools within Agerton and minimizes adverse impacts, such as shadowing, wind, and noise, that may arise from being located near taller buildings. HCDSB supports the general location of the westernmost school site adjacent to the Neighbourhood Park. While HCDSB would generally prefer a more central location to the community, HCDSB acknowledges that this location may minimize adverse impacts mentioned above, and is generally satisfied with this location. The location adjacent to the NHS may provide the school board with an opportunity to locate school play fields and buildings to maximize sunlight for indoor classrooms/instructional spaces and outdoor play areas. It is HCDSB's preference that the school site to the north be relocated adjacent to a park or green space to maximize land use efficiencies within the same Medium Density Residential II area, and benefit from a location where adverse impacts from tall buildings are minimized. HCDSB's school site requirements for the Agerton Secondary Plan are provided in the next section. HCDSB also supports policy C.X.7.1.3 requiring satisfactory arrangements for early delivery of institutional uses, and C.X.7.1.4 permitting schools to proceed at any time.			
15	Based on Board Policy IV-06 School Sites and Facilities Criteria, the following general school site criteria apply to all school types, including the urban schools envisioned within the Uptown Core Growth Area.	Agerton Secondary Plan	Noted.	MGP Town of Milton

	• The site should be located central to the communities and neighbourhoods it will serve, and result in the shortest walking distance for the majority of the students. • The site should have access to active transportation routes, corridors, and infrastructure to reduce vehicular dependent modes of transportation. • An elementary school should have a frontage along a collector road. • The site should be adjacent or nearby other public facilities in order to achieve a "campus effect" and to provide coordinated services (e.g. parks, community centres, libraries). • The site should be a safe distance away from physical and environmental hazards of all kinds, both on-site and adjacent to the site to ensure student safety. • The site must exclude any archaeologically significant lands. • The site is to be free from noxious gases and fumes. • The site should avoid being adjacent to a high voltage hydropower line right of ways or natural gas pipelines or stations, wherever possible. Given the updated yields for the Agerton and Trafalgar Secondary Plans, HCDSB is planning for an elementary school with 600-700 pupil places, which will require 7 acres. HCDSB has in the past been successful at reducing the site size where there have been land use efficiencies with adjacent community uses.			
16	The following considerations, to ensure a more compact elementary school site is feasible for HCDSB, are provided below. Additional considerations may be provided as staff explore more compact school design options. • School sites should be co-located with parks to provide for efficiencies, such as shared parking, which may reduce the overall size required for school sites. • Park spaces adjacent to schools should be acquired and delivered at the same time as schools to ensure students	Agerton Secondary Plan	Noted.	MGP Town of Milton

	can access the green space, including any soft-surfaced, hard-surfaced, sport fields and play elements where appropriate. Furthermore, HCDSB would like to ensure that the school board is actively involved in the design of active and passive spaces in these parks to meet the programming needs of the adjacent or neighbouring education facilities. • School board facilities play an important role in providing open space and recreational opportunities for the local community after school hours through shared-use agreements. HCDSB is willing to work with the Town of Milton to ensure that students can access park space during school hours and the community can access school facilities outside of school hours. • Note that community access to certain spaces during school hours (e.g. play areas), cannot be permitted for the safety of staff and students. Staff and volunteers may need to supervise a large number of students, which will require barriers, such as fencing, to prevent access to school spaces by community members and to keep elementary school-aged students within safe and supervised outdoor play areas (e.g., fenced kindergarten play areas). • HCDSB is willing to work with the Town of Milton to create Community Use hubs associated with school uses for the benefit of students and the wider community. • Schools will continue to require parking to meet staff parking requirements and space to accommodate school buses and parent drop-offs/pick-ups. To meet staff parking needs, parking will need to be provided through on-site, on-street or through potential underground parking garages. School buses and parent drop-off/pick-ups would need to be provided through on-street laybys or alternative methods off-site (e.g. temporary road closures during drop off/pick up periods). • HCDSB is willing to explore active school travel measures to encourage the use of active transportation for students.			

	• HCDSB supports reducing vehicular traffic around school sites through creative urban design, where possible. • If the Town of Milton wishes for the HCDSB to fully utilize school sites to their maximum potential, relief from urban design criteria, setbacks, parking ratios and other restrictions will be required. HCDSB will determine final site sizes through an internal study with its consultants and reserves the right to provide further comments. Additional site-specific comments may also be provided in the future. Additional comments may be provided as more information is available or through further discussions with the Town, Landowners Group, and/or other stakeholders.			
Halton Catholic District School Board – Dhilan Gunasekara – Public Circulation #1				
1	**16.4.5.2 m) Institutional uses shall be combined as part of mixed-use buildings in the PMTSA, where possible to achieve a compact development form, with the exception of schools which shall be compact, but are not required to be combined as part of mixed-use buildings;** We appreciate the addition of wording in Policy 16.4.5.2 m) intended to clarify and provide flexibility for school boards. However, we are requesting a minor revision to further clarify that decisions regarding the compact nature and overall design of school sites are to be determined by the school boards.		16.6.1.2 h provides that any alternative development standards will be incorporated to the satisfaction of the Town and School Board Therefore, any alternative development standards will be developed to the satisfaction of the school boards.	

#	Review Agency Comments	Relevant Study	Response	Action
Halton District School Board – Frederick Thibeault – TAC #1				
1	Halton DSB confirms one (1) elementary school site is required.	Agerton Secondary Plan	Noted.	MGP Town of Milton
2	**16.4.2.2 Active Transportation System** The Board recommends strengthening the language from *"encouraged"* to *"shall"* regarding school connections. To support safe routes to school, active transportation infrastructure must be prioritized as a mandatory requirement for any development surrounding a school site to ensure student safety.	Agerton Secondary Plan	Policy 4.2.2 has been revised to: Where possible, the active transportation system shall connect to parks and schools	MGP Town of Milton
3	**16.4.5.2 Urban Design** HDSB suggests adding a clause or subclause to **16.4.5.2b)** that all Complete Streets within 1.6km of a designated school site be enhanced with Safe Route to School infrastructure.	Agerton Secondary Plan	The suggested clause would limit flexibility in Complete Streets implementation. Safe Routes to School infrastructure is addressed through other planning and capital processes.	MGP Town of Milton
4	**16.4.5.2 l)** HDSB suggests using more flexible wording from *"shall" to "may",* so that the school board can maintain its functionality, safety, and operational requirements. A clause or subclause can be tailored to school uses.	Agerton Secondary Plan	16.4.5.2 n) has been revised to: Institutional uses shall be combined as part of mixed-use buildings in the PMTSA, where possible to achieve a compact development form, with the exception of schools which shall be compact, but are not required to be combined as part of mixed-use buildings;	MGP Town of Milton

5	**16.4.6.4 Schools** HDSB requests clarification; Section 16.6.7.5 appears to be missing	Agerton Secondary Plan	Policy 16. 4.6.4 has been revised to: The intent of the Secondary Plan is to provide sufficient educational opportunities in proportion to the resident population and to maximize walkability by locating schools within the PMTSA, co-locating them with a Neighbourhood Park, and providing frontage on collector roads. Schools shall be provided in accordance with Section 16.6.9.5	MGP Town of Milton
6	**16.4.6.5 Co-location** HDSB does support the co-location of schools with other institutions. There are several potential challenges with HDSB collocating schools with places of worship or other religious/faith based institutions, being a non-denominational entity. It should be noted that compact forms must meet the school board's requirements for outside play areas and student separation from public spaces.	Agerton Secondary Plan	Policy 16.4.6.5 has been changed to: Schools shall be encouraged to be co-located with Libraries, Community Centres, and Parks, where possible.	MGP Town of Milton
7	**16.6.1.2 g Mixed-Use High-Density Residential** HDSB wants to ensure that any alternative standard must be agreed upon by the school to ensure the school is functional, expandable, and financially feasible.	Agerton Secondary Plan	16.6.1.2 h) is revised to: h) Incorporate alternative development standards to the satisfaction of the Town and school board, including urban schools	MGP Town of Milton

			in mixed-use building formats;	
8	**16.6.9.5 Schools** Halton DSB confirms one (1) elementary school site is required. The Board acknowledges and agrees that schools should be permitted in all land use designations except NHS and Employment Area. This emphasizes the importance of flexibility in where schools can be permitted. The Board acknowledges that Agerton Secondary Plan is seeking a more urban form of development to maximize densities. As such, the Board is open to exploring alternative accommodation school designs to permit more compact schools to reduce land requirements for school infrastructure (i.e. underground/structured parking, vertical construction, rooftop play areas, joint use of adjacent park space, artificial turf play areas, etc.) as opposed to the traditional school design models. The Board's preference is to be co-located with a park to maximize the opportunity for shared use. If the School site is significantly smaller than its current standard, it may necessary to enter into a shared use agreement with the Town to use public park space, which would require the park space be exclusive to the Board (in full or in part) during school hours for supervision purposes. Physical barriers such as fencing may be required for student safety. The Board is open to park designs that would allow for flexibility in accessibility and activity for public use outside of school hours. Further consultation and exploration would be required to look at alternative park designs and park locations. The Board's preference is a standalone school site, exclusively owned by the Board. At this time, the Board is not considering podium school design but is open to co-locating with other municipally owned facilities such as recreation centres or libraries. Future zoning by-laws for institutional lands should provide flexibility to address the above-noted school designs for compact schools.	Agerton Secondary Plan	Noted.	MGP Town of Milton

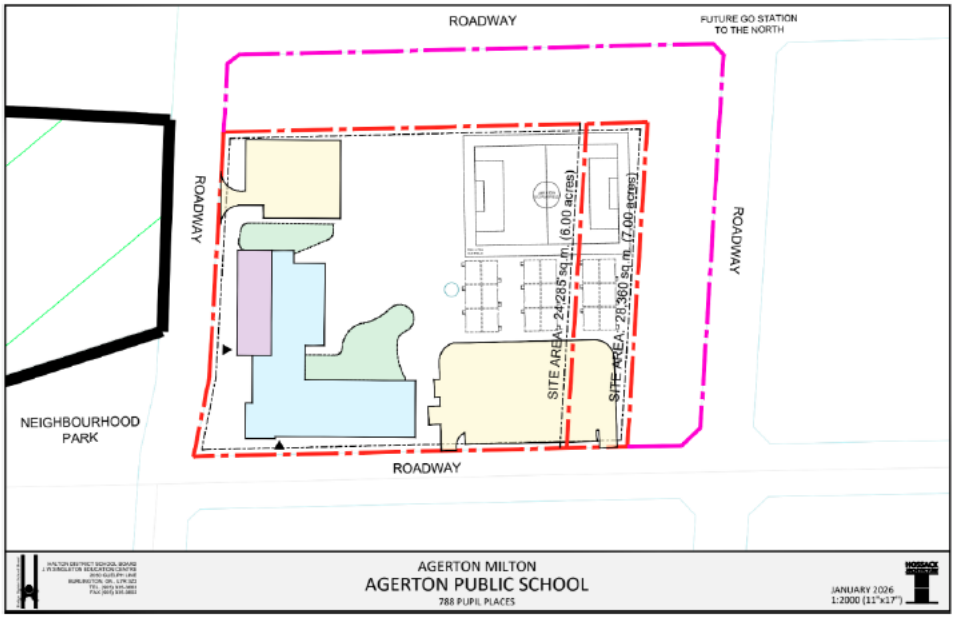
	The Board has retained the services of an Architect to complete a review of the proposed site and develop a conceptual plan. Once completed, it will be circulated to the Town along with a tentative preferred zoning requirements beyond what is being submitted as part of this package.			
9	**16.7 Implementation 16.7.1.2 g)** and**16.7.1.5** HDSB supports both clauses to ensure facilities are present and available to new families. HDSB will notify the Town of Milton of planned school requirements, timing, and capacities.	Agerton Secondary Plan	Noted.	MGP Town of Milton
10	**4. Results 4.1 Existing Industrial Uses - Table 3 ID #6** It is noted that the CPKC Intermodal Rail Yard has a separation distance of 300m from the Potential Influence area, which is 1000m. HDSB would prefer a school site outside of the area of influence, or would require the necessary mitigation strategies so as to not be impacted	Land Use Compatibility	Noted.	RWDI
11	**4. Facility Needs based on Existing Standards Schools** Locational Criteria • Appendix 1 provides the School site requirements. • Appendix 2 provides a list of the Draft Plan of Subdivision Conditions • Appendix 3 provides the Future Zoning Considerations HDSB concurs that one elementary school site is required.	Parkland & Recreational Facility Strategy & Community Facility and Human Services Study	Noted.	SGL
12	**4. The Public Realm Parks and Open Space Network- 4.2.1 General Guidelines** HDSB supports the co-location of parks with schools	Agerton Urban Design Guidelines	Noted.	SGL
13	**4.4 Schools** HDSB confirms the requirement for a school site within the Agerton Secondary Plan to serve this community. While the Design Guidelines discuss a Platform/Podium school, the HDSB maintains exclusive jurisdiction over determining the school's physical, formal, and operational model. Further explorations should be made as part of this report to explore other more compact forms of school development that are not reliant on podium constructions. As part of its review, the Board will employ a more urban format to the proposed elementary school.	Agerton Urban Design Guidelines	Noted.	SGL
Halton District School Board – Frederick Thibeault – Public Circulation #1				
1	Halton DSB confirms one (1) elementary school site is required.	Agerton Secondary Plan	Noted.	MGP

				Town of Milton
2	**16.4.2.2 Active Transportation System** The Board acknowledges the strengthened language from *"encouraged"* to *"shall"* regarding school connections. To support safe routes to school, active transportation infrastructure must be prioritized as a mandatory requirement for any development surrounding a school site to ensure student safety. The Board's intent in having stronger language, is to have a stronger basis in requiring certain forms of AT infrastructure to be installed on day one, such as PxOs, raised crosswalks and traffic calming infrastructure	Agerton Secondary Plan	Noted.	MGP Town of Milton
3	**16.4.5.2 Urban Design** HDSB suggests adding a clause or subclause to C.X.4.5.2b) that all Complete Streets within 1.6km of a designated school site be enhanced with Safe Route to School infrastructure. This is reflective of the transportation policy, which identifies 1.6 km as the non-transported distance. Having improved infrastructure along 1.6km walk distances from the school will encourage the walk to school model.	Agerton Secondary Plan	The suggested clause would limit flexibility in Complete Streets implementation. Safe Routes to School infrastructure is addressed through other planning and capital processes.	MGP Town of Milton
4	**16.6.1.2 g Mixed-Use High-Density Residential** HDSB wants to re-iterate that any alternative standard must be agreed upon by the school to ensure the school is functional, expandable, and financially feasible.	Agerton Secondary Plan	16.6.1.2 h) is revised to: h) Incorporate alternative development standards to the satisfaction of the Town and school board, including urban schools in mixed-use building formats;	MGP Town of Milton
5	**16.6.9.5 Schools** The Board acknowledges that Agerton Secondary Plan is seeking a more urban form of development to maximize densities. As such, the Board is open to exploring alternative accommodation school designs to permit more compact schools to reduce land requirements for school infrastructure (i.e. underground/structured parking,	Agerton Secondary Plan	Noted	MGP Town of Milton

	vertical construction, rooftop play areas, joint use of adjacent park space, artificial turf play areas, etc.) as opposed to the traditional school design models. The Board's preference is to be co-located with a park to maximize the opportunity for shared use. If the School site is significantly smaller than its current standard, it will be necessary to enter into a shared use agreement with the Town to use public park space, which would require the park space be exclusive to the Board (in full or in part) during school hours for supervision purposes. Physical barriers such as fencing may be required for student safety. The Board is open to park designs that would allow for flexibility in accessibility and activity for public use outside of school hours. Further consultation and exploration would be required to look at alternative park designs and park locations. The Board's preference is a standalone school site, exclusively owned by the Board. At this time, the Board is not considering podium school design but is open to co-locating with other municipally owned facilities such as recreation centres or libraries. Future zoning by-laws for institutional lands should provide flexibility to address the above-noted school designs for compact schools. The Board has retained the services of an Architect to complete a review of the proposed site and develop a conceptual site fit attached as Appendix 4. Further details on the site fit are below.			
6	**16.7.5.5 Major Transit Station Area Design Plan** HDSB encourages the required submission of a Major Transit Station Area Design Plan to ensure the proposed development addresses the details identified in the Secondary Plan. Such a plan, encompassing street, block, and land-use layouts, would allow the Board to more effectively review and provide feedback on the suitability of the proposed school site	Agerton Secondary Plan	Noted. This has been removed from the Secondary Plan in consideration that the boundaries of land use designations are subject to minor refinement.	MGP Town of Milton
7	As indicated in Table 3, the CPKC Intermodal Rail Yard has a potential area of influence of 1,000 metres. The Air and Noise assessments must confirm that no adverse impacts will affect the school site.	Land Use Compatibility		RWDI
8	**4. Facility Needs based on Existing Standards** • HDSB concurs that one elementary school site is required.	Parkland & Recreational Facility Strategy &		SGL

	• HDSB confirms the basic general locational criteria and HDSB specific locational criteria under section 4 of the report. In addition to the listed criteria in the above-noted report, HDSB has provided the following appendices which expands on school site requirements and criteria. • Appendix 1 provides the School site requirements. • Appendix 2 provides a list of the Draft Plan of Subdivision Conditions • Appendix 3 provides the Future Zoning Considerations • Appendix 4 provides a general illustration and concept of the proposed school	Community Facility and Human Services Study		
9	**Preliminary Site Fit** As noted in previous comments provided by HDSB, site-specific requirements may be outlined on a case-by-case basis and further comments will be provided through the review of Secondary, Tertiary, and Draft Plan of Subdivision processes to ensure alignment with site programming and operational needs. As per the Policy Directive Report, there will be no Tertiary Plan Component required for the Agerton area. Therefore, development can proceed directly after the Secondary Plan takes effect which leaves limited opportunities for the Board to comment on the site specifics until a plan of subdivision is submitted by the landowner. Based on the draft Schedule C.X.C - Agerton Secondary Land Use Plan, the school site is located within the Medium Density Residential II designated lands, potentially with two frontages and across the street from a designated neighborhood park. HDSB is generally supportive of the location of the school site acknowledging that the location is conceptual and the symbol is intended to show the approximate location of these elements on Schedule C.X.C. HDSB has completed a preliminary site fit for review by the Town and landowner. The site fit was completed under the assumptions that the full site acreage would be available to the Board and the site would be located at the southwest corner of the Medium Density Residential II lands. The proposed location of the school site is not directly adjacent to a park which creates the need for a larger school site since there is little to no opportunity to incorporate compact school site design elements which include shared parking, green space and amenities with neighbouring adjacent parks or community facilities.		This has been discussed with the Landowner Group.	

	HDSB acknowledges that the residential block is approximately 10 acres meaning the school site may need to be more compact than the 6-7 acres illustrated below. The intent of the site fit below is to illustrate the typical programming needs for a school site and the challenges that compact school sites present especially when not adjacent to parkland. The following preliminary site fit (attached as Appendix 4) shows a standard site design for a 601-788 pupil place JK-8 school. The plan below outlines HDSB's typical programming requirements for a JK-8 elementary school, which includes: • A three (3) storey building with a minimum of 601 - 788+ pupil places; • An 88-space child care centre, with exterior play areas (purple and green - NW portion of school); • Adequate on-site parking for school and daycare staff and visitors. Two parking areas if possible (two lots shown in yellow) • Installation of 12 to 18 portables (shown on the east side of the site) • A sports field/play area (shown in NE corner of site) • A fenced-in kindergarten play area (green)			



The site fit above illustrates a 6 and 7 acres site size in red. The 6 acre lot line restricts the playfield, parking and portable space.
The following concepts would be considered by HDSB to ensure a more compact site:

- Underground parking
- Roof-top play areas
- Limited surface parking
- Bus and parent drop offs located on the adjacent street.
- Alternatively use of the adjacent residential area could be used for drop off which would require connecting pathways between the school site and surrounding neighbourhood.
- Turf fields can be incorporated into site design to mitigate the impacts of high-traffic recreational use.

We recommend that the Board and Town discuss the future design of the school, and intended outcomes, as well as inform the property owners prior to the first submission of a draft plan of subdivision.

#	Review Agency Comments	Relevant Study	Response	Action
Hydro-One – Public Circulation #1				
1	Thank you for sending us notification regarding Agerton Secondary Plan. In our assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure. Any future communications are sent to Secondarylanduse@hydroone.com. Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.	Agerton Secondary Plan	Noted.	Town of Milton MGP

#	Review Agency Comments	Relevant Study	Response	Action

Infrastructure Ontario – Rahim Baird – Public Circulation #1				
1	IO manages the parcel of land between the two boundaries that make up the Agerton Secondary Plan. I am emailing you to gain clarity as to whether there will be any proposals on these lands in relation to this Secondary Plan EA notice and whether this area of land will be incorporated into the secondary plan once the Town brings it into its Urban Area as it seems to intend to do in its newest draft OP.	Agerton Secondary Plan	The Secondary Plan does not include any proposals for land use change and development within the Hydro Corridor/Parkway Belt Area. The Secondary Plan does conceptually show a potential access across these lands to the proposed Milton-Trafalgar GO Station area. The Town has been in discussions with Staff at the Ministry of Infrastructure (Paul Nunes, Bronwyn Cuthbertson and Adia Ibrahim) and IO (Tyson Orlie) with respect to planning for the new station. This has included discussions around station access planning. We have also held similar discussions with Hydo One concerning the possibility of access drives and parking within the hydro corridor. The Town does not propose to include the Hydro Corridor within the Secondary Plan Area.	Town of Milton MGP

#	Review Agency Comments	Relevant Study	Response	Action
Metrolinx – Jason Brander /Jenna Auger - Public Circulation #1				
1	Note one prior comment from our Stations Sponsors team from July 2025, though there do not appear to have been any other comments in subsequent circulations since that time. Please see below: *"References to the Milton-Trafalgar GO Station, should indicate that, while there is an Initial Business Case for the station, the project is currently unfunded."*	Agerton Secondary Plan	Noted.	MGP Town of Milton

	Else, Regional Planning does not have any further comments to add at this time. Our Adjacent Construction Review team continues to review and may provide additional feedback by the timeframe outlined below.			
2	Just have a question in relation to 16.4.2.6, as it identifies that, "Development in proximity to the railway corridor is subject to Sections 2.6.1.18, 2.6.1.21, 2.6.1.22, 5.5.1.1 to 5.5.1.7, and 6.1.7.1 to 6.1.7.3 of this Official Plan". Noting that Metrolinx was circulated the Draft Official Plan review for the Town of Milton in January and there were some modifications proposed in Section 4.2.3 and building adjacent to the rail corridor. Just want to ensure those modifications are captured in the Secondary Plan	Agerton Secondary Plan	Section 16.4.2.6 has been revised: *Development in proximity to the railway corridor is subject to policies 3.7.1.5, 4.2.1.6, 4.1.1.23 to 4.1.1.25, 4.1.1.27, 4.1.1.29, and the policies of Section 4.2.3 of this Official Plan.*	MGP Town of Milton

#	Review Agency Comments	Relevant Study	Response	Action

MMAH – Claire Champagne – Public Circulation #1				
1	We understand the Town anticipates adopting both the Agerton Secondary Plan and the next phase of the Milton Official Plan in the summer of 2026. The Ministry understands that changes to the boundary of the Milton-Trafalgar GO PMTSA are proposed, as depicted on schedule 23a. According to section 2.4.2.1 of the PPS 2024, planning authorities shall only delineate the boundaries of major transit station areas through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*. As changes to the boundary of the Milton-Trafalgar GO PMTSA are proposed, the Town of Milton is required to ensure the requirements of subsection 16(15) of the *Planning Act* and policy 2.4.2.1 of the PPS 2024 regarding PMTSAs are satisfied. Therefore, the policies associated with the change in delineation must be advanced under section 26 of the *Planning Act*, which includes the holding of a special meeting of council, or through a new official plan. In either scenario, the resultant official plan amendment or new official plan would be a non-exempt matter, and would require approval by the ministry. As the ministry is the approval authority for the Town's second phase of its official plan, which is currently with the Ministry for review, we would suggest the Town extract the relevant draft sections of the Agerton Secondary Plan specifying the revised boundaries, authorized uses of land, and minimum densities of buildings and structures on land within the PMTSA, as required by subsection 16(15) of the *Planning Act,* from the draft secondary plan and include these policies within a revised draft of the Milton Official Plan. This would allow these policies to proceed as part of the Town's comprehensive official plan update, while the remainder of the Agerton Secondary Plan may proceed under section 17 and be exempt from the Minister's approval.	Agerton Secondary Plan	The Town of Milton will integrate the revised boundaries, authorized uses of land and minimum densities for lands within the PMTSA within the updated Draft Town of Milton Official Plan. In addition, the Agerton Secondary Plan will be approved under Section 17 of the Planning Act as an amendment to the Draft Town of Milton Official Plan.	Town of Milton MGP

2	**Policy 16.3.1 b)** – As this policy sets out the overall minimum density for lands within the PMTSA, as required by subsection 16(15)(a) of the *Planning Act*, it will need to be included within updated official plan submitted to the Ministry for approval. The remaining policies under C.X.3 (Goals and Objectives) relate more broadly to the secondary plan lands as a whole, and do not necessarily provide specific land use or policy direction within the PMTSA for which the minister's approval would be required.	Agerton Secondary Plan		Town of Milton MGP
3	**Policy 16.4.4.6** – This policy notes that the Town may consider tools such as inclusionary zoning in order to achieve the housing affordability objectives and targets listed under section 16.4.4 and in section 2.3.3.14 of the Town's Housing Strategy. The ministry is interested in understanding when the Town may be advancing an inclusionary zoning by-law for Council consideration.	Agerton Secondary Plan	The Town is completing the work required by the regulations for inclusionary zoning. Staff will not be advancing an inclusionary zoning by-law until such time as market conditions are more favorable.	Town of Milton MGP
4	**Section 16.5.1** – As this section specifies the boundaries, authorized uses of land, and minimum densities of buildings and structures on land within the PMTSA, as required by subsection 16(15) of the *Planning Act,* this section should be removed from the secondary plan and submitted to the ministry for approval through a separate official plan amendment adopted under section 26 or as part of the revised official plan.	Agerton Secondary Plan	The Town of Milton will integrate the revised boundaries, authorized uses of land and minimum densities for lands within the PMTSA within the updated Draft Town of Milton Official Plan. In addition, the Agerton Secondary Plan will be approved under Section 17 of the Planning Act as an amendment to the Draft Town of Milton Official Plan.	Town of Milton MGP
5	**Section 16.6 –** The second paragraph of this section notes that the location of land use designations may be adjusted without the need for an official plan amendment. This appears to be in conflict with paragraph 4 of subsection 16(18) of the *Planning Act*, which provides that there is no exemption from the minister's approval with respect to official plan amendments which amend or revoke any of the policies described in subsection 16(15). Official plan amendments which only deal with the authorized uses of land, buildings or structures in the PMTSA, and where residential uses would be authorized on all of the land subject to the amendment, would not need to be submitted to the ministry for approval.	Agerton Secondary Plan	This is not in conflict with paragraph 4 of Subsection 16(18) of the Planning Act, which reads out that the Minister must approve Official Plan Amendments, which are listed in 16 (15) which are to identify the minimum number of residents/ jobs, identify authorized uses of lands and identify minimum densities. This intent of 16.6 is not to change the land use designations, but rather	Town of Milton MGP

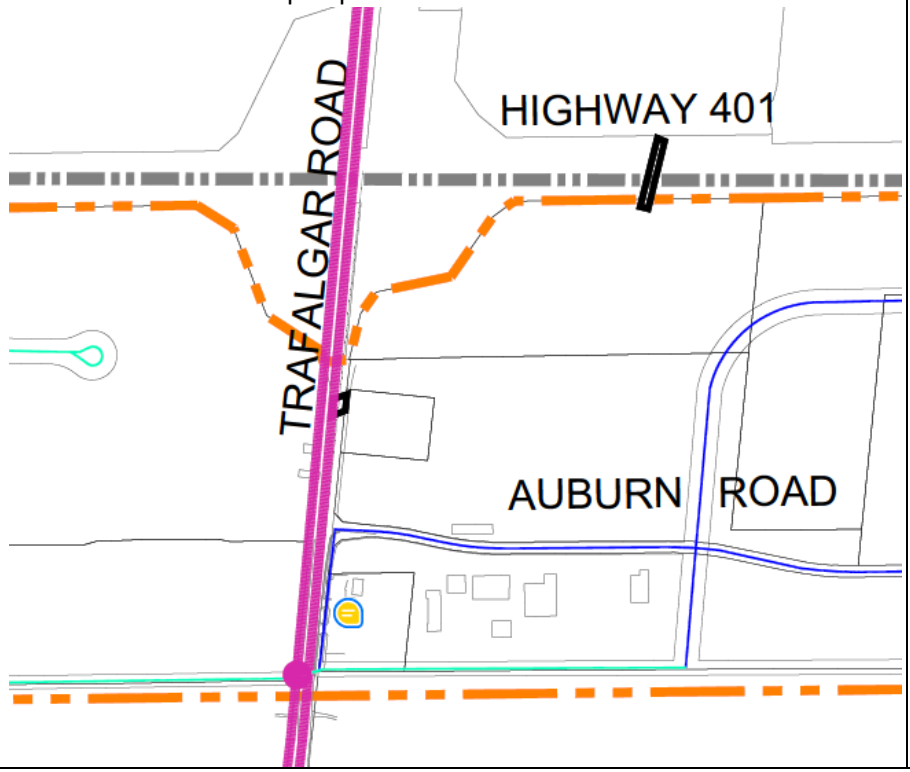
			provide flexibility to change the layout of the land use designations This will ensure that land use designations are supporting the PMTSA. As such, the Secondary Plan wording of 16.6 has been changed to ensure that the proposed Business Commercial Area within the MTSA remains unchanged, while the layout of the residential/ mixed-use designations can be adjusted without an OPA.	
6	**Policy 16.6.1.1** – Clarity is requested on whether the land uses identified for the Mixed-Use High Density Residential designation are exhaustive, or if there are additional uses that may be permitted. Additionally, there does not appear to be a minimum density (floor space index) for institutional uses, whereas a minimum density has been established for residential apartment uses and local commercial uses. To ensure conformity with subsection 16(15)(c) of the *Planning Act*, minimum densities should be expressed for each land use and development block. Minimum densities for each land use may be expressed in a companion table to schedule C.X.A. To ensure the gross minimum number of people and jobs per hectare is achieved, to enable development certainty, and to ensure density is translated precisely into the zoning by-law, minimum densities should be expressed as a floor space index measure, which would result in the projected number of residents and jobs that are planned to be accommodated.	Agerton Secondary Plan	The land uses identified for the Mixed-Use High Density Residential designations are exhaustive. Section 16 (15) states that a municipality **may** includes policies that identify minimum densities with respect to buildings and structures on lands in the area. As such, there is not prescribed density for institutional uses as all institutional uses may only be permitted when they form part of a mixed-use building. This will ensure that the gross minimum number of people and jobs per hectare is achieved.	Town of Milton MGP
7	**Policy 16.6.2.3 e), f)** – Similar to the above, while subsection e) sets out a minimum density for building type based on minimum units per hectare, a minimum density as expressed through floor space index would allow for a more precise calculation of density on a parcel-by-parcel basis that would translate to the implementing zoning by-law.	Agerton Secondary Plan	It is more precise to prescribe density in units per hectares for low-density and medium density housing forms.	Town of Milton MGP

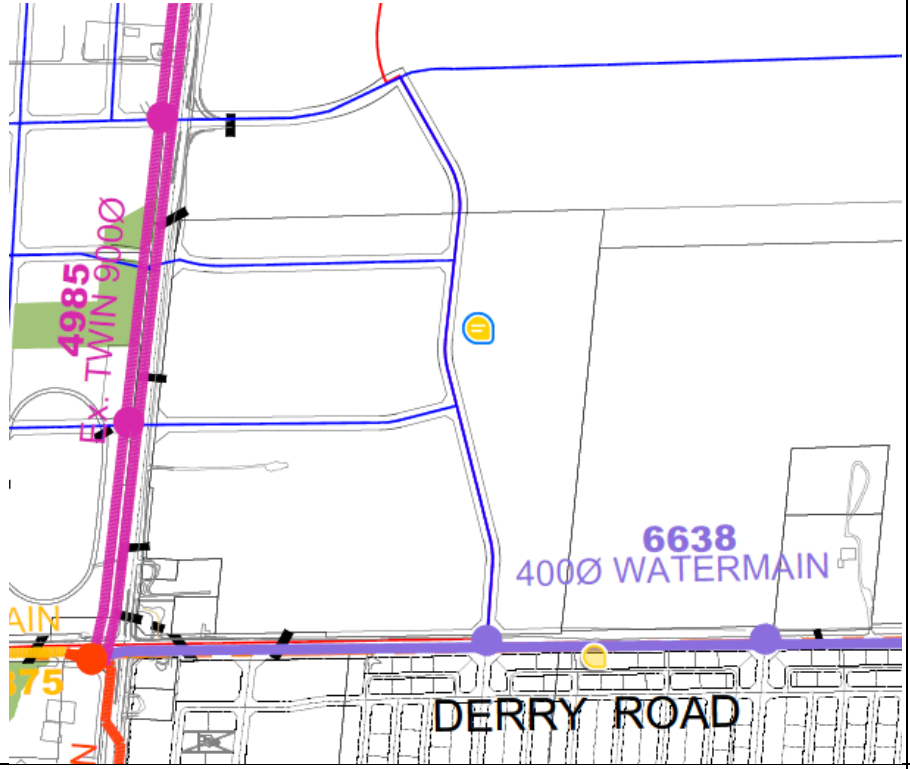
8	**Schedule 23a** – It appears the delineation of the PMTSA boundaries are proposed to be revised, particularly the eastern boundary, as compared to Map 6i of the former Region of Halton Official Plan. The Provincial Planning Statement, 2024 (PPS 2024), requires the boundaries of major transit station areas on higher order transit corridors to be delineated through a new official plan or official plan amendment adopted under section 26 of the *Planning Act*. This would also apply to any amendments to the boundary of an approved PMTSA. As such, to ensure consistency with the PPS, 2024, the Town should be advancing changes to PMTSA boundaries through a section 26 *Planning Act* process, or as part of a comprehensive official plan update.	Agerton Secondary Plan	The Town of Milton will integrate the revised boundaries, authorized uses of land and minimum densities for lands within the PMTSA within the updated Draft Town of Milton Official Plan. In addition, the Agerton Secondary Plan will be approved under Section 17 of the Planning Act as an amendment to the Draft Town of Milton Official Plan.	Town of Milton MGP

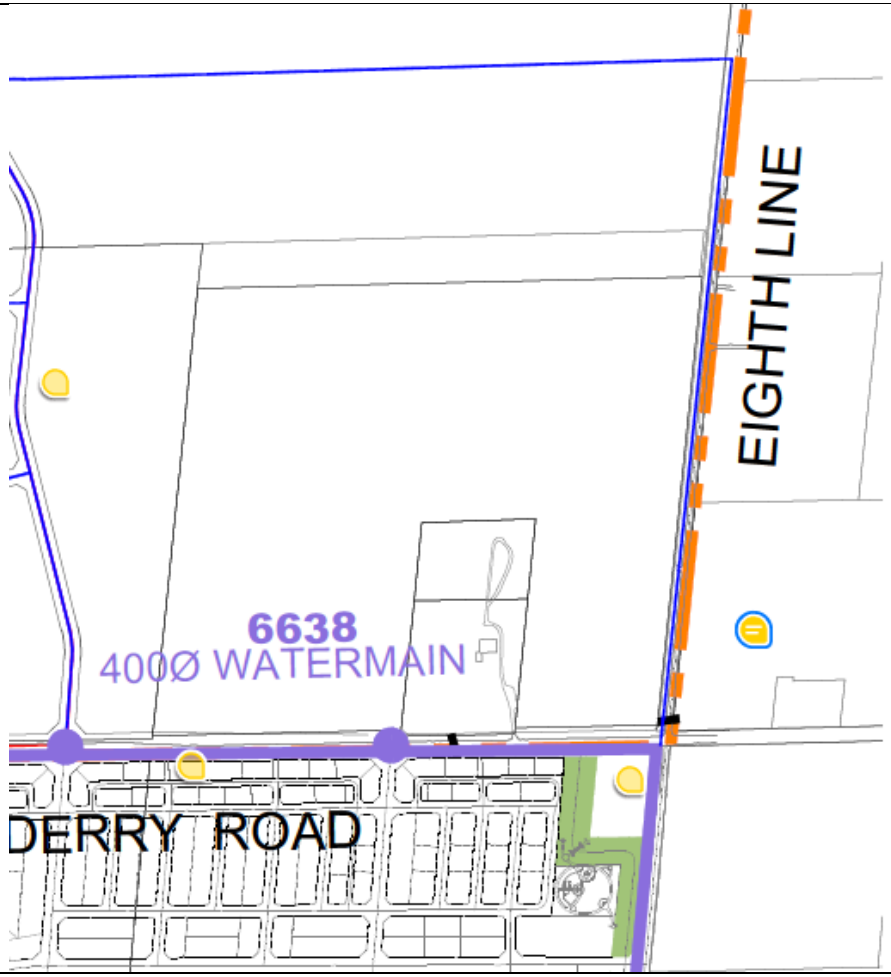
#	Review Agency Comments	Relevant Study	Response	Action
MTO – Ibrahim Adia – Public Circulation #1				
1	The westbound-right (WBR) movement at the north ramp terminal (NRT) of Hwy 401 / Trafalgar Rd shows an existing 95th-percentile queue of 909 m in the PM peak. The proponent must provide mitigation recommendations for these existing queues and clarify which improvements were assumed, as the observed 95th-percentile queues are significantly reduced in the future scenarios	Transportation Master Plan Update	The 909m is a typo error. The correct queue of 309m has been corrected in **Table 2-8** accordingly. Please note that the dual right turn lanes provide a combined storage length of approximately 480m, which is sufficient to accommodate the queue.	TYLIN
2	No growth rates were applied to MTO approaches at both ramp terminals for Hwy 401 / Trafalgar Rd (RR3). A 2% annual growth rate must be applied to all MTO approaches in the traffic analysis for all future scenarios.	Transportation Master Plan Update	Growth rates have been applied to all MTO approaches at the Hwy 401 / Trafalgar Road ramp terminals across all future scenarios. The applied growth rate has been documented in **Table 3-1**. For the existing to 2031 horizon, growth rates of 2.65% and 2.83% have been applied for the "with GO" and "without GO" scenarios respectively, as advised by Halton Region.	TYLIN
3	The proponent must clarify the timeline for the proposed HOV lane on Trafalgar Rd (RR3) and confirm whether this concept has ever been brought forward to, or discussed with, MTO. Any operational impacts related to implementing an HOV lane within MTO right-of-way limits must be identified and discussed with MTO.	Transportation Master Plan Update	Halton Region has instructed that HOV lanes are to be considered on Trafalgar Rd from 2032, which has been incorporated into our 2041 & 2051 analysis.	TYLIN
4	The proponent must provide all traffic models, including Synchro and EMME files, for MTO's review.	Transportation Master Plan Update	Updated models will be provided with study submission.	TYLIN
5	Any proposed development located within the MTO Permit Control Area, including lands adjacent to 407 ETR, must follow the standard submission requirements. These include providing a detailed Site Plan, Site Grading and Drainage Plan, Stormwater Management Report, Lighting Plan, Illumination Details, and all other necessary documentation for 407 ETR review and approval.	Transportation Master Plan Update	Noted. To be addressed at detailed design when lands adjacent to MTO proceed to development.	TYLIN

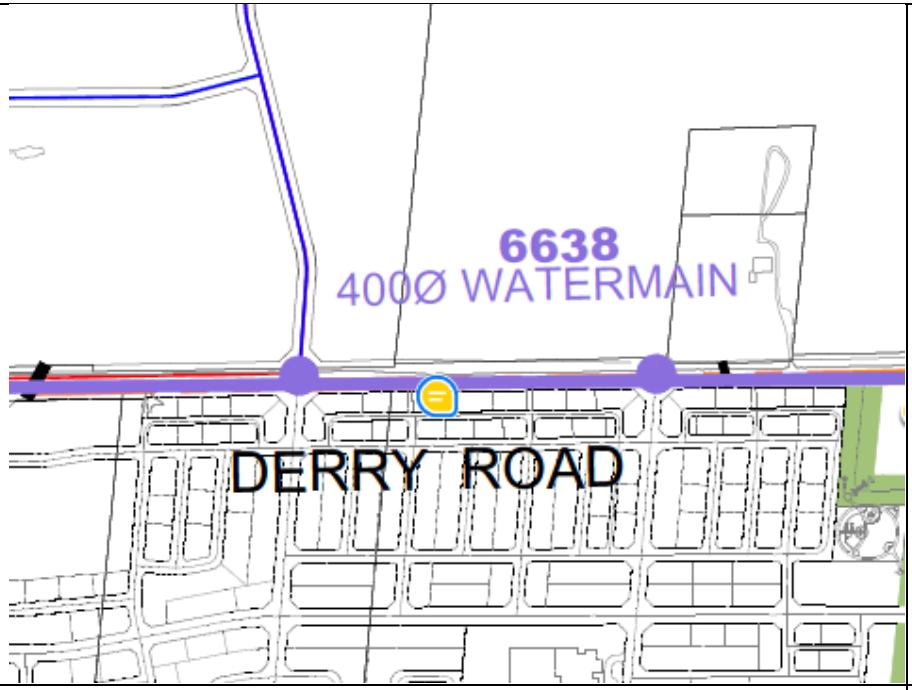
6	Submissions must clearly address the 14 m MTO setback, noise and lighting mitigation measures, erosion and settlement controls, and all other applicable MTO guidelines and standards.	Transportation Master Plan Update	Noted. To be addressed at detailed design when lands adjacent to MTO proceed to development.	TYLIN
7	MTO will review the detailed drainage and stormwater management plan at a later stage.	Transportation Master Plan Update	Noted. To be addressed at detailed design when lands adjacent to MTO proceed to development.	TYLIN
8	MTO requires post-to-pre development quantity control for all drainage crossings under MTO highways.	Transportation Master Plan Update	Noted. To be addressed at detailed design when adjacent lands proceed to development. In general, watercourses and lands within Agerton drain southerly away from MTO lands.	TYLIN
9	For any future development, the Town of Milton must ensure that Noise Sensitive Areas (as defined in the attached 2022 Noise Guide) located adjacent to Highway 401 and containing ground-level outdoor living areas are supported by a noise study. This study must be submitted to MTO for review.	Transportation Master Plan Update	Noted. To be addressed at detailed design when lands adjacent to MTO proceed to development.	TYLIN
10	No natural sciences compensation works, including the creation of new fisheries habitat, are permitted within the 14-metre MTO setback. If meeting this requirement is not feasible, the developer must seek explicit permission from MTO.	Transportation Master Plan Update	Noted. To be addressed at detailed design when lands adjacent to MTO proceed to development. It is not anticipated that any compensation works will be required in the MTO setback.	TYLIN
11	No soil stockpiles are permitted within the 14-metre MTO setback.	Transportation Master Plan Update	Noted. To be addressed at detailed design when lands adjacent to MTO proceed to development.	TYLIN

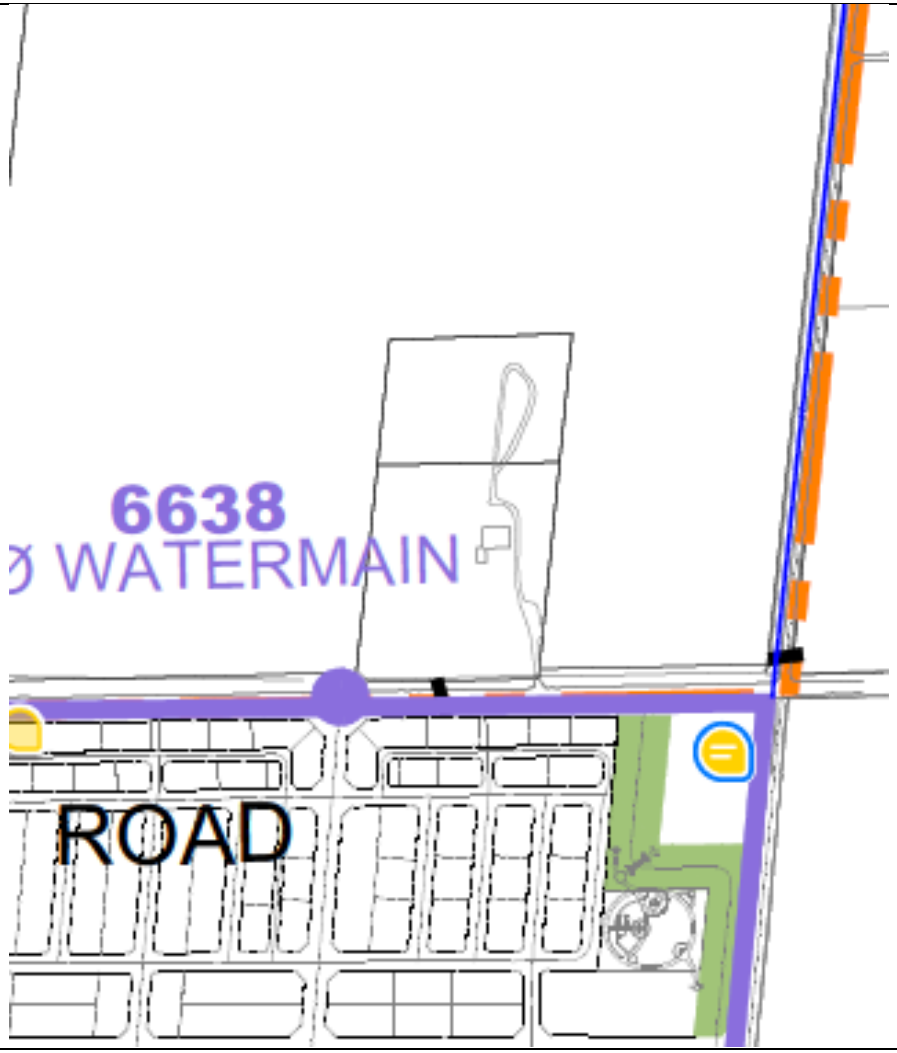
#	Review Agency Comments	Relevant Study	Response	Action
Region of Halton – Area Servicing Plan Addendum, dated February 2025 – Public Circulation #1				
1	*3.0 PHASING & POPULATION, page 4* To better support infrastructure planning, the total Secondary Plan population needs to be broken out into phased horizons (e.g., 2031, 2041, 2051, and Ultimate Buildout), with associated water modeling scenarios and Sewer Design Sheets for the phased horizons.	ASP Addendum	As discussed with the Region, only the ultimate buildout populations has been considered for infrastructure sizing at this preliminary level. This ASP Addendum provides functional servicing and confirms demands for the ultimate condition of the lands.	DSEL
2	*4.3 PLANNED WATER INFRASTRUCTURE - Master Plan, page 8* Include and consider/discuss the new 400mm watermain through the CP Lands that was identified through the Region's Integrated Master Plan (Figure 3 Capital Program for the Preferred Water Servicing Strategy) in the assessment of the water system (water modeling, figures, etc.). Size - 400mm Region's Anticipated Construction Timing - TBD Location - Future road through subject lands with two connections to watermain on Derry Road	ASP Addendum	Information related to project W65 as outlined in the 2026 Halton IMP has been added to **Table 4-3** and **Figure 5**. The 400mm watermain is reflected in the updated water report. The ultimate alignment of W65 through the CPKC Lands is subject to refinement as plans advance and the employment land's internal road network is confirmed.	DSEL
3	*4.4.1 Modifications from the ASP, page 9, "two connections for the southern lands are required"* Halton Region Linear Design Manual Section 2.5.3 - Local distribution watermains (pipes less than 400 mm in diameter) are not permitted to be connected to the existing twin 900 mm watermain on Trafalgar Road.	ASP Addendum	Please refer to the response above to Water & Wastewater Comment #5. This will be resolved through Detailed Design.	DSEL
4	*4.4.1 Modifications from the ASP, page 9, "three connections to the existing Trafalgar watermain, one connection to the existing Derry Road western watermain"* See comment above regarding the two proposed southern connections.	ASP Addendum	The size of the watermain connecting to the Derry Road watermain has been upsized to a 400mm watermain per the 2026 Halton IMP and meets	DSEL

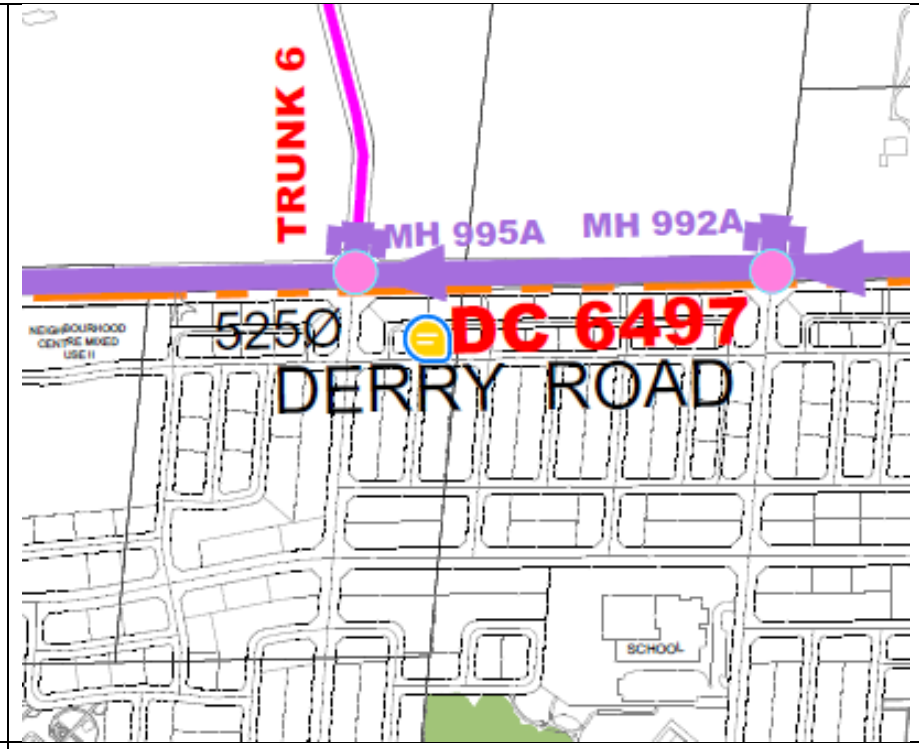
	Halton Region Linear Design Manual Section 2.5.3 - Local distribution watermains (pipes less than 400 mm in diameter) are not permitted to be connected to the existing 900 mm watermain on Derry Road.		Region Standards for the connection.	
5	*Table 5-3 Summary of Planned Trunk Wastewater Infrastructure, page 14* The column 'Region's Anticipated Construction Timing' should not have been removed. The comment from the October 2025 ASP Addendum requested the '1' and corresponding table footnote be removed, not the entire column. Add the column back in without the '1' and corresponding footnote.	ASP Addendum	**Table 5-3** has been revised accordingly.	DSEL
6	*Figure 5 - Proposed Watermain Servicing* There are three large watermains running in parallel along this section of Trafalgar Road. This could be problematic moving forward from an infrastructure conflicts perspective.  	ASP Addendum	The conceptual alignment shown is to avoid a crossing of Trafalgar Road that would be required to connect to the existing 900mm watermain. However, should the parallel watermain not be desired within the Region's proposed 47m ROW, alternative configurations can be explored when the employment lands proceed to development.	DSEL

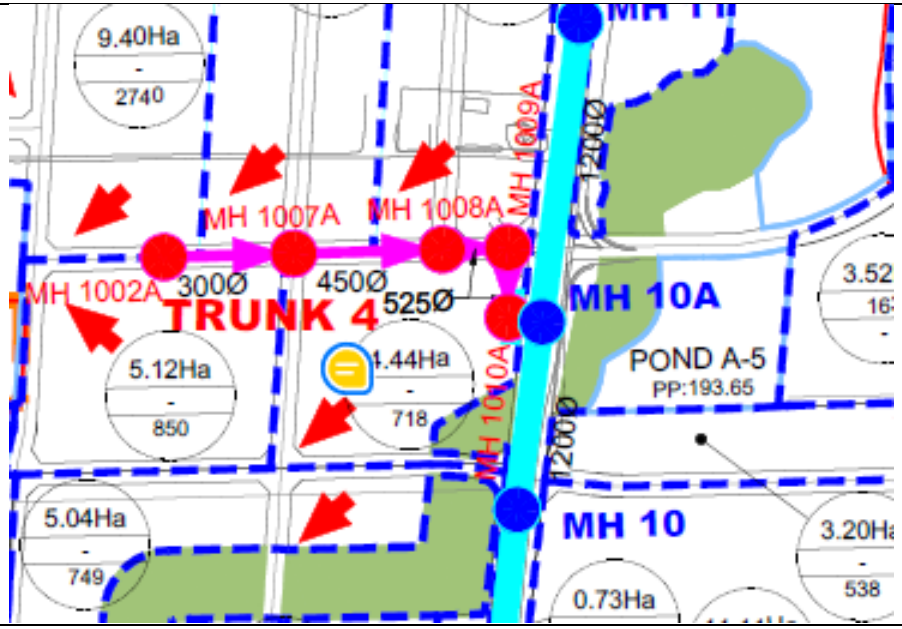
7	*Figure 5 - Proposed Watermain Servicing* Label new 400mm watermain through the CP Lands that was identified through the Region's Integrated Master Plan (Figure 3 Capital Program for the Preferred Water Servicing Strategy). Size - 400mm Region's Anticipated Construction Timing - TBD Location - Future road through subject lands with two connections to watermain on Derry Road.  	ASP Addendum	Please refer to the response above to Appendix A Comment #2.	DSEL
8	*Figure 5 - Proposed Watermain Servicing* Do the lands to the East need to be connected to 6638 for servicing? If so, should be captured here.	ASP Addendum	The demand for the lands east of the Secondary Plan area has been included in the Water Report (**Appendix E**). It should	MES / DSEL

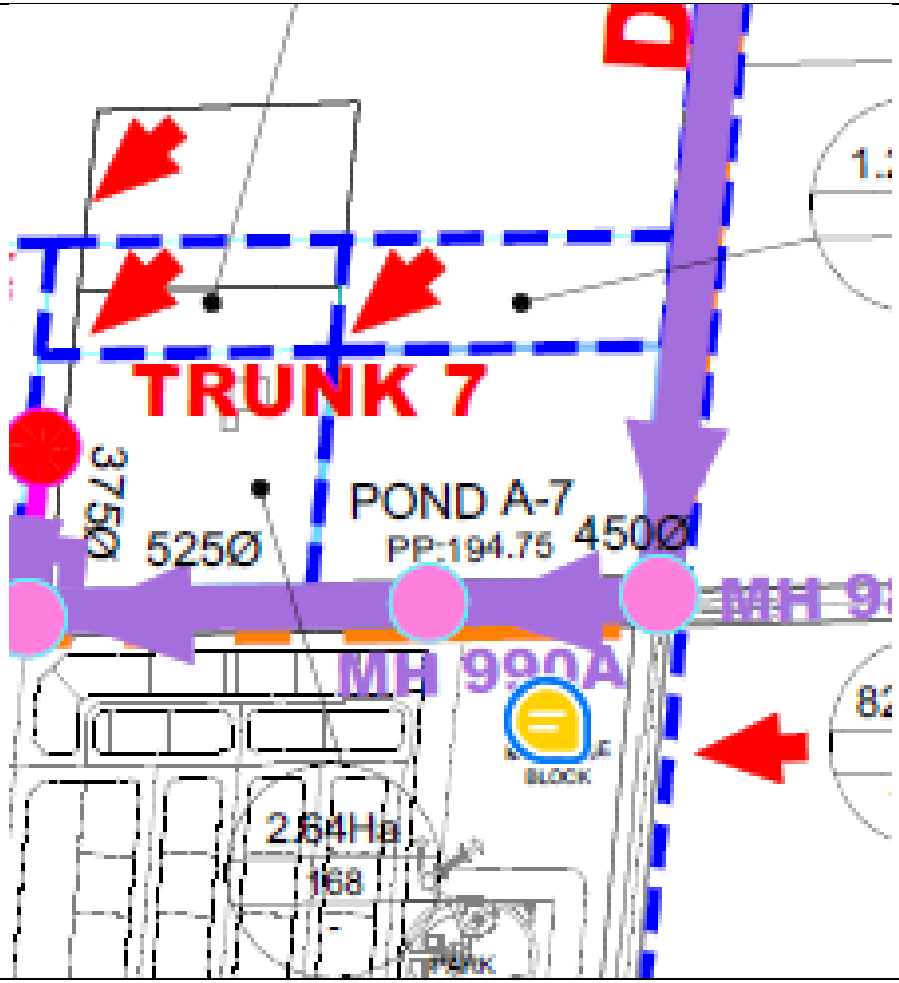
			be noted that the actual servicing connections and design for these lands should be covered through their own studies.	
9	*Figure 5 - Proposed Watermain Servicing* It appears that the intersections are consistent with what is shown in the Trafalgar SPA ASP Addendum but please provide confirmation. We need to ensure that the intersections line up as this is where valve chambers and maintenance holes will be located.	ASP Addendum	Intersections between the Trafalgar Secondary Plan and Agerton Secondary Plan have generally been coordinated to ensure consistency.	DSEL

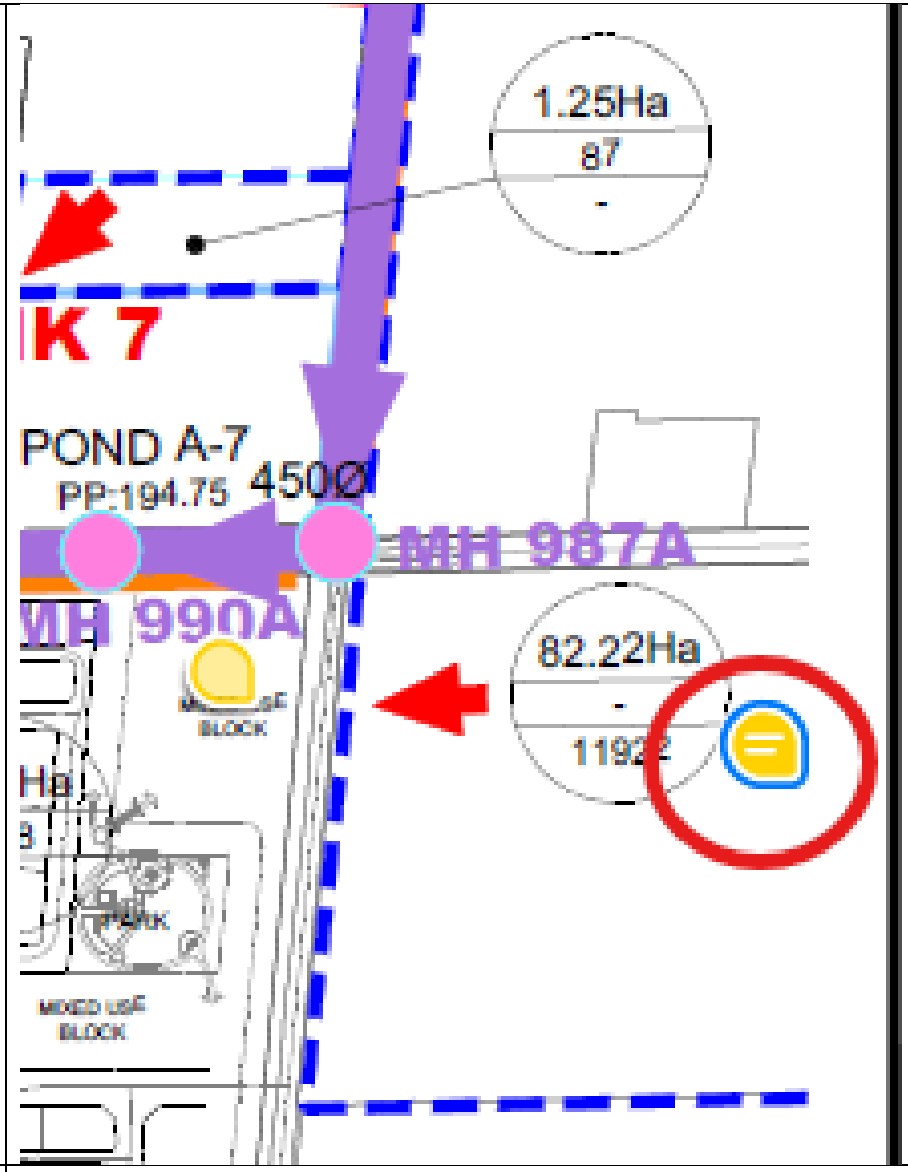
				
10	*Figure 5 - Proposed Watermain Servicing* Does this mixed use block need to be connected to 6638 for servicing? If so, should be captured here.	ASP Addendum	This comment is applicable to MP4 Trafalgar. However for consistency, a future connection to 6638 will be required. The demand has been included in the MP4 Trafalgar modelling and captured in the watermain analysis (**Appendix E).** This will be further reviewed through the MP4 Trafalgar DAEFSS resubmission.	MES / DSEL

				
11	*Figure 6 - Existing & Proposed Region Wastewater DC Projects* It appears that the intersections are consistent with what is shown in the Trafalgar SPA ASP Addendum but please provide confirmation. We need to ensure that the intersections line up as this is where valve chambers and maintenance holes will be located.	ASP Addendum	Please refer to the response above to Appendix A Comment #10.	DSEL

				
12	*Figure 7 - Proposed Wastewater Servicing* This arrow should be pointing towards Trunk 4.	ASP Addendum	**Figure 7** has been revised accordingly.	DSEL

				
13	*Figure 7 - Proposed Wastewater Servicing* This Mixed Use block was shown as connecting to MH 987A on the wastewater servicing strategy developed through the Trafalgar SPA ASP Addendum. Please provide the invert and connection point location so we can leave a MH stub. Also, show the connection and contributing population on this figure and capture on Sewer Design Sheet and elsewhere in the analysis as needed.	ASP Addendum	An updated design sheet has been prepared and included in **Appendix F** and **Figure 7** has been revised to show this block connection. Details on the connection including the invert will be provided through the upcoming MP4 Trafalgar DAEFSS resubmission.	DSEL

				
14	*Figure 7 - Proposed Wastewater Servicing* The 11922 is employment population, not residential. Revise the label here to show it in the first row.	ASP Addendum	**Figure 7** has been revised accordingly.	

				
15	*Appendix E - MP4 Trafalgar Secondary Plan Area Water Analysis* To be consistent with the wastewater analysis, the lands to the East of the Study Area should be included in the water analysis.	ASP Addendum	Please refer to the response above to Appendix A Comment #9.	

Region of Halton – Transportation – TAC #1				
1	There are no references in the draft policy text to the ultimate Regional road right-of-way requirements or land dedication process for development applications along the Regional Road network. The Region will require clarification, as it is noted that these references are also not included in the latest Secondary Plan text for the adjacent Trafalgar Secondary Plan despite Halton Region staff recommending the inclusion of these references in the Trafalgar Secondary Plan text. These references may have been omitted from the Trafalgar Secondary Plan text along with other policies and mechanisms in place to protect for Halton Region's ultimate right-of-way requirements and land dedication requirements for development applications.	Agerton Secondary Plan	Section 16.4.2.5 provides that the Town will work with the Region to ensure that the need for network improvements will be addressed through the development application process, where the ultimate Regional Road right-of-way widths and land dedication process will be required.	Town of Milton MGP
2	Staff will require an update to the Transportation Master Plan (TMP) to address the following comments. Note that staff may provide additional comments on the updated version of the TMP pending review of the additional and revised components of the study per the comments below.	Transportation Master Plan Update	Noted.	TYLin
3	**Errors and Inconsistencies in TMP** Errors and inconsistencies between references and information within the report have been identified. TYLin will need to ensure that these spelling and grammatical errors are corrected, and that all inconsistencies between references within the report (e.g. figures, appendices, intersection #s, collector road names, JBPE references within different sections of the report, etc.) are corrected to be consistent. We are also requesting that TYLin check that the Synchro modelling is consistent with existing conditions and existing data (i.e. traffic data and signal timing plans), and that any inconsistencies are corrected with analysis, results and recommendations updated accordingly in the TMP	Transportation Master Plan Update	The revised TMP has been reviewed to remove spelling, grammatical, and reference errors. TYLin requested the most recent signal timing plans for signalized study intersections. Existing Synchro model was updated to reflect the most recent plans.	TYLin
4	**Future Background Traffic Volume Forecasting** During the Terms of Reference co-ordination, staff provided a detailed growth rate application methodology with growth rates extracted from Halton Region's Integrated Master Plan (IMP) and transportation model. The methodology included using provided Joint Best Planning Estimates (JBPEs) to reverse-calculate background volumes associated with the subject Agerton Secondary Plan lands and subtract those volumes from the	Transportation Master Plan Update	Not Addressed in 2/17/ 2026 Submittal.	TYLin

	future background volume forecasts. The purpose of this methodology was to avoid the subject Agerton lands being double counted under future total conditions since the growth rates provided by Halton Region include the subject Agerton lands as well as the background Trafalgar Secondary Plan lands and potential GO Station. Unfortunately, TYLin has extracted growth rates from the origin-destination matrices data that Halton Region provided to TYLin to assist with this study in their own effort to avoid double-counting the subject Agerton lands or other background areas. The agreed upon growth rate methodology per the Terms of Reference must be applied in this study. This methodology is consistent with the agreed upon growth rate methodology per the Terms of Reference for the Road Network Assessment in support of the Tertiary Plan for the adjacent Trafalgar Secondary Plan lands (also prepared by TYLin, with the latest version dated November 2025), with one exception as agreed upon with Halton Region after the RNA submission following the Terms of Reference approval in summer 2025. The exception is the growth rate application from existing conditions to 2031 future background conditions, which utilized the screenline growth rates from the initial Secondary Plan Transportation Study for the combined Agerton and Trafalgar lands (prepared by WSP, approved in March 2022). The growth rate of 2.65% compounded annually was applied as this growth rate accounted for the potential GO Station but not the Trafalgar nor Agerton lands, which were the exact parameters and assumptions for 2031 in the Trafalgar Tertiary Plan RNA that considered the Trafalgar lands as the "subject lands" in that study. Therefore, the growth rate methodology provided as Appendix 'A' to this letter must be applied in the Agerton Secondary Plan TMP to: • balance consistency with the initial Secondary Plan Transportation Study and recently prepared Trafalgar Tertiary Plan RNA, • conform to the agreed upon Terms of Reference as much as possible, • consider the context of the Agerton Secondary Plan study, and			

- avoid double-counting of the subject Agerton lands or background lands.

All calculations, analysis, results and recommendations must be updated accordingly in the TMP to reflect this revised growth rate methodology. This revised growth rate methodology must be clearly documented in the TMP.

Scenario	Background Forecasting Methodology
Existing	---
2031 Future Background Conditions	1. Apply 2.65% compounded annually to all existing movements (this growth rate accounts for GO station) 2. Add Trafalgar Tertiary Plan 2031 (Phase 1) site traffic volumes (Figures 5-6 and 5-7 from the Trafalgar Tertiary Plan RNA) to future background volume forecasts since the 2.65% growth rate does not account for Trafalgar or Agerton lands
2031 Future Total Conditions (with GO Station)	1. Add 2031 Agerton site generated traffic to 2031 future background conditions
2031 Future Total Conditions (without GO Station)	1. Follow exact same methodology under *2031 Future Background Conditions*, except replace the 2.65% growth rate with 2.83% compounded annually as that growth rate does not account for GO Station. 2. Add 2031 Agerton site generated traffic to modified 2031 future background volumes in this scenario.
2041 & 2051 Future Background Conditions	1. Apply provided growth rates from IMP model (as detailed in Terms of Reference) to 2031 future background volumes to forecast 2041/2051 2. Use the provided Agerton JBPEs (as detailed in the Terms of Reference) to reverse-calculate background volumes associated with the subject lands since IMP growth rates account for Agerton lands. 3. Subtract the Agerton "background volumes" from the road network so that Agerton is not reflected under 2041/2051.
2041 & 2051 Future Total Conditions (with GO Station)	1. Add 2041/2051 Agerton site generated traffic to 2041/2051 future background conditions, respectively.
2041 & 2051 Future Total Conditions (without GO Station)	1. Follow exact same methodology under 2041 & 2051 Future Background Conditions, except replace the 2.65% growth rate with 2.83% compounded annually in forecasting the modified 2031 future background "base" volumes in this scenario as that growth rate does not account for GO Station. 2. Add 2041/2051 Agerton site generated traffic to modified 2041/2051 future background volumes, respectively, in this scenario.

5	**Justification for Reduction in Intersection Spacing** The proposed collector road intersection of Trafalgar Road Collector E (intersection #117) does not conform to the minimum spacing requirement of 300 metres between the proposed adjacent full-moves intersections at Collector D and Collector F along Trafalgar Road (intersection #s 116 and 114, respectively) per Halton Region's Access Management Guideline. The TMP does not acknowledge this reduced intersection spacing along Trafalgar Road. Therefore, the TMP must either consider Intersection #117 as a right-in/right-out (RI/RO) intersection to satisfy the minimum spacing requirements from intersection #s 116 and 114 (with trip assignment, analysis, results and recommendations in the TMP updated accordingly), or justify the reduced spacing along Trafalgar Road if intersection #117 is to remain as a proposed full-moves intersection. The reduced intersection spacing would ultimately require Halton Region's approval. The justification should clearly demonstrate the negative impacts of not permitting the proposed full-moves operation of intersection #117 by comparing traffic operations, safety, circulation, etc. at adjacent study intersections between the proposed full-moves signalized configuration and a restricted RI/RO unsignalized configuration. The operation of this intersection can ultimately be looked at and confirmed through the future Tertiary Plan Transportation Study. However, in this case, the TMP would still have to confirm the impacts to the volumes, analysis, results and recommendations to other adjacent accesses if Intersection #117 is restricted to a RI/RO operation to demonstrate that there would be no expected issues as a result of a RI/RO restriction.	Transportation Master Plan Update	Not Addressed in 2/17/ 2026 Submittal.	TYLin
6	**Development Statistics** The TMP appears to rely on the JBPEs provided by Halton Region as the core development statistics for the subject Agerton lands. Staff provided the JBPEs to TYLin in the Terms of Reference feedback with the intention of being used to reverse-calculate background volumes associated with the subject Agerton Secondary Plan lands and subtract those volumes from the	Transportation Master Plan Update	Not Addressed in 2/17/ 2026 Submittal.	TYLin

	background volumes forecasts to avoid double-counting under future total conditions. Therefore, the JBPEs should be primarily limited to this intended application in the study, especially considering that the JBPEs may have been updated since the approval of the Terms of Reference. Further, the latest official planning and development statistics for the Agerton Secondary Plan must be applied in the trip generation forecasts, with all analysis, results and recommendations updated accordingly. The latest official statistics must also be clearly documented in the TMP with sources provided.			
7	**Modelling Assumptions** The modelling assumptions regarding Synchro parameter inputs and adjustments should be consistent with the recently approved Trafalgar Tertiary Plan RNA, which was also based on the assumptions from the initial Secondary Plan Transportation Study. The Synchro modelling should be updated to reflect these consistent assumptions where currently inconsistent, with analysis, results and recommendations updated accordingly. Further, all modelling assumptions and the rationale for these assumptions (consistency with the previous studies) must be documented in the TMP for clarity.	Transportation Master Plan Update	To maintain consistency with the RNA, Synchro parameters were updated to match work previously reported by WSP. This includes lost time adjustments incorporated as a part of a calibration effort at the intersections of Trafalgar Road with Derry, Britannia, and Lower Base Line.	TYLin
8	**Existing Road Network** Section 2.1 “Road Network” must be updated to: • correct the speed limit of Trafalgar Road north of Derry Road to be 60 km/h, • clarify that there is no existing centre unused lane or two-way-left-turn-lane on Trafalgar Road north of Derry Road, and • correct the speed limit of the recently improved Britannia Road to 60 km/h. Figure 2-1 “Existing Lane Configuration” must be updated to illustrate the correct existing off-ramp lane configuration of the Highway 401 eastbound off-ramp to Trafalgar Road (eastbound left-turn, eastbound left/right-turn, eastbound right-turn). This correct lane configuration must be reflected in	Transportation Master Plan Update	The report has been revised to correct characteristics of Trafalgar Road and Britannia Road as noted. The intersection of Trafalgar Road with the Highway 401 eastbound off-ramp has been updated to separate the northbound right-turn lane, allowing the eastbound lane configuration noted here.	TYLin

	the modelling, analysis, results and recommendations within the TMP pertaining to the Highway 401 eastbound ramp terminal to Trafalgar Road.			
9	**Location of Future Main Street Extension** The TMP acknowledges the future Main Street Extension project and acknowledges that the future alignment of the extension will be confirmed in the future. The TMP should also clarify that the future location of the Main Street extension connection to Trafalgar Road on the study road network will also be confirmed in the future. This caveat should also be noted on all figures within the TMP that illustrate the location of the future Main Street Extension to be south of Auburn Road.	Transportation Master Plan Update	The addendum has been updated to more specifically note that the intersection point of the Main Street extension and Trafalgar Road is to be determined.	TYLin
10	**Future GO Station Connection through Hydro Lands** The appended Schedules to the draft Agerton Secondary Plan policy text illustrate a north-south connection spanning through the existing Hydro Corridor connecting the southerly lands to the northerly lands. The Schedules also illustrate a future potential north-south connection between this potential GO Station connection and Collector C. The TMP must detail both of these potential connections further considering these were acknowledged in the initial Secondary Plan Transportation Study, and confirm if these connections were considered in the trip assignment and analysis within the study.	Transportation Master Plan Update	Apart from Trafalgar Road, no additional north-south connecting roads are anticipated through the hydro lands. References in the report to an Eighth Line extension have been removed	TYLin
11	**Recommended Improvements Clarity** The TMP must clearly identify all recommended road improvements under future background conditions, improvements triggered under future total conditions (i.e. subject development-triggered), and improvements triggered by the potential GO station – for each respective horizon year. For maximum clarity, a table should be provided in the body of the report (and executive summary and conclusions & recommendations sections) that clearly indicates what improvements are triggered under which scenario and under which horizon year. Again, this comparison was expertly provided in the recently approved Trafalgar Tertiary Plan RNA.	Transportation Master Plan Update	The addendum's lane configuration figures have been updated to more clearly define which improvements are assumed under Future Background vs. Future Total conditions. A summary table is included in the report's Executive Summary	TYLin
12	**Future Background and Total Lane Configurations Figures** Figure 3-4 "2031 Future Background Lane Configurations" should clearly identify what future background improvements are already planned by Halton Region (capital projects, such as the widening of Derry Road) and what additional improvements are recommended by TYLin to improve	Transportation Master Plan Update	The addendum's lane configuration figures have been updated to more clearly define which improvements are assumed under Future	TYLin

	future background traffic operations where required. This delineation was expertly illustrated in Figure 6-8 "2031 Future Background Lane Configurations" in the recently approved Trafalgar Tertiary Plan RNA. Figure 3-4 should also illustrate the future HOV lanes where planned on the Regional road network. Figures 3-5 and 3-6 should then illustrate any additional improvements to the 2031 future background road network recommended by TYLin where required (e.g. dual left-turn lanes recommended under 2041 or 2051 future background conditions). Figures 5-16 to 5-18 should then illustrate any additional "future total-triggered" improvements to the respective future background road network as recommended by TYLin where required. This comparison was expertly illustrated in the recently approved Trafalgar Tertiary Plan RNA**.**		Background vs. Future Total conditions.	
13	**Future Development Applications** The TMP should note that site-specific development applications with supporting Transportation Impact Studies (TISs) will be required for all properties within the Agerton Secondary Plan lands. Specifically, the TMP should clarify that these future studies will reflect changes to development statistics, existing conditions in the surrounding area and other potential changes from the time of the TMP preparation, and that the results and recommendations of the TMP may be revised in the future at the development-application level pending any of these changes. Please ensure that any updates to the body of the RNA to address the comments above are consistently applied to the Executive Summary and Conclusions & Recommendations sections of the report where applicable. Also, all other documents included the Secondary Plan circulation materials must reflect any updates to the TMP to address the comments above, where applicable.	Transportation Master Plan Update	The addendum has been updated to include language noting that additional traffic impact studies will be required as specific developments are proposed.	TYLin
14	Executive Summary and Section 3.5.1 notes that "HOV/Bus lanes are to be implemented under future background and future total conditions upon Regional widening of Trafalgar Road, Derry Road, and Britannia Road to three lanes in each direction." Please note that:	Transportation Master Plan Update	The addendum has been modified to note that Britannia Road has already been widened to a six-lane cross section.	TYLin

	• Britannia Road has already been widened to 6 lanes and is currently operating with 6 General Purpose Lanes (GPL); • the Trafalgar Road Corridor Study – Highway 407 (ETR) to Steeles Avenue (Regional Road 8) (https://www.halton.ca/for-residents/roads-construction/municipal-class-environmental-assessment-studies/trafalgar-road-corridor-study-%E2%80%93-highway-407-(etr)) is ongoing. Through this study, Halton Region is examining a wide range of multi-modal transportation improvements, including roadway widening, cross-sectional requirements, active transportation, transit supportive infrastructure, intersection improvements, and overall traffic operations; • The phasing of the Transit Priority Corridor infrastructure for Derry Road, Trafalgar Road and Britannia Road can be found on Figures 10, 11 and 12 of the Executive Summary for the Integrated Master Plan which can be found here: IMP Executive Summary. The 2051 Preliminary Preferred Transit Priority Corridor Infrastructure Network is shown on Figure 9. As per Staff report PW-35-15, Transit Priority Corridor infrastructure improvements can evolve over time based on need and local priorities. The implementation of infrastructure will be driven by travel demand, transit ridership and connectivity. There is flexibility in the phasing of the Transit Priority Corridor network to allow priority treatments to be upgraded as ridership increases, ensuring that enhancements reflect where demand is highest. It is recognized that the timing and transition of the Transit Priority Corridors will require close coordination between the Region and the Local Municipalities		Understanding that specific transit improvements may be implemented on varying timelines, TYLin assumed HOV/Bus lanes under all future background conditions and updated Synchro analysis parameters (lane utilization factors) accordingly	
15	Please update text in Section 2.1 regarding Britannia Road as follows: • Britannia Road is an existing east-west major arterial roadway under the jurisdiction of Halton Region. ~~Currently, the roadway has a rural two-lane cross-section and has a posted speed limit of 80 km/h within the vicinity of the plan area~~. At the time of this report, the construction of Britannia Road has been completed and has been widened to a 6-lane cross-section with an urban cross-section with active transportation facilities.	Transportation Master Plan Update	The report has been updated to correctly state Britannia Road's current configuration	TYLin

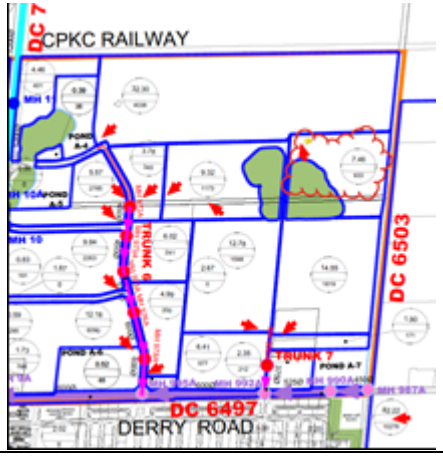
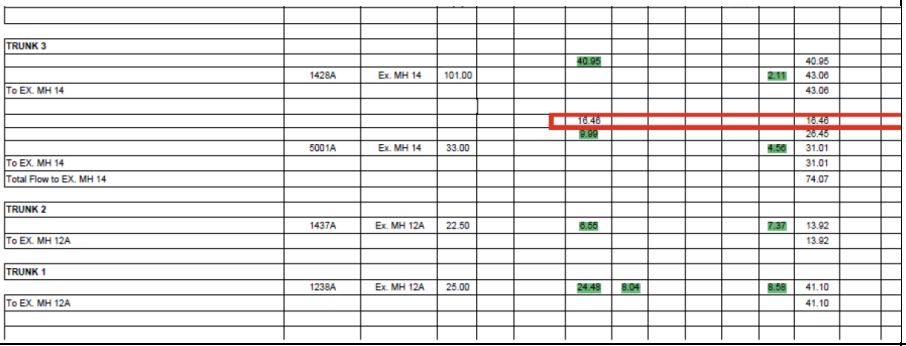
16	Please update the last paragraph in Section 2.3.1 as follows: • Note that the Region ~~an updated version of the Region's TMP is currently in development at the time of this report and is being produced as a part of the Region's broader Integrated Master Plan~~. is completing an update to the 2011 TMP through the Integrated Master Plan (see Section 2.3.8).	Transportation Master Plan Update	The report has been updated.	TYLin
17	Consistent with Section 2.3.1, please add the following text at the end of section 2.3.2: • Note that the Region is completing an update to the 2015 ATMP through the Integrated Master Plan (see Section 2.3.8).	Transportation Master Plan Update	The report has been updated	TYLin
18	In Section 2.2.5.2 (and throughout the document), "Regional Transit" should be replaced with "cross boundary transit" or "inter-regional transit".	Transportation Master Plan Update	The report has been updated	TYLin
19	Section 4.1.1: Please add the following note at the end of the section: • Note that the Region is completing an update to the 2011 TMP through the Integrated Master Plan for Water, Wastewater and Transportation. The transportation strategy to accommodate travel demand to 2051 can be found Staff report PW-35-15.	Agerton Secondary Plan Draft Design Guidelines	Urban Design Guidelines have not been updated as of yet.	SGL
Region of Halton – Transportation – Public Circulation #1				
1	There are no references in the draft policy text to the ultimate Regional road right-of-way requirements or land dedication process for development applications along the Regional Road network. A further meeting will be required between the Town of Milton and the Region**,** as it is noted that these references are also not included in the latest Secondary Plan text for the adjacent Trafalgar Secondary Plan despite previous recommendations.	Agerton Secondary Plan	Noted.	Town of Milton MGP
2	As noted in the comment response matrix from TYLin, comments previously provided by Halton Region on the transportation study (regarding components such as future background traffic volume forecasting, justification for reduced intersection spacing and development statistics updates) have not been addressed in the study update.	Transportation Master Plan Update	Forecasting methodologies have been addressed in Section 3.2 and intersection spacing comments have been addressed in Section 5.2.1 of this update.	TYLIN

3	Specifically, the comment on the future background traffic volume forecasting methodologies (the most consequential comment to the report results and recommendations) is currently being discussed and coordinated between Regional transportation staff and TYLin, with a technical memorandum circulated to staff by TYLin on March 18, 2026 explaining and justifying the application of their proposed initial forecasting methodology.	Transportation Master Plan Update	Growth rate and future forecasting methodologies have been reviewed and revised with the Region. Updated methodologies used in this submission are consistent with revised approaches agreed with the Region	TYLIN
4	Therefore, given that there are still outstanding comments (especially those related to the future background traffic volume forecasting methodology) still being discussed and coordinated, Regional staff are not supportive of the TMP at this time.	Transportation Master Plan Update		TYLIN
5	Upon the integration of comments noted above, Regional staff will provide TYLin with direction regarding the future background traffic volume forecasting methodology to be applied in the study as well as the direction to address all other comments previously provided on the transportation study. The Region will update the Town on the direction provided and next steps accordingly.	Transportation Master Plan Update		TYLIN
6	In the meantime, the Region will provide the following cursory comments on the TMP: *Section 2.2.1 (Roadway Functional Classification):* Please note that all major arterials are Regional roads. Please update the bullet points on page 8 as follows: • Minor Arterial (Town): Traffic movement is a primary consideration, with some property access. Higher volumes than collector roads, but less than a major arterial. Consists of two or four lanes. • ~~Major Arterial: Traffic movement is the primary function. Higher volumes than a minor arterial, but less than an expressway. Consists of two or four lanes.~~	Transportation Master Plan Update	Noted. **Section 2.2.1** has been updated accordingly	TYLIN

	~~Regional~~ Major Arterial (Region): Traffic movement is the primary function that serves longer distance and inter-regional travel across municipal boundaries. Higher volumes than a municipal arterial road, but less than an expressway. Consists of up to six lanes			
7	*Executive Summary, Section 3.5.1 (2031 Future Background) and Section 7 (Conclusions and Recommendations):* As the Region noted in our previous comments, the Trafalgar Road MCEA Study is ongoing which will widen the road to 6 lanes. In addition, the Integrate Master Plan (IMP) has identified a Transit Priority Corridor network which includes Derry Road, Britannia Road and Trafalgar Road within the Agerton Secondary Plan area, along with the phasing of the Transit Priority Corridor infrastructure improvements. The timing of the Transit Priority Corridors includes: Derry Road: Mixed Traffic + Queue Jump + Transit Signal Priority (to be implemented in the 2037-2041 horizon), convert to HOV lanes (2042-2046 horizon), convert to BRT (2047-2051 horizon) • Britannia Road: Mixed Traffic + Queue Jump + Transit Signal Priority (to be implemented in the 2042-2046 horizon), convert to HOV (2047-2051 horizon) • Trafalgar Road: HOV + Transit Signal Priority (to be implemented in the 2032-2036 horizon), convert to BRT south of GO Milton Line (2042-2046 horizon) Please note that the Transit Priority Corridor Network has been developed to be flexible to adapt to Local growth priorities and future travel demand.	Transportation Master Plan Update	Noted. The report has been updated to include additional information about TSP and HOV lane timelines in **Section 2.3.7**	TYLIN
8	We note that for the purposes of analysis, the Transportation Master Plan Update for the Agerton Secondary Plan Area assumes that HOV lanes for the corridors noted above are in place by 2031.	Transportation Master Plan Update		TYLIN

Region of Halton – Water and Wastewater – TAC #1				
1	**Water Capacity** The consultant, MES, has provided the water model for this review. The model and accompanying MES report assume a residential population of 32,376 and employment of 24,434, which is significantly higher than the Secondary Plan (SP) 2051 population projections of 14,100 residents and 17,500 jobs (Table 3-1). Additionally, MES' assumed population is also higher than the ultimate population forecast for this subject land. To address this discrepancy, a simulation was completed using the SP 2051 projected population in the Region's water model. The results indicate that the proposed developments can be accommodated within Region's water distribution system	Water Model	The populations implemented in this ASP Addendum have been outlined in **Section 3.2** of the report. In summary, the employment population of 17,500 comes directly from the Town's Secondary Plan. The residential population of ~26,700 comes from the ultimate buildout population prepared by the Agerton Secondary Plan LOG's planner (included in **Appendix B3**).	MES
2	The site is located within Pressure Zone M4L. Under Maximum Day Demand (MDD) conditions, system pressures range from 63 to 84 psi in the modeled 2051 scenario. Reference: Water & Wastewater Linear Design Manual (2024) – The normal operating pressure should not be less than 40 psi and should not exceed 100 psi within the distribution system.	Water Model	Noted.	MES
3	The available fire flow ranges from approximately 294 L/s to 2,500 L/s at 20 psi, which appears sufficient at this stage of review	Water Model	Noted.	MES
4	The MES report notes that the Fire *Underwriters Survey (FUS)* calculation for required fire flow is not included now as the building details and configurations are still pending. *Once these details* (e.g., floor plans, number of storeys, number of units, sprinkler systems, etc.) *are finalized, the available fire flow should be reassessed to confirm compliance with FUS requirements, and to verify whether the internal watermain diameters are adequate.*	Water Model	Noted.	MES
5	The Neyagawa Pumping Station (112 MLD) and the future Central Pumping Station (150 MLD) are anticipated to be sufficient to meet the projected demands of the 2051 Secondary Plan population.	Water Model	Noted.	MES

6	It is recommended that the number of dead-end watermains be reduced, particularly along P-636, P-643, and P-631 (Appendix B of the MES report). Retaining these as dead ends may result in water quality and operational concerns.	Water Model	As outlined in Figure 5 and the watermain report (**Appendix B**), looping has been provided to resolve two of the previous dead-ends located east of Trafalgar Road. One dead-end remains north of the hydro corridor, west of Trafalgar Road. This non-participating property is surrounded by NHS, and could only achieve looping via an NHS crossing. Per the watermain modelling (**Appendix B**), adequate flows and pressures will be achieved for the property with the dead end	MES
7	The proposed 300mm watermain connections to the existing 900mm Trafalgar Road feedermain are not acceptable. Reference: Water & Wastewater Linear Design Manual (2024) - The local distribution watermains (less than 400 mm diameter) shall not be connected to the 900 mm feedermain.	Water Model	The specific connection size to Trafalgar Road will be reviewed through detailed design. At this stage, the ASP Addendum is validating that the overall site could be serviced with internal 300mm watermains. The proposed connection to Trafalgar Road was proposed to ensure flexibility for the timing of various properties in the Secondary Plan area	MES
8	**Wastewater Capacity** The population assumptions used in the sewer design sheets (and in Table 5-5) do not align with the 2051 Secondary Plan population identified in Table 3-1. This discrepancy should be reviewed and corrected to ensure consistency across the report.	ASP Addendum	Please refer to the response to **Region Comment #1** above.	DSEL
9	A hydraulic simulation using the Agerton 2051 Secondary Plan population was performed in combination with the Trafalgar Secondary Plan DAEFSS population. Based on this assessment, the Drumquin Pumping Station,	ASP Addendum	Noted.	DSEL

	with a capacity of approximately 2,350 L/s, is anticipated to be adequate to accommodate the projected 2051 Secondary Plan sanitary demands.			
10	Furthermore, the area within the cloud below is included in Trunk 7 per the Sewer Design Sheet. However the red arrow suggests the opposite. Please review and confirm. 	ASP Addendum	The circled sanitary area is intended to drain south to Trunk 7. **Figure 8** has been updated to correct this drainage arrow for clarity	DSEL
11	Also, as noted in the figure below, there are some inconsistencies as the 16.46 ha with 2058 population is not identified on Sanitary Sewer Design Sheet under section Trunk 3. Please ensure the data is represented the same in both locations 	ASP Addendum	All sanitary tributary areas and populations were re-worked through this addendum to reflect the total populations outlined through Section 3.2. The Design Sheet (**Appendix F**) and values presented in **Figure 8** are consistent.	DSEL
12	In the Sewer Design Sheet most of the pipes are designed flat and are half full. Please consider deepening the pipe slope and decrease pipe size wherever possible.	ASP Addendum	For this level of study, pipes have been designed to be fairly flat to allow future flexibility as plans	DSEL

			evolve. The deeper / flatter pipes assist in accommodating future parking garages, potential internal changes to road layout, and provides additional tolerance for construction breaks. Through detailed design, each development will refine all proposed infrastructure to ensure adequate sizing. This Addendum demonstrates that the existing and proposed connections can service the Study Area.	
13	As a general note, please be advised that the population figures used in the sewer design sheets (and in Table 5-5) appear to differ from the 2051 Secondary Plan population identified in Table 3-1. Please ensure that all population data is consistent.	ASP Addendum	Please refer to the response to Region Comment #1 above.	DSEL
14	Finally, in Appendix G - Item 2 has a note: notes that es - 'Assumes full road closure'. Whenever possible, full road closure on Derry Road must be avoided.	ASP Addendum	Consistent with Section 5.4.2, the estimate has been updated to assume a connection to an existing stub at the Derry right-of-way limit, previously installed By Others with DC 6497. Should such a stub not be installed with DC 6497, connecting Trunk 6 to MH 995A may not be possible without closing Derry Road. If possible via trenchless installation, the connection cost would be in the order of $1,500,000.	DSEL
15	Engineering Fees has been included (15%) in calculation. Inspection and contract administration fees shall be included in construction cost. Further detailed review will be required at detailed design stage	ASP Addendum	The report has been updated.	DSEL
Report Specific Comments				

16	*1.0 - Introduction & Purpose: 1st Paragraph* To replace highlighted texts in accordance with Halton Region's Area Servicing Plan process with: "for the subject lands".	ASP Addendum ASP Addendum	The text in **Section 1.0** has been updated accordingly.	DSEL
17	*3.2 - Population:* *The highlighted texts From the assessment, projected ultimate residential and job populations of approximately 27,000 and 11,000, respectively were derived.* The ultimate employment population (11,000) is less than the 2051 employment population provided by the Town (17,500). Please clarify. Does the Town of Milton endorse the ultimate residential population of 27,000? If so, explicitly note that here.		Please refer to the response to **Region Comment #1**. The text in **Section 3.2** has been updated to reflect the latest population strategy.	DSEL
18	*4.0 - Table 4-1: Water Design Criteria* Through the Region's Integrated Master Plan, Water Design Criteria have changed: 230 L/cap/d for Residential and 190 L/emp/d for Blended Employment. Fire Flow has also changed and is now based on residential density (low, medium and high) and blended employment. Peaking factors have also changed: 1.9 for Max Day Lake-Based Supply, 1.6 for Max Day Well-Based Supply and 3.0 Peak Hour Lake and Well-Based Supply. Considering that the residential and employment demands have decreased, the analysis completed through this ASP is more conservative. If the water analysis is not being redone with the most recent design criteria, add a note that speaks to this (i.e., water design criteria has been updated through the Region's Integrated Master Plan, this report was finalized after its release and the analysis herein with the previous criteria		The water demand criteria listed in **Table 4-1** has been updated, and the criteria implemented in the water modelling (**Appendix E**) has been updated to utilize the latest criteria.	DSEL & MES
19	*4.2 - Existing Water Servicing: Table 4-2: Summary of Existing Water Infrastructure Adjacent to Subject Lands* ***Trafalgar Road: Twin 900mm - Regional ID: 4985*** *Hornby Road to Dundas Street East –* Should be Ashgrove Reservoir To Derry Road		**Table 4-1** has been updated accordingly.	DSEL
20	*4.4.1 - Modifications from the ASP* *Highlighted texts: "two connections for the southern lands are required" –*		Please refer to the response above to **Region Comment #7**.	

	Halton Region Linear Design Manual Section 2.5.3 - Local distribution watermains (pipes less than 400 mm in diameter) are not permitted to be connected to the existing twin 900 mm watermain on Trafalgar Road.			
21	*4.4.1 - Modifications from the ASP* *Highlighted texts: "three connections to the existing Trafalgar watermain,"* See comment above regarding the two proposed southern connections.		Please refer to the response above to **Region Comment #7**.	
22	*4.4.1 - Modifications from the ASP Highlighted texts: "one connection to the existing Derry Road western watermain,"* Halton Region Linear Design Manual Section 2.5.3 - Local distribution watermains (pipes less than 400 mm in diameter) are not permitted to be connected to the existing 900 mm watermain on Derry Road.		Please refer to the response above to **Region Comment #7**.	
23	*5.1 - Design Criteria Highlighted texts: "Table 5-1: Wastewater Design Criteria" –* Through the Region's Integrated Master Plan, Wastewater Design Criteria have changed. System Design Criteria is 215 L/cap/d for Residential and 185 L/cap/d for Employment. Treatment Design Criteria is 320 L/cap/d for Residential and 260 L/emp/d for Employment. I&I Allowance is 0.28 L/s/ha. Considering that System Design Criteria, Treatment Design Criteria and I&I Allowance have decreased, the analysis completed through this ASP is more conservative. If the wastewater analysis is not being redone with the most recent design criteria, add a note that speaks to this (i.e., wastewater design criteria has been updated through the Region's Integrated Master Plan, this report was finalized after its release and the analysis herein with the previous criteria is more conservative).		The Region's Integrated Master Plan criteria for residential, employment, and infiltration demands has been implemented through this ASP Addendum. The values in **Table 5-1** have been updated, and all values in the sanitary design sheets (**Appendix F**) implement the latest criteria.	
24	*5.1 - Design Criteria: Table 5-1: Wastewater Design Criteria* *Highlighted texts: Average dry weather flow: "0.215 m^3/capita/day "* Convert to L/ capita/day		The value in **Table 5-1** has been converted to L/capita/day.	
25	*5.1 - Design Criteria: Table 5-1: Wastewater Design Criteria* *Highlighted texts: Infiltration: "0.286 x 10-^{3} m^3/ha/s "* Convert to L/ capita/day		The value in **Table 5-1** has been converted to L/s/ha.	

26	*5.1 - Design Criteria:* *Highlighted texts: "design stage"* design stage, in consultation with the Region.		The text in **Section 5.1** has been updated accordingly.	
27	*5.2 - Existing Wastewater Infrastructure:* *Highlighted texts: "As a result of previous discussions and coordination with the Region, there are three existing connections to the Trafalgar Road trunk, designed with the intent to service the Subject Lands. The following existing connections have been provided:"* Review by others.		Noted	
28	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "Through the design of the Subject Lands"* Through the Region's Integrated Master Plan,		The text in **Section 5.3** has been updated accordingly.	
29	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "Derry Road sewer should be increased to a 600mm trunk"* recommended wastewater infrastructure be upsized		Per **Region Comment #35**, the text has been revised to note that the Derry Road sewer has been proposed as a 525mm	
30	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "has been" to be replaced with* *was*		The text in **Section 5.3** has been updated accordingly.	
31	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "the increased" to be replaced with* *increased*		The text in **Section 5.3** has been updated accordingly.	
32	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "in accordance with Region criteria"* Remove		The text in **Section 5.3** has been updated accordingly.	
33	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "Region's Anticipated Construction Timing"* Remove		The anticipated construction timing has been removed from **Table 5-3**.	

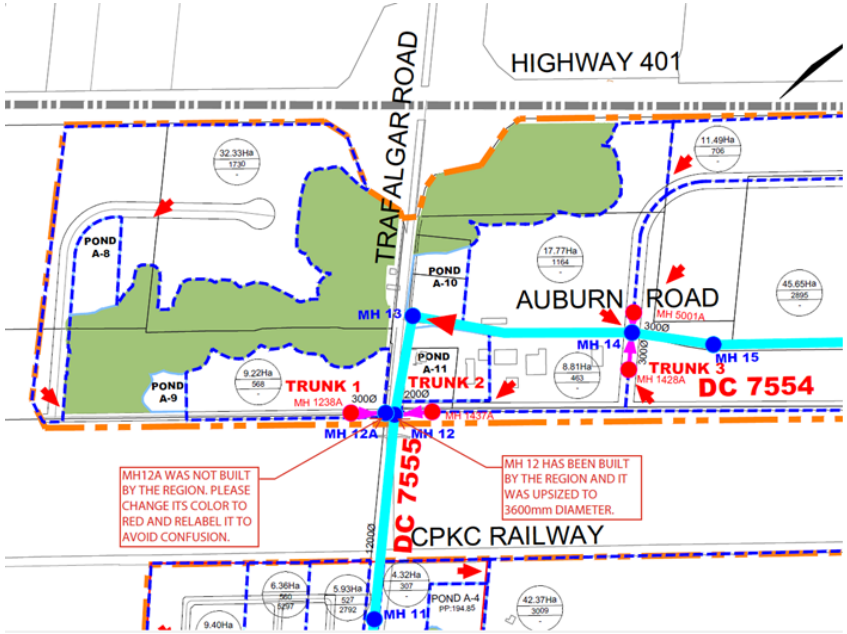
34	*5.3 - Planned Wastewater Infrastructure - Master Plan Table 5-3: Summary of Planned Trunk Wastewater Infrastructure* *Highlighted texts: Derry Road - "600mm"* 525mm		**Table 5-3** has been updated accordingly.	
35	*5.3 - Planned Wastewater Infrastructure - Master Plan Table 5-3: Summary of Planned Trunk Wastewater Infrastructure* *Highlighted texts: Derry Road "(identified at 300mm per DC Study)"* (Originally 300mm per the 2022 DC Update)		**Table 5-3** has been updated accordingly.	
36	*5.3 - Planned Wastewater Infrastructure - Master Plan Table 5-3: Summary of Planned Trunk Wastewater Infrastructure* *Highlighted texts: Eighth Line "Region's Anticipated Construction Timing"* Remove		The anticipated construction timing has been removed from **Table 5-3.**	
37	*5.3 - Planned Wastewater Infrastructure - Master Plan Table 5-3: Summary of Planned Trunk Wastewater Infrastructure* *Highlighted texts: Eighth Line "300 mm"* 450mm, (Originally 300mm per the 2022 DC update)		**Table 5-3** has been updated accordingly.	
38	*5.3 - Planned Wastewater Infrastructure - Master Plan Table 5-3: Summary of Planned Trunk Wastewater Infrastructure* *Highlighted table notes: "Region to confirm latest construction timing for proposed DC projects"* *Timing is accurate, remove this note.*		The anticipated construction timing has been removed from **Table 5-3** per the comments above.	
39	*5.3 - Planned Wastewater Infrastructure - Master Plan* *Highlighted texts: "and Thompson Road pumping station" –* Remove		The text in **Section 5.3** has been updated accordingly.	
40	*5.3 - Planned Wastewater Infrastructure - Master Plan* Highlighted texts: *"ultimately"* replace with - and ultimately		The text in **Section 5.3** has been updated accordingly.	
41	*5.4 - Proposed Internal Wastewater Servicing* *Highlighted texts: "One new sanitary connection to the Trafalgar Road trunk will be required to service the northern employment lands"*		The text has been updated to reference **Table 5-4** which outlines and existing and	

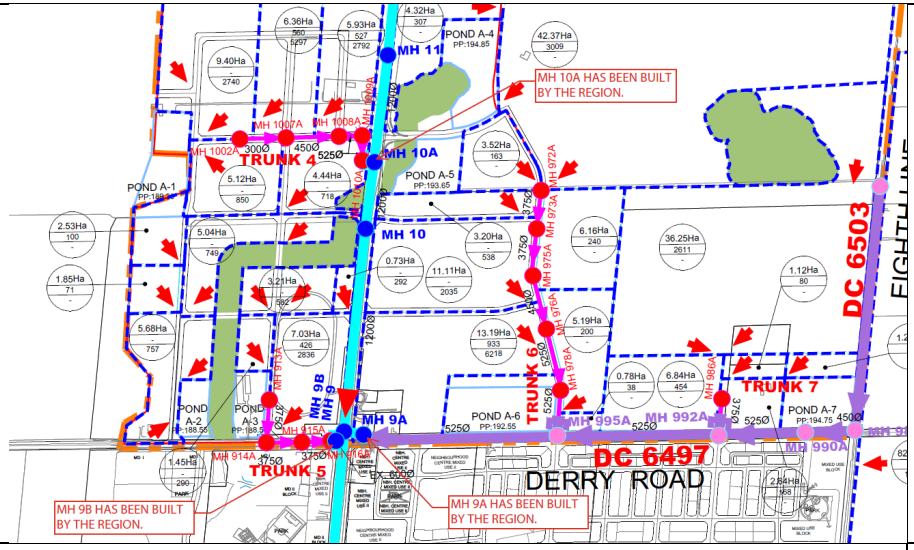
	Note the location of this new connection here and/or in Table 5-4.		proposed connections to the trunk sewers.	
42	*5.4 - Proposed Internal Wastewater Servicing* Highlighted texts: *"The proposed sanitary drainage areas and sewer profiles can be found in Figures 7 and 8 respectively, and the design sheets are included in Appendix F."* Review by others.		Noted.	
43	*5.4.1 - Proposed Internal Wastewater Servicing Table 5-4: Modifications to ASP Connections* *Highlighted texts: Derry Road "Derry Road trunk should be sized at 600mm minimum" –* Currently sized at 525 mm		Please refer to the response above to **Region Comment #30**.	
44	*5.4.2 - Preliminary DC Sewers & Local Trunks* *Highlighted texts: "Trunk profiles have been provided within Figure 8, and all trunk sizing has been verified through the Sanitary Design Sheets included in Appendix F "* Review by others		Noted.	
45	*5.4.2 - Preliminary DC Sewers & Local Trunks* *Highlighted texts: "Table 5-5: Summary of Proposed Sanitary Connections"* *'* Review by others		Noted.	
46	*5.4.2 - Preliminary DC Sewers & Local Trunks* *Highlighted texts: "Sanitary Profile (Figure 9)"* Review by others		Noted.	
47	*5.5 - Cost Estimates - DC Sewers* *Highlighted texts: "Preliminary cost estimates for the proposed owner constructed DC sewer are provided below in Table 5-6 with details in Appendix G."* Review by others		Noted.	
48	*Figure 7: Proposed Wastewater Servicing –*		In the absence of planning materials or available	

	Does the Town support this proposed population to the east of the subject lands? It is much greater than what the JBPEs have identified.		populations for the future employment lands east of Eighth Line, the Region's 2025 LDM density for Light Industrial Areas (145 persons / hectare) has been implemented for these lands.	
Region of Halton – Water and Wastewater – Public Circulation #1				
1	It is important to note that as the Region's Integrated Master Plan only extends to 2051 and used the Joint Best Planning Estimates, higher population values beyond the Joint Best Planning Estimates and 2051 horizon were not reviewed, considered, or analyzed.	ASP Addendum	Per Section 3.2 of the ASP Addendum, the ASP has considered the Secondary Plan population (to 2051) of 14,100 population and 17,500 employment. The ASP has further considered a projected ultimate residential population of 26,700 (post 2051) to ensure local infrastructure and connections to Regional trunks are appropriately sized to accommodate this potential ultimate population.	DSEL
2	***Hydraulic Analysis Findings – Agerton Secondary Plan Area*** As the Secondary Plan assumes (to 2051) 14,100 people, and 17,500 jobs, proposed development can be accommodated within the Region's water and wastewater systems. With respect to Beyond 2051 and the employment area east of the study area, which proposes 14,100 people, and 29,422 jobs:	ASP Addendum	See responses below.	DSEL
3	***Water Capacity:*** Proposed development can be accommodated within the Region's water distribution system. The site is located within Pressure Zone M4L. Under Maximum Day Demand (MDD) conditions, system pressures range from approximately 63 psi to 84 psi.	ASP Addendum	Noted.	MES

	There is available fire flow ranges from approximately 303 L/s to 2,500 L/s at 20 psi, which appears sufficient at this stage of review. The Neyagawa Pumping Station (112 MLD) and the future Central Pumping Station (150 MLD) are anticipated to be sufficient to meet the projected demands.			
4	The following comments apply to lands within the Secondary Plan area and those to the east: P-636 (MES report, Appendix B) is a long dead-end of a proposed 400mm watermain located at Block 17 (Appendix B3). Retaining this as a dead-end may result in water quality, operational, and security of supply concerns for the employment lands in Block 17.	ASP Addendum	As discussed with the Region, the previous dead-end watermain was located within a future employment block, separated from the remainder of the Agerton lands by NHS. Due to the unknown timing and layout of these lands, they have been treated as one demand for water modelling. **Figure 5** has been revised to show a 400mm watermain along future Main Street. As discussed in **Section 4.4.3**, when this block proceeds it will need to confirm available looping and security of supply.	MES & DSEL
5	The proposed 300 mm watermain connections to the existing twin-900mm transmission main along Trafalgar Road are not acceptable	ASP Addendum	As discussed with Region, 300mm connections are shown to demonstrate the watermain connection locations. **Figure 5** shows a functional strategy for the servicing of these lands. Through detailed design, potential requirements to increase the connection sizes can be discussed with the Region. Text has been added to **Section 4.4.3** to note that the	DSEL

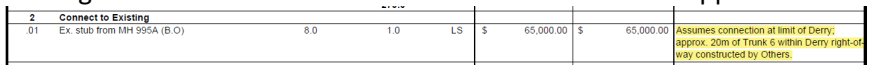
			watermains will only connect to the west watermain in Trafalgar Road, utilizing the Region's LDM 413.010 connection.	
6	The MES Report notes that Fire Underwriters Survey (FUS) calculations for required fire flow have not yet been completed, as building details and configurations are still pending.		Noted. FUS calculations will be completed through detailed design (when architectural information is made available) to verify the watermain sizing.	
7	Once building details (e.g., floor plans, number of storeys, number of units, sprinkler systems) are finalized, the available fire flow should be reassessed to confirm compliance with FUS requirements and to verify whether the internal watermain diameters are adequate.		Noted. FUS calculations will be completed through detailed design (when architectural information is made available) to verify the watermain sizing.	
8	***Wastewater Capacity:*** A hydraulic simulation was completed in combination with the Trafalgar Secondary Plan DAEFSS population. The planned capacity for the Drumquin and Lower Base Line WWPSs will need to be re-evaluated to service these higher long-term planning estimates.	ASP Addendum	Noted.	DSEL
9	***(ASP) Appendix F – Sanitary Design Sheets*** The sanitary sewer design will need to be updated per the newly released Water & Wastewater Linear Design Manual (dated December 2025). Particularly, the Peak Wastewater Flow Factor per Section 3.2.4 and the removal of the column: Kav from the design sheet. The calculation will need to then be rerun.	ASP Addendum	An updated design sheet has been prepared and included in **Appendix F**.	DSEL
10	***(ASP) Figure 7 – Proposed Wastewater Servicing*** Please note the following wastewater manhole comments in the sketches below: Left: MH12A was not built by the Region. Please change its colour to red and relabel it to avoid confusion. Right: MH12 has been built by the Region and it was upsized to 3600mm diameter.	ASP Addendum	**Figure 7** has been revised to remove MH12A, and an updated design sheet has been prepared and included in **Appendix F**.	DSEL

				
11	Top Centre: MH10 has been built by the Region. Bottom Left: MH9B has been built by the Region. Bottom Right: MH9A has been built by the Region.	ASP Addendum	Noted. As requested in the April 20, 2026 call with the Region, please provide any as built to ensure the appropriate existing conditions are reflected through future levels of design.	DSEL

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<td>12</td>
<td>(ASP) Water Analysis Revision 1 - Appendix G - Preliminary Cost Estimates for DC Sewers (DSEL, 2026)
The Region will require a further explanation as to why the cost estimates noted below provide an updated unit rate that is higher when the pipe size is reduced and both pipes are at the same depth:

<table>
<tr><th>Item No.</th><th>Item Description</th><th>Approx. Depth</th><th>Quantity</th><th>Unit</th><th>Unit Rate</th><th>Total</th></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>1</td><td>Sanitary Sewers</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td>Trunk 6</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>.01</td><td>MH 976A to ex. stub (B.O.) - 525mm</td><td>8.0</td><td>279.0</td><td>lm</td><td>$ 2,760.00</td><td>$ 770,040.00</td></tr>
<tr><td></td><td></td><td></td><td>279.0</td><td></td><td></td><td></td></tr>
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<tr><th>Item No.</th><th>Item Description</th><th>Approx. Depth</th><th>Quantity</th><th>Unit</th><th>Unit Rate</th><th>Total</th></tr>
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<tr><td>1</td><td>Sanitary Sewers</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td>Trunk 6</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>.01</td><td>MH 975A to MH 976A (B.O.) - 525mm</td><td>8.0</td><td>149.0</td><td>lm</td><td>$ 2,400.00</td><td>$ 357,600.00</td></tr>
<tr><td>.01</td><td>MH 976A to MH 995A (B.O.) - 600mm</td><td>8.0</td><td>299.0</td><td>lm</td><td>$ 2,675.00</td><td>$ 799,825.00</td></tr>
<tr><td></td><td></td><td></td><td>448.0</td><td></td><td></td><td></td></tr>
</table></td>
<td>ASP Addendum</td>
<td>DSEL’s October 2025 estimate had noted a unit rate of $2400/lm for the 525mm sewers, with a line item in the estimate for “ENGINEERING FEES (15%)”. The Region then commented in January 2026, “Engineering Fees has been included (15%) in calculation. Inspection and contract administration fees shall be included in construction cost.”

To accommodate the Region's previous comment the Engineering Fee line item was removed, and the sewer cost of $2400/lm was increased by 15% to include the inspection/contract administration component.</td>
<td>DSEL</td>
</tr>
</table>

13	The cost estimates need to be based on best engineering practice and construction methodology. The Regional will require confirmation of the existing stub at MH 995A as noted below before we can support the ASP.  2 Connect to Existing .01 Ex. stub from MH 995A (B.O) 8.0 1.0 LS $ 65,000.00 $ 65,000.00 Assumes connection at limit of Derry; approx. 20m of Trunk 6 within Derry right-of-way constructed by Others.	ASP Addendum	As noted in **Section 5.4.2**, stubs at both MH992A & MH995A are being requested as part of the future Derry Road sanitary sewer (DC 6497) to ensure the Agerton Lands can access the Region's future sewer with minimal disturbance to Derry Road.	DSEL
14	The Region requests that the design estimate provided in the table should reflect the costs included in other design fees from other consultants, such as geotechnical engineer and hydrogeologist, etc; and include all administrative costs.	ASP Addendum	As discussed above, the unit rates have already been revised to include 15% Engineering fees.	DSEL
15	Please also clarify what the non-itemized costs are and provide quantity take-offs with as much as detail as possible.	ASP Addendum	For high-level estimates based on preliminary designs, we include a standard percentage for non-itemized costs, rather than detailed take-offs; examples of such costs include CCTV, air/mandrel tests, erosion and sediment control measures, and local trench dewatering	DSEL
16	Additional comments related to the Agerton Area Servicing Plan are included in Appendix 'A'.	ASP Addendum		DSEL

Agerton Secondary Plan
Public Circulation #1 – Response Matrix

#	Review Agency Comments	Relevant Study	Response	Action
Public Comments – Public Circulation #1				
1	On the transportation side, it would be nice to have a full moves intersection at Auburn Road and Trafalgar, as Main Street has yet to be built. Given the full-moves spacing south of the tracks, the North spacing between Auburn and Main would be of similar length.	Transportation Master Plan Update	Noted. However Trafalgar Road and Auburn Road is not a study intersection under this TMP update.	TYLIN
2	Is the Agerton Secondary Plan Study in coordination with the Trafalgar Road MCEA? At the Trafalgar / Auburn Road intersection, it looks like the Trafalgar Road MCEA is showing a full-moves at that intersection. I'm waiting to hear back from them, if this intersection will also be signalized as part of the Trafalgar Road improvements. Given the amount of truck traffic entering Auburn Road and with the widening of Trafalgar to 3-lanes and each direction, it would make logical sense to have this intersection signalized on a sensor, to avoid long queuing lengths of trucks. MTO certainly would not like to see long truck ques backing up into the 401-off-ramp intersection. Once the entirety of the employments lands are developed, this will for sure be a requirement along with the Main Street extension into this block.	Transportation Master Plan Update	The Agerton Secondary Plan is in coordination with the Region on its studies and the Region has provided comments on the Transportation Master Plan for Agerton. However, please note that the Trafalgar Road and Auburn Road Is not a study intersection under this TMP update. The potential improvement will be addressed by the Region.	TYLIN

#	Review Agency Comments	Relevant Study	Response	Action
SGL – Paul Lowes – Public Circulation #1				
Cover Letter – November 28, 2025				
1	We are confused by the need to shift designation boundaries when all the designation are mixed use. We are asking for clarification to understand why this would be necessary. Further, the need for a new land use is very surprising. We had thought that all the land use designations had been agreed to in the meetings we have held with the Town and its consultant. Again, we seek clarification for why the Town is contemplating a new land use designation.	ASP	As discussed in our meeting on February 3, 2026, the need to adjust designation boundaries is dependent on the final numbers from Tate Research's background study. We are not anticipating major changes from the existing boundaries, if any. The new land use was proposed on February 3, 2026. The original intent was to fold in the existing permissions at the structure and land use levels to provide a more straightforward policy set. However, given the final numbers from Tate Research's background study, it was determined that two separate designations within the Transit-Oriented Node were not required. As such, the statement in the cover letter is no longer relevant.	MGP Town of Milton
Agerton SP Policy Directives Report (Draft) – December 2025				
2	Section 2.1 – Page 11: Our land budget gets a higher number of units at approximately 7,100 to meet the 14,100 pop'n.	ASP	The Town's direction is to use the unit, population, and job forecasts prepared by Watson for all background reports.	MGP Town of Milton
3	Table 2 – Page 13: The jobs should be net neutral between the Business commercial and the employment area particularly with the increased	ASP	A portion of these jobs were allocated to the PMTSA. The final	MGP Town of Milton

	business commercial area to the north. Not clear why the employment and business has dropped from 10,900 to 8,900 when it is the same overall range of permitted uses in the same land area.		distribution of jobs reflects Tate Research's background study. 4,200 jobs are estimated within the PMTSA and 11,700 jobs are anticipated outside of the PMTSA.	
4	Section 2.2.2 – Page 15: Can we say proposed higher order transit to give it more sense of happening.	ASP	This has been updated accordingly.	MGP Town of Milton
5	Table 4 – Page 15: We get 1,350 medium and 5,750 high density.	ASP	The Town's direction is to use the unit, population, and job forecasts prepared by Watson for all background reports.	MGP Town of Milton
6	Section 2.2.2 – Page 16: We don't understand the rationale for this policy or how it will be implemented. In our opinion it is inappropriate.	ASP	This was a placeholder policy. It has been removed now that the final commercial numbers are integrated into the background studies and Secondary Plan.	MGP Town of Milton
7	Section 2.3 – Page 26: Change to "was conducted"	ASP	Changed.	MGP Town of Milton
8	Section 3.3.1 – Page 27: Need to clarify how Urban Village centres are relevant to Agerton - i.e. which urban structure element in Agerton falls under the UVC?	ASP	Clarified.	MGP Town of Milton
9	Section 3.3.5 – Page: 31 Why is this section in this report as none of the land uses in Agerton are identified as part of the Commercial Area Designation. If included, there needs to be a link to how this relates to the Agerton designations.	ASP	While the land use designations are separate, there are commercial permissions and these policies have been used as a reference. The planning opinion section has been expanded to address the relevance of policies referenced in Section 3.0.	MGP Town of Milton
10	Section 3.3.6 – Page 32: What is meant by will be included? Should it say "as such OPA 86 is being reviewed in this report"?	ASP	Yes, it is intended to read as it is being reviewed in this report; however, the new Official Plan has been approved and includes these policies so a review of OPA 86 is no longer required. This sentence has been removed.	MGP Town of Milton

11	Section 3.3.7 – Page 34: What relevance is this paragraph to Agerton?	ASP	While there is no Institutional Area, there are institutional use permissions and a Public Use designation, and these policies have been used as a reference. The planning opinion section has been expanded to address the relevance of policies referenced in Section 3.0.	MGP Town of Milton
12	Section 3.3.7 – Page: 35 Can there be a caveat added that smaller parks planned in Secondary Plans don't need an exception to these policies?	ASP	Section 3.0 is simply providing the relevant policies. The planning opinion contained in Section 6.6.2 has been expanded to provide a commentary on the policies.	MGP Town of Milton
13	Section 3.3.7 – Page 35: This shouldn't this be revised to reflect the Planning Act.	ASP	A note has been added identifying that the policy has not been updated to reflect the current version of the Planning Act.	MGP Town of Milton
14	Section 3.3.8 – Page 36: The first paragraph should be revised to clarify that the subwatershed study has been completed and not imply that another is required.	ASP	Section 3.0 is simply providing the relevant policies. The planning opinion contained in Section 6.6.2 has been expanded to provide a commentary on the policies.	MGP Town of Milton
15	Section 3.3.10 – Page 38: This sentence should be removed as the NHS limits are not finalized through the SWS and this conflicts with language below confirming refinements occur through additional study.	ASP	Section 3.0 is simply providing the relevant policies. The planning opinion contained in Section 6.6.2 has been expanded to provide a commentary on the policies.	MGP Town of Milton
16	Section 3.3.10 – Page 38 – 39: Reference to a subwatershed study should be deleted as it has been completed.	ASP	Section 3.0 is simply providing the relevant policies. The planning opinion contained in Section 6.6.2 has been expanded to provide a commentary on the policies	MGP Town of Milton
17	Section 3.3.10 – Page 39: Why is this section included. There are no Greenbelt lands within the secondary plan area. If it is to be included that clarification is necessary.	ASP	The adjacency of the Greenbelt Plan makes it relevant. A statement	MGP Town of Milton

			clarifying the relevance has been added.	
18	Section 6.6.2 – Page 76: That seems very low. I can't recreate the 5900 jobs with the assumptions in this sentence.	ASP	There was an error. The ratio is actually 1,750 jobs/square foot. However, Section 6.6.2 has been removed from the Policy Directives Report and this has been moved to Section 8.1.4.	MGP Town of Milton
19	Section 6.6.2 – Page 76: This write up assumes the commercial and residential areas are mutually exclusive and not mixed use.	ASP	Each type of commercial space results in an individual land need. A clarifying statement has been added regarding mixed use. This has been moved to Section 8.1.8.	MGP Town of Milton
20	Section 7.1.3 – Page 82: Is this statement suggesting separate office floor area numbers for each designation? That is not appropriate.	ASP	This directive suggests a commercial GFA by structural element to ensure that the appropriate amount of commercial space is accommodated in the PMTSA and the Agerton Business Commercial Areas.	MGP Town of Milton
21	Section 7.1.8 – Page 86: We had agreed that it not for the transit-oriented node to accommodate the majority of office space but would be in all mixed use and the commercial business area.	ASP	This has been revised to remove the reference to the "majority of".	MGP Town of Milton
22	Section 7.1.8 – Page 86: There is no node proposed in the secondary plan.	ASP	While it isn't a node identified as a structural element, the large Agerton Business Commercial Area in the northwest portion of the Secondary Plan area will function as a node.	MGP Town of Milton
Agerton SP Population, Employment, and Housing Report (Draft) – December 2025				
23	Section 1.1 – Page 1: Was it uncertainty with regards to the GO station or was it delay due to Halton Region needing to delineate the MTSA in its OP.	Population, Employment, and Housing Report	Phrasing revised.	MGP Town of Milton
24	Table 2 – Page 6: We don't understand why the employment was increased in the MTSA when the business commercial area was increased and the business and employment area together comprise the same uses and should comprise the same employment.	Population, Employment, and Housing Report	A portion of these jobs were allocated to the PMTSA. The final distribution of jobs reflects Tate Research's background study. 4,200	MGP Town of Milton

			jobs are estimated within the PMTSA, 1,600 jobs are considered ' 'No Fixed Place of Work', while 11,700 jobs are anticipated outside of the PMTSA.	
25	Table 4 – Page 8: See previous comment on the unit numbers.	Population, Employment, and Housing Report	The Town's direction is to use the unit, population, and job forecasts prepared by Watson for all background reports.	MGP Town of Milton
26	Table 5 – Page 8: Where is the No fixed place of work assigned to in relation to table 2?	Population, Employment, and Housing Report	The report has been revised to clarify that No Fixed Place of Work jobs do not have an associated land need, as seen in Section 7.4	MGP Town of Milton
27	Section 2.2 – Page 8: See previous comment on this exact same text in the Policy report.	Population, Employment, and Housing Report	This was a placeholder policy. It has been removed now that the final commercial numbers are integrated into the background studies and Secondary Plan.	MGP Town of Milton
28	Section 4.1 – Page 17: We never discussed have a minimum amount of office space specifically required in any particular area of the PMTSA.	Population, Employment, and Housing Report	This Section has been moved to Section 8.1. Requiring a minimum office GFA by designation will ensure that the appropriate amount of office space is accommodated in the PMTSA, while providing flexibility.	MGP Town of Milton
29	Section 4.1 – Page 17: Ditto to above comment.	Population, Employment, and Housing Report		MGP Town of Milton
30	Table 8 – Page 22: Is this not the entire PMTSA not just the NCMUII?	Population, Employment, and Housing Report	This table was placeholder table and has been updated to reflect the final distribution. This is now Table 18.	MGP Town of Milton
Draft Agerton Secondary Plan – December 2025				
31	**16.4.5.2** "development shall be designed in accordance with the following" change "shall" to "should".	Agerton Secondary Plan	Changed.	MGP Town of Milton
32	**16.5.1 – 4th paragraph** "Tall buildings shall be in the PMTSA" add "permitted" after "be"	Agerton Secondary Plan	The phrasing of this policy has been revised.	MGP Town of Milton

33	**16.5.1 – 5th paragraph** "Accordingly, this area shall be planned to accommodate a minimum of 50,000 square meters of office gross floor area and 30,000 square metres of retail gross commercial floor area,…" How do these figures relate to the background commercial study that has not yet been finalized?	Agerton Secondary Plan	The phrasing of this policy has been revised.	MGP Town of Milton
34	**16.5.1 – 6th paragraph** Further discussion is needed with the LOG to confirm the approach to transportation and capacity thresholds.	Agerton Secondary Plan	Discussed during meeting on November 7, 2025. Numbers from TMP were included in the revised Secondary Plan.	MGP Town of Milton
35	**16.5.1.1 Transit Oriented Node – Second paragraph** "Accordingly, this area shall be planned to accommodate a minimum of 20,000 square meters of office and retail gross floor area." How do these figures relate to the background commercial study that has not yet been finalized?	Agerton Secondary Plan	These numbers were placeholders and have been updated in accordance with the findings of Tate Research's background study.	MGP Town of Milton
36	**16.5.1.1 Transit Oriented Node – last paragraph** "Surface parking is discouraged in the Transit-Oriented Node. Interim uses or heights and densities below the minimum shall not be permitted." This policy is still concerning and needs to be further clarified on how the Town anticipates development will happen without any interim uses. As well, surface parking for the GO Station must be a permitted interim use. Permission for interim uses to ensure the success and build out of the community over a long period of time will be necessary. We ask that policies around interim uses be further detailed and included in the other mixed use designations. In addition, there is no reference to stand alone buildings. In a mixed use designation stand along buildings will be necessary. Where and under what circumstances these are permitted should also be included in the policies.	Agerton Secondary Plan	As discussed, language regarding phased development and GO Station parking added. Specific permissions for stand-alone buildings have added.	MGP Town of Milton
37	**16.5.2 – second paragraph** "obnoxious" should be replaced with "noxious".	Agerton Secondary Plan	Changed.	MGP Town of Milton

38	**16.6.1.2 i)** "Development will be planned to: i) Accommodate multiple urban squares." It was our understanding that the Town did not want to use the reference to urban squares only the reference to village squares. Please clarify. However, in our opinion, the village square or urban square at the GO station should have a policy that identifies its function and design as different from the other village squares.	Agerton Secondary Plan	Revised to village squares and additional policies regarding urban squares have been added to the Secondary Plan.	MGP Town of Milton
39	**16.6.2.1 b)** "Land uses and built form that would adversely affect the achievement of the targets of this PMTSA are prohibited." Need further clarification on what this statement is intended to prohibit or delete the sentence.	Agerton Secondary Plan	Revised to "density targets".	MGP Town of Milton
40	**16.6.2.3 c)** "Notwithstanding the foregoing, locations to accommodate additional building height up to eight storeys may be considered through the development application process". It does not reference the 20 storeys along Trafalgar Road that is shown on Schedule C.X.D.	Agerton Secondary Plan	This has been revised.	MGP Town of Milton
41	**16.6.2.3 f)** "A minimum density of X Floor Space Index and a maximum density of 3.0 Floor Space Index". The previous bullet provides the density for ground related housing types in UPH. As such, this sentence should be clarified to apply just to apartments.	Agerton Secondary Plan	This has been revised.	MGP Town of Milton
42	**16.6.3.1 e)** "Land uses and built form that would adversely affect the achievement of the targets of this PMTSA are prohibited." Need further clarification on what this statement is intended to prohibit or delete the sentence.	Agerton Secondary Plan	Revised to "density targets".	MGP Town of Milton
43	**16.6.4.1 a)**	Agerton Secondary Plan	Updated to office uses, a defined term in the Official Plan.	MGP Town of Milton

	Office uses – it is italicized in this reference but not anywhere else in the document. We see that it is a defined term in OPA 92. Also office and office uses are used intermittingly. Should a consistent defined term be used?			
44	**16.6.9.3** "… and may be provided as Privately Owned Public Spaces (POPS), which shall not be credited for parkland dedication, unless otherwise agreed to with the Town". This statement does not match with the Master Parkland Agreement.	Agerton Secondary Plan	This has been revised.	MGP Town of Milton
45	**16.6.9.4** "POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town". – This statement does not match with the Master Parkland Agreement.	Agerton Secondary Plan	This has been revised to include reference to the Master Parkland Agreement.	MGP Town of Milton
46	**16.6.9.5** The specific location of school sites should have flexibility to be moved. We ask that the first sentence be revised to say "and as shown conceptually on Schedule C.X.C". Further the LOG requests that the schools be permitted in podiums of mixed-use buildings if the school boards agree.	Agerton Secondary Plan	Revised to say conceptually. Language regarding podiums in schools has been revised.	MGP Town of Milton
47	**16.7.1.2** "Following a GO Station being realized, residential development may proceed to the population target to 2051 of this Secondary Plan". – This statement gives the impression that the 2051 target is the upper end of the population permitted in the Secondary Plan. As we discussed, that is correct until 2051 but it was recognized that additional population could be accommodated post 2051. Can the policy be revised to leave open the opportunity for additional population post 2051.	Agerton Secondary Plan	This policy doesn't preclude additional population post 2051.	MGP Town of Milton
Comments on the Agerton Secondary Plan, Policy Directives Report, Population, Employment and Housing Report and Retail / Commercial and Office Market Analysis Paul Lowes *March 23, 2026*				
Planning Policy Directives Report, February 2026				
48	We provided the Town with comments on the December draft reports in a memo dated January 16, 2026. We have compared the February draft Planning Policy Directives Report to our previous comments. We	Commercial and Office Market Analysis	This comment response matrix includes the previously submitted comments.	TATE Research

	note that a number of our comments have been addressed and we thank staff for those changes. However, it would be helpful if Town staff and their consultants could provide a response as to why our comments on Sections 2.1, Table 4, 3.3.1, 3.3.5, 3.3.7, 3.3.8, 3.3.10 and 7.18 where not addressed. It would help us to better understand the position of the Town and determine if we still have a concern with regard to those sections.			
49	We note that in Section 7.1.3 e) the previously missing floor area numbers have been provided, but we remain confused as to some of the numbers and the relationship to floor area requirements in the other reports. We note that this section provides for office and retail floor area requirements in the PMTSA and office floor area requirement in the Business Commercial Area. We have two comments. First, these three floor area numbers add up to 111,600 m2 whereas the sentence says they total 120,800 m2. It is not clear where the missing 9,200 m2 is to be located. Second, the Business Commercial Area permits retail and service commercial uses, but there is no reference to retail floor area numbers for the Business Commercial Area.	Commercial and Office Market Analysis	These numbers have been revised to reflect the minimums in the Retail/Commercial and Office Market Analysis. The intent of the Business Commercial Area is primarily intended to accommodate office uses, although other uses are permitted and will be accommodated on these lands. Given that a small amount of retail is anticipated outside of the PMTSA, no minimum retail GFA is required or proposed.	TATE Research
Population, Employment, and Housing Report, February 2026				
50	Most of our comments on the December draft report have been addressed although our comment on Table 4 has not been addressed. We note that our comments on missing minimum floor area numbers in Section 4.1 have been addressed with the Section being moved to Section 8. However, similar to the Planning Policy Directives Report, there is some confusion with respect to the employment and floor area requirements.	Population, Employment, and Housing Report	Noted.	TATE Research
51	In Section 8.1, 4th paragraph, it states that, “The Agerton Secondary Plan plans for a PMTSA that is intended to accommodate approximately 14,100 residents and 8,600 jobs and achieve an overall density target of 180 residents and jobs combined per hectare, as well as an Employment Area that is planned to accommodate approximately 5,900 jobs and an Agerton Business Commercial Area that is planned to accommodate approximately 3,000 jobs.” This	Population, Employment, and Housing Report	This is an error in the text. It has been updated to reflect the numbers in Table 2.	TATE Research

	statement conflicts with Table 2 which states that the Milton Trafalgar GO Station PMTSA will accommodate 4,200 jobs and the Business Commercial Area outside of the MTSA will accommodate 5,800 jobs.			
52	In the latter half of that same paragraph, it states that the Secondary Plan area is planned to accommodate a minimum of 74,300 sq. m. of office gross floor area and 46,500 sq. m. of retail and service commercial floor area. Policy C.X.6.1 and C.X.6.4 of the Secondary Plan sets out a minimum office GFA of 18,600 sq. m. in the High Density Mixed Use, 9,300 sq. m. in the Business Commercial designation within the PMTSA and 46,500 sq. m. in the Business Commercial outside of the PMTSA for a total of 74,400 sq. m. not 74,300 sq. m.	Population, Employment, and Housing Report	This has been revised.	TATE Research
53	Further, it is not clear in paragraph 4 nor in the Secondary Plan where the total floor commercial floor area requirement of 46,500 sq.m. is derived from. In the 6th paragraph, on page 39 of the report, it references 9,300 sq.m. in the Mixed Use High Density designation and 27,800 sq.m. in the Transit-Supportive Community portion of the MTSA. Those two figures total 37,100 sq.m. which is short of 46,500 sq.m. by 9,400 sq. m. On page 39, in the third paragraph, it states that the Business Commercial Area designation outside of the PMTSA is planned to accommodate 9,300 sq.m of retail commercial floor space. This additional amount would appear to comprise the 46,500 sq. m. referenced on page 39, but if that is the case the total numbers should be revised to 46,400 sq.m. A clearer summary of what comprises to total anticipated retail and service commercial floor area would be helpful.	Population, Employment, and Housing Report	The 46,500 m2 is the total retail GFA required to accommodate the retail jobs estimated by the Tate Research Report (1,670 jobs). The remaining 9,400 m2 of retail space is anticipated to be provided outside of the PMTSA (half in the north and half in the south). Given that it is not a significant amount of retail in either area, it was determined that an associated minimum was not retail GFA requirement outside of the PMTSA was not required. The 9,300 m2 referenced on page 39 should have been 9,400 m2. A summary table of the minimums has been added to the Tate Research Report. The Population, Employment, and Housing Report has been revised to reflect these numbers.	TATE Research
54	Table 16 sets out the number of jobs in the various designations within and outside of the MTSA. I note that the NCMUII designation is to provide 1,000 jobs whereas the Business Commercial Area outside of the MTSA is to provide 5,790 jobs. I compare that to Table 18 where it	Population, Employment, and Housing Report	Table 16 had the correct break down. This has been revised.	TATE Research

	indicates that the NCMUII designation is to provide 1,700 jobs and the Business Commercial Area outside of the MTSA is to accommodate 5,100 jobs. It appears that 700 jobs are floating between the NCMUII and the Business Commercial designations between the two tables. Which table is correct?			
Retail / Commercial and Office Market Analysis				
55	Section 3.3 discusses the Suburban Office Market and identifies 23 office building built since 2020 and then says, "It is also significant to note that there has been development of 1.2 million square feet of new suburban office space in the GTA since Pandemic**."** This is not a correct characterization as 16 of the 23 buildings were completed in 2020 or 2021 which means that they were all started pre-pandemic based on the office market that existed prior to the pandemic.	Retail / Commercial and Office Market Analysis	This has been revised to "since the start of the Pandemic".	TATE Research
56	On page 21, the report states that, "it is also noted that there is an opportunity to view a single storey, single purpose, retail commercial centre as an interim use". This statement confirms our position that stand alone commercial should be permitted as interim uses. We understand from our meeting on March 12th that the Secondary Plan is now permissive of interim uses. We missed that but appreciate that permission.	Retail / Commercial and Office Market Analysis	Stand-alone commercial uses are permitted.	TATE Research
57	Section 7.1 forecasts a range of 736,000 to 874,000 sq.ft., of office space demand. To compare to the Secondary Plan that is 68,475 to 81,194 sq. m. Section 7.2 forecasts office demand of 720,000 to 855,000 sq.ft. or 66,888 to 79,429 sq. m. Despite these being estimates ranging from 66,888 to 81,194, the secondary plan requires a minimum of 73,900 m2. It is unclear on what basis the Town has arrived at a minimum that is higher than the lower end estimate for maximum office floor area.	Retail / Commercial and Office Market Analysis	The Secondary Plan minimums have been revised to reflect the minimums in the Retail/Commercial and Office Market Analysis.	TATE Research
58	I note that the report also states that, "It is also noted that the TR forecasts do not indicate office demand materializing until 2041". This statement has implications for achieving the 2051 forecasts which is discussed later in the comments on the Secondary Plan.	Retail / Commercial and Office Market Analysis	Wording has been revised to "post 2031".	TATE Research
59	In Figure 8.4, Tate estimates the retail demand from the employees in the secondary plan area. They then add a 40% inflow rate. 40% seems quite high and we should ask for the basis for that inflow. Also, outflow is not described.	Retail / Commercial and Office Market Analysis	This section is based on the employees of the Secondary Plan Area and as such, no outflow is required. Further details regarding	TATE Research

			how the inflow was calculated were provided in the April 1st meeting with the LOG.	
60	In Section 8.3, the report estimates a warranted retail/ commercial need in the Trafalgar SPA of 745,000 sq.ft. and states that there is a minimum requirement of 580,000 sq. ft planned in the Trafalgar SPA and then says there is a gap of 165,000 sq ft that should be provided in Agerton. It is unclear where the 580,000 sq.ft. comes from. The Trafalgar Secondary Plan provides for a range of 428,000 to 690,000 sq.ft. What evidence is there to say that the Trafalgar Secondary Plan won't develop at the maximum? It is also unclear that if inflow has been accounted for from the Trafalgar Secondary Plan why is an additional amount required above what is planned in the Trafalgar Secondary Plan Area.	Retail / Commercial and Office Market Analysis	The Trafalgar Tertiary Plan provides for 590,400 square feet (54,850 square metres) of retail commercial space. Tate Research has considered this to be the minimum amount of commercial space proposed within the Trafalgar Secondary Plan.	TATE Research
61	The section also states that future residents of the Trafalgar Expansion Area could support approximately 65,000 sq.ft. of commercial space and suggests that this space be provided for in Agerton. Since the Trafalgar Expansion Area is not planned why can't it be planned to accommodate its forecast retail space needs? How is the requirement for pedestrian supportive development achieved when the retail space is moved 3 km north of where the people will be living?	Retail / Commercial and Office Market Analysis	This has been removed.	TATE Research
62	Page 48 states that "this retail commercial demand could be addressed in the form of a single level retail commercial plaza, with at grade parking. This retail commercial centre could be considered an interim use." Again, supporting our position that intern stand-alone commercial uses should be permitted, and we are pleased to understand that is now permitted.	Retail / Commercial and Office Market Analysis	Stand-alone commercial uses are permitted.	TATE Research
63	On page 49, the report summarizes the sources of commercial demand as 200,000 sq.ft. in the Trafalgar MTSA, 60,000 sq.ft. in the employment area and 230,000 sq.ft. from the Trafalgar Secondary Plan and Trafalgar Expansion Area. For a total need of 490,000 sq.ft. or 45,521 sq.m. This commercial demand has been translated into the Population, Employment, and Housing Report as 46,500 sq. m. Why the difference in numbers between the two reports? This figure has been disaggregated in the Secondary Plan as minimums in the Mixed-Use High Density and the Neighbourhood Centre Mixed-Use II	Retail / Commercial and Office Market Analysis	This number was based on background work from Tate Research and can be attributed to rounding. The Population, Employment, and Housing Report and Secondary Plan have been revised to reflect the minimums in the Retail/Commercial and Office Market Analysis.	TATE Research

	designations. We fail to understand how maximum demand numbers are being translated into minimums in the Secondary Plan.			
Draft Secondary Plan				
64	We have reviewed the secondary plan edits and compared them to our comments in our January 16, 2026 memo. Many of the comments that we had have been addressed. However, a few remain, and additional comments arise from the very specific references to office use and retail/commercial gross floor area requirements.	Agerton Secondary Plan	Noted.	MGP Town of Milton
65	Preamble - last sentence says: "All references to 'this Official Plan' will refer to the Official Plan which is in force and effect at the time of approval of the Agerton Secondary Plan". As per our comments on the draft Official Plan, references in Agerton need to be updated to the new Official Plan once it is approved. We understand from our meeting with staff on March 12th that this will be addressed through approval of two different versions of the Secondary Plan which we support.	Agerton Secondary Plan	No response required.	MGP Town of Milton
66	16.1.1 iii) Previously it stated, "Provides growth management policies to implement a target of 14,100 residents by 2051 and 17,500 jobs". That has been changed to put "by 2051" after 17,500 jobs. This change is a concern particularly since the Tate report notes that there is no office market until 2041. Ten years is a short period to absorb all that office space.	Agerton Secondary Plan	As per the Town's forecasts, the Agerton Secondary Plan is being planned to meet the target by 2051; however, it is not required to be accommodated in that time period.	MGP Town of Milton
67	16.3.2 - office uses is a defined term and should be italicized and "office and institutional uses" should be changed to "*office uses* and institutional uses".	Agerton Secondary Plan	This has been revised.	MGP Town of Milton
68	16.4.6.2 Places of Worship c) references "following the reservation period prior to site plan approval". There is no reservation period in policy so either the reference to reservation period should be removed so that it reads "Prior to site plan approval,…" or "a reservation period of 3 years or site plan approval" needs to be added to the main policy.	Agerton Secondary Plan	This has been Revised.	MGP Town of Milton
69	16.5.1 Fifth paragraph changed to, "Accordingly, the PMTSA shall be planned to accommodate a minimum of 27,900 square meters of office gross floor area and 37,200 square metres of retail gross commercial floor area." Applying floor area numbers to the PMTSA as a whole may be fine, but later the secondary plan breaks it down by designation which is concerning as these numbers arose from an estimate in a report and are now being formalized into Official Plan	Agerton Secondary Plan	The minimum GFA by designation is required to protect for the forecasted jobs and to ensure that the required non-residential space is provided. The Secondary Plan minimums have been revised to reflect the minimums in the	MGP Town of Milton

	policies as minimums on a small geography basis. Further discussion is required on what constitutes appropriate minimums.		Retail/Commercial and Office Market Analysis.	
70	The text references "retail gross commercial floor area" - how is gross commercial floor area different from gross floor area.	Agerton Secondary Plan	This is a typo. It has been revised to "retail commercial gross floor area".	MGP Town of Milton
71	16.5.1.1 last paragraph on parking in the Transit-Oriented Node. The Town made some of the edits as requested but we also requested to allow for stand-alone buildings, but no changes have been made.	Agerton Secondary Plan	Stand-alone buildings are permitted; however, specific permissions to allow for Local Commercial in non-residential and mixed-use buildings has been added to the Mixed-Use High Density & Medium Density Residential designations.	
72	16.6 – The second paragraph states that, "the location of land use boundaries, with the exception of the Agerton Business Commercial Area designations' boundaries, may be adjusted without the need for an amendment…" This policy indicates the need to right-size the Business Commercial Area designation along Derry Road now. If it shrinks in the future (i.e., the Employment Area is expanded), and amendment will not be required.	Agerton Secondary Plan	This policy restricts the ability to revise the boundaries of the Business Commercial Area without an amendment as per MMAH comments.	MGP Town of Milton
73	16.6.1 - requires a minimum of 18,100 sq. m. of office gross floor area and 9,300 sq. m. of commercial/retail gross floor area. We have concerns with taking "estimates" from a report and disaggregating those estimates to a small geographic area and then legislating those as minimums in Official Plan policies. Further discussion is required on what constitutes appropriate minimums and in what geographies.	Agerton Secondary Plan	The Secondary Plan minimums have been revised to the reflect the minimums in the Retail/Commercial and Office Market Analysis.	MGP Town of Milton
74	16.6.1.1 a) (second a) says that within the Mixed-Use High Density designation, Local Commercial uses are permitted in accordance with Section 8.4.4. That section references Section 8.2.7.7. 8.2.7.7. c) limits local commercial use to 930 sq. m. That is a problematic cross reference.	Agerton Secondary Plan	This has been removed.	MGP Town of Milton
75	16.6.1.2 i) says that "Development will be planned to i) Provide the minimum gross floor area required for office and commercial uses." It is not clear how this will be interpreted or required at development application particularly when the Tate report states that there will be no office market until 2041. What will development applications need	Agerton Secondary Plan	Policy has been revised for clarity. This policy refers to development generally, not on a site-by-site basis. Overall, development in the area needs to be planned to provide the minimum non-residential GFA. It is	MGP Town of Milton

	to provide for over the next 15 years where there is no market for office?		not required for every development; it just needs to be protected for.	
76	16.6.1.3 c) states that "Non-residential buildings shall be developed a minimum density of 0.5 Floor Space Index." Is this policy that staff refer to when saying that stand alone office and retail/commercial buildings are permitted?	Agerton Secondary Plan	This policy does reinforce that standalone office and retail buildings are permitted. A specific permission has also been added.	
77	16.6.2.3 c) says that notwithstanding Schedule C.X.D (height schedule) where there is a maximum height of four storeys, up to 8 storeys may be considered subject to the following requirements and i) says located along an arterial road "(i.e. Trafalgar Road or Derry Road)". Trafalgar Road is already shown at a maximum height of 20 storeys on Schedule C.X.D so reference to Trafalgar Road should be deleted.	Agerton Secondary Plan	The reference to Trafalgar Road has been removed.	MGP Town of Milton
78	16.6.2.3 f) sets out a maximum density for apartments. Our understanding is that MMAH will be looking for minimum densities for each designation or housing type.	Agerton Secondary Plan	A minimum density of 1.0 FSI has been added for apartments.	MGP Town of Milton
79	16.6.1 sets to a minimum of 9,300 m2 of retail GFA in the High Density Mixed Use designation. C.X.6.3 sets out a minimum of 27,800 m2 of retail GFA in the NCMUII designation for a total of 37,100 m2. of retail GF. This compares to the Retail / Commercial Market Analysis estimate of 45,521 and the Population, Employment and Housing Report requirement of 46,500 m2. As indicated in our comments on the supporting reports, it is not clear what proportion of the Tate forecast is to take place in the Business Commercial lands. Further it is not clear what is the basis for the small geography disaggregation of retail forecasts and legislating those estimated maximum forecast demand into a minimum policy requirement? Further discussion is required on what constitutes appropriate minimums and in what geographies.	Agerton Secondary Plan	The Secondary Plan minimums have been revised to the reflect the minimums in the Retail/Commercial and Office Market Analysis.	MGP Town of Milton
80	16.6.1 sets to a minimum of 18,100 m2 of office GFA in the High Density Mixed Use designation. C.X.6.4 sets out a minimum of 9,300 m2 of office GFA in the PMTSA and a minimum of 46,500 m2 of office GFA outside the PMTSA for a total minimum of 73,900 m2 of office GFA. This compares to the commercial study which estimated a range of 66,888 to 81,194 sq. m. It is unclear on what basis the Town has arrived at a minimum that is higher than the lower end estimate for	Agerton Secondary Plan	The Secondary Plan minimums have been revised to the reflect the minimums in the Retail/Commercial and Office Market Analysis.	MGP Town of Milton

	maximum office floor area. Further discussion is required on what constitutes appropriate minimums and in what geographies.			
81	16.6.3.1 e) discusses land uses and built forms that would affect the achievement of the density targets. We are concerned that someone may interpret stand-alone commercial uses as not achieving the density targets. To address this concern, we request that "excluding stand-alone commercial uses" be added after "built forms".	Agerton Secondary Plan	Policy 16.6.3.1 permits commercial uses in standalone or mixed-use buildings, therefore 16.6.3.1 e) will remain.	MGP Town of Milton
82	16.6.9.1 references District Parks and 16.6.9.2 references Neighbourhood Parks. There is only one of each type of park so the reference to parks should not be plural.	Agerton Secondary Plan	These policies have been revised.	MGP Town of Milton
83	16.6.9.4 says, "POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town". We understand that staff agreed at the March 12th meeting to reflect the wording of the Master Parkland Agreement.	Agerton Secondary Plan	This policy has been revised to "POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town in the Master Parkland Agreement."	MGP Town of Milton
84	16.7.1.3 states that "Prior to the approval of any development applications, the following must be satisfied: j) The minimum gross floor area of office and commercial-retail is or can be accommodated on lands designated Mixed-Use High Density, Neighbourhood Centre Mixed Use II, or Business Commercial Area". How is this to be operationalized? Even if someone has an application in the Medium density designation, they need to demonstrate how the minimum office and retail gfa will be accommodated in all the other designations. This is simply unworkable.	Agerton Secondary Plan	The intent of this policy is to require development applications to demonstrate how the minimum commercial GFA will be accommodated within its own designation. This policy has been revised for clarity.	MGP Town of Milton
85	16.7.2.1d) references dedication of stormwater management facilities to the Town, but what about private underground storage tanks that are privately built, maintained and operated. This type of stormwater management facility needs to be permitted and not required to be dedicated in C.X.7.2.1 d) and also permitted in C.X.4.3.2.	Agerton Secondary Plan	Table 4.11 of the Town of Milton's standards already indicate that private storage tanks are acceptable and are not required to be dedicated. The inclusion of this policy is to allow for publicly owned storage tanks.	MGP Town of Milton
86	16.7.1.6 a) The last sentence should be revised as follows, "…the Town shall be ~~provided to the satisfaction of Council~~ by the Landowners Group trustee with confirmation that such landowners are in good standing ~~have agreed to be bound by the~~ with terms of the original agreements and have made appropriate arranges with the original	Agerton Secondary Plan	This is standard wording in all of the Secondary Plans, that is acceptable to the Town.	MGP Town of Milton

	signature landowners." Also, should Landowners Group, which is referenced in other locations in the secondary plan, be defined?			
87	Under 16.7.5 complete application requirements 16.7.5.1 states: "Within designations that have a minimum retail and/or office gross floor space requirement, development applications shall demonstrate how they contribute to the minimum commercial floor space requirement or how the minimum commercial floor space requirement can be achieved elsewhere within the designation". How is that to be operationalized? What does demonstration entail?	Agerton Secondary Plan	A demonstration plan is required to demonstrate where/how the retail and/or office GFA will be accommodated.	MGP Town of Milton
88	The Secondary Plan refers to "this Official Plan" as well as "this Plan" and "the Plan". Consistent references to "this Official Plan" should be used as what constitutes "this Official Plan" is clarified in the Preamble.	Agerton Secondary Plan	This has been revised for consistency.	MGP Town of Milton
89	"Affordable Housing" is capitalized in 16.4.4.2 but not in 16.4.4.3. The capitalization or not capitalization should be consistent.	Agerton Secondary Plan	This has been revised for consistency.	MGP Town of Milton
90	The term "PMTSA" is uses throughout the Secondary Plan and the text references as identified on Schedule C.X.C, but that schedule uses the term "Major Transit Station Area". The schedule should be consistent with the text.	Agerton Secondary Plan	The schedule has been updated.	MGP Town of Milton
SGL – Paul Lowes – Public Circulation #2				
Comments on the Agerton Secondary Plan, Policy Directives Report, Population, Employment and Housing Report and Retail / Commercial and Office Market Analysis – May 28, 2026				
1	Although references to "office" have been corrected as "office uses" and italicized to indicate it is defined in many locations, there are still a few references to "office" not being defined as "office uses" in 16.5.1.1, 16.5.1.3, 16.6.1.1, 16.6.1.2, 16.6.2.1, 16.6.3.2 and 16.6.5.2.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
2	We acknowledge that the reference to District Parks in 16.6.9.1 has been changed to "A" District Park; however there is still a reference to District Parks (plural) in 16.4.5.2.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
3	16.6 – The second paragraph states that, "the location of land use boundaries, with the exception of the Agerton Business Commercial Area designations' boundaries, may be adjusted without the need for an amendment…" At a previous meeting with staff, we discussed the possibility of the employment uses in the Industrial designation extending into the Business Commercial designation, and we thought	Agerton Secondary Plan	The Secondary Plan Schedule has been updated to increase the Business Commercial Area along Derry Road and the Secondary Plan Policy has been updated to reflect that the Business Commercial Area	MGP Town of Milton

	there was staff support for that possibility. However, no changes were made to this policy, and we don't understand the response from MGP on our comment. The draft Official Plan allows for Industrial uses in the Business Commercial Area designation, but the Agerton Business Commercial Area is limited to light industrial uses to serve as a transition. Further discussion is required on this matter.		will adhere to the permitted uses in the Parent New Official Plan. The definition for light industrial uses has been updated in the Parent New Official Plan.	
4	There is also further confusion about the ability to change boundaries of land use designations. 16.8.1 says that minor adjustments to the location of proposed specific land use designations may be considered without amendment to the Secondary Plan. The policy has no caveats or conditions. In comparison, 16.6 says that changes to the boundaries require a Council endorsed Major Transit Station Design Plan. However, 16.7.5.5 says that a Major Transit Station Design Plan is required to adjust the location of a PMTSA land use designation which would seem to imply that it is not required for adjusting a land use boundary outside of the PMTSA. Further discussion is required to clarify these policies.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
5	We understand that total minimum office floor area requirements and retail commercial floor area have been reduced. However, the landowners continue to have concerns with taking "estimates" from a report and disaggregating those estimates to a small geographic area and then legislating those as minimums in Official Plan policies. There is no economic basis upon how those estimates have been allocated on a small geographic basis. The landowners request that the reference to minimum requirements for office gross floor area and commercial/retail gross floor area be changed to a "should" rather than a "shall".	Agerton Secondary Plan	The Town has presented options to address this comment to the Landowner Group and the Landowner Group are not aligned with the suggested options to address the comment, hence the Landowner Group prefer the current policy.	MGP Town of Milton
6	We previously noted that 16.6.1.2 i) says that "Development will be planned to i) Provide the minimum gross floor area required for office and commercial uses." We noted that it is not clear how this will be interpreted or required at a development application. MGP's response was that the policy has been revised for clarity. We have compared the May draft to the February draft and there is absolutely no change to the text of that policy, so we are confused by MGP's response that the policy has been revised for clarity. MGP's response further states that "It is not required for every development; it just needs to be protected	Agerton Secondary Plan	The Town has presented options to address this comment to the Landowner Group and the Landowner Group are not aligned with the suggested options to address the comment, hence the Landowner Group prefer the current policy.	MGP Town of Milton

	for." How is that statement to be operationalized. Does that mean that an applicant can simply say don't worry about it the next guy will provide for it? We doubt the Town will allow for that. Further discussion is required on this matter.			
7	16.7.1.3 j) was revised to require development applications to demonstrate how the minimum gross floor area of office and commercial/retail is to be accommodated within the designation. 16.7.5.1 similarly states: "Within designations that have a minimum retail and/or office gross floor space requirement, development applications shall demonstrate how they contribute to the minimum commercial floor space requirement or how the minimum commercial floor space requirement can be achieved elsewhere within the designation". We asked in our previous comments how is this to be operationalized? What does demonstration entail? MGP's response was that a demonstration plan is required. The policies don't say that and there is no policy explanation or definition of what a demonstration plan entails. Is that for the applicant's lands only? That wouldn't seem to satisfy 16.6.1.2 i). Is it for the entire designation? Further discussion is required on this matter.	Agerton Secondary Plan	The Town has presented options to address this comment to the Landowner Group and the Landowner Group are not aligned with the suggested options to address the comment, hence the Landowner Group prefer the current policy.	MGP Town of Milton
8	16.4.6.2 was revised to provide three major places of worship locations rather than two. This change was to provide flexibility in locations. However, the way the policy is worded all three sites would be subject to a holding zone. To ensure the flexibility, the policy needs to be revised to say only two of the three sites are needed and only two will be subject to a holding zone.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
9	We previously requested and ask again that the last paragraph in 16.5.1 be changed to the satisfaction of the Town of Milton in consultation with Halton Region.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
10	We note that "service commercial" has been added as a defined term in 16.6.1.1. We have previously noted our concern with the limited scope of the definition of service commercial in the draft Official Plan, and we urge the Town to revise that definition.	Agerton Secondary Plan	The Parent New Official Plan has updated the definition of service commercial to include a variety of uses.	MGP Town of Milton
11	16.6.1.3 says that apartment and mixed use buildings shall be developed at the minimum height and medium-density development shall be developed to a minimum density. In 16.6.2.3, it states that buildings shall generally be developed to the maximum building	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton

	heights. We are concerned by how these prescriptive directions on developed at a minimum or developed to a maximum are to be interpreted and why the two policy directions differ. We note that 16.6.3.3 simply states that the maximum heights are x and the minimum density is x. This is a much better approach to setting out minimum and maximum policy direction, and we ask that the Town take a standard approach across all three policies.			
12	We have indicated previously that policies 16.7.1.7 and 16.7.5.3 are duplicative policies.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
13	16.7.1.2 requires that development of sites within the Transit-Oriented Node be designated to accommodate the functional design of the station to the satisfaction of the Town and Metrolinx. We request reference to Metrolinx be removed.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton
14	The term “PMTSA” is used throughout the Secondary Plan and the text references as identified on Schedule C.X.C, but that schedule uses the term “Major Transit Station Area”. MGP notes that the schedule has been updated, but we have not yet seen the updated schedules.	Agerton Secondary Plan	The Secondary Plan has been updated to reflect this comment.	MGP Town of Milton

Radio-Canada's position on Hornby/Milton development plans

CBC/Radio-Canada operates an AM broadcast radio transmission tower in Hornby. The tower, which is energized, is 197.4 meters high and ground radials extend 196 m around the tower. Two AM radio signals are transmitted from this tower antenna system: CJBC (860 kHz) & CFZN (740 kHz).

It is quite possible that CJBC's and CFZN's signal patterns could be negatively affected by proposed development in the immediate area. This situation must be seriously considered.

Due to the unpredictability nature of AM signal pattern distortion associated with surrounding infrastructure construction, we have to make sure radio broadcast signals are protected for the listening audience.

Our initial review indicates that structures located within 1 km from our AM tower should be no more than 29 m in height. The height of structures beyond 1 km are of minimal concern.

Legend: red circle = 1 km



CBC/Radio-Canada, February 2026.

Conservation Halton

Planning & Regulations
905.336.1158
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

January 6, 2026

Ritee Haider, Senior Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

BY E-MAIL ONLY (Ritee.Haider@milton.ca)

To Ritee Haider:

Re: Agerton Secondary Plan – DRAFT
CH File Number: AMPR-993

CH has reviewed the Draft Agerton Secondary Plan as per our regulatory responsibilities under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24 and our provincially delegated responsibilities under Ontario Regulation 686/21 (e.g., acting on behalf of the Province to ensure that decisions under the *Planning Act* are consistent with the natural hazards policies of the Provincial Policy Statement [PPS, Sections 3.1.1-3.1.7] and/or provincial plans).

CH staff appreciates the opportunity to provide feedback on the draft policies and has provided comments in **Appendix A** of this letter for your consideration. Staff has recommended minor edits to the policy text and schedules to clarify that CH regulated areas are not yet confirmed, and that the Natural Heritage System and land use designations are therefore conceptual and to be further refined following completion of future studies (e.g., MESP, DAEFSS, EIA, etc.). In addition, CH suggests updates to the proposed Schedules.

We would appreciate the opportunity to discuss our comments should Town staff have any questions. Please continue to circulate CH on any additional iterations and supporting studies of the Draft Secondary Plan.

Sincerely,



Heather Dearlove, B.Sc.
Environmental Planner
905.336.1158 ext. 2231
hdearlove@hrca.on.ca

Encl: Appendix A: CH Comments

Appendix A: CH Comments

Conservation Halton (CH) recommends the following policy edits based on the rationale described within the table below.

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH additions/edits	Rationale
C.X.4.6 Infrastructure and Institutional Uses	A range of infrastructure, including *institutional uses,* are permitted in all land use designations on Schedule "C.X.C", except where not permitted in the NHS, hazardous lands or hazardous sites … Emergency response facilities are permitted in any land use designation other than the NHS, hazardous lands or hazardous sites …	• Include for consistency with the PPS that development shall not be permitted in hazardous lands and hazardous sites where this use is an essential emergency service. This is also for consistency with Draft Policy C.X.4.6.3 Emergency Response Facilities and to recognize areas where hazardous lands or hazardous sites may not be contained in the NHS.
C.X.6.9.5 Schools	Schools are permitted in all land use designations except the NHS, hazardous lands or hazardous sites …	• Include a policy for consistency with the PPS that development shall not be permitted in hazardous lands and hazardous sites where this use is institutional.
C.X.6.10.2 Criteria for Buffers	Consistent with the SWS, buffer widths will be ~~have been~~ 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 C.X.6.8 of the Secondary Plan and 5.2.3.12 of this Official Plan.	• As the Secondary Plan is intended to advance before completion of the MESP, suggest reframing policy wording.
C.X.6.10.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features	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 incorporated into Schedules C.X.A-C.X.D are conceptual and are to be confirmed and refined through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the Town and Conservation Authority.	• Clarify the NHS and land use plans are conceptual until features and hazards are confirmed through completion of technical studies. • Clarify that the conceptual NHS does not necessarily encompass existing or proposed regulation limits. There are a number of wetlands and additional regulated areas that are not currently shown on the Schedules.

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH additions/edits	Rationale
	Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the Town and Conservation Authority. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules C.X.A.-C.X.D.	
C.X.7.1.6, g)	… development shall only proceed when: g) The Air Quality Assessment, Area Servicing Plan, SWS, *MESP,* and *DAEFSS* or other applicable environmental study have been completed to the satisfaction of the Town, ~~and~~ the Region, ~~where applicable, and based on technical input from~~ and the Conservation Authority where it relates to regulated areas and risks related to natural hazards;	• Revise to ensure that studies (e.g., ASP, SWS, MESP, DAEFSS) completed are also to the satisfaction of the Conservation Authority where it relates to regulated areas and risks related to natural hazards.
New Policy	The MESP Annex shall provide direction for the preparation of the DAEFSS and Draft Plans of Subdivision and is to build upon the SWS and MESP and to address outstanding subwatershed level analysis for the Agerton 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.	• Include policy that addresses MESP Annex consistent with Trafalgar Secondary Plan Policy C.11.7.5.3
Schedules		
Schedules C.X.A-C.X.D	Recommend delineating areas of conceptual realigned watercourses and changes to wetlands and referencing Policy C.X.6.10.4 in the legend description for these areas (see Trafalgar Secondary Plan as an example).	**Additional Edits to Schedules:** • Revise schedules by adding additional text to clarify that as limits of features and hazards and associated management strategies are not yet

Policy No.	Draft Policy with CH Proposed Edits highlighted text = CH additions/edits	Rationale
	• Update the legend for the NHS to reference applicable policy: "(Subject to Refinement per Policy C.X.6.10.4)". • Add note on Schedules: "Realignments and/or changes to the NHS and the extent of natural hazards incorporated into Schedules are conceptual and to be confirmed through *MESP , DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the Town and Conservation Authority where it relates to regulated areas and risks related to natural hazards (See Policy C.X.6.10.4)."	confirmed, they are subject to change based on the results of future technical studies.
Schedule C.X.B AGERTON SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM	Recommend including a note on the Schedule that the "Characterization and management recommendation for watercourse TESMC(7) 1-6 and TESMC(7) 1-5 near Derry Road and Trafalgar Road is subject to further study in the *MESP, DAEFSS* and/or *EIA studies* or equivalent study.".	• As the watercourse and associated hazards are not currently shown on the Schedule, recommend including a note to identify that characterization and watercourse management recommendations are to be determined through the MESP, DAEFSS and/or EIA studies or equivalent study.

Good afternoon, Ritee,

Thank you for the opportunity to review the revised Agerton Secondary Plan (including background reports and schedules). The majority of CH's previous comments (dated January 6, 2026) have been addressed. We continue to recommend that the two comment below be considered to be incorporated into the schedules to ensure the public and stakeholders are aware of the extent of CH's existing regulated area.

Schedules C.X.A-C.X.D	Recommend delineating areas of conceptual realigned watercourses and changes to wetlands and referencing Policy C.X.6.10.4 in the legend description for these areas (see Trafalgar Secondary Plan as an example). • Update the legend for the NHS to reference applicable policy: "(Subject to Refinement per Policy C.X.6.10.4)". • Add note on Schedules: "Realignments and/or changes to the NHS and the extent of natural hazards incorporated into Schedules are conceptual and to be confirmed through *MESP , DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the Town and Conservation Authority where it relates to regulated areas and risks related to natural hazards (See Policy C.X.6.10.4)."
Schedule C.X.B AGERTON SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM	Recommend including a note on the Schedule that the "Characterization and management recommendation for watercourse TESMC(7) 1-6 and TESMC(7) 1-5 near Derry Road and Trafalgar Road is subject to further study in the MESP?DAEFSS.and/or.EIA.studies or equivalent study.".

If you have any questions, do not hesitate to contact me at hdearlove@hrca.on.ca.

Sincerely,

Heather Dearlove
Environmental Planner

2596 Britannia Road, Burlington, ON L7P 0G3
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Conservation Halton

MonAvenir
CONSEIL SCOLAIRE CATHOLIQUE

PLANIFICATION ET GESTION IMMOBILIÈRE | REAL ESTATE PLANNING AND MANAGEMENT

Date: January 26, 2026

To: Ritee Haider, Senior Planner, Policy, Ritee.Haider@milton.ca

Cc: Marc Mitanis marc.mitanis@ontario.ca; Team Lead (Acting), Community Planning & Development (Central-West) Unit, Municipal Affairs and Housing

From: Youness Dafif, Cheif of Planning and Operations, French Catholic School Board / Conseil Scolaire Catholique (CSC) MonAvenir

Re: Agerton Secondary Plan - Technical Advisory Committee Meeting

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Dear Ms. Ritee,

This memo constitutes our response to the invitation received from the Town of Milton on December 2, 2025, titled *"Agerton Secondary Plan – Technical Advisory Committee Meeting",* requesting review of the draft revised Agerton Secondary Plan.

Based on the review of the updated growth projections, **the French Catholic School Board (CSC) MonAvenir confirms the need for an elementary school (Kindergarten to Grade 6) within the Agerton Protected Major Transit Station Area (PMTSA) or Trafalgar area for the 2041 horizon,** corresponding to Phase 2 of the proposed Secondary Plans. This facility will be essential to serve the future Catholic francophone community in Agerton and the surrounding area.

The Board appreciates the opportunity to outline the following requirements for this elementary school:

- PUPIL CAPACITY
  The school is planned to accommodate approximately 300–350 students.
- SITE REQUIREMENTS
  CSC MonAvenir's initial preference is for a standalone site of 2.0–2.5 hectares (5–6 acres). However, the Board remains open to exploring alternative configurations and continued collaboration with the Town should a site of this size not be feasible.
- TIMING & PHASING
  The delivery of the school should be phased in alignment with residential occupancy. The Board seeks early commitment to site identification and securing (whether through dedication or purchase) at the earliest phase of development to ensure the school can open to serve the growing community without delay. CSC MonAvenir respectfully requests that the need for a French-language Catholic elementary school be explicitly recognized in the Agerton Secondary Plan and reflected in the land use framework and implementation strategy for Phase 2.

We look forward to continued collaboration with the Town of Milton to integrate this essential educational facility into the precinct plan.

Sincerely,

Youness Dafif

110, avenue Drewry, Toronto ON M2M 1C8
Tél. 416-397-6564 | 1-800-274-3764 Téléc. 416-397-6576
CscMonAvenir.ca

HALTON CATHOLIC DISTRICT SCHOOL BOARD CDSB

802 Drury Lane
Burlington, ON L7R 2Y2
905-632-6300

January 22, 2026

Ritee Haider
Planning and Development Services
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Ritee:

RE: Secondary Plan Review
Agerton Secondary Plan
Town of Milton

Thank you for providing the Halton Catholic District School Board ("HCDSB") with an opportunity to review and provide comments on the Agerton Secondary Plan circulated on December 2, 2025.

Current School Accommodation

HCDSB currently operates twelve (12) elementary and three (3) secondary schools within the Town of Milton, as well as the Thomas Merton Adult Learning Centre Milton Campus. Based on enrolment for the 2025-2026 school year, HCDSB serves over 12,450 students in the Town of Milton, representing a 47% increase over the last 10 years.

To address ongoing enrolment pressures, HCDSB is constructing one (1) elementary school (Milton #11 Catholic Elementary School) in Boyne, with an anticipated opening in the 2027-2028 school year. Additional elementary and secondary schools will be required to accommodate growth generated from the Agerton, Trafalgar, and Britannia Secondary Plan areas.

As previously identified through the Agerton secondary plan process, one (1) elementary school is required for the Agerton Secondary Plan.

HCDSB is eligible to collect Education Development Charges (EDCs) under O. Reg. 20/98 and currently collects EDCs through the building permit process to fund the acquisition of growth-related school sites. HCDSB's current EDC by-law is available on the Education Development Charges section of the School Planning website.

To receive capital funding for new school facilities, childcares, or additions, HCDSB submits capital funding requests to the Ministry of Education when funding rounds are announced.

Based on the circulated documents, the following comments are provided at this time.

Parkland & Recreation Facility Strategy and Community Facilities & Human Services Study

The following comments are provided based on the review of the Parkland & Recreational Facility Strategy and Community Facilities & Human Services Study, dated October 2025.

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3 – Inventory of Existing Facilities, Schools

This section of the Study references the 2024 Long-Term Capital Plan. As of now, the 2025 Long-Term Capital Plan has since been released. HCDSB acknowledges that the updated plan may not have been available when the Study began and that no material changes affecting Tables 2A and 2B have occurred.

The study also references the School Boundary Review undertaken in the 2024-2025 school year to establish boundaries for the new Milton #11 Catholic Elementary School in Boyne as well as establish temporary holding locations for students from the Agerton, Trafalgar and Britannia Secondary Plan areas until new schools are available within those communities. The boundaries were approved at the Special Board Meeting on June 24, 2025. The approved school boundaries can be found in the Milton #11 Catholic Elementary School Boundary Review Action Report.

Following approval, the opening of Milton #11 Catholic Elementary School has now been revised to the 2027-2028 school year due to approval and construction timelines.

Additional Comments:

- Footnote #3 in Table 2B should reference "Functional Building Capacity", consistent with footnote #2 in Table 2A.

4 – Facility Needs Based on Existing Standards, Schools

HCDSB has reviewed the projected yields in Table 10 and **confirms the requirement for one (1) elementary school**.

Updated yields also indicate increased secondary school needs across the Agerton, Trafalgar and Britannia Secondary Plan areas. As such, the **number of identified secondary school sites is currently insufficient** to meet long-term accommodation needs for HCDSB.

The originally identified elementary school in Agerton through the combined Agerton-Trafalgar Secondary Plan process was intended to accommodate students from both areas. Since that time, residential unit counts in both areas have increased significantly. As a result, HCDSB may need to accommodate Trafalgar students within the elementary school identified within Agerton, necessitating a larger elementary school facility than originally planned.

Please note that HCDSB has not typically seen a high number of students from high-density developments in the past. However, it is expected that these yields may increase over the next 15 years due to market conditions and changing housing preferences, which may result in more students living in high-density residential communities. HCDSB staff will continue to monitor enrolment and adjust student yields as needed.

5 – Recommendations and Proposed Facility Locations

HCDSB is satisfied that one elementary school is recommended for HCDSB. Further, HCDSB notes that one elementary school will be co-located within a Neighbourhood Park and the second elementary school is proposed as an "urban school". It is noted that the second elementary school will be for the Halton District School Board (HDSB).

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Additional details regarding concerns with the proposed urban school format are provided in later sections of the comments.

HCDSB reiterates the need for additional secondary school sites across Agerton, Trafalgar, and Britannia to support HCDSB's long-term enrolment secondary pupil place needs.

Draft Design Guidelines

The following comments are provided based on the review of the Draft Design Guidelines, dated October 2025.

HCDSB acknowledges that Agerton will be developed as a transit-supportive mixed-use high-density community.

HCDSB supports the co-location of parks with schools, as it may provide for sharing of uses and some land use efficiencies, such as parking (Section 4.2.1 and 4.4.1). Further, HCDSB has no concerns with the general guidelines proposed in Sections 4.4.1 and 4.4.2.

Section 4.4.3 outlines guidelines for Urban Elementary School Design.

Due to increased student yields, HCDSB is not supportive of podium schools or schools integrated within mixed-use buildings in the Agerton context, as it poses many challenges to the timely delivery of school sites that are appropriate for the Milton context.

HCDSB is open to exploring alternative urban school formats only if additional school sites are required beyond the two currently identified, and only where flexibility is provided for the Board to determine the most appropriate school design.

Draft Agerton Secondary Plan

It is understood that the original Agerton Secondary Plan framework was endorsed by council on March 25, 2019. Due to various changes since then, it is understood that all supporting studies were required to be updated. This has also resulted in a revised land use concept.

HCDSB understands that, as envisioned in C.X.4.4, the housing types for this Secondary Plan area will be medium and high-density, with a range of unit sizes and tenures. Further, it is understood that a minimum of 40% of the units within each building is encouraged to be 2-3 bedrooms, which may result in more families with school-aged children living within the community.

C.X.4.5 Urban Design

Policy C.X.4.5.2(l) should provide flexibility to permit standalone schools. Additional comments on urban school formats are outlined later.

C.X.4.6 Infrastructure and Institutional Uses

HCDSB supports the policy permitting Institutional Uses, including schools, in all land use designations, except in the NHS or the Employment Areas.

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C.X.4.6.4 Schools & C.X.4.6.5 Co-Location

HCDSB is generally supportive of policies in C.X.4.6.4 and C.X.4.6.5 regarding the co-location of schools with Neighbourhood Parks and providing frontage on collector roads, as well as co-location of schools with other community uses.

Further discussion may be required regarding the sharing of space with places of worship to ensure they align with the policies of HCDSB as an English Catholic education institution.

C.X.6.1 Mixed-Use High Density Residential

HCDSB would like to clarify that any alternate development standard where a school use is included must require consultation and support of the school board.

C.X.6.9.5 Schools

HCDSB is satisfied that it's requirement for one (1) elementary school has continued to be identified in policy within the Agerton Secondary Plan. It's noted that the second elementary school will be for the Halton District School Board (HDSB).

HCDSB acknowledges the Town's desire for a compact school on these lands to meet the visions of the community and the Town's targets. HCDSB generally has no concerns with the policies in this section, and supports building multiple level schools and sharing of facilities and uses, as has been done in other areas of Halton Region.

HCDSB acknowledges that, should additional school sites be required beyond the two identified, HCDSB may need to explore alternate school designs. Urban school formats present a number of challenges, including design constraints, construction timing, site access, and long-term operational considerations. These factors may impact our ability to deliver a school that aligns with enrolment needs and Ministry of Education requirements. Given these complexities, the exact format of an urban school, whether it is integrated into a mixed-use building, podium format, standalone compact urban school, will be determined through future discussions with the Town and developers. Therefore, HCDSB requests flexibility be provided in policy to permit the school board to determine the exact school format, design, and site size at a later date per school board operational, financial and school programming requirements in effect at that time.

C.X.C Land Use Schedule

HCDSB will have discussions in the future with HDSB regarding the selection of the school sites. Comments for both school sites are provided below.

It is acknowledged through policy C.X.8.2 that the symbols for the schools and parks are conceptual and minor adjustments will not require an amendment to the Plan, except where the proposed symbol crosses an arterial road or the NHS. It is HCDSB's preference that the schools be located adjacent to the Neighbourhood Park where the most opportunities for land efficiencies exist.

Both the elementary schools are located within the Medium Density Residential II area, with one school located adjacent to a Neighbourhood Park. It is understood that the residential uses, such as street townhouses, back-to-back townhouses, stacked townhouses, multiplexes, and apartments, will be permitted within this area, and that building heights should generally not exceed four storeys. Furthermore, it is understood that additional

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building heights up to eight storeys may be considered with appropriate transitions. Based on this information, HCDSB is generally supportive of schools being located within this area as it provides the most optimal location for schools within Agerton and minimizes adverse impacts, such as shadowing, wind, and noise, that may arise from being located near taller buildings.

HCDSB supports the general location of the westernmost school site adjacent to the Neighbourhood Park. While HCDSB would generally prefer a more central location to the community, HCDSB acknowledges that this location may minimize adverse impacts mentioned above, and is generally satisfied with this location. The location adjacent to the NHS may provide the school board with an opportunity to locate school play fields and buildings to maximize sunlight for indoor classrooms/instructional spaces and outdoor play areas.

It is HCDSB's preference that the school site to the north be relocated adjacent to a park or green space to maximize land use efficiencies within the same Medium Density Residential II area, and benefit from a location where adverse impacts from tall buildings are minimized.

HCDSB's school site requirements for the Agerton Secondary Plan are provided in the next section.

HCDSB also supports policy C.X.7.1.3 requiring satisfactory arrangements for early delivery of institutional uses, and C.X.7.1.4 permitting schools to proceed at any time.

HCDSB School Requirements

General Site Criteria for School Sites

Based on Board Policy IV-06 School Sites and Facilities Criteria, the following general school site criteria apply to all school types, including the urban schools envisioned within the Uptown Core Growth Area.

- The site should be located central to the communities and neighbourhoods it will serve, and result in the shortest walking distance for the majority of the students.
- The site should have access to active transportation routes, corridors, and infrastructure to reduce vehicular dependent modes of transportation.
- An elementary school should have a frontage along a collector road.
- The site should be adjacent or nearby other public facilities in order to achieve a "campus effect" and to provide coordinated services (e.g. parks, community centres, libraries).
- The site should be a safe distance away from physical and environmental hazards of all kinds, both on-site and adjacent to the site to ensure student safety.
- The site must exclude any archaeologically significant lands.
- The site is to be free from noxious gases and fumes.
- The site should avoid being adjacent to a high voltage hydropower line right of ways or natural gas pipelines or stations, wherever possible.

Given the updated yields for the Agerton and Trafalgar Secondary Plans, HCDSB is planning for **an elementary school with 600-700 pupil places**, which will require 7 acres. HCDSB has in the past been successful at reducing the site size where there have been land use efficiencies with adjacent community uses.

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HCDSB

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The following considerations, to ensure a more compact elementary school site is feasible for HCDSB, are provided below. Additional considerations may be provided as staff explore more compact school design options.

- School sites should be co-located with parks to provide for efficiencies, such as shared parking, which may reduce the overall size required for school sites.
- Park spaces adjacent to schools should be acquired and delivered at the same time as schools to ensure students can access the green space, including any soft-surfaced, hard-surfaced, sport fields and play elements where appropriate. Furthermore, HCDSB would like to ensure that the school board is actively involved in the design of active and passive spaces in these parks to meet the programming needs of the adjacent or neighbouring education facilities.
- School board facilities play an important role in providing open space and recreational opportunities for the local community after school hours through shared-use agreements. HCDSB is willing to work with the Town of Milton to ensure that students can access park space during school hours and the community can access school facilities outside of school hours.
- Note that community access to certain spaces during school hours (e.g. play areas), cannot be permitted for the safety of staff and students. Staff and volunteers may need to supervise a large number of students, which will require barriers, such as fencing, to prevent access to school spaces by community members and to keep elementary school-aged students within safe and supervised outdoor play areas (e.g., fenced kindergarten play areas).
- HCDSB is willing to work with the Town of Milton to create Community Use hubs associated with school uses for the benefit of students and the wider community.
- Schools will continue to require parking to meet staff parking requirements and space to accommodate school buses and parent drop-offs/pick-ups. To meet staff parking needs, parking will need to be provided through on-site, on-street or through potential underground parking garages. School buses and parent drop-off/pick-ups would need to be provided through on-street laybys or alternative methods off-site (e.g. temporary road closures during drop off/pick up periods).
- HCDSB is willing to explore active school travel measures to encourage the use of active transportation for students.
- HCDSB supports reducing vehicular traffic around school sites through creative urban design, where possible.
- If the Town of Milton wishes for the HCDSB to fully utilize school sites to their maximum potential, relief from urban design criteria, setbacks, parking ratios and other restrictions will be required.

HCDSB will determine final site sizes through an internal study with its consultants and reserves the right to provide further comments. Additional site-specific comments may also be provided in the future.

Additional comments may be provided as more information is available or through further discussions with the Town, Landowners Group, and/or other stakeholders.

We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

HALTON CATHOLIC DISTRICT SCHOOL BOARD CDSB

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If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,

Dhilan Gunasekara

Dhilan Gunasekara
Manager, Planning Services

cc: A. Lofts, Chief Financial Officer and Treasurer of the Board
B. Vidovic, Senior Manager, Planning Services
K. Panzer, Planning Officer, Planning Services
F. Thibeault, Halton District School Board
M. D'Aguiar, Halton District School Board

Hi Ritee,

Thank you for circulating the draft Agerton Secondary Plan, dated February 2026, for review.

We appreciate the addition of wording in Policy C.X.4.5.2 m) intended to clarify and provide flexibility for school boards. However, we are requesting a minor revision to further clarify that decisions regarding the compact nature and overall design of school sites are to be determined by the school boards.

Please let us know if you have any questions or if you would like to discuss this further.

Regards,

Dhilan Gunasekara | he/him
Manager, Planning Services
Halton Catholic District School Board
802 Drury Lane, Burlington, ON L7R 2Y2
905-340-2129 | gunasekarad@hcdsb.org

Halton District School Board

January 20, 2026

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

Dear Ritee Haider

Subject: **Agerton Secondary Plan – TAC Circulation Dec 18, 2025**
Halton District School Board Comments

Thank you for the opportunity to participate in the document review process. For this review, the HDSB specifically evaluated the following documents:

- *Draft - Agerton Secondary Plan For Consultation*
- *Landuse Compatibility*
- *Parkland & Recreational Facility Strategy*
- *Draft Design Guidelines*

For your reference, Halton DSB will provide:

1. Appendix 1 - School Site Requirements
2. Appendix 2 - Draft Plan of Subdivision Conditions
3. Appendix 3 - Zoning Considerations

Please note that the following comments are subject to change based on future discussions with all parties. Additionally, the upcoming conceptual plans provided by the Board are intended solely to assess the feasibility of developing the site and providing feedback to the Town of Milton and the Landowners Group. These plans are preliminary in nature and may not reflect the final design ultimately proposed by the Board.

Halton DSB confirms one (1) elementary school site is required.

HDSB will also circulate additional concepts to the Town of Milton for further information and additional comments, if required.

The Halton District School Board requests continued circulation of any amendments to the secondary plan, as these may prompt future comments.

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Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2
Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802
www.hdsb.ca

C.X.4 – Strategic Policies

C.X.4.2.2 Active Transportation System
The Board recommends strengthening the language from *"encouraged"* to *"shall"* regarding school connections. To support safe routes to school, active transportation infrastructure must be prioritized as a mandatory requirement for any development surrounding a school site to ensure student safety.

C.X.4.5.2 Urban Design
HDSB suggests adding a clause or subclause to **C.X.4.5.2b)** that all Complete Streets within 1.6km of a designated school site be enhanced with Safe Route to School infrastructure.

C.X.4.5.2 l) HDSB suggests using more flexible wording from *"shall" to "may",* so that the school board can maintain its functionality, safety, and operational requirements. A clause or subclause can be tailored to school uses.

C.X.4.6.4 Schools
HDSB requests clarification; Section C.X.6.7.5 appears to be missing.

C.X.4.6.5 Co-location
HDSB does support the co-location of schools with other institutions. There are several potential challenges with HDSB collocating schools with places of worship or other religious/faith based institutions, being a non-denominational entity.

It should be noted that compact forms must meet the school board's requirements for outside play areas and student separation from public spaces.

C.X.6 Land-use Policies -

C.X.6.1.2 g Mixed-Use High-Density Residential
HDSB wants to ensure that any alternative standard must be agreed upon by the school to ensure the school is functional, expandable, and financially feasible.

C.X.6.9.5 Schools

Halton DSB confirms one (1) elementary school site is required. The Board acknowledges and agrees that schools should be permitted in all land use designations except NHS and Employment Area. This emphasizes the importance of flexibility in where schools can be permitted.

The Board acknowledges that Agerton Secondary Plan is seeking a more urban form of development to maximize densities. As such, the Board is open to exploring alternative accommodation school designs

to permit more compact schools to reduce land requirements for school infrastructure (i.e. underground/structured parking, vertical construction, rooftop play areas, joint use of adjacent park space, artificial turf play areas, etc.) as opposed to the traditional school design models.

The Board's preference is to be co-located with a park to maximize the opportunity for shared use. If the School site is significantly smaller than its current standard, it may necessary to enter into a shared use agreement with the Town to use public park space, which would require the park space be exclusive to the Board (in full or in part) during school hours for supervision purposes. Physical barriers such as fencing may be required for student safety. The Board is open to park designs that would allow for flexibility in accessibility and activity for public use outside of school hours. Further consultation and exploration would be required to look at alternative park designs and park locations.

The Board's preference is a standalone school site, exclusively owned by the Board. At this time, the Board is not considering podium school design but is open to co-locating with other municipally owned facilities such as recreation centres or libraries.

Future zoning by-laws for institutional lands should provide flexibility to address the above-noted school designs for compact schools.

The Board has retained the services of an Architect to complete a review of the proposed site and develop a conceptual plan. Once completed, it will be circulated to the Town along with a tentative preferred zoning requirements beyond what is being submitted as part of this package.

C.X.7 Implementation

C.X.7.1.2 g) and **C.X.7.1.5**

HDSB supports both clauses to ensure facilities are present and available to new families. HDSB will notify the Town of Milton of planned school requirements, timing, and capacities.

Land-Use Compatibility - Oct 29, 2025

4. Results

4.1 Existing Industrial Uses - Table 3 ID #6

It is noted that the **CPKC Intermodal Rail Yard** has a separation distance of 300m from the Potential Influence area, which is 1000m. HDSB would prefer a school site outside of the area of influence, or would require the necessary mitigation strategies so as to not be impacted.

Parkland & Recreational Facility Strategy & Community Facility & Human Services Study - 2025

4. Facility Needs based on Existing Standards

Schools - Locational Criteria

- Appendix 1 provides the School site requirements.
- Appendix 2 provides a list of the Draft Plan of Subdivision Conditions
- Appendix 3 provides the Future Zoning Considerations

HDSB concurs that one elementary school site is required.

Draft - Design Guidelines - Oct 2025

4. The Public Realm

Parks and Open Space Network - 4.2.1 General Guidelines

HDSB supports the co-location of parks with schools.

4.4 Schools

HDSB confirms the requirement for a school site within the Agerton Secondary Plan to serve this community. While the Design Guidelines discuss a Platform/Podium school, the HDSB maintains exclusive jurisdiction over determining the school's physical, formal, and operational model. Further explorations should be made as part of this report to explore other more compact forms of school development that are not reliant on podium constructions.
As part of its review, the Board will employ a more urban format to the proposed elementary school.

Formal comments will be provided regarding the school site following a review of the plans by our architectural team.

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

Sincerely,



Frederick Thibeault
General Manager of Planning

cc. Ian Gaudet, Superintendent of Facility Services
cc. Michael Wildfong, General Manager of Facility Services
cc. David Twigg, Director, Planning Policy & Urban Design
cc. Branko Vidovic, Senior Manager, Planning Services
Cc. Priscilla Ladouceur, Principal, Hossack & Associates Architects

Halton District School Board

Last Updated: September 9, 2025

Appendix 1: School Site Requirements

The Halton District School Board (HDSB) has identified a set of general requirements for the development of school sites, addressing key factors such as size, location, and topography. In addition, considerations related to traffic circulation and the facilitation of safe, active travel to and from the school are emphasized, with particular attention to the role of adjacent streets and the surrounding community context. Site-specific requirements may be outlined on a case-by-case basis in a separate document, and further comments will be provided through the review of Secondary, Tertiary, and Draft Plan of Subdivision processes to ensure alignment with site programming and operational needs.

Section 1: Site Acreage, Location, Conditions, and Adjacent Land Uses

1. The school site should be centrally located within the neighborhood it serves.
2. The Board typically seeks the full acreage as permitted under O. Reg. 20/98, given the increased on-site programming needs of the Board. Historically, the Board has been amenable to reducing its acreage by +/-1.0 acres when located adjacent to a neighbourhood/district park. The Board's preference is to be colocated with a park.

   The acreage allotted to the Board based on the standard school capacity versus the Regulation is as follows:

Elementary Schools:

Item	Number of pupils	Maximum area (acres)
1	1 to 400	4
2	401 to 500	5
3	501 to 600	6
4	601 to 700	7
5	701 or more	8

Secondary Schools:

Item	Number of pupils	Maximum area (acres)
1	1 to 1000	12
2	1001 to 1100	13
3	1101 to 1200	14
4	1201 to 1300	15
5	1301 to 1400	16
6	1401 to 1500	17
7	1501 or more	18

Please note that urban school site size may vary, please contact the Board to confirm site size requirements.

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

4. Where possible, school sites should be fully located within one property owner's landholdings. Servicing for school sites should also be available within the same development where possible, and designed in such a way that the school block(s) are not delayed due to the availability of services from an adjacent holdout or property owner. Where this is not possible, or holdouts exist, alternative servicing strategies should be provided by future applicants on how interim services could be provided to unlock the developability of the school block to meet growth needs.

5. The site should be in a regular shape—preference for rectangular blocks.

6. The site must have access to municipal services such as sanitary and storm sewer, natural gas, hydro, water, and other utilities.

7. Elementary school sites are to have a minimum frontage of 150m. Elementary schools should either be located at the corner of a local and collector road, or at a minimum, have sufficient frontage to accommodate two roadway accesses for improved traffic flow. Elementary schools should not be located along major arterials having speed limits of 60 km/h or more.

~~8. Secondary school sites are to have a minimum frontage of 250m. Secondary schools should be sited at the corner of at least one (1) arterial road and arterial/collector roads and must have sufficient frontage to accommodate two roadway accesses to ensure proper traffic flows.~~

9. The school site must not be located on or immediately adjacent to a curve in the road, in order to ensure safe visibility and reduce traffic hazards.

10. The site should not be located adjacent to or in close proximity to roundabouts, where possible. Where required, higher-order crossing infrastructure should be explored to ensure safe crossings for all students.

11. The site should be clear of woodlots, ponds, creeks, stormwater management areas, irregular terrain, and floodplains. Where sure impediments are located on site, the acreage may need to be increased, and the lands may need to be discounted based on their limited developability.

12. The site should be generally flat with very few changes in grades, avoiding any major topographical changes and/or features that limit the developability of the site. When adjacent to parks, there should be no major grade changes between the properties or any swales separating both sites.

13. The site must be a safe distance from environmentally or physically hazardous lands. Where elementary school sites are adjacent to significant water features, such as stormwater management systems, buffering and/or barriers are required to be installed to avoid potential hazards for students. If located adjacent to such features, the Board will need to review the above to determine if student safety can be maintained.

14. The site must not be located on archeologically significant lands.

15. The site should avoid being adjacent or at a minimum of 200m from high-voltage hydropower corridors, natural gas stations, and/or corridors.

16. The site should not be adjacent to or located within proximity to railway facilities. If so, they should be setback to an adequate distance (not to be included in school acreage), provision of adequate screening and fencing, and, where possible, pedestrian crossings to other nearby communities.

17. Note that school accommodation requirements may also include Gary Allen Learning Centre sites where Alternative Education and Adult Languages programs are provided. A variety of programs are offered at a number of existing locations across the Region of Halton, for school-aged students and adults, for both credit and non-credit courses.

Section 2: School Site Program Requirements:

1. School Site Programs for an elementary school includes: not exhaustive:

   a. A three (3) storey building with a minimum of 601 - 788+ pupil places, with an option for a six (6) classroom addition of 138 pupil places;
   b. An 88-space child care centre, with exterior play areas and accessory structures (10x10);
   c. Adequate on-site parking for school and daycare staff and visitors. Two parking areas are strongly preferred.
   d. On-site and off-site amenities targeted to specific traffic user groups (parents/guardians, transportation, walkers, cyclists, visitors, staff) as well as on-site and off-site amenities for pick up and drop off requirements, defined as part of a School Travel Plan for the immediate neighborhood, for greater certainty and clarity, this should include:
      i. Off-site and on-site bus loading areas
      ii. On-site visitor parking
      iii. Off-site parent drop-off and pick-up parking (e.g., 5 minutes)
      iv. Cross-block connections for pedestrians
   e. Installation of 12 to 18 portables
   f. At a minimum, one outdoor learning classroom;
   g. A sports field/play area (non-paved) - may explore options for naturalized play areas and/or turf fields if site sizes are reduced and/or limited;
   h. A fenced-in kindergarten play area; and,
   i. 1-2 Fire routes (pending portable counts beyond 12)
   j. Minimum frontage: 150m

2. School Site Program for a secondary school includes - not exhaustive:

a. A three (3) to four (4) storey 1,201-1,501+ pupil place facility, with options for a six (6) classroom addition;

b. An 88-space child care centre, with exterior play areas and accessory structures (10x10);

c. Adequate parking for school and daycare staff and visitors;

d. On-site and off-site amenities targeted to specific traffic user groups (parents/guardians, transportation, walkers, cyclists, visitors, staff) as well as on-site and off-site amenities for pick up and drop off requirements, defined as part of a School Travel Plan for the immediate neighborhood, for greater certainty and clarity. This should include:

   i. Off site and on site bus loading areas

   ii. On-site visitor parking

   iii. Off-site parent drop-off and pick-up parking (e.g., 5 minutes), consideration for queuing lanes for secondary schools only.

   iv. Cross block connections for pedestrians

e. Installation of 18 to 24 portables;

f. At a minimum, one outdoor learning classroom;

g. A full size sports field (soccer, football, rugby, field hockey) with the following amenities, among others:

   i. Turf field if site size is reduced or funding is allocated for the project;

   ii. Outdoor field lighting;

   iii. 6-8 lane running track, with potential for rubberization;

   iv. 2 jumping pits/high jump areas;

   v. Bleachers;

   vi. Outdoor sport courts, such as but not limited to tennis courts, pickleball courts, and basketball courts.

   vii. Storage areas for sports and board equipment; and,

   viii. Potential for temporary air-supported structures (domes), if third-party partnerships are available (private or public).

h. 2 Fire routes (pending portable counts beyond 12)

i. Minimum frontage: 250m

Section 3: Traffic, Transportation, And Safety Measures

As part of the initiative to reduce sizes, mitigate on-site conflicts between users on school sites (pedestrians, parent traffic, daycare users, buses, staff, etc.), and promote active transportation to schools, the Board recommends the following practices to be explored as part of the development of school sites and surrounding communities.

1. Pick-up and drop-off areas should be provided in close proximity to the school site to disperse parent traffic. For greater certainty, the school frontages should permit on-street parking for both buses and parent traffic. This could be accommodated along municipal rights of way as part of on-street parking provisions (i.e. lay-bys), or other parking areas located off-site, such as parks. Note that the Board acknowledged that limited visitor parking shall be provided on-site; however, not all parent traffic can be accommodated on-site without a significant impact on other programming needs (i.e., play areas) and increases to site sizes.

2. Where on-street parking can be accommodated on only one side of a street, the Board requests that the school side be prioritized.

3. The Board supports reducing the speed limit in and near elementary school zones and parks to 30 km/hr.

a. The Board prefers to site elementary schools along both local and collector roads to reduce potential traffic conflicts, and further encourage active transportation. ~~Secondary schools require greater access, and would benefit from being located only arterial roads and collector roads, with tertiary frontages along local for rear access, where possible.~~

4. For the elementary panel, unless there are above-grade pedestrian crossings over Major Arterial roads with posted speed limits above 60 km/h, students who live across those roadways will require transportation busing in perpetuity. As such, it is preferred to have school sites located centrally.

5. The Board would like to explore “School Streets” opportunities with the Municipality, in order to close streets along the frontage of elementary schools to create safe pedestrian-only access for future schools during drop-off and pick-up times, where possible.

6. To support active travel to and from school, an integrated design that removes or reduces traffic volumes, reduces speed, and provides alternative and attractive means of safe travel to school, including wider sidewalks, walk-a-block locations, and better junction design near schools.

7. Pedestrian crossings of Natural Heritage Systems should be designed for safe active travel to and from school for elementary students. The Board supports trail linkages to schools and surrounding residential blocks/areas to improve connectivity.

8. The Board supports having a formal pedestrian crossing in front of schools; marking should be clear and painted prior to the time the road is open for traffic.

9. The Board supports determining crossing guard locations and having crossing guards out on the first day of school. Alternatively, pedestrian crossovers in strategic locations (e.g. PxOs) to substitute crossing guards are an equally acceptable alternative to encourage walking to school upon school opening. Higher-order crossings, such as pedestrian crossovers, should be contemplated as part of the Subdivision Process, so as to be available once the community is open.

10. The Board supports having a school opening plan and/or traffic demand management plan that is developed with the Municipality to ensure safe practices and infrastructure are available for active transportation prior to the opening of school.

11. Sidewalks and support systems for active transportation along the main frontages of school sites should be in place prior to opening. It is understood that if the community is under construction, however, sidewalks connecting the overall subdivision may not be available once the school is opened, especially in instances where the school is fast-tracked ahead of the community development.

12. Walkways and/or pathways will be used in determining the distance from home to school based on the following (Halton Student Transportation Services Operating Procedure: HS-1-003 – Eligibility Factors):

13. Municipal and Regional Conservation Authority approved pathways/walkways for which no restriction for pedestrian use has been established by Halton Student Transportation Services (HSTS);

    a. The walkway is visible from a Municipal/Regional roadway or sidewalk;

    b. The walkway is visible from one end to the other, and

    c. The walkway/pathway consists of an engineered surface (i.e., paved, gravel/limestone screening).

14. Additionally, pathways need to have winter maintenance to be included in the distance calculation.

15. To reduce parking requirements, bussing, and build up a customer base, the Board recommends the exploration of free public transportation programs for students in senior elementary grades (6-8), the secondary panel, to increase future mode share and meet municipal active transportation targets.

Halton District School Board

Updated: October 27, 2025
Version 2

Appendix 2: Draft Plan of Subdivision Conditions

The following provides the general draft plan of subdivision comments related to the provision of school sites. These comments will guide subdivision applications and form the basis for draft plan conditions to be incorporated into future planning approval submissions.

Variations to these comments should be anticipated, as they may be required based on the context of individual development applications, the location and configuration of proposed school sites, and any additional information received through the development review process. Please note that any site plan, plan of condominium, or other planning application may receive the same comments.

Future Draft Plan Conditions

The following draft plan conditions will be requested in future planning approval submissions. Note that variations to the below comments should be anticipated, subject to the context of the development application, locations of school sites, and based on any further information received as part of the development review process.

General Development Conditions

1. The Owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subdivision agreement, to be registered on the title:

    a. Prospective purchasers are advised that schools on sites designated for the Halton District School Board in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area. School attendance areas are subject to change and/or redirections can be put into place to address immediate school accommodation pressures.

    b. Prospective purchasers are advised that the surrounding neighbourhood may not be fully constructed, and will be under construction once the school is in operation. As

such, not all sidewalks, roadways, and/or other infrastructure may not be immediately available.

c. Prospective purchasers are advised that school buses will not enter cul-de-sacs and pick-up points will be generally located on through streets convenient to the Halton Student Transportation Services. Prospective purchasers are advised that School buses shall not enter new subdivisions (construction areas) until all major construction activity has been completed. School bus stops will be placed at or near the entrance to the new subdivision. Bus stop locations within new subdivisions will be determined by Halton Student Transportation Services upon completed site reviews. It is therefore the responsibility of future purchasers that have students attending an HDSB school to identify a suitable means for home-to-school transportation requirements (whether walking or bused).

d. Prospective purchasers of lots/units abutting, fronting, and adjacent to the school site designated for the Halton District School Board are advised that temporary facilities/portables may be sited on the school site in order to accommodate pupils in excess of the school building capacity.

e. Prospective purchasers of lots/units abutting, fronting, and adjacent to the school site designated for the Halton District School Board are advised that the school building may be constructed as a two (2) to five (5) storey building, pending the final design and panel (elementary ~~or secondary~~) of the school.

f. Prospective purchasers of lots/units adjoining the site intended for use or used for a Halton District School Board school are prohibited from installing or using for any purpose a gate in any boundary line fence on such school property. In the event a gate is installed, the Board will remove it at the owner's expense.

g. Purchasers and/or tenants are advised that due to the proximity of the adjacent school, sound levels from these facilities may at times be audible.

h. Purchasers and/or tenants are advised that roads adjacent to the Halton District School Board school sites will be subject to higher-than-normal traffic volumes as a result of the school facilities and activities.

i. Purchasers and/or tenants of lots or units within this subdivision are advised that the Halton District School Board elementary school sports field and play areas may be in use during daytime, evening, and weekends, with operating hours from 7:00 a.m. until nightfall. In the event that an elementary school sports field receives lighting, those

hours may be extended from 7:00 am to 11:59 pm. Uses programmed on elementary school sites may generate noise or lights that could affect the occupants of properties adjacent to or nearby this facility.

~~j. Purchasers and/or tenants of lots or units within this development are advised that the Halton District School Board secondary school facility is programmed for active indoor and outdoor recreational use, including major sports field activities and tournament play. In addition to daytime use, the facility operates during evening and weekend hours (7:00 am to 11:59 pm). The outdoor facilities may also receive future enhancements, such as, but not limited to, an artificial turf field, sports field lighting, air-supported dome structures, and/or other ancillary buildings/structures that may operate during the above-mentioned hours of operation, and generate noise or lights that could affect the occupants of properties adjacent to or nearby this facility. Please note that the facility amenities and programming are subject to change based on user demand or agreements in place.~~

2. That in cases where offers of purchase and sale have already been executed, the Owner will send a letter to all purchasers, which includes the above statements.

3. The Owner agrees to reserve within the proposed plan of subdivision an elementary school site of XXX acres in favour of the Halton District School Board, as identified as Block XXX on the draft plan of subdivision dated XXX. Prior to final approval of the draft plan of subdivision or a phase of the draft plan that contains the school site, satisfactory arrangements will have been made with the Halton District School Board by either an agreement of purchase and sale or a XXX year option agreement for the acquisition of the school site for public elementary ~~[or secondary]~~ school purposes, in a state and condition acceptable to the School Board.

4. The Owner agrees to submit to the satisfaction of the Halton District School Board the following studies:

    - Functional Servicing Report
    - Stormwater Management Report
    - Archaeological Assessment Impact Assessment
    - Cultural Heritage / Archaeological Assessment
    - Sustainability Study
    - Hydrogeology, Geotechnical & Geomorphology Report
    - Noise and Vibration Report
    - Environmental Site Assessments
    - Traffic Impact Study

- Pipeline Details (if necessary)
- Site Grading Plans

In the event of an identified concern, the Halton District School Board may commission its own studies at the cost of the landowners. Prior to registration of the plan, the Owner shall certify that all properties to be conveyed to the Halton District School Board are free of contamination.

5. Prior to Draft Plan approval, the Board requires that the Owner provide a Permission to Enter that allows the Board to conduct studies on site to confirm the developability of the site.

6. Prior to Draft Plan approval, the Board requires that the Owner provide the Board with the necessary authorization forms to submit applications under the Planning Act, for the purpose of advancing the school site development review process. This can include, but is not limited to: Site Plan Applications, Minor Variances, Building Permit (full or conditional), and/or Site Alterations Permits. It is understood by the Board that the Site Plan Agreement, and/or any other conditions placed on title, will need to wait for the transfer of the lands, unless otherwise agreed to by the Owner.

7. The Owner shall provide all required municipal subdivision services necessary to accommodate the construction of a school on the designated school site, as contemplated by the Halton District School Board. Such services shall include, without limitation, storm and sanitary sewers, stormwater management facilities, hydro, water, telephone, natural gas, fibre optics, and cable television, excluding any switchgear. These services must be of sufficient capacity and appropriately designed to support a school of the intended size and shall be made available at the boundary between the school site and the adjacent public roadway, at a location that optimally facilitates the development of the school site.

8. The Owner agrees to rough grade the school block to the satisfaction of the Halton District School Board, to ensure that it meets the grades of adjacent lots/ blocks. The Board also requires that there be no swales that cross the property, which would adversely impact or encumber the development of the site. Prior to commencing rough grading operations, the Owner is responsible for coordinating with the Halton District School Board to confirm site specifications. Subsequent to the completion of grading operations, the Halton District School Board will require that the Owner deliver a certificate from a qualified engineer confirming the quality, compaction (100% SMPDD), and final grades of the site, among other School Board specifications provided to the Owner. It is strongly recommended that the Owner coordinate with the Halton District School Board prior to engaging in earthworks to confirm grading and compaction requirements.

9. The Owner agrees to grade the school lands and transition to the adjacent park to a suitable elevation that will provide AODA-compliant grades from our site and connections to the park.

10. Permanent drainage swales are not to be installed at the shared property line between the Halton District School Board school block and the park, which would have the impact of reducing sharing opportunities.

11. That the Owner agrees to the satisfaction of the Halton District School Board to erect a chain link vinyl fence and/or privacy fence, in accordance with the Board's standards. The fence shall be located along the school block boundaries, which abut residential properties as determined by the Board, and shall be erected at such time as the adjacent development proceeds.

12. That the Owner will not place nor store any fill or topsoil in the school block (Block No. XXX, plan date) without the prior written consent of the Halton District School Board.

13. The Owner agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks, and units for each phase. The Owner will provide information on the anticipated start of construction and tentative occupancy dates of residential units.

14. The Owner ensures that designated school sites are identified in the first phase of development.

15. That the Owner shall supply, erect, and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to final approval.

16. That a copy of the approved sidewalk plan, prepared to the satisfaction of the Municipality, be submitted to the Halton District School Board.

17. The Owner agrees to discuss with Halton District School Board, student active transportation needs, with possible input and requirements for future planned conditions of the road network and intersections within the development and the area surrounding the development, and supporting crossing infrastructure.

18. The Owner shall provide Halton District School Board a PDF copy and a geo-referenced AutoCAD file of the Draft Plan of Subdivision, as well as a Draft M-Plan once all Lot and Block

numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-Plan, the Owner shall provide a new AutoCAD file and a memo outlining the changes.

In addition, the following notes should be included in the conditions:

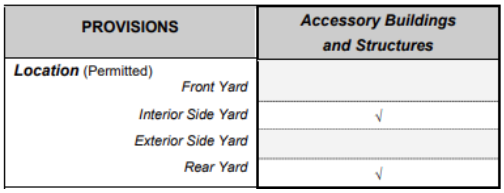
1. Education Development Charges (EDC) are payable in accordance with the applicable EDC By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum unit yield which is specified by the Subdivision Agreement, are also subject to EDCs prior to the issuance of a building permit, at the rate in effect on the date of issuance.

2. Additional Dwelling Units (ADU) constructed as part of a primary dwelling unit prior to occupancy are subject to EDCs. For ADUs to be eligible for an exemption, the building permit must be issued after occupancy of the primary unit, and must meet other requirements such as size and number of units relative to the existing unit. For more information on EDCs and ADUs, please reach out to the School Boards.

3. The Board's 2023 EDC by-law provides a limited number of statutory and non-statutory exemptions. School Boards may not exempt a development from the payment of EDCs unless such a development falls squarely within the terms of an exemption provided under an EDC by-law. To qualify for an exemption, an applicant must submit appropriate documentation confirming the intended purpose of the development. Approval of the exemption will be subject to verification and compliance with all relevant legislative and regulatory requirements. For more information on EDCs, please reach out to the School Boards.

Appendix 3 - Zoning Considerations - Town of Milton Zoning By-Law 016-214

I-A Institutional Minor: Day Care Centre & Elementary School
I-B Institutional Major: Day Care Centre, Elementary School & Secondary School

Section 4 - General Provisions		
	General Provision	**HDSB Amendments**
4.2.3 Regulations for Accessory Buildings and Structures in the Non-Residential Zones - Table 4B		Accessory buildings and structures located within a childcare or kindergarten playground area shall be permitted in any yard.
4.19.1 Pre-requisites to Erecting, Using or Occupying a Building or Structure (38-2019)	i) Notwithstanding any other provision in this By-law, no building or structure shall be erected on a lot that does not have frontage on a public street or on a private street as described in a registered Plan of Condominium. ii) No building or structure may be erected, used or occupied unless: a) connection to the municipal water and wastewater systems has been approved by Halton Region where such services are required by the Ontario Building Code; or, where municipal service is not available, receipt of confirmation from Halton Region's Medical Officer of Health of a potable water supply and from the Town's Chief Building Official of private sewage disposal system in accordance with the Ontario Building Code have been received, and; B) the municipal urban street standard of base course asphalt is provided adjacent to the frontage of the lot and connecting the lot to an assumed municipal street;	Notwithstanding Section 4.19.1 subsections i), ii) a) - b), iii) and iv), conditional building permits, excluding occupancy, as described in the Building By-law, may be issued.

	iii) Any planned public storm water management facilities are constructed and operational to service the lot, and; iv) All planned public underground services required to be installed pursuant to i) and ii) are constructed and operational to service the lot, and;	
	ii) b) the municipal urban street standard of base course asphalt is provided adjacent to the frontage of the lot and connecting the lot to an assumed municipal street;	Notwithstanding the provisions of Section 4.19.1(ii)(b) only a portion of the school frontage will be required to have a base course of asphalt to be occupied.

Section 5 - Parking & Loading Provisions		
	Minimum Off-Street Parking Requirements	**HDSB Amendments**
5.1 General Parking and Loading Requirements	ii) Required parking and loading shall be located on the same lot as the building or use for which it is required, unless otherwise specified by this By-law;	Notwithstanding Section 5.1 ii) to the contrary, parking spaces required by this by-law for a school are permitted to be located on the adjacent neighbourhood/district park or institutional blocks in accordance with the terms of an agreement executed by the owner and the applicable school board.
5.8.2 Non-Residential Parking Requirements Table 5G		
Day Care Centre	● 1.5 parking spaces per classroom; PLUS ● 1 space per 30m2 of gross floor area Notwithstanding the requirements above, where a before and/or after school Day Care Centre program is located within an Elementary school, no additional parking shall be required.	No amendment
School Elementary	2 parking spaces per class room;	2 parking spaces per class room; 1.25 spaces per portable
School Secondary	3 parking spaces per class room;	2 spaces per portable
Before and After School Programs	For Before and After School Daycare programs, refer to the parking requirements under "Day Care Centre"	No amendment

5.10 Bicycle Parking Space Requirements - Table 5I	Elementary and Secondary Schools	5% of the required parking spaces for the use or lot	No amendment
5.11 Loading Space and Loading Area Requirements	i) Off-street loading spaces and loading areas shall be provided for each nonresidential principal building in all Commercial, Employment, and Institutional Zones and for any non-residential floor area located in a Residential Zone as follows:		No more than one (1) loading space shall be required
5.12 Parking Area Location on a Lot	Footnote(s) to TABLE 5L (*1) Where parking areas are provided jointly by the Town and a School, or where the Town Town's lands abut the Union Gas Corridor, a 0.0m setback along the mutual lot line is permitted.		Note - the Board may seek reliance on Footnote 1 of Table 5L in Section 5.12 of Zoning by-law 016-2014, which allows parking areas to cross property lines between parks and school sites.
5.19 Requirements for electric vehicles charging stations in the UGC-MU and UGC-MU2 Zones	UGC-MU and UGC-MU2 Permitted non-residential uses	Where the required number of parking spaces is 100 spaces or more, a minimum of 20% of the required parking spaces shall have a roughed-in electric vehicle charging station; and, a minimum of 1% of all the required parking spaces shall have an electric vehicle charging station installed	Shall not apply

Section 9 - Institutional Zones				
9.2 Zone Standards				
Table 9B: Regulations	**I-A Institutional Minor**	**I-A HDSB Amendments**	**I-B Institutional Major**	**I-B HDSB Amendments**
Lot Frontage (Minimum)	50.0 m	50.0 m	150.0 m	**250.0 m**
Lot Area *Elementary School* Min Max	 1.0 ha 4.0 ha	 **No minimum** **No maximum**	 3.0 ha No Maximum	 **No minimum** No Maximum
Lot Coverage (Maximum)	30%	**No maximum**	30%	**No maximum**
Setbacks (Minimum) Front Yard Interior Side Yard Exterior Side Yard Rear Yard	 3.0 m 6.0m (*1) 3.0m 7.5m (*1)	 3.0 m **3.0m (*1)** 3.0m **3.0m (*1)**	 9.0m 6.0m (*2) 9.0m 7.5m (*2)	 3.0m **3.0m (*2)** **3.0m** **3.0m (*2)**
Building Height (Max)	12.5 m	**18.0 m**	36 m	36 m
Landscaped Open Space % of Lot Area (Min) *Landscape Buffer (Min)* Abutting a street line Abutting a Residential Zone	20% 3.0 m 4.0 m	**20%** **Artificial Field can be included** **2.5 m** 4.0 m	20% 4.5 m 4.0 m	**20%** **Artificial Field can be included** **2.5 m** 4.0 m

Footnote(s) to Table 9B

(*1) Where an I-A Zone abuts a residential Zone, an additional 3.0m setback shall apply.

(*2) Where an I-B Zone abuts a residential Zone, an additional 6.0m setback shall apply

NEW Special Provision:

1. Notwithstanding Section 9.1, seasonal sports domes are permitted on Institutional I-B, subject to the minimum setback and maximum building height regulations of Section 9.2 - Zones Standards of the By-law.

2. The maximum building height: 30 metres for a seasonal sports dome.

Halton District School Board

March 24, 2026

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

Dear Ritee Haider

Subject: **Agerton Secondary Plan – Draft Secondary Plan for Public Meeting- March 16, 2026**
Halton District School Board Comments

Thank you for the opportunity to participate in the document review process. For this review, the HDSB specifically evaluated the following documents:

- *Agerton Secondary Plan For Consultation*
- *Parkland & Recreational Facility Strategy & Community Facilities & Human Services Study*
- *Land-Use Compatibility*

For your reference, Halton DSB will provide:

1. Appendix 1 - School Site Requirements
2. Appendix 2 - Draft Plan of Subdivision Conditions
3. Appendix 3 - Zoning Considerations
4. Appendix 4 - Preliminary Site Fit

Please note that the following comments are subject to change based on future discussions with all parties. The conceptual plans provided by the Board are intended solely to assess the feasibility of developing the site and providing feedback to the Town of Milton and the Landowners Group. These plans are preliminary in nature and may not reflect the final design ultimately proposed by the Board.

Until a new school is constructed, students in the Agerton secondary plan will be transported to an interim school.

Halton DSB confirms one (1) elementary school site is required.

HDSB will also circulate additional concepts to the Town of Milton for further information and additional comments, if required.

The Halton District School Board requests continued circulation of any amendments to the secondary plan, as these may prompt future comments.

Street Address: J.W. Singleton Education Centre • 2050 Guelph Line, Burlington, Ontario L7P 5A8
Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2
Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802
www.hdsb.ca

Agerton Secondary Plan For Consultation

C.X.4 – Strategic Policies

C.X.4.2.2 Active Transportation System
The Board acknowledges the strengthened language from *"encouraged"* to *"shall"* regarding school connections. To support safe routes to school, active transportation infrastructure must be prioritized as a mandatory requirement for any development surrounding a school site to ensure student safety.

The Board's intent in having stronger language, is to have a stronger basis in requiring certain forms of AT infrastructure to be installed on day one, such as PxOs, raised crosswalks and traffic calming infrastructure.

C.X.4.5.2 Urban Design
HDSB suggests adding a clause or subclause to C.X.4.5.2b) that all Complete Streets within 1.6km of a designated school site be enhanced with Safe Route to School infrastructure. This is reflective of the transportation policy, which identifies 1.6 km as the non-transported distance. Having improved infrastructure along 1.6km walk distances from the school will encourage the walk to school model.

C.X.6 Land-use Policies

C.X.6.1.2 h) Mixed-Use High-Density Residential
HDSB wants to re-iterate that any alternative standard must be agreed upon by the school to ensure the school is functional, expandable, and financially feasible.

C.X.6.9.5 Schools

The Board acknowledges that Agerton Secondary Plan is seeking a more urban form of development to maximize densities. As such, the Board is open to exploring alternative accommodation school designs to permit more compact schools to reduce land requirements for school infrastructure (i.e. underground/structured parking, vertical construction, rooftop play areas, joint use of adjacent park space, artificial turf play areas, etc.) as opposed to the traditional school design models.

The Board's preference is to be co-located with a park to maximize the opportunity for shared use. If the School site is significantly smaller than its current standard, it will be necessary to enter into a shared use agreement with the Town to use public park space, which would require the park space be exclusive to the Board (in full or in part) during school hours for supervision purposes. Physical barriers such as fencing may be required for student safety. The Board is open to park designs that would allow for flexibility in accessibility and activity for public use outside of school hours. Further consultation and exploration would be required to look at alternative park designs and park locations.

The Board's preference is a standalone school site, exclusively owned by the Board. At this time, the Board is not considering podium school design but is open to co-locating with other municipally owned facilities such as recreation centres or libraries.

Future zoning by-laws for institutional lands should provide flexibility to address the above-noted school designs for compact schools.

The Board has retained the services of an Architect to complete a review of the proposed site and develop a conceptual site fit attached as Appendix 4. Further details on the site fit are below.

C.X.7.5.5 Major Transit Station Area Design Plan

HDSB encourages the required submission of a Major Transit Station Area Design Plan to ensure the proposed development addresses the details identified in the Secondary Plan. Such a plan, encompassing street, block, and land-use layouts, would allow the Board to more effectively review and provide feedback on the suitability of the proposed school site

Parkland & Recreational Facility Strategy & Community Facility & Human Services Study

4. Facility Needs based on Existing Standards

- HDSB concurs that one elementary school site is required.
- HDSB confirms the basic general locational criteria and HDSB specific locational criteria under section 4 of the report.

In addition to the listed criteria in the above-noted report, HDSB has provided the following appendices which expands on school site requirements and criteria.

- Appendix 1 provides the School site requirements.
- Appendix 2 provides a list of the Draft Plan of Subdivision Conditions
- Appendix 3 provides the Future Zoning Considerations
- Appendix 4 provides a general illustration and concept of the proposed school

Land-Use Compatibility

As indicated in Table 3, the CPKC Intermodal Rail Yard has a potential area of influence of 1,000 metres. The Air and Noise assessments must confirm that no adverse impacts will affect the school site.

Preliminary Site Fit

The Halton District School Board (HDSB) previously provided a set of general requirements for the development of school sites, addressing key factors such as size, location, and topography. The general requirements previously provided relate to a traditional school site within a greenfield development.

As noted in previous comments provided by HDSB, site-specific requirements may be outlined on a case-by-case basis and further comments will be provided through the review of Secondary, Tertiary, and Draft Plan of Subdivision processes to ensure alignment with site programming and operational needs. As per the Policy Directive Report, there will be no Tertiary Plan Component required for the Agerton area. Therefore, development can proceed directly after the Secondary Plan takes effect which leaves limited opportunities for the Board to comment on the site specifics until a plan of subdivision is submitted by the landowner.

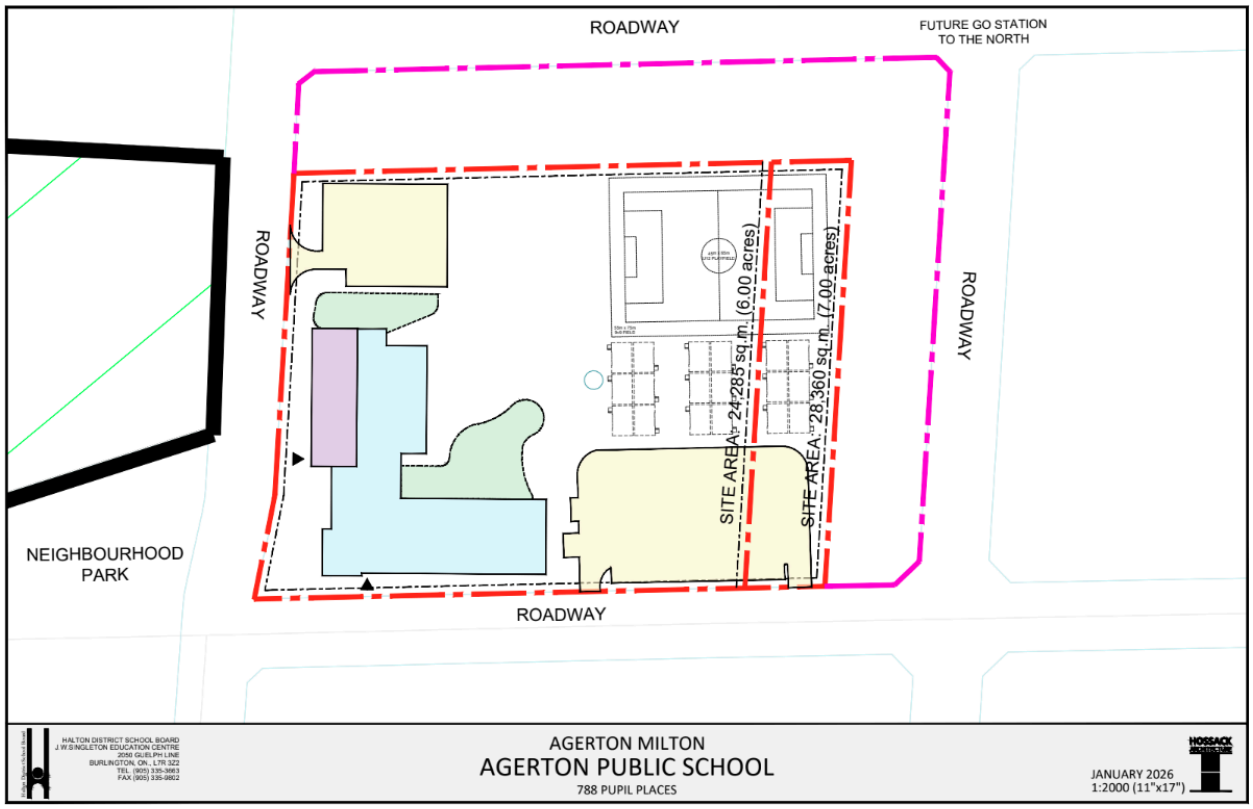
Based on the draft Schedule C.X.C - Agerton Secondary Land Use Plan, the school site is located within the Medium Density Residential II designated lands, potentially with two frontages and across the street from a designated neighborhood park. HDSB is generally supportive of the location of the school site acknowledging that the location is conceptual and the symbol is intended to show the approximate location of these elements on Schedule C.X.C.

HDSB has completed a preliminary site fit for review by the Town and landowner. The site fit was completed under the assumptions that the full site acreage would be available to the Board and the site would be located at the southwest corner of the Medium Density Residential II lands. The proposed location of the school site is not directly adjacent to a park which creates the need for a larger school site since there is little to no opportunity to incorporate compact school site design elements which include shared parking, green space and amenities with neighbouring adjacent parks or community facilities.

HDSB acknowledges that the residential block is approximately 10 acres meaning the school site may need to be more compact than the 6-7 acres illustrated below. The intent of the site fit below is to illustrate the typical programming needs for a school site and the challenges that compact school sites present especially when not adjacent to parkland.

The following preliminary site fit (attached as Appendix 4) shows a standard site design for a 601-788 pupil place JK-8 school. The plan below outlines HDSB's typical programming requirements for a JK-8 elementary school, which includes:

- A three (3) storey building with a minimum of 601 - 788+ pupil places;
- An 88-space child care centre, with exterior play areas (purple and green - NW portion of school);
- Adequate on-site parking for school and daycare staff and visitors. Two parking areas if possible (two lots shown in yellow)
- Installation of 12 to 18 portables (shown on the east side of the site)
- A sports field/play area (shown in NE corner of site)
- A fenced-in kindergarten play area (green)



The site fit above illustrates a 6 and 7 acres site size in red. The 6 acre lot line restricts the playfield, parking and portable space.

The following concepts would be considered by HDSB to ensure a more compact site:

- Underground parking
- Roof-top play areas
- Limited surface parking
- Bus and parent drop offs located on the adjacent street.
- Alternatively use of the adjacent residential area could be used for drop off which would require connecting pathways between the school site and surrounding neighbourhood.
- Turf fields can be incorporated into site design to mitigate the impacts of high-traffic recreational use.

We recommend that the Board and Town discuss the future design of the school, and intended outcomes, as well as inform the property owners prior to the first submission of a draft plan of subdivision.

Education Development Charges and Alternative Projects

Due to limited availability and high cost of lands, there is an opportunity for Boards to leverage the use of Alternative Accommodation Projects through Educational Development Charges (EDC). Alternative Accommodation Project is a Ministry initiative that allows the use of EDCs to fund capital improvements to a site and or building, if that capital improvement allows for the reduction in the total site acreage of the site. By way of example, if the Board were to purchase a 6-acre school site rather than a typical 7-acre school site for a 600-pupil-place elementary school, the Board would be allowed to redirect those land cost savings to fund the construction of urban school concepts noted in the previous section.

Conclusion

HDSB requests further discussions with the Town, Landowners Group, and/or other stakeholders to determine school site size, location and integration with other facilities and uses. We recommend that the Board and Town discuss the future design of the school, and intended outcomes, as well as inform the property owners prior to the first submission of a draft plan of subdivision.

Further comments may be provided regarding the school site following further discussion with the Town and Landowners Group and additional review by our architectural team.

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

Sincerely,



Frederick Thibeault
General Manager of Planning

cc. Ian Gaudet, Superintendent of Facility Services, HDSB
cc. Michael Wildfong, General Manager of Facility Services, HDSB
cc. Michelle D'Aguiar, Planning Specialist, HDSB
cc. Ian Hopkins, Real Property and Planning Specialist, HDSB
cc. David Twigg, Director, Planning Policy & Urban Design, Town of Milton
cc. Branko Vidovic, Senior Manager, Planning Services, HCDSB
cc. Priscilla Ladouceur, Principal, Hossack & Associates Architects
cc. Anita Sparre, Director, Development Engineering, Town of Milton
cc. Diana Jiona, Director, Infrastructure, Town of Milton

Halton District School Board

Last Updated: September 9, 2025

Appendix 1: School Site Requirements

The Halton District School Board (HDSB) has identified a set of general requirements for the development of school sites, addressing key factors such as size, location, and topography. In addition, considerations related to traffic circulation and the facilitation of safe, active travel to and from the school are emphasized, with particular attention to the role of adjacent streets and the surrounding community context. Site-specific requirements may be outlined on a case-by-case basis in a separate document, and further comments will be provided through the review of Secondary, Tertiary, and Draft Plan of Subdivision processes to ensure alignment with site programming and operational needs.

Section 1: Site Acreage, Location, Conditions, and Adjacent Land Uses

1. The school site should be centrally located within the neighborhood it serves.
2. The Board typically seeks the full acreage as permitted under O. Reg. 20/98, given the increased on-site programming needs of the Board. Historically, the Board has been amenable to reducing its acreage by +/-1.0 acres when located adjacent to a neighbourhood/district park. The Board's preference is to be colocated with a park.

   The acreage allotted to the Board based on the standard school capacity versus the Regulation is as follows:

Elementary Schools:

Item	Number of pupils	Maximum area (acres)
1	1 to 400	4
2	401 to 500	5
3	501 to 600	6
4	601 to 700	7
5	701 or more	8

Secondary Schools:

Item	Number of pupils	Maximum area (acres)
1	1 to 1000	12
2	1001 to 1100	13
3	1101 to 1200	14
4	1201 to 1300	15
5	1301 to 1400	16
6	1401 to 1500	17
7	1501 or more	18

Please note that urban school site size may vary, please contact the Board to confirm site size requirements.

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

4. Where possible, school sites should be fully located within one property owner's landholdings. Servicing for school sites should also be available within the same development where possible, and designed in such a way that the school block(s) are not delayed due to the availability of services from an adjacent holdout or property owner. Where this is not possible, or holdouts exist, alternative servicing strategies should be provided by future applicants on how interim services could be provided to unlock the developability of the school block to meet growth needs.

5. The site should be in a regular shape—preference for rectangular blocks.

6. The site must have access to municipal services such as sanitary and storm sewer, natural gas, hydro, water, and other utilities.

7. Elementary school sites are to have a minimum frontage of 150m. Elementary schools should either be located at the corner of a local and collector road, or at a minimum, have sufficient frontage to accommodate two roadway accesses for improved traffic flow. Elementary schools should not be located along major arterials having speed limits of 60 km/h or more.

~~8. Secondary school sites are to have a minimum frontage of 250m. Secondary schools should be sited at the corner of at least one (1) arterial road and arterial/collector roads and must have sufficient frontage to accommodate two roadway accesses to ensure proper traffic flows.~~

9. The school site must not be located on or immediately adjacent to a curve in the road, in order to ensure safe visibility and reduce traffic hazards.

10. The site should not be located adjacent to or in close proximity to roundabouts, where possible. Where required, higher-order crossing infrastructure should be explored to ensure safe crossings for all students.

11. The site should be clear of woodlots, ponds, creeks, stormwater management areas, irregular terrain, and floodplains. Where sure impediments are located on site, the acreage may need to be increased, and the lands may need to be discounted based on their limited developability.

12. The site should be generally flat with very few changes in grades, avoiding any major topographical changes and/or features that limit the developability of the site. When adjacent to parks, there should be no major grade changes between the properties or any swales separating both sites.

13. The site must be a safe distance from environmentally or physically hazardous lands. Where elementary school sites are adjacent to significant water features, such as stormwater management systems, buffering and/or barriers are required to be installed to avoid potential hazards for students. If located adjacent to such features, the Board will need to review the above to determine if student safety can be maintained.

14. The site must not be located on archeologically significant lands.

15. The site should avoid being adjacent or at a minimum of 200m from high-voltage hydropower corridors, natural gas stations, and/or corridors.

16. The site should not be adjacent to or located within proximity to railway facilities. If so, they should be setback to an adequate distance (not to be included in school acreage), provision of adequate screening and fencing, and, where possible, pedestrian crossings to other nearby communities.

17. Note that school accommodation requirements may also include Gary Allen Learning Centre sites where Alternative Education and Adult Languages programs are provided. A variety of programs are offered at a number of existing locations across the Region of Halton, for school-aged students and adults, for both credit and non-credit courses.

Section 2: School Site Program Requirements:

1. School Site Programs for an elementary school includes: not exhaustive:

   a. A three (3) storey building with a minimum of 601 - 788+ pupil places, with an option for a six (6) classroom addition of 138 pupil places;
   b. An 88-space child care centre, with exterior play areas and accessory structures (10x10);
   c. Adequate on-site parking for school and daycare staff and visitors. Two parking areas are strongly preferred.
   d. On-site and off-site amenities targeted to specific traffic user groups (parents/guardians, transportation, walkers, cyclists, visitors, staff) as well as on-site and off-site amenities for pick up and drop off requirements, defined as part of a School Travel Plan for the immediate neighborhood, for greater certainty and clarity, this should include:
      i. Off-site and on-site bus loading areas
      ii. On-site visitor parking
      iii. Off-site parent drop-off and pick-up parking (e.g., 5 minutes)
      iv. Cross-block connections for pedestrians
   e. Installation of 12 to 18 portables
   f. At a minimum, one outdoor learning classroom;
   g. A sports field/play area (non-paved) - may explore options for naturalized play areas and/or turf fields if site sizes are reduced and/or limited;
   h. A fenced-in kindergarten play area; and,
   i. 1-2 Fire routes (pending portable counts beyond 12)
   j. Minimum frontage: 150m

2. School Site Program for a secondary school includes - not exhaustive:

a. A three (3) to four (4) storey 1,201-1,501+ pupil place facility, with options for a six (6) classroom addition;

b. An 88-space child care centre, with exterior play areas and accessory structures (10x10);

c. Adequate parking for school and daycare staff and visitors;

d. On-site and off-site amenities targeted to specific traffic user groups (parents/guardians, transportation, walkers, cyclists, visitors, staff) as well as on-site and off-site amenities for pick up and drop off requirements, defined as part of a School Travel Plan for the immediate neighborhood, for greater certainty and clarity. This should include:

   i. Off site and on site bus loading areas

   ii. On-site visitor parking

   iii. Off-site parent drop-off and pick-up parking (e.g., 5 minutes), consideration for queuing lanes for secondary schools only.

   iv. Cross block connections for pedestrians

e. Installation of 18 to 24 portables;

f. At a minimum, one outdoor learning classroom;

g. A full size sports field (soccer, football, rugby, field hockey) with the following amenities, among others:

   i. Turf field if site size is reduced or funding is allocated for the project;

   ii. Outdoor field lighting;

   iii. 6-8 lane running track, with potential for rubberization;

   iv. 2 jumping pits/high jump areas;

   v. Bleachers;

   vi. Outdoor sport courts, such as but not limited to tennis courts, pickleball courts, and basketball courts.

   vii. Storage areas for sports and board equipment; and,

   viii. Potential for temporary air-supported structures (domes), if third-party partnerships are available (private or public).

h. 2 Fire routes (pending portable counts beyond 12)

i. Minimum frontage: 250m

Section 3: Traffic, Transportation, And Safety Measures

As part of the initiative to reduce sizes, mitigate on-site conflicts between users on school sites (pedestrians, parent traffic, daycare users, buses, staff, etc.), and promote active transportation to schools, the Board recommends the following practices to be explored as part of the development of school sites and surrounding communities.

1. Pick-up and drop-off areas should be provided in close proximity to the school site to disperse parent traffic. For greater certainty, the school frontages should permit on-street parking for both buses and parent traffic. This could be accommodated along municipal rights of way as part of on-street parking provisions (i.e. lay-bys), or other parking areas located off-site, such as parks. Note that the Board acknowledged that limited visitor parking shall be provided on-site; however, not all parent traffic can be accommodated on-site without a significant impact on other programming needs (i.e., play areas) and increases to site sizes.

2. Where on-street parking can be accommodated on only one side of a street, the Board requests that the school side be prioritized.

3. The Board supports reducing the speed limit in and near elementary school zones and parks to 30 km/hr.

a. The Board prefers to site elementary schools along both local and collector roads to reduce potential traffic conflicts, and further encourage active transportation. ~~Secondary schools require greater access, and would benefit from being located only arterial roads and collector roads, with tertiary frontages along local for rear access, where possible.~~

4. For the elementary panel, unless there are above-grade pedestrian crossings over Major Arterial roads with posted speed limits above 60 km/h, students who live across those roadways will require transportation busing in perpetuity. As such, it is preferred to have school sites located centrally.

5. The Board would like to explore “School Streets” opportunities with the Municipality, in order to close streets along the frontage of elementary schools to create safe pedestrian-only access for future schools during drop-off and pick-up times, where possible.

6. To support active travel to and from school, an integrated design that removes or reduces traffic volumes, reduces speed, and provides alternative and attractive means of safe travel to school, including wider sidewalks, walk-a-block locations, and better junction design near schools.

7. Pedestrian crossings of Natural Heritage Systems should be designed for safe active travel to and from school for elementary students. The Board supports trail linkages to schools and surrounding residential blocks/areas to improve connectivity.

8. The Board supports having a formal pedestrian crossing in front of schools; marking should be clear and painted prior to the time the road is open for traffic.

9. The Board supports determining crossing guard locations and having crossing guards out on the first day of school. Alternatively, pedestrian crossovers in strategic locations (e.g. PxOs) to substitute crossing guards are an equally acceptable alternative to encourage walking to school upon school opening. Higher-order crossings, such as pedestrian crossovers, should be contemplated as part of the Subdivision Process, so as to be available once the community is open.

10. The Board supports having a school opening plan and/or traffic demand management plan that is developed with the Municipality to ensure safe practices and infrastructure are available for active transportation prior to the opening of school.

11. Sidewalks and support systems for active transportation along the main frontages of school sites should be in place prior to opening. It is understood that if the community is under construction, however, sidewalks connecting the overall subdivision may not be available once the school is opened, especially in instances where the school is fast-tracked ahead of the community development.

12. Walkways and/or pathways will be used in determining the distance from home to school based on the following (Halton Student Transportation Services Operating Procedure: HS-1-003 – Eligibility Factors):

13. Municipal and Regional Conservation Authority approved pathways/walkways for which no restriction for pedestrian use has been established by Halton Student Transportation Services (HSTS);

    a. The walkway is visible from a Municipal/Regional roadway or sidewalk;

    b. The walkway is visible from one end to the other, and

    c. The walkway/pathway consists of an engineered surface (i.e., paved, gravel/limestone screening).

14. Additionally, pathways need to have winter maintenance to be included in the distance calculation.

15. To reduce parking requirements, bussing, and build up a customer base, the Board recommends the exploration of free public transportation programs for students in senior elementary grades (6-8), the secondary panel, to increase future mode share and meet municipal active transportation targets.

Halton District School Board

Updated: October 27, 2025
Version 2

Appendix 2: Draft Plan of Subdivision Conditions

The following provides the general draft plan of subdivision comments related to the provision of school sites. These comments will guide subdivision applications and form the basis for draft plan conditions to be incorporated into future planning approval submissions.

Variations to these comments should be anticipated, as they may be required based on the context of individual development applications, the location and configuration of proposed school sites, and any additional information received through the development review process. Please note that any site plan, plan of condominium, or other planning application may receive the same comments.

Future Draft Plan Conditions

The following draft plan conditions will be requested in future planning approval submissions. Note that variations to the below comments should be anticipated, subject to the context of the development application, locations of school sites, and based on any further information received as part of the development review process.

General Development Conditions

1. The Owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subdivision agreement, to be registered on the title:

    a. Prospective purchasers are advised that schools on sites designated for the Halton District School Board in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area. School attendance areas are subject to change and/or redirections can be put into place to address immediate school accommodation pressures.

    b. Prospective purchasers are advised that the surrounding neighbourhood may not be fully constructed, and will be under construction once the school is in operation. As

such, not all sidewalks, roadways, and/or other infrastructure may not be immediately available.

c. Prospective purchasers are advised that school buses will not enter cul-de-sacs and pick-up points will be generally located on through streets convenient to the Halton Student Transportation Services. Prospective purchasers are advised that School buses shall not enter new subdivisions (construction areas) until all major construction activity has been completed. School bus stops will be placed at or near the entrance to the new subdivision. Bus stop locations within new subdivisions will be determined by Halton Student Transportation Services upon completed site reviews. It is therefore the responsibility of future purchasers that have students attending an HDSB school to identify a suitable means for home-to-school transportation requirements (whether walking or bused).

d. Prospective purchasers of lots/units abutting, fronting, and adjacent to the school site designated for the Halton District School Board are advised that temporary facilities/portables may be sited on the school site in order to accommodate pupils in excess of the school building capacity.

e. Prospective purchasers of lots/units abutting, fronting, and adjacent to the school site designated for the Halton District School Board are advised that the school building may be constructed as a two (2) to five (5) storey building, pending the final design and panel (elementary ~~or secondary~~) of the school.

f. Prospective purchasers of lots/units adjoining the site intended for use or used for a Halton District School Board school are prohibited from installing or using for any purpose a gate in any boundary line fence on such school property. In the event a gate is installed, the Board will remove it at the owner's expense.

g. Purchasers and/or tenants are advised that due to the proximity of the adjacent school, sound levels from these facilities may at times be audible.

h. Purchasers and/or tenants are advised that roads adjacent to the Halton District School Board school sites will be subject to higher-than-normal traffic volumes as a result of the school facilities and activities.

i. Purchasers and/or tenants of lots or units within this subdivision are advised that the Halton District School Board elementary school sports field and play areas may be in use during daytime, evening, and weekends, with operating hours from 7:00 a.m. until nightfall. In the event that an elementary school sports field receives lighting, those

hours may be extended from 7:00 am to 11:59 pm. Uses programmed on elementary school sites may generate noise or lights that could affect the occupants of properties adjacent to or nearby this facility.

~~j. Purchasers and/or tenants of lots or units within this development are advised that the Halton District School Board secondary school facility is programmed for active indoor and outdoor recreational use, including major sports field activities and tournament play. In addition to daytime use, the facility operates during evening and weekend hours (7:00 am to 11:59 pm). The outdoor facilities may also receive future enhancements, such as, but not limited to, an artificial turf field, sports field lighting, air-supported dome structures, and/or other ancillary buildings/structures that may operate during the above-mentioned hours of operation, and generate noise or lights that could affect the occupants of properties adjacent to or nearby this facility. Please note that the facility amenities and programming are subject to change based on user demand or agreements in place.~~

2. That in cases where offers of purchase and sale have already been executed, the Owner will send a letter to all purchasers, which includes the above statements.

3. The Owner agrees to reserve within the proposed plan of subdivision an elementary school site of XXX acres in favour of the Halton District School Board, as identified as Block XXX on the draft plan of subdivision dated XXX. Prior to final approval of the draft plan of subdivision or a phase of the draft plan that contains the school site, satisfactory arrangements will have been made with the Halton District School Board by either an agreement of purchase and sale or a XXX year option agreement for the acquisition of the school site for public elementary ~~[or secondary]~~ school purposes, in a state and condition acceptable to the School Board.

4. The Owner agrees to submit to the satisfaction of the Halton District School Board the following studies:

    - Functional Servicing Report
    - Stormwater Management Report
    - Archaeological Assessment Impact Assessment
    - Cultural Heritage / Archaeological Assessment
    - Sustainability Study
    - Hydrogeology, Geotechnical & Geomorphology Report
    - Noise and Vibration Report
    - Environmental Site Assessments
    - Traffic Impact Study

- Pipeline Details (if necessary)
- Site Grading Plans

In the event of an identified concern, the Halton District School Board may commission its own studies at the cost of the landowners. Prior to registration of the plan, the Owner shall certify that all properties to be conveyed to the Halton District School Board are free of contamination.

5. Prior to Draft Plan approval, the Board requires that the Owner provide a Permission to Enter that allows the Board to conduct studies on site to confirm the developability of the site.

6. Prior to Draft Plan approval, the Board requires that the Owner provide the Board with the necessary authorization forms to submit applications under the Planning Act, for the purpose of advancing the school site development review process. This can include, but is not limited to: Site Plan Applications, Minor Variances, Building Permit (full or conditional), and/or Site Alterations Permits. It is understood by the Board that the Site Plan Agreement, and/or any other conditions placed on title, will need to wait for the transfer of the lands, unless otherwise agreed to by the Owner.

7. The Owner shall provide all required municipal subdivision services necessary to accommodate the construction of a school on the designated school site, as contemplated by the Halton District School Board. Such services shall include, without limitation, storm and sanitary sewers, stormwater management facilities, hydro, water, telephone, natural gas, fibre optics, and cable television, excluding any switchgear. These services must be of sufficient capacity and appropriately designed to support a school of the intended size and shall be made available at the boundary between the school site and the adjacent public roadway, at a location that optimally facilitates the development of the school site.

8. The Owner agrees to rough grade the school block to the satisfaction of the Halton District School Board, to ensure that it meets the grades of adjacent lots/ blocks. The Board also requires that there be no swales that cross the property, which would adversely impact or encumber the development of the site. Prior to commencing rough grading operations, the Owner is responsible for coordinating with the Halton District School Board to confirm site specifications. Subsequent to the completion of grading operations, the Halton District School Board will require that the Owner deliver a certificate from a qualified engineer confirming the quality, compaction (100% SMPDD), and final grades of the site, among other School Board specifications provided to the Owner. It is strongly recommended that the Owner coordinate with the Halton District School Board prior to engaging in earthworks to confirm grading and compaction requirements.

9. The Owner agrees to grade the school lands and transition to the adjacent park to a suitable elevation that will provide AODA-compliant grades from our site and connections to the park.

10. Permanent drainage swales are not to be installed at the shared property line between the Halton District School Board school block and the park, which would have the impact of reducing sharing opportunities.

11. That the Owner agrees to the satisfaction of the Halton District School Board to erect a chain link vinyl fence and/or privacy fence, in accordance with the Board's standards. The fence shall be located along the school block boundaries, which abut residential properties as determined by the Board, and shall be erected at such time as the adjacent development proceeds.

12. That the Owner will not place nor store any fill or topsoil in the school block (Block No. XXX, plan date) without the prior written consent of the Halton District School Board.

13. The Owner agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks, and units for each phase. The Owner will provide information on the anticipated start of construction and tentative occupancy dates of residential units.

14. The Owner ensures that designated school sites are identified in the first phase of development.

15. That the Owner shall supply, erect, and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to final approval.

16. That a copy of the approved sidewalk plan, prepared to the satisfaction of the Municipality, be submitted to the Halton District School Board.

17. The Owner agrees to discuss with Halton District School Board, student active transportation needs, with possible input and requirements for future planned conditions of the road network and intersections within the development and the area surrounding the development, and supporting crossing infrastructure.

18. The Owner shall provide Halton District School Board a PDF copy and a geo-referenced AutoCAD file of the Draft Plan of Subdivision, as well as a Draft M-Plan once all Lot and Block

numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-Plan, the Owner shall provide a new AutoCAD file and a memo outlining the changes.

In addition, the following notes should be included in the conditions:

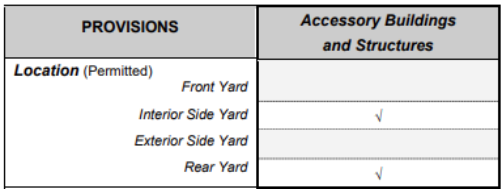
1. Education Development Charges (EDC) are payable in accordance with the applicable EDC By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum unit yield which is specified by the Subdivision Agreement, are also subject to EDCs prior to the issuance of a building permit, at the rate in effect on the date of issuance.

2. Additional Dwelling Units (ADU) constructed as part of a primary dwelling unit prior to occupancy are subject to EDCs. For ADUs to be eligible for an exemption, the building permit must be issued after occupancy of the primary unit, and must meet other requirements such as size and number of units relative to the existing unit. For more information on EDCs and ADUs, please reach out to the School Boards.

3. The Board's 2023 EDC by-law provides a limited number of statutory and non-statutory exemptions. School Boards may not exempt a development from the payment of EDCs unless such a development falls squarely within the terms of an exemption provided under an EDC by-law. To qualify for an exemption, an applicant must submit appropriate documentation confirming the intended purpose of the development. Approval of the exemption will be subject to verification and compliance with all relevant legislative and regulatory requirements. For more information on EDCs, please reach out to the School Boards.

Appendix 3 - Zoning Considerations - Town of Milton Zoning By-Law 016-214

I-A Institutional Minor: Day Care Centre & Elementary School
I-B Institutional Major: Day Care Centre, Elementary School & Secondary School

Section 4 - General Provisions		
	General Provision	**HDSB Amendments**
4.2.3 Regulations for Accessory Buildings and Structures in the Non-Residential Zones - Table 4B		Accessory buildings and structures located within a childcare or kindergarten playground area shall be permitted in any yard.
4.19.1 Pre-requisites to Erecting, Using or Occupying a Building or Structure (38-2019)	i) Notwithstanding any other provision in this By-law, no building or structure shall be erected on a lot that does not have frontage on a public street or on a private street as described in a registered Plan of Condominium. ii) No building or structure may be erected, used or occupied unless: a) connection to the municipal water and wastewater systems has been approved by Halton Region where such services are required by the Ontario Building Code; or, where municipal service is not available, receipt of confirmation from Halton Region's Medical Officer of Health of a potable water supply and from the Town's Chief Building Official of private sewage disposal system in accordance with the Ontario Building Code have been received, and; B) the municipal urban street standard of base course asphalt is provided adjacent to the frontage of the lot and connecting the lot to an assumed municipal street;	Notwithstanding Section 4.19.1 subsections i), ii) a) - b), iii) and iv), conditional building permits, excluding occupancy, as described in the Building By-law, may be issued.

	iii) Any planned public storm water management facilities are constructed and operational to service the lot, and; iv) All planned public underground services required to be installed pursuant to i) and ii) are constructed and operational to service the lot, and;	
	ii) b) the municipal urban street standard of base course asphalt is provided adjacent to the frontage of the lot and connecting the lot to an assumed municipal street;	Notwithstanding the provisions of Section 4.19.1(ii)(b) only a portion of the school frontage will be required to have a base course of asphalt to be occupied.

Section 5 - Parking & Loading Provisions		
	Minimum Off-Street Parking Requirements	**HDSB Amendments**
5.1 General Parking and Loading Requirements	ii) Required parking and loading shall be located on the same lot as the building or use for which it is required, unless otherwise specified by this By-law;	Notwithstanding Section 5.1 ii) to the contrary, parking spaces required by this by-law for a school are permitted to be located on the adjacent neighbourhood/district park or institutional blocks in accordance with the terms of an agreement executed by the owner and the applicable school board.
5.8.2 Non-Residential Parking Requirements Table 5G		
Day Care Centre	● 1.5 parking spaces per classroom; PLUS ● 1 space per 30m2 of gross floor area Notwithstanding the requirements above, where a before and/or after school Day Care Centre program is located within an Elementary school, no additional parking shall be required.	No amendment
School Elementary	2 parking spaces per class room;	2 parking spaces per class room; 1.25 spaces per portable
School Secondary	3 parking spaces per class room;	2 spaces per portable
Before and After School Programs	For Before and After School Daycare programs, refer to the parking requirements under "Day Care Centre"	No amendment

5.10 Bicycle Parking Space Requirements - Table 5I	Elementary and Secondary Schools	5% of the required parking spaces for the use or lot	No amendment
5.11 Loading Space and Loading Area Requirements	i) Off-street loading spaces and loading areas shall be provided for each nonresidential principal building in all Commercial, Employment, and Institutional Zones and for any non-residential floor area located in a Residential Zone as follows:		No more than one (1) loading space shall be required
5.12 Parking Area Location on a Lot	Footnote(s) to TABLE 5L (*1) Where parking areas are provided jointly by the Town and a School, or where the Town Town's lands abut the Union Gas Corridor, a 0.0m setback along the mutual lot line is permitted.		Note - the Board may seek reliance on Footnote 1 of Table 5L in Section 5.12 of Zoning by-law 016-2014, which allows parking areas to cross property lines between parks and school sites.
5.19 Requirements for electric vehicles charging stations in the UGC-MU and UGC-MU2 Zones	UGC-MU and UGC-MU2 Permitted non-residential uses	Where the required number of parking spaces is 100 spaces or more, a minimum of 20% of the required parking spaces shall have a roughed-in electric vehicle charging station; and, a minimum of 1% of all the required parking spaces shall have an electric vehicle charging station installed	Shall not apply

Section 9 - Institutional Zones				
9.2 Zone Standards				
Table 9B: Regulations	**I-A Institutional Minor**	**I-A HDSB Amendments**	**I-B Institutional Major**	**I-B HDSB Amendments**
Lot Frontage (Minimum)	50.0 m	50.0 m	150.0 m	**250.0 m**
Lot Area *Elementary School* Min Max	 1.0 ha 4.0 ha	 **No minimum** **No maximum**	 3.0 ha No Maximum	 **No minimum** No Maximum
Lot Coverage (Maximum)	30%	**No maximum**	30%	**No maximum**
Setbacks (Minimum) Front Yard Interior Side Yard Exterior Side Yard Rear Yard	 3.0 m 6.0m (*1) 3.0m 7.5m (*1)	 3.0 m **3.0m (*1)** 3.0m **3.0m (*1)**	 9.0m 6.0m (*2) 9.0m 7.5m (*2)	 3.0m **3.0m (*2)** **3.0m** **3.0m (*2)**
Building Height (Max)	12.5 m	**18.0 m**	36 m	36 m
Landscaped Open Space % of Lot Area (Min) *Landscape Buffer (Min)* Abutting a street line Abutting a Residential Zone	20% 3.0 m 4.0 m	**20%** **Artificial Field can be included** **2.5 m** 4.0 m	20% 4.5 m 4.0 m	**20%** **Artificial Field can be included** **2.5 m** 4.0 m

Footnote(s) to Table 9B

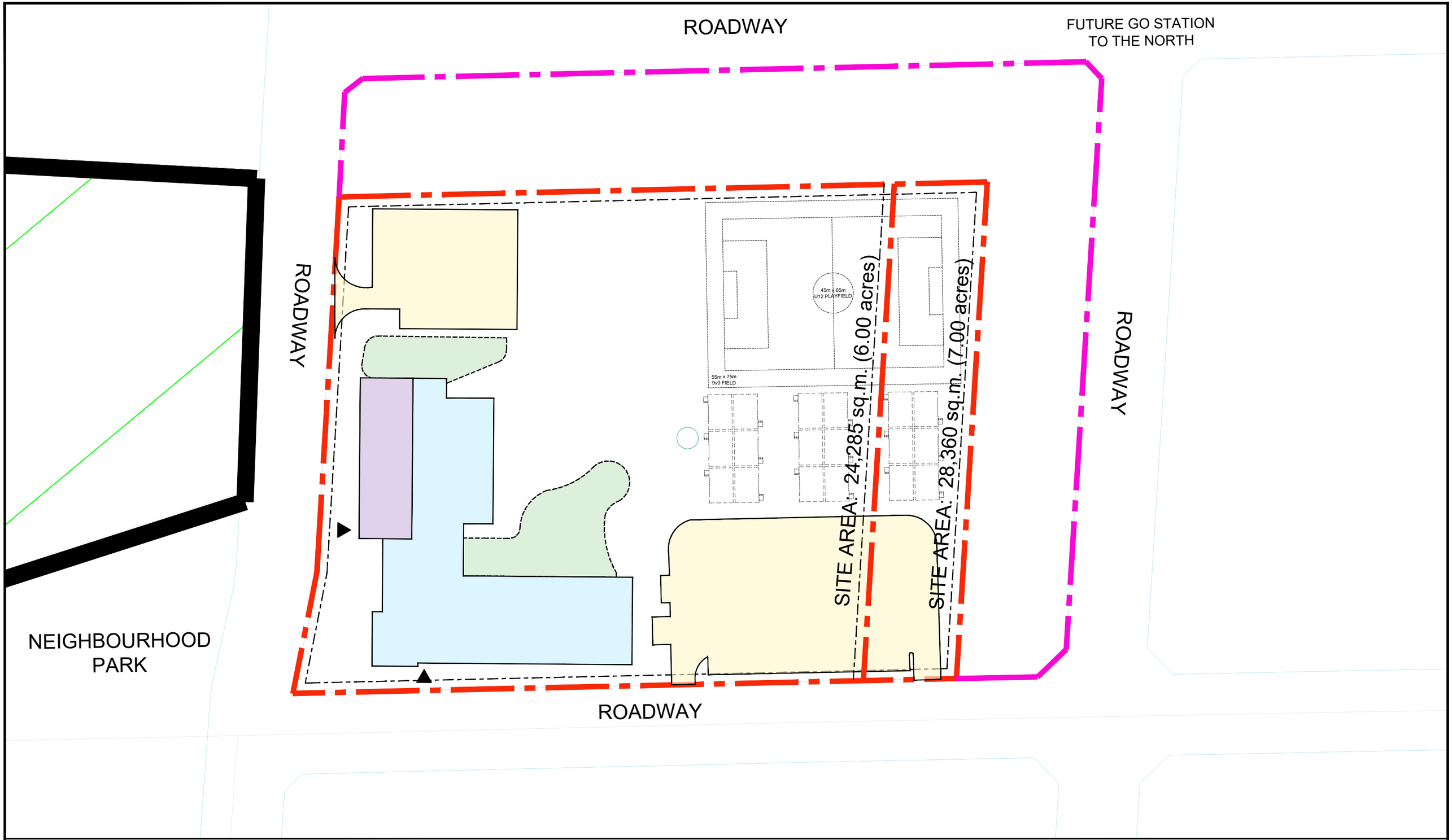
(*1) Where an I-A Zone abuts a residential Zone, an additional 3.0m setback shall apply.

(*2) Where an I-B Zone abuts a residential Zone, an additional 6.0m setback shall apply

NEW Special Provision:

1. Notwithstanding Section 9.1, seasonal sports domes are permitted on Institutional I-B, subject to the minimum setback and maximum building height regulations of Section 9.2 - Zones Standards of the By-law.

2. The maximum building height: 30 metres for a seasonal sports dome.



HALTON DISTRICT SCHOOL BOARD
J.W.SINGLETON EDUCATION CENTRE
2050 GUELPH LINE
BURLINGTON, ON., L7R 3Z2
TEL. (905) 335-3663
FAX (905) 335-9802

AGERTON MILTON

AGERTON PUBLIC SCHOOL

788 PUPIL PLACES

JANUARY 2026
1:2000 (11"x17")

HOSSACK ARCHITECTURE

Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

March 11, 2026

Re: Agerton Secondary Plan

Attention:
Ritee Haider

Thank you for sending us notification regarding Agerton Secondary Plan. In our assessment, we confirm there are no existing Hydro One Transmission assets in the subject area.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.
Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.

Good afternoon Rahim

Thanks for your enquiry.

The Secondary Plan does not include any proposals for land use change and development within the Hydro Corridor/Parkway Belt Area. The Secondary Plan does conceptually show a potential access across these lands to the proposed Milton-Trafalgar GO Station area. The Town has been in discussions with Staff at the Ministry of Infrastructure (Paul Nunes, Bronwyn Cuthbertson and Adia Ibrahim) and IO (Tyson Orlie) with respect to planning for the new station, This has included discussions around station access planning. We have also held similar discussions with Hydo One concerning the possibility of access drives and parking within the hydro corridor.

The Town does not proposed to include the Hydro Corridor within the Secondary Plan Area.

Thanks again for your interest.

All the best,

David

David Twigg
Director, Planning Policy & Urban Design
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 ext. 2205
www.milton.ca

Hi Team,

Thank you for your email.

Just have a question in relation to C.X.4.2.6, as it identifies that, “Development in proximity to the railway corridor is subject to Sections 2.6.1.18, 2.6.1.21, 2.6.1.22, 5.5.1.1 to 5.5.1.7, and 6.1.7.1 to 6.1.7.3 of this Official Plan”.

Noting that Metrolinx was circulated the Draft Official Plan review for the Town of Milton in January and there were some modifications proposed in Section 4.2.3 and building adjacent to the rail corridor. Just want to ensure those modifications are captured in the Secondary Plan.

Please advise when you have the opportunity to do so.

Thanks,

Jenna Auger (She/Her)

Project Analyst, Adjacent Construction Review (ACR)

Integrated Delivery Division

T: (416)-881-0579

20 Bay Street | Toronto | Ontario | M5J 2W3

METROLINX

Good afternoon Ritee,

Thank you for providing the Ministry of Municipal Affairs and Housing with the opportunity to review and provide comments on the Town of Milton's updated draft Agerton Secondary Plan, as well as the additional studies and materials. The Ministry's staff-level comments are as follows.

General Comments – Section 17 vs. 26 of the *Planning Act*

We understand the Town anticipates adopting both the Agerton Secondary Plan and the next phase of the Milton Official Plan in the summer of 2026. The Ministry understands that changes to the boundary of the Milton-Trafalgar GO PMTSA are proposed, as depicted on schedule C.X.A. According to section 2.4.2.1 of the PPS 2024, planning authorities shall only delineate the boundaries of major transit station areas through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*.

As changes to the boundary of the Milton-Trafalgar GO PMTSA are proposed, the Town of Milton is required to ensure the requirements of subsection 16(15) of the *Planning Act* and policy 2.4.2.1 of the PPS 2024 regarding PMTSAs are satisfied. Therefore, the policies associated with the change in delineation must be advanced under section 26 of the *Planning Act*, which includes the holding of a special meeting of council, or through a new official plan. In either scenario, the resultant official plan amendment or new official plan would be a non-exempt matter, and would require approval by the ministry.

As the ministry is the approval authority for the Town's second phase of its official plan, which is currently with the Ministry for review, we would suggest the Town extract the relevant draft sections of the Agerton Secondary Plan specifying the revised boundaries, authorized uses of land, and minimum densities of buildings and structures on land within the PMTSA, as required by subsection 16(15) of the *Planning Act,* from the draft secondary plan and include these policies within a revised draft of the Milton Official Plan. This would allow for these policies to proceed as part of the Town's comprehensive official plan update, while the remainder of the Agerton Secondary Plan may proceed under section 17 and be exempt from the Minister's approval.

Policy Specific Comments

Policy C.X.3.1 b) – As this policy sets out the overall minimum density for lands within the PMTSA, as required by subsection 16(15)(a) of the *Planning Act*, it will need to be included within updated official plan submitted to the Ministry for approval. The remaining policies under C.X.3 (Goals and Objectives) relate more broadly to the secondary plan lands as a whole, and do not necessarily provide specific land use or policy direction within the PMTSA for which the minister's approval would be required.

Policy C.4.4.6 – This policy notes that the Town may consider tools such as inclusionary zoning in order to achieve the housing affordability objectives and targets listed under section C.X.4.4 and in section 2.3.3.14 of the Town's Housing Strategy. The ministry is interested in understanding when the Town may be advancing an inclusionary zoning by-law for Council consideration.

Section C.X.5.1 – As this section specifies the boundaries, authorized uses of land, and minimum densities of buildings and structures on land within the PMTSA, as required by subsection 16(15) of the *Planning Act,* this section should be removed from the secondary plan and submitted to the ministry for approval through a separate official plan amendment adopted under section 26 or as part of the revised official plan.

Section C.X.6 – The second paragraph of this section notes that the location of land use designations may be adjusted without the need for an official plan amendment. This appears to be in conflict with paragraph 4 of subsection 16(18) of the *Planning Act*, which provides that there is no exemption from the minister's approval with respect to official plan amendments which amend or revoke any of the policies described in subsection 16(15). Official plan amendments which only deal with the authorized uses of land, buildings or structures in the PMTSA, and where residential uses would be authorized on all of the land subject to the amendment, would not need to be submitted to the ministry for approval.

Policy C.X.6.1.1 – Clarity is requested on whether the land uses identified for the Mixed-Use High Density Residential designation are exhaustive, or if there are additional uses that may be permitted. Additionally, there does not appear to be a minimum density (floor space index) for institutional uses, whereas a minimum density has been established for residential apartment uses and local commercial uses. To ensure conformity with subsection 16(15)(c) of the *Planning Act*, minimum densities should be expressed for each land use and development block. Minimum densities for each land use may be expressed in a companion table to schedule C.X.A. To ensure the gross minimum number of people and jobs per hectare is achieved, to enable development certainty, and to ensure density is translated precisely into the zoning by-law, minimum

densities should be expressed as a floor space index measure, which would result in the projected number of residents and jobs that are planned to be accommodated.

Policy C.X.6.2.3 e), f) – Similar to the above, while subsection e) sets out a minimum density for building type based on minimum units per hectare, a minimum density as expressed through floor space index would allow for a more precise calculation of density on a parcel-by-parcel basis that would translate to the implementing zoning by-law.

Schedule C.X.A – It appears the delineation of the PMTSA boundaries are proposed to be revised, particularly the eastern boundary, as compared to Map 6i of the former Region of Halton Official Plan. The Provincial Planning Statement, 2024 (PPS 2024), requires the boundaries of major transit station areas on higher order transit corridors to be delineated through a new official plan or official plan amendment adopted under section 26 of the *Planning Act*. This would also apply to any amendments to the boundary of an approved PMTSA. As such, to ensure consistency with the PPS, 2024, the Town should be advancing changes to PMTSA boundaries through a section 26 *Planning Act* process, or as part of a comprehensive official plan update.

We trust that these comments will be of assistance to the Town in finalizing the Agerton Secondary Plan. The ministry requests a meeting with the Town in the coming weeks to discuss this matter in further detail.

Thank you,

Claire Champagne, MSc. (Pl)

Planner | Municipal and Housing Operations Division – Central (West)

Ministry of Municipal Affairs and Housing | Ontario Public Service

(437) 755-3563 | claire.champagne@ontario.ca

Ontario

Hi Ritee,

Subject: **MTO Comments on *LOPA-03/19 – Agerton Secondary Plan***

Please refer to the materials circulated by the Town of Milton for the application referenced above on February 24, 2026.

A. Following our review of the circulation materials and in accordance with the Public Transportation and Highway Improvement Act (PTHIA), the Ministry of Transportation of Ontario (MTO) provides the following comments:

1. **Traffic Comments:**

    a. The westbound-right (WBR) movement at the north ramp terminal (NRT) of Hwy 401 / Trafalgar Rd shows an existing 95th-percentile queue of 909 m in the PM peak. The proponent must provide mitigation recommendations for these existing queues and clarify which improvements were assumed, as the observed 95th-percentile queues are significantly reduced in the future scenarios.

    b. No growth rates were applied to MTO approaches at both ramp terminals for Hwy 401 / Trafalgar Rd (RR3). A 2% annual growth rate must be applied to all MTO approaches in the traffic analysis for all future scenarios.

    c. The proponent must clarify the timeline for the proposed HOV lane on Trafalgar Rd (RR3) and confirm whether this concept has ever been brought forward to, or discussed with, MTO. Any operational impacts related to implementing an HOV lane within MTO right-of-way limits must be identified and discussed with MTO.

    d. The proponent must provide all traffic models, including Synchro and EMME files, for MTO's review.

2. **Hwy 407 ETR Comments:**

    a. Section C.X.6.7: Please note that MTO Permit Control Areas also include Highway 407.

    b. Any proposed development located within the MTO Permit Control Area, including lands adjacent to 407 ETR, must follow the standard submission requirements. These include providing a detailed Site Plan, Site Grading and Drainage Plan, Stormwater Management Report, Lighting Plan, Illumination

Details, and all other necessary documentation for 407 ETR review and approval.

c. Submissions must clearly address the 14 m MTO setback, noise and lighting mitigation measures, erosion and settlement controls, and all other applicable MTO guidelines and standards.

3. Drainage Comments:

   a. MTO will review the detailed drainage and stormwater management plan at a later stage.

   b. MTO requires post-to-pre development quantity control for all drainage crossings under MTO highways.

4. Environmental Comments:

   a. For any future development, the Town of Milton must ensure that Noise Sensitive Areas (as defined in the attached 2022 Noise Guide) located adjacent to Highway 401 and containing ground-level outdoor living areas are supported by a noise study. This study must be submitted to MTO for review.

   b. No natural sciences compensation works, including the creation of new fisheries habitat, are permitted within the 14-metre MTO setback. If meeting this requirement is not feasible, the developer must seek explicit permission from MTO.

   c. No soil stockpiles are permitted within the 14-metre MTO setback.

B. The proponent is required to address the comments outlined above.

C. The above comments are based on the documents the Town of Milton circulated on February 24, 2026, and are provided without prejudice to MTO. Any amendment with potential implications for MTO shall be submitted to the Ministry for review.

D. All comments herein are made subject to applicable legislation, regulations, and policies. This correspondence does not constitute approval, consent, or a waiver or limitation of MTO's statutory authority in any respect.

If you have any questions or require further clarification, please don't hesitate to reach out.

Regards,

Ibrahim Adia, DBA, ENV SP, PMP, M.ASCE, FAPM

Senior Project Manager (Halton Area)

Highway Corridor Management (West Section) | Operations (Central Region)

Ministry of Transportation | Ontario Public Service

159 Sir William Hearst Avenue, 7th Floor, Toronto, ON M3M 0B7

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Ontario

WATER AND WASTEWATER

AREA SERVICING PLAN

ADDENDUM

FOR THE

AGERTON SECONDARY PLAN

AREA

IN THE

TOWN OF MILTON

REGION OF HALTON

PROJECT NO. 18-1073

OCTOBER 2025

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WATER AND WASTEWATER AREA SERVICING PLAN ADDENDUM FOR THE AGERTON SECONDARY PLAN AREA

TOWN OF MILTON
REGION OF HALTON

OCTOBER 2025

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B3 – Ultimate Potential Population Assessment (SGL Planning & Design Inc., 2025)
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**WATER AND WASTEWATER
AREA SERVICING PLAN ADDENDUM
FOR THE
AGERTON SECONDARY PLAN AREA**

**TOWN OF MILTON
REGION OF HALTON**

**OCTOBER 2025
OUR FILE: 18-1073**

1.0 INTRODUCTION & PURPOSE

The Milton Phase 4 Agerton Secondary Plan area (***Agerton***), referred to as the 'Subject Lands' is comprised of approximately 437 hectares in the vicinity of Trafalgar Road generally bound by Highway 401 to the north, Eighth Line to the east, Derry Road to the south, and the Greenbelt to the west, as illustrated in ***Figure 1***. The Subject Lands are bisected by an existing hydro corridor, creating separated north and south regions. The Town of Milton, through their consultant Wood Environment & Infrastructure Solutions, completed an Area Servicing Plan (***ASP***) for the Agerton & Trafalgar Secondary Plans with a final report dated April 13, 2022. This study outlined the water and wastewater servicing needs in accordance with Halton Region's Area Servicing Plan process.

Since the completion and acceptance of the ***ASP*** by the Town and Region, the Agerton Secondary Plan has been advanced and identified that additional population will be realized beyond the quantum included in the ***ASP***. As such, this ASP Addendum is required in support of the Secondary Plan to affirm the water and wastewater servicing needs resulting from the additional population.

The Terms of Reference for this ASP Addendum is included in ***Appendix A***.

The Land Use Plan, prepared by the participating landowners of Agerton New Urban Ltd. (***Agerton LOG***), acts as the basis for all figures and analyses outlined in this Addendum. The plan, illustrated in ***Figure 2***, includes development of medium / high density residential, institutional, park, mixed-use, and employment blocks within the subject lands.

This addendum report validates the proposed water and wastewater servicing for the subject lands given the increased population and addresses changes to the wastewater servicing concept of the subject lands from the ***ASP***.

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for the subject lands.

2.0 PREVIOUS STUDIES AND REPORTS

The following materials have been reviewed in support of this addendum report:

- **Agerton & Trafalgar Secondary Plans Area Servicing Plan**
  Wood Environment & Infrastructure Solutions, April 2022
  (ASP)

- **Detailed Design Drawings, Region Contract S-3126B-21, 1200mm Wastewater Main on Trafalgar Road**
  Regional Municipality of Halton / Hatch, May 2022
  (Trafalgar Trunk)

- **Water and Wastewater Linear Design Manual – Version 6**
  Regional Municipality of Halton, November 2024
  (Region Standards)

- **Town of Milton Engineering and Parks Standards Manual**
  Town of Milton, September 2024
  (Town Standards)

- **Design Guidelines for Sewage Works**
  Ministry of the Environment, Conservation and Parks, February 2016 (*Updated November 2023*)
  (MECP Sewer Design Guidelines)

- **Design Guidelines for Drinking Water Systems**
  Ministry of the Environment, Conservation and Parks, January 2016 (*Updated May 2023*)
  (MECP Drinking Water Design Guidelines)

- **2022 Development Charges Update Water/Wastewater Technical Report**
  GM BluePlan Engineering, September 2021
  (2022 DC Update)

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3.0 PHASING & POPULATION

3.1 Phasing

As outlined in ***Figure 2***, the north and south regions of the Subject Lands are separated by an existing hydro corridor. The south region is composed of a mix of employment, institutional, park, mixed-use, and medium / high density residential lands. Portions of the Subject Lands have been designated as Major Transit Station Area (MTSA), due to a proposed Go Station which will be located within the south region, within the Agerton Capital property. The north region is primarily composed of employment lands and NHS, with some existing employment lands along Auburn Road.

It is expected that the precise timing of individual subdivisions within the community will vary based on owner requirements, market conditions, and availability of infrastructure.

3.2 Population

The planned populations for the Agerton Secondary Plan have evolved through various existing and ongoing studies. The approved ***ASP*** was based on a preliminary population assumption, while it is understood the ongoing Region Integrated Master Plan is based on the 2024 Joint Best Planning Estimates (JBPE). Since then, the Town has increased the targets for the Agerton Secondary Plan to 14,100 people and 17,500 jobs to 2051. In addition, there is potential for additional population beyond 2051 that is to be considered in the infrastructure assessments.

A summary of the evolution of planned population for the Subject Lands is provided in **Table 3-1** below. Further background is included as ***Appendix B***.

Table 3-1: Agerton Population Estimates

Study	Population
Approved Area Servicing Plan (ASP)	Residential: 6,800 Employment: 15,000
Joint Best Planning Estimate (JBPE)	Residential: 8,256 Employment: 14,450
Secondary Plan (to 2051)	Residential: 14,100 Employment: 17,500

To ensure infrastructure is adequately sized at this preliminary level, the ultimate potential population (including a projection of growth beyond the planning horizon of

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2051) prepared by the Group Planner for the ***Agerton LOG*** has been considered in the preparation of this ASP Addendum. This ultimate potential population includes projected ultimate residential and job populations based on an assessment of the MTSA land uses and densities by the Group Planner (included in ***Appendix B***). This assessment considered the location, configuration, density allowances, and practical buildout of each land use area within the MTSA. From the assessment, projected ultimate residential and job populations of approximately 27,000 and 11,000, respectively were derived.

From this ultimate potential population assessment, average population densities were derived for each residential land use as a basis for the preliminary servicing design. The Mixed Use Commercial, Community Uses, and Employment densities are in accordance with the ***Region Standards***. A summary of the densities used for this ASP Addendum are summarized in **Table 3-2**.

Table 3-2: Agerton Population Densities

LAND USE	**POPULATION DENSITY** (Persons / Hectare)
Medium Density II	230
Neighbourhood Center Mixed Use	500
Neighbourhood Center Mixed Use (Adjacent to GO Station / within Agerton Capital Lands)	570
Mixed Use Transit	1015
Mixed Use Commercial	90
Employment	125
Community Uses	40

Although the residential population densities are generally less than the ***Region Standards***, application of these densities result in residential population in excess of the 14,100 planned population to 2051 and are also greater than estimated ultimate potential population (~27,000). As such, the resulting residential population (~35,000) is considered conservative to ensure the main trunk servicing is adequately sized.

For commercial, employment, and community use lands, utilization of the population densities per the ***Region Standards*** equates to an employment population of 21,450. This is in excess of the Town's planned population of 17,500 and is therefore considered a conservative allowance for the preliminary trunk servicing design and has been utilized for this ASP Addendum.

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The ultimate employment population (11,000) is less than the 2051 employment population provided by the Town (17,500). Please clarify.

Does the Town of Milton endorse the ultimate residential population of 27,000? If so, explicitly note that here.

The populations used will be reviewed at each stage of study to ensure an appropriate population is used throughout the planning and detailed design process, in consultation with the Region.

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4.0 WATER SUPPLY SERVICING

4.1 Design Criteria

The water supply servicing the subject lands has been designed according to the Region of Halton Water and Wastewater Linear Design Manual (***Region Standards***) such that adequate pressures and fire flows can be achieved. Water design flows will be designed with the following criteria listed below in **Table 4-1**. The population densities utilized for this study are consistent with **Table 3-2**.

Table 4-1: Water Design Criteria

Demand Type	Criteria
Average Daily Demand	275 L/cap/day
Maximum Daily Demand Peaking Factor	2.25
Maximum Hourly Demand Factor Residential Institutional Park	 4.0 2.25 2.25

The development must meet the Region of Halton pressure criteria for domestic flow conditions between 40 psi (275 kPa) and 100 psi (690 kPa) and fire flow conditions should be maintained above 20 psi (140 kPa). The Building Code maximum domestic flow criteria of 80 psi (550 kPa) must also be met within the dwelling.

4.2 Existing Water Servicing

Existing watermains are currently available in the vicinity of the subject lands, as shown in **Table 4-2**. The subject lands currently fall within Pressure Zone 250.

Table 4-2: Summary of Existing Water Infrastructure Adjacent to Subject Lands

Watermain	Location
DERRY ROAD	
900 mm ➢ Regional ID: 5875	Trafalgar Road to Fifth Line
TRAFALGAR ROAD	
Twin 900 mm ➢ Regional ID: 4985	Hornby Road to Dundas Street East

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Through the Region's Integrated Master Plan, Water Design Criteria have changed: 230 L/cap/d for Residential and 190 L/emp/d for Blended Employment. Fire Flow has also changed and is now based on residential density (low, medium and high) and blended employment. Peaking factors have also changed: 1.9 for Max Day Lake-Based Supply, 1.6 for Max Day Well-Based Supply and 3.0 Peak Hour Lake and Well-Based Supply.

Considering that the residential and employment demands have decreased, the analysis completed through this ASP is more conservative. If the water analysis is not being redone with the most recent design criteria, add a note that speaks to this (i.e., water design criteria has been updated through the Region's Integrated Master Plan, this report was finalized after its release and the analysis herein with the previous criteria is more conservative).

Number: 2 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 11:40:13 AM

Ashgrove Reservoir

Number: 3 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 11:41:53 AM

Derry Road

The location of existing water infrastructure is illustrated in ***Figure 4***, with Regional ID references included.

4.3 Planned Water Infrastructure – Master Plan

The Water and Wastewater Master Plan set out the preferred servicing strategy and location of future watermains to support the development of the subject lands. The Master Plan updates completed by the Region utilize regional water models and simulated demands (for buildout of growth areas) to establish a comprehensive water supply to meet the regional distribution of population and employment demands to the year 2031. Excerpts from the ***2022 DC Update*** are included in ***Appendix C***, and planned Region infrastructure is summarized in **Table 4-3** and ***Figure 4***.

Table 4-3: Summary of Planned Trunk Water Infrastructure

REGIONAL ID	SIZE	REGION'S ANTICIPATED CONSTRUCTION TIMING	LOCATION
DERRY ROAD			
6638	400 mm	Starting in 2026	From Trafalgar Rd to 8th Line

4.4 Proposed Water Servicing

The Subject Lands will be serviced by a proposed network of new watermains, designed in accordance with the latest ***Region Standards***, connecting to the existing and proposed watermains in Trafalgar Road and Derry Road. The proposed watermains are illustrated in ***Figure 5***. This ***ASP Addendum*** proposes modifications to the ***ASP***, detailed below.

4.4.1 Modifications from the ASP

The water servicing approach is generally similar to the ***ASP***, with the same DC infrastructure proposed with no major alignment changes. The local watermain alignments and connections to existing watermains have been refined through this ***ASP Addendum***.

The ***ASP*** originally identified three connections to the existing watermain on Trafalgar Road to service the Subject Lands. The ***ASP*** also outlined a 'reduced connection

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scenario' where only two connections were proposed. Excerpts from the ***ASP*** illustrating the connection points are included in ***Appendix D***.

While it is recognized that the Region desires to minimize connections to the existing Trafalgar watermains, this ASP proposes to maintain the approved ASP strategy and proposes three connections, as outlined in ***Figure 5***. Given the significant population potential for the MTSA lands, two connections for the southern lands are required to ensure adequate water demands are achieved. Providing two southern connections also ensures independent connections are available for the participating lands to allow flexibility in phasing and staging of the MTSA buildout. In particular, this provides an independent connection for the property of the proposed GO station to ensure the station can be constructed without dependence on external lands.

In summary, this addendum proposes three connections to the existing Trafalgar watermain, one connection to the existing Derry Road western watermain, and two connections to the proposed Derry Road eastern watermain (DC 6638). The proposed connections will ensure adequate flows are achieved throughout the Subject Lands and provides timing flexibility and independence for each of the individual properties.

4.4.2 Watermain Analysis

A watermain analysis was conducted to confirm watermain servicing required for the ultimate buildout of the Subject Lands. The ultimate population was applied within the model to the Region's forecast year of 2031. The scenarios are outlined in the watermain analysis, included as ***Appendix E***, and outlined in **Table 4-4** below.

The service pressures are expected to range between the ranges noted in **Table 4-4** below:

Table 4-4: Watermain Pressure Ranges by Scenario

Scenario:	Average Day (psi)	Maximum Day (psi)	Peak Hour (psi)	Max Day + Fire
2031 (South Parcel)	63.9 – 82.9	69.1 - 82.5	49.5 - 73.1	294 – 2,289 L/s @20 psi
2031 (North Parcel)	61.5 – 76.1	60.8 – 75.7	47.5 – 62.3	320 – 2,010 L/s @20 psi

The pressures noted above are within the Region of Halton standards for water distribution systems. Pressure reducing valves (PRVs) on individual services may be required where the pressure exceeds the OBC maximum pressure criteria of 80 psi (550 kPa).

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Number: 1 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 12:04:05 PM
Halton Region Linear Design Manual Section 2.5.3 - Local distribution watermains (pipes less than 400 mm in diameter) are not permitted to be connected to the existing twin 900 mm watermain on Trafalgar Road.

Number: 2 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 12:14:29 PM
See comment above regarding the two proposed southern connections.

Number: 3 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 12:13:47 PM
Halton Region Linear Design Manual Section 2.5.3 - Local distribution watermains (pipes less than 400 mm in diameter) are not permitted to be connected to the existing 900 mm watermain on Derry Road.

The watermain analysis is included in ***Appendix E.***

4.4.3 Preliminary DC and Local Trunk Watermains

The conceptual water servicing scheme, including local trunk watermains, utility crossings, and existing infrastructure is shown in ***Figure 5.***

The watermains are expected to be constructed concurrent with the land development applications. In the event that regional water projects are not completed at the time of development, interim water servicing alternatives will be investigated to meet the servicing requirements for the initial phases of the subject lands.

There are no proposed DC watermains to be constructed by the landowners within the Study Limits.

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5.0 WASTEWATER SERVICING

5.1 Design Criteria

The wastewater mains will be designed with the following ***Region Standards*** listed below in **Table 5-1**.

Table 5-1: Wastewater Design Criteria

DEMAND TYPE	DEMAND
Average dry weather flow	0.215 m^3/capita/day
Infiltration	0.286 x 10^{-3} m^3/ha/s
Peaking Factor	Modified Harmon Formula *(**Region Standards** Section 3.2.3)*

The population densities for each land use implemented for this addendum are outlined in **Table 3-2**. All populations and densities will be refined based on final land uses at the detailed design stage.

5.2 Existing Wastewater Infrastructure

Existing wastewater infrastructure is currently available in the vicinity of the Subject Lands as shown in **Table 5-2**.

Table 5-2: Existing Trunk Wastewater Infrastructure

Sanitary Sewer	Location
EIGHTH LINE	
1200mm Sanitary Sewer ➢ Regional ID 7553	From Steeles Avenue to Auburn Road
AUBURN ROAD	
1200mm Sanitary Sewer ➢ Regional ID 7554	From Eighth Line to Trafalgar Road
TRAFALGAR ROAD	
1200mm Sanitary Sewer ➢ Regional ID 7555	From Auburn Road to Derry Road
1200mm Sanitary Sewer ➢ Regional ID 7529 ➢ Regional ID 7530	From Derry Road to Britannia Road

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Number: 1 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 10:15:37 AM

Through the Region's Integrated Master Plan, Wastewater Design Criteria have changed. System Design Criteria is 215 L/cap/d for Residential and 185 L/cap/d for Employment. Treatment Design Criteria is 320 L/cap/d for Residential and 260 L/emp/d for Employment. I&I Allowance is 0.28 L/s/ha.

Considering that System Design Criteria, Treatment Design Criteria and I&I Allowance have decreased, the analysis completed through this ASP is more conservative. If the wastewater analysis is not being redone with the most recent design criteria, add a note that speaks to this (i.e., wastewater design criteria has been updated through the Region's Integrated Master Plan, this report was finalized after its release and the analysis herein with the previous criteria is more conservative).

Number: 2 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:02:25 PM

Convert to L/capita/day

Number: 3 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:02:31 PM

Convert to L/capita/day

Number: 4 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:08:01 PM

design stage, in consultation with the Region.

As a result of previous discussions and coordination with the Region, there are three existing connections to the Trafalgar Road trunk, designed with the intent to service the Subject Lands. The following existing connections have been provided:

- **Derry Road Intersection**:
  - **East**: A 600mm sanitary sewer connecting to a new manhole has been constructed. This will tie-into the future DC 6497 sewer, which will be designed by the Region.
  - **West**: A 600mm sanitary sewer, manhole, and stub have been provided for future tie-in to service the future 662073 Ontario Limited Lands, and a future non-participating property.

- **Agerton Capital Lands**:
  - A 600mm connection has been provided to the Agerton Capital lands, with the intent that they construct a manhole in the future to service their lands. The connection is outlined further in ***Section 5.4.2.***

The location of existing sanitary infrastructure is illustrated in ***Figure 6***.

5.3 Planned Wastewater Infrastructure – Master Plan

The Water and Wastewater Master Plan set out the preferred servicing strategy and general location of trunk sewers, pump stations, and forcemains to support the development of the Subject Lands. The recommended wastewater infrastructure as part of the approved ***2022 DC Update*** is summarized in **Table 5-3.** Through the design of the Subject Lands, it has been identified that the Derry Road sewer should be increased to a 600mm trunk to accommodate the increased Agerton populations, and future employment lands east of Eighth Line in accordance with Region criteria.

Table 5-3: Summary of Planned Trunk Wastewater Infrastructure

REGIONAL ID	SIZE/TYPE	REGION'S ANTICIPATED CONSTRUCTION TIMING	LOCATION
DERRY ROAD			
6497	300 mm (*Identified at 300mm per DC Study)*	Starting 2026	From Eighth Line to Trafalgar Rd (MIL)
EIGHTH LINE			

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Number: 1 Author: PasquaCh Subject: Comment on Text Date: 1/5/2026 11:24:06 AM
Review by others.

Number: 2 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:54:42 PM
Through the Region's Integrated Master Plan,

Number: 3 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:55:34 PM
recommended wastewater infrastructure be upsized

Number: 4 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:54:52 PM
was

Number: 5 Author: PasquaCh Subject: Comment on Text Date: 12/10/2025 7:48:19 AM
increased

Number: 6 Author: PasquaCh Subject: Comment on Text Date: 12/10/2025 7:49:30 AM
Remove

Number: 7 Author: PasquaCh Subject: Comment on Text Date: 12/10/2025 7:49:35 AM
Remove

Number: 8 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:56:40 PM
525 mm

Number: 9 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 3:00:12 PM
(Originally 300 mm per the 2022 DC Update)

REGIONAL ID	SIZE/TYPE	REGION'S ANTICIPATED CONSTRUCTION TIMING[1]	LOCATION
6503	[2]300 mm	Starting 2026	From north of Derry Rd to Derry Rd (MIL)

[3] – *Region to confirm latest construction timing for proposed DC projects*

Excerpts from the ***2022 DC Update*** is included in ***Appendix C***.

All sanitary flows generated within the subject lands will be conveyed south to the Mid-Halton Wastewater Treatment Plan for treatment via the Britannia Road pumping station [4]and Thompson Road pumping station in the interim[5], ultimately via the Lower Base Line Pumping Station once the appropriate infrastructure is constructed.

5.4 Proposed Internal Wastewater Servicing

The subject lands are to be serviced by a proposed network of new gravity wastewater sewers, designed in accordance with the latest ***Region Standards***. The Subject Lands will be serviced by existing connections to the Trafalgar Road trunk, and the future Derry Road sanitary sewer (DC 6497), to be constructed by the Region. [6]One new sanitary connection to the Trafalgar Road trunk will be required to service the northern employment lands.[7] The proposed sanitary drainage areas and sewer profiles can be found in ***Figures 7*** and ***8*** respectively, and the design sheets are included in ***Appendix F***.

This ***ASP Addendum*** proposes modifications to Wood's previous ***ASP***, detailed through **Section 5.4.1**.

5.4.1 Modifications from the ASP

The ***ASP*** identifies various connections to the existing Auburn Road and Trafalgar Road sanitary trunks, as well as connections to the proposed Eighth Line and Derry Road trunks.

Figure 2.3 of the ASP (included in ***Appendix D***) identifies fifteen (15) connections from the Subject Lands to the existing and proposed Regional Trunks. **Table 5-4** below summarizes the modifications to connection locations and reduction in proposed connections through this addendum:

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Number: 1 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:34:42 PM
Remove

Number: 2 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 3:00:25 PM
450 mm

(Originally 300 mm per the 2022 DC Update)

Number: 3 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:34:55 PM
Timing is accurate, remove this note.

Number: 4 Author: PasquaCh Subject: Comment on Text Date: 12/10/2025 7:50:36 AM
Remove

Number: 5 Author: PasquaCh Subject: Comment on Text Date: 12/9/2025 2:39:11 PM
and ultimately

Number: 6 Author: PasquaCh Subject: Comment on Text Date: 12/10/2025 8:19:12 AM
Note the location of this new connection here and/or in Table 5-4.

Number: 7 Author: PasquaCh Subject: Comment on Text Date: 1/5/2026 11:25:07 AM
Review by others.

Table 5-4: Modifications to ASP Connections

Proposed Connection	ASP Approach (Figure 2.3)	ASP Addendum Modification
Eighth Line	Two (2) proposed connections north of utility corridor ➢ Connections to MH 17 & MH 16 One (1) proposed connection south of utility corridor ➢ Connection to future MH north of Derry Road	No connections proposed to Eighth Line through this addendum.
Auburn Road	Four (4) proposed connections to Auburn Road ➢ Two (2) connections between MH 15 & MH 16 ➢ Two (2) connections between MH 14 & MH 15	Two (2) proposed connections at MH 14. ➢ Additional connections may be proposed through the design of the employment areas, pending development timing and requirements.
Trafalgar Road (north region)	Two (2) proposed connections ➢ Both connections at MH 12	No modifications ➢ Two (2) proposed connections at MH12.
Trafalgar Road (south region)	Three (3) proposed connection ➢ West connection between MH 11 & MH 10 ➢ West connection between MH 9 & MH 10 ➢ East connection at MH 9	Modifications to reflect three (3) existing stubs that have been constructed at MH 9 (west & east) and MH 10A
Derry Road	Three (3) proposed connections to the future Derry Road trunk ➢ All connections were proposed between Trafalgar Road and Eighth Line	Two (2) proposed connections to the future Derry Road Trunk east of Trafalgar Road ➢ As illustrated in the Sanitary Design Sheets (Appendix F), the Derry Road trunk should be sized at 600mm minimum to accommodate the subject lands and future employment lands east of the Subject Lands.

The total number of sanitary connections to existing / proposed regional infrastructure has been reduced from fifteen (15) to nine (9) through this addendum.

5.4.2 Preliminary DC Sewers & Local Trunks

The general drainage strategy is outlined in ***Figure 7***, illustrating the proposed trunk connections for each portion of the site (via Trafalgar Road, Auburn Road, and Derry

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Number: 1 Author: PasquaCh Subject: Comment on Text Date: 12/10/2025 8:47:05 AM
Currently sized at 525 mm

Road). [1]Trunk profiles have been provided within ***Figure 8***, and all trunk sizing has been verified through the Sanitary Design Sheets included in ***Appendix F.***

Table 5-5 below summarizes the location and flow / capacity expected at each proposed and existing connection for the subject lands.

[2]**Table 5-5: Summary of Proposed Sanitary Connections**

Sanitary Connection	Size (mm)	Population (Residential & Employment)	Q/Qf
Existing Manholes			
Trunk 1: Trafalgar Road MH 12A (West Connection)	375	3,784	48%
Trunk 2: Trafalgar Road MH 12A (East Connection)	250	819	32%
Trunk 3: Auburn Road MH 14 (north connection)	375	3,307	39%
Trunk 3: Auburn Road MH 14 (south connection)	375	5,119	57%
Trunk 4: Trafalgar Road MH 1010A to MH 10A ***(Existing Stub)***	600	14,861	29%
Trunk 5: Trafalgar Road MH 9B ***(Existing Stub)***	600	6,519	16%
Future Manholes			
Trunk 6: Derry Road MH 995A	600 *(requested INV. 188.218)*	17,631	52%
Trunk 7: Derry Road MH 992A	375 *(requested INV. 191.895)*	5,310	62%

To ensure adequate servicing for the subject lands, it is requested that the Region provide stubs on the future Derry Road trunk (ID 6497) to match the invert and size outlined in the [3]Sanitary Profile (***Figure 9***).

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Number: 2 Author: PasquaCh Subject: Comment on Text Date: 1/5/2026 11:25:17 AM
Review by others.

Number: 3 Author: PasquaCh Subject: Comment on Text Date: 1/5/2026 11:25:20 AM
Review by others.

Trunk 4 (*Agerton Capital Lands*)

Sanitary Trunk 4 (connecting to existing MH 10A in Trafalgar Road) will service approximately 32 Ha of the Agerton Capital lands. As outlined in the Sanitary Design sheets, the trunk has been proposed between 450mm and 600mm to support MTSA development lands including the proposed GO Station. Trunk 4 connects to the existing stub at MH 1010A which outlets to the Trafalgar Trunk at MH 10A. The location of the existing stub is outlined in ***Figure 7***.

Per discussions with the Region, an existing shaft has been left at the location of future MH1010A, which will be constructed by the developer. The existing 600mm connection to MH10A in Trafalgar Road was extended past the shaft limits, for future connection to MH1010A.

To access the Manhole 1010A connection, an easement through a future Medium Density condo block will be required. The easement size and alignment will be confirmed through detailed design.

Trunk 6 (*York Trafalgar*)

Sanitary Trunk 6 will connect to the future Derry Road Sanitary Sewer (ID 6497) and is proposed to service approximately 94 ha of the Subject Lands including a future community centre, fire station, medium / high density residential, and employment lands. Trunk 6 receives drainage from the York Trafalgar Lands, and the entirety of the non-participating CP lands.

Directing all CP lands through this trunk will eliminate any reliance of the Subject Lands on the future proposed sanitary sewer on Eighth Line (ID 6503) and assists in reducing the number of sanitary connections required (as outlined in ***Table 5-4***).

Given the scale of lands supported by Trunk 6, it is recommended that all portions of the trunk over 450mm be considered for inclusion in the Region's future DC update.

5.5 Cost Estimates – DC Sewers

Preliminary cost estimates for the proposed owner constructed DC sewer are provided below in **Table 5-6** with details in **Appendix G**.

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Table 5-6: Owner DC Sewer Preliminary Cost Estimates

Region ID	Description	Preliminary Cost Estimate
N/A (Trunk 6 and Trunk 6 Connection)	525-600mm sewer on internal 22m collector	~$1.73M

6.0 SERVICING FOR NON-PARTICIPATING PROPERTIES

There are non-participating properties within the Subject Lands. Trunk sewers and watermains will generally be available in the vicinity of the non-participating properties with options to connect that could be explored should they develop in the future. Local watermains and sanitary sewers could potentially be extended to service these properties in the future if required, subject to making satisfactory arrangements with the Region of Halton.

7.0 CONCLUSIONS

This addendum provides an overview of the proposed water and wastewater servicing for the Subject Lands located within the Region of Halton. This report demonstrates how the proposed internal water and wastewater infrastructure supports the Subject Lands given increased populations and modifications to the servicing concept from the ***ASP***.

Future studies prepared in support of individual draft plans of subdivision will refine the findings and preliminary design presented in this ***ASP Addendum***.

We trust this addendum report is satisfactory. Please do not hesitate to contact our office if you require additional clarification.

Prepared by,

David Schaeffer Engineering Ltd.



Rebecca Auerbach

Reviewed by,

David Schaeffer Engineering Ltd.

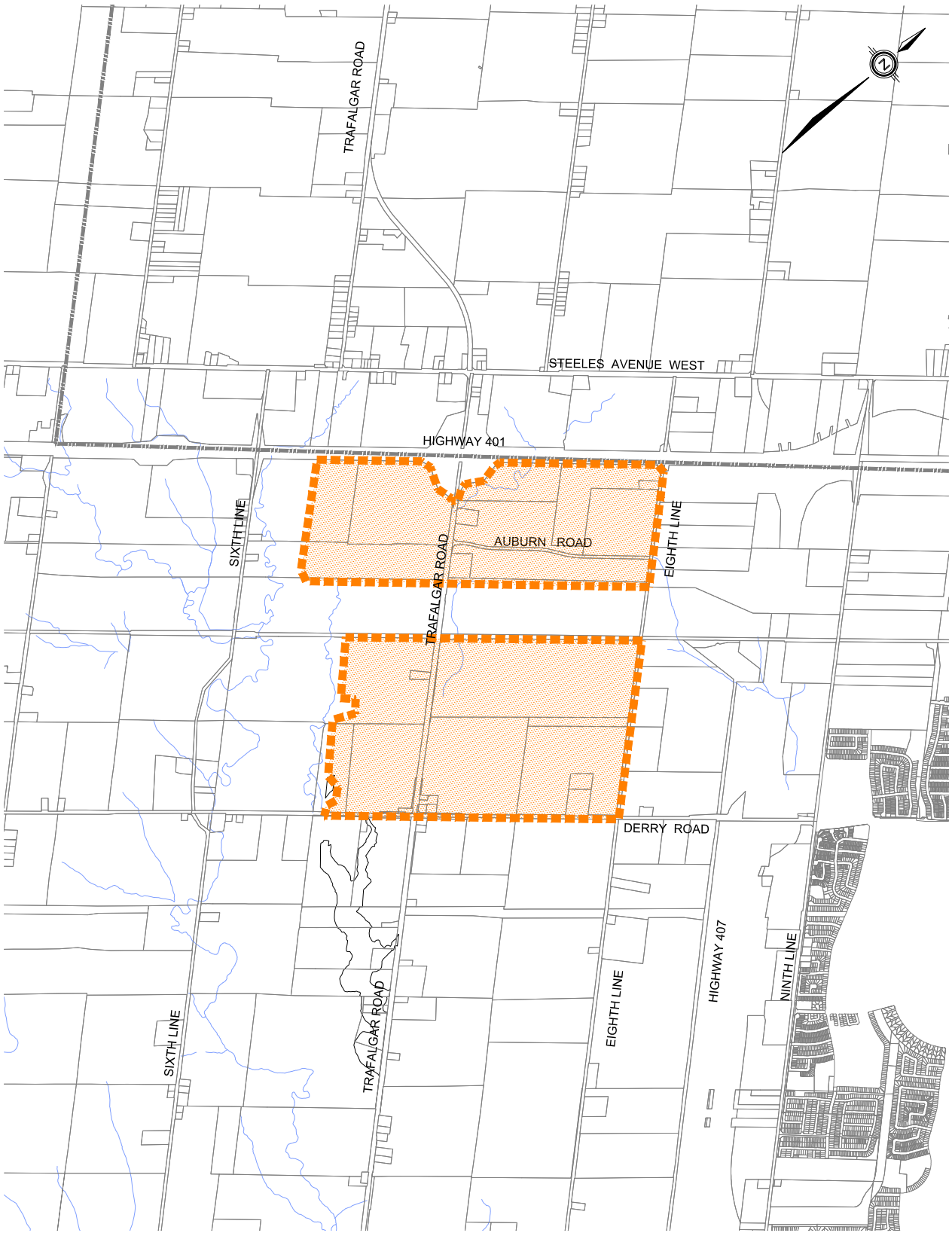


Alexandra Schaeffer, P.Eng.

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LEGEND

SUBJECT LANDS

WATERCOURSE

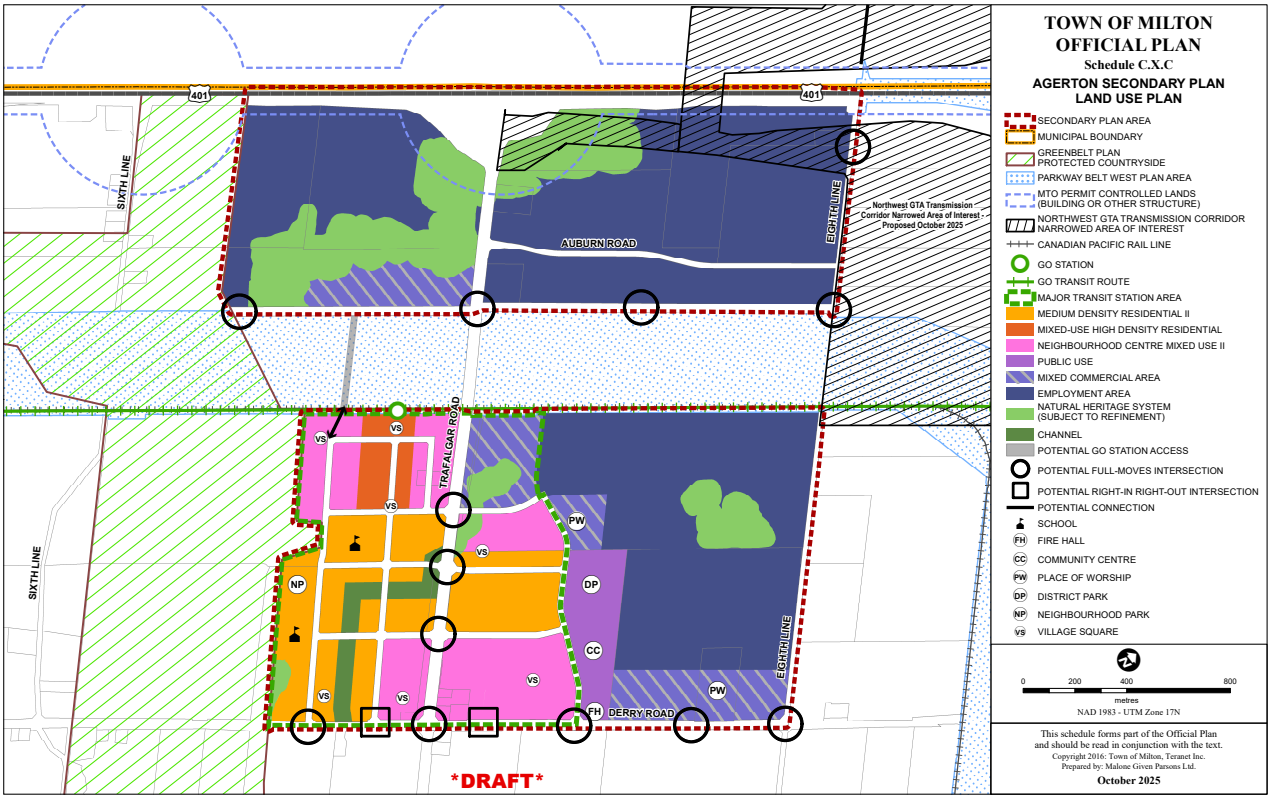
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SITE LOCATION PLAN

SCALE:	1:25000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	1

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LEGEND

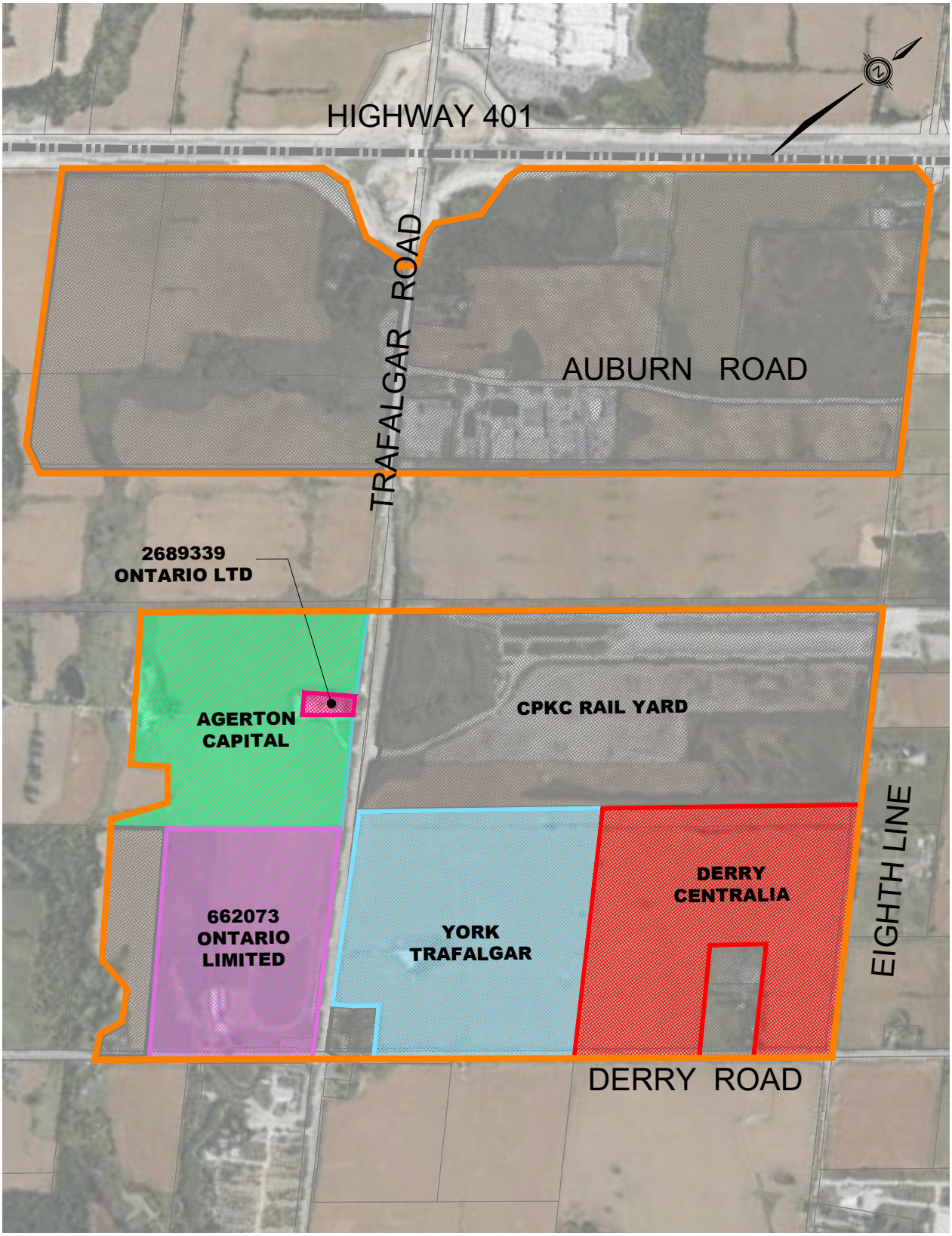
DSEL
600 Alden Road, Suite 606
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Fax. (905) 475-3081
www.DSEL.ca

MP4 AGERTON - ASP
ADDENDUM
MILTON

LAND USE PLAN

SCALE:	NTS	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	2

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LEGEND

SUBJECT LANDS

PARTICIPATING LANDS

NON-PARTICIPATING LANDS

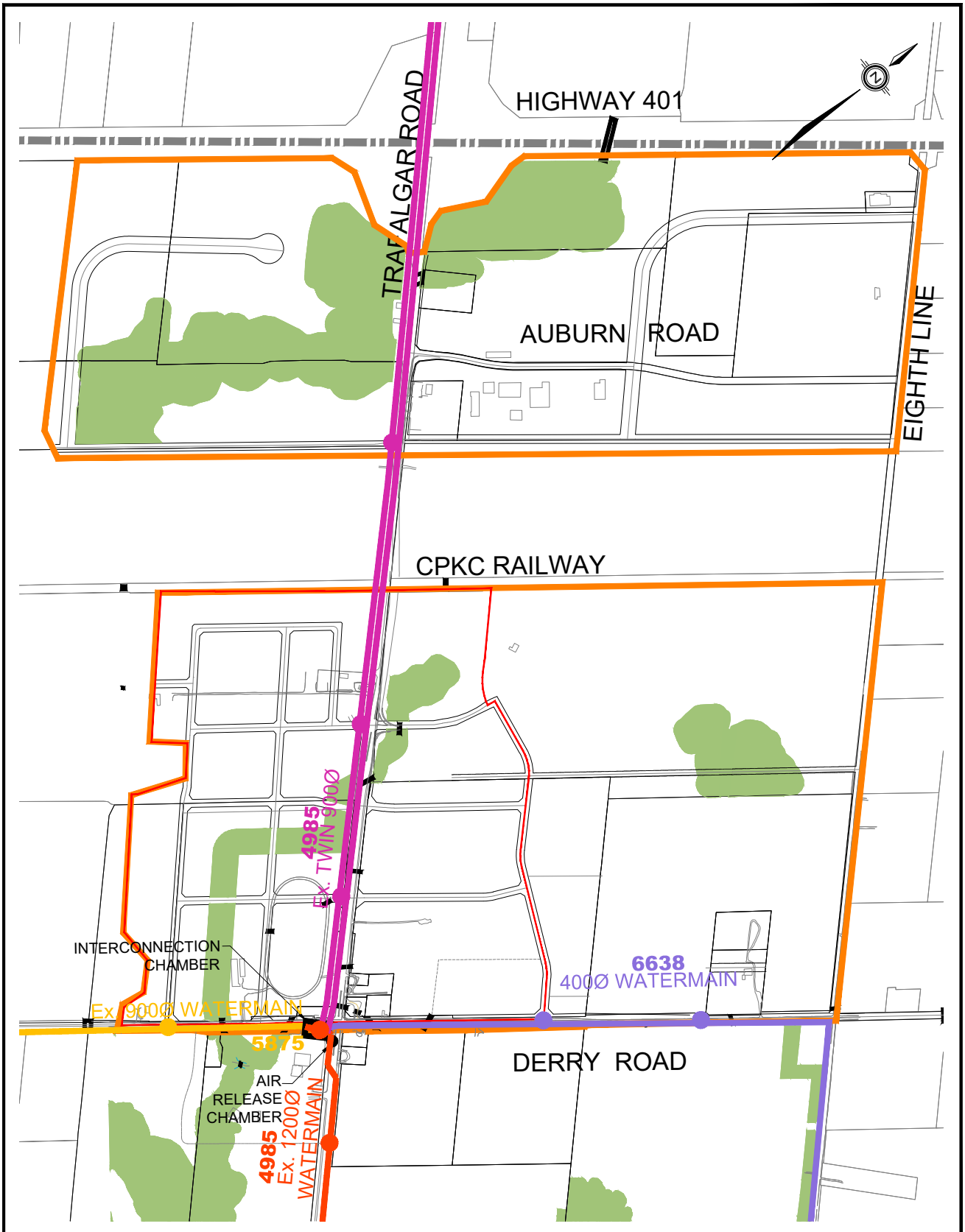
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MP4 AGERTON - ASP ADDENDUM
MILTON

PARTICIPATING LAND OWNERSHIP

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	3

This page contains no comments



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 400Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN
- EXISTING 900Ø WATERMAIN

5875 REGIONAL I.D.

NHS AREA

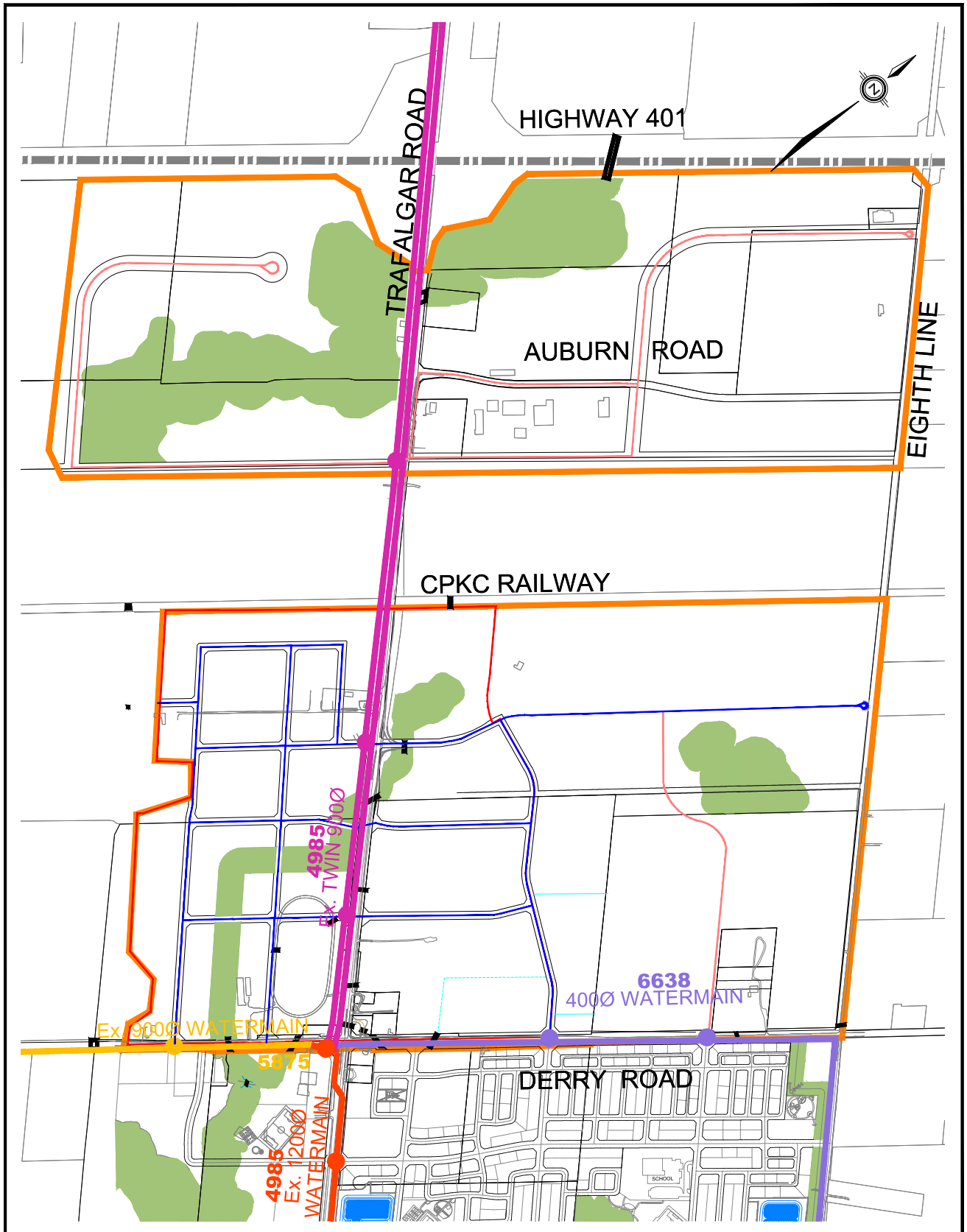
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MP4 AGERTON - ASP
ADDENDUM
MILTON

EXISTING & PROPOSED REGIONAL WATER
DC PROJECTS

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	4

This page contains no comments



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 300Ø WATERMAIN
- PROPOSED 400Ø WATERMAIN
- 400Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN

5875 REGIONAL I.D.

EXISTING WATER CHAMBERS

CONNECTION TO EXISTING WATERMAIN

NHS AREA

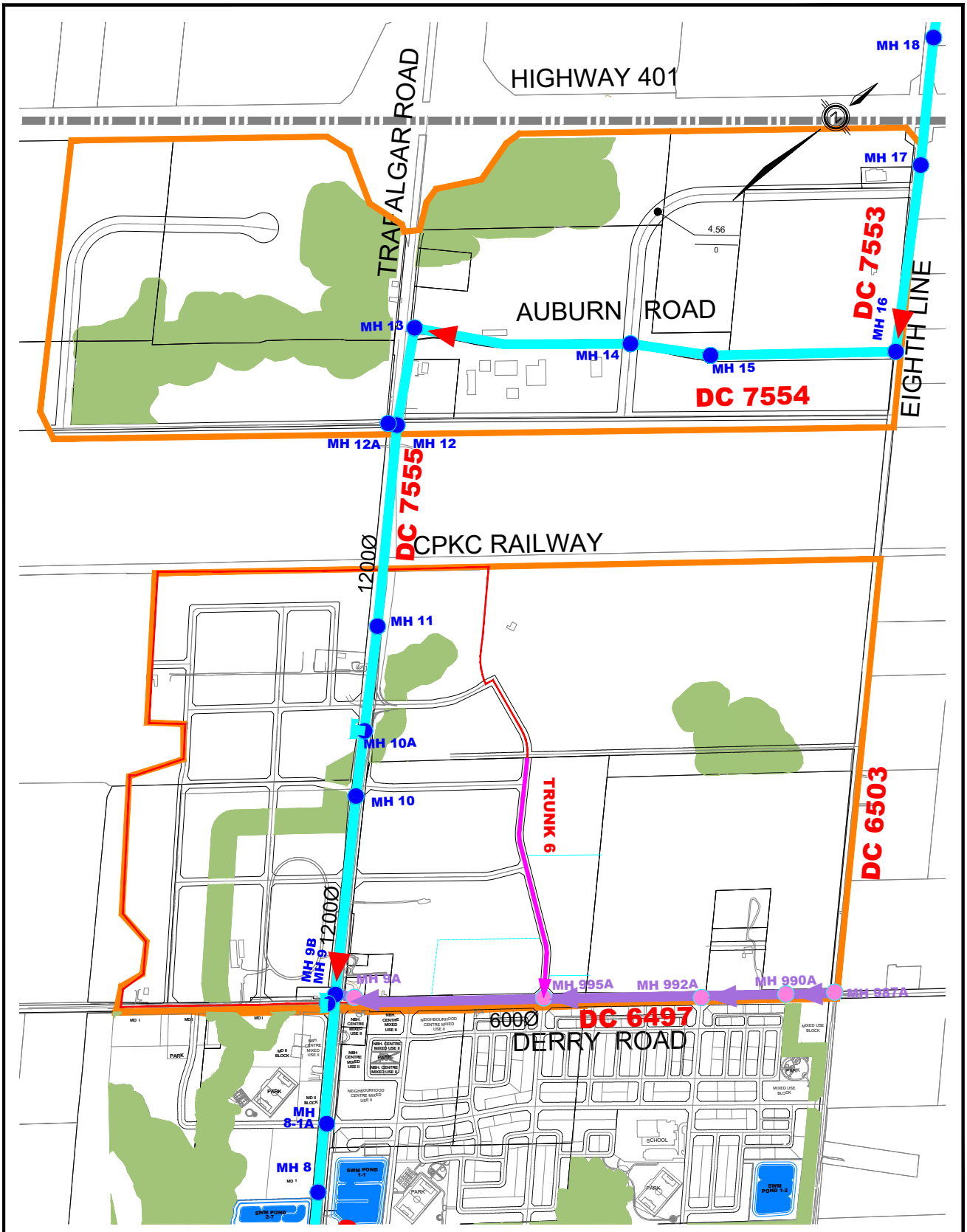
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MP4 AGERTON - ASP ADDENDUM
MILTON

PROPOSED WATERMAIN SERVICING

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	5

This page contains no comments



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- EX. REGIONAL SANITARY TRUNK SEWER
- MH 8 EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- MH 9A REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- NHS AREA
- PROPOSED DC SANITARY TRUNK SEWER
- DC 6497 DC ID NUMBER
- EXISTING SANITARY STUB (B.O.)

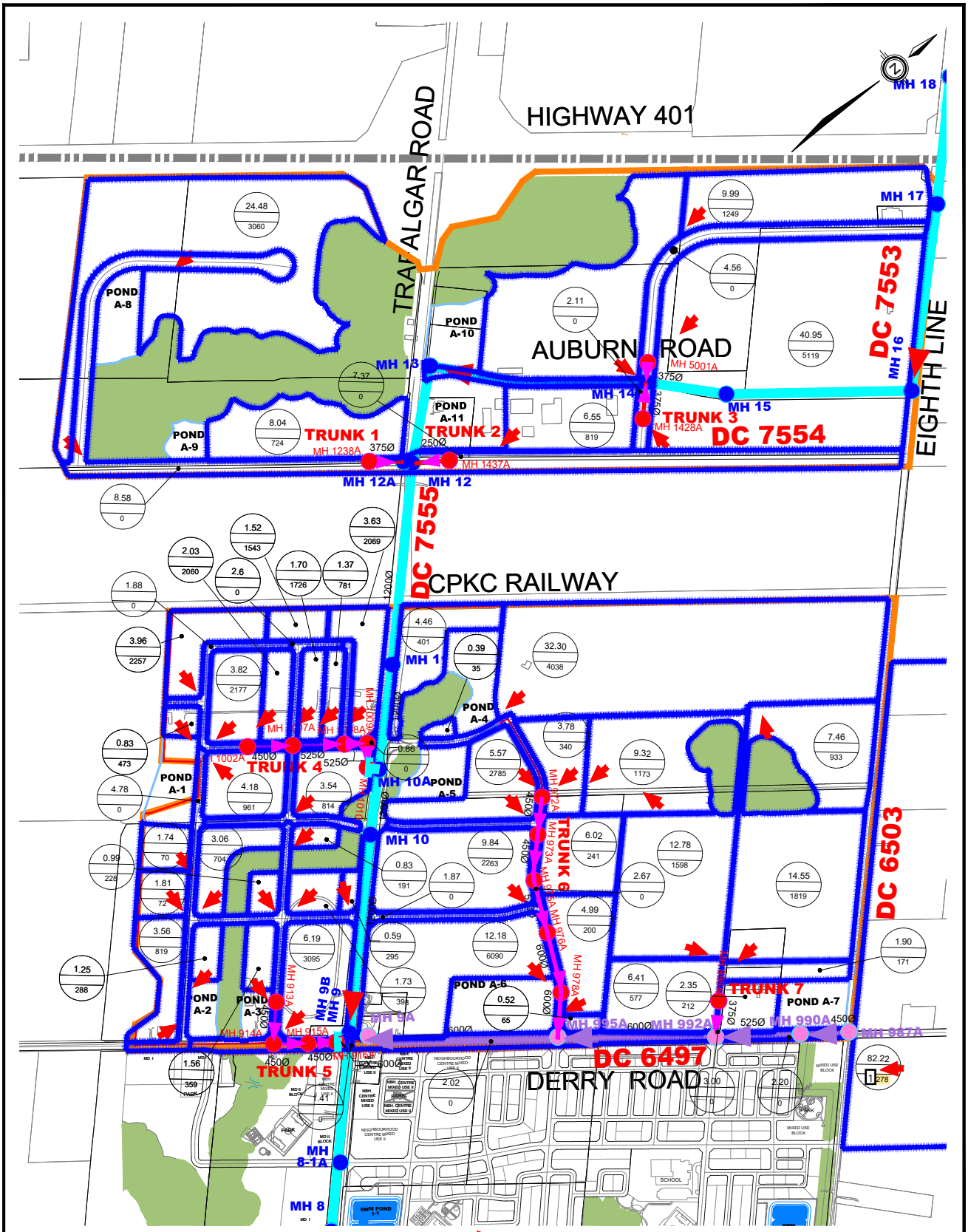
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MP4 AGERTON - ASP ADDENDUM
MILTON

EXISTING & PROPOSED REGION WASTEWATER DC PROJECTS

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	6

This page contains no comments



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED DC SANITARY TRUNK SEWER
- PROPOSED NON-DC SANITARY TRUNK SEWER
- MH 914A — PROPOSED SANITARY TRUNK MANHOLE
- SANITARY LOCAL SEWER DIRECTION
- EXISTING SANITARY STUB (B.O.)
- EX. REGIONAL SANITARY TRUNK SEWER
- MH 8 — EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- MH 9A — REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- 35.4Ha / 2954 — SANITARY TRIBUTARY DRAINAGE AREA / POPULATION
- NHS AREA

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MP4 AGERTON - ASP ADDENDUM
MILTON

PROPOSED WASTEWATER SERVICING

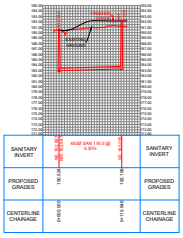
SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	7

Page: [1] 7 PROPOSED WASTEWATER SERVICING

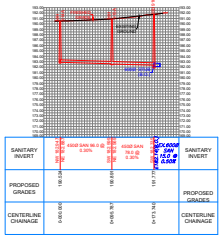
Number: 1 Author: PasquaCh Subject: Comment on Text Date: 12/16/2025 1:50:45 PM

Does the Town support this proposed population to the east of the subject lands? It is much greater than what the JBPEs have identified.

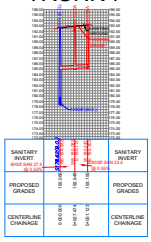
TRUNK 5



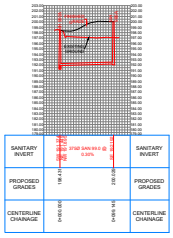
TRUNK 5



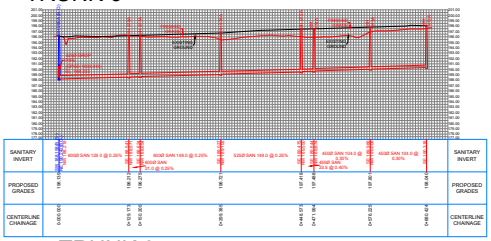
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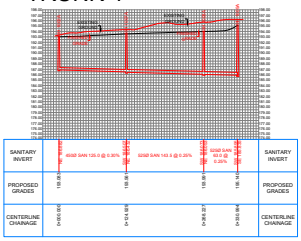
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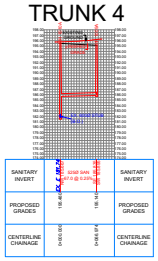
TRUNK 6



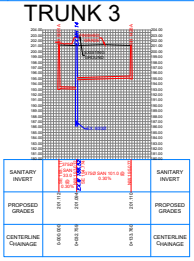
TRUNK 4



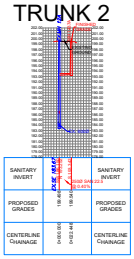
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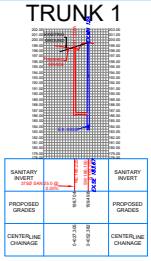
TRUNK 3



TRUNK 2



TRUNK 1



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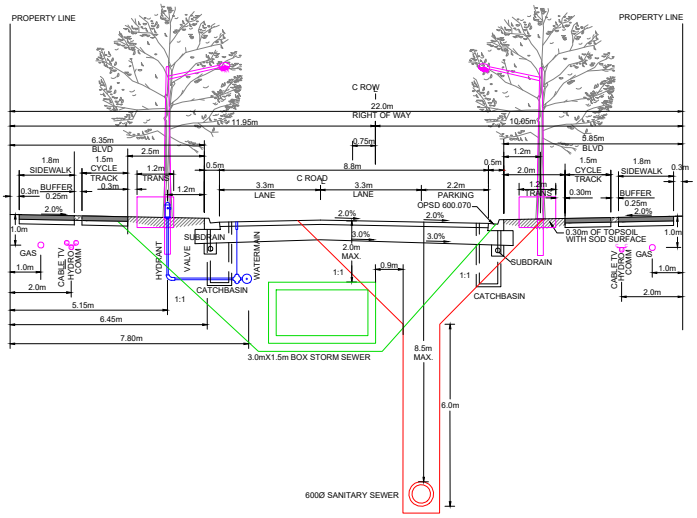
MP4 AGERTON - ASP
ADDENDUM
MILTON

SANITARY SERVICING TRUNK PROFILES

SCALE:	1:7000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	8

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22.0m ROW MINOR COLLECTOR CROSS-SECTION



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MP4 AGERTON - ASP
ADDENDUM
MILTON

ROW SECTIONS

SCALE:	1:16000	PROJECT No.:	18-1073
DATE:	OCT 2025	FIGURE:	9

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Appendix A

Area Servicing Plan Addendum Terms of Reference

(DSEL, 2025)

This page contains no comments

David Schaeffer Engineering Ltd.
600 Alden Road, Suite 606
Markham, ON L3R 0E7
905-475-3080
dsel.ca

Secondary Plan Additional Studies Terms of Reference: Area Servicing Plan Addendum Agerton Secondary Plan

The Town of Milton, through their consultant Wood Environment & Infrastructure Solutions (now WSP), completed an Area Servicing Plan (***ASP***) for the Agerton & Trafalgar Secondary Plans originally in March 2019, with a final report dated April 13, 2022. This study outlined the water and wastewater servicing needs in accordance with Halton Region's Area Servicing Plan process. The ASP is focused on Regional water and wastewater services, and does not address storm servicing and stormwater management related matters.

Since the completion and acceptance of the ASP by the Town and Halton Region, the Agerton Secondary Plan is being advanced and has refined land uses and identified that additional population will be realized beyond the quantum included in the original ASP. As such, it has been identified that additional study will be required as part of the Secondary Plan process to affirm the water and wastewater servicing needs resulting from the refinements.

This Terms of Reference has been developed in consultation with the Town of Milton and Region of Halton based on the meeting of April 14, 2025.

Terms of Reference

This addendum requirement is generally driven by the increased population expected within the Secondary Plan, trunk servicing refinements as coordinated with the Region and other changes to the assumptions used in the original report. The specific purposes of the Addendum report are to provide:

- Detailed information on proposed land use refinements since the original ASP.
- Detailed information on refined water system demands, wastewater flows, and trunk servicing alignments.
- Discussion of the impact that the proposed Agerton Secondary Plan area will have on planned Regional Infrastructure in terms of proposed capacity and timing.

DSEL will prepare an Area Servicing Plan Addendum covering the Agerton Secondary Plan Area which will include the following scope and terms of reference:

This page contains no comments

General

- Coordinate with the Region to obtain their latest available water and wastewater models
- Review the water and wastewater models and coordinate with the Region as needed. Modifications to the available models are required only for Agerton-related demands/flows. Integration to the Region's Integrated Master Plan models (including adjacent secondary plans, Georgetown by-pass, etc) to be completed by the Region.
- Incorporate the updated projected population for the Agerton Secondary Plan
- Prepare a draft and final report, and provide any applicable modelling to the Region.

Introduction

- Provide an overview of the proposed development and outline changes since the original approved ASP that are required to be addressed within the Addendum
- Summarize background information including relevant previous reports, consultation, overall timing and phasing

Water Servicing

- Summarize the Region's existing and planned water projects servicing Agerton
- Identify connection points to the system
- Develop demand areas and determine the associated populations/demands. Consider the phasing and evaluate pressure / flow required for each phase.
- Update the Region's water model with the updated Agerton demands
- Evaluate flows and pressures in the system under average day, peak hour, and maximum day plus fire conditions
- Prepare a conceptual watermain layout plan demonstrating existing and planned infrastructure
- Identify system constraints and/or upgrades needed to service Agerton, if applicable
- Outline additional design considerations, if applicable.

Wastewater Servicing

- Summarize the Region's existing and planned wastewater projects servicing Agerton
- Identify connection points to the system
- Develop drainage areas to the connection points and determine the associated populations/flows. Consider the phasing to evaluate capacity for each proposed phase.

This page contains no comments

- Provide updated Agerton populations and wastewater flows for the Region's use in assessing downstream capacity within their Integrated Master Plan.
- Confirm capacity in the stub connections to existing trunk infrastructure.
- Identify local constraints and/or upgrades needed to service Agerton's connection to the existing 1200mm Trafalgar trunk sewer, if applicable.
- Prepare preliminary plan and profile drawings and sanitary design sheets for proposed trunk infrastructure.
- Outline additional design considerations, if applicable.

Timing, Phasing & Cost Estimates

- Discuss anticipated phasing and timing of infrastructure components
- Prepare preliminary cost estimates for trunk water and wastewater infrastructure within the Agerton Secondary Plan

Subsequent Study

The ASP Addendum is to outline requirements for further study. This is anticipated to be through either a Development Area Environmental Functional Servicing Study (DAEFSS) or site-specific Functional Servicing Reports (FSR).

Further ASP Addendums are not expected to be necessary as any further refinements to development concepts and associated water and wastewater servicing matters can be adequately addressed through the DAEFSS / FSR level of study.

This page contains no comments

Appendix B

B1: Town Correspondence: Joint Best Planning Estimate (Town of Milton, 2024)

B2: Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference (Town of Milton, 2025)

B3: Ultimate Potential Population Assessment (SGL Planning & Design Inc., 2025)

This page contains no comments

Appendix B1:

Town Correspondence: Joint Best Planning Estimate

This page contains no comments

From: Wendy.Chen@milton.ca <Wendy.Chen@milton.ca>
Sent: Wednesday, June 12, 2024 9:24 AM
To: John Tjeerdsma <JTjeerdsma@dsel.ca>
Subject: RE: Town Growth Study - Trafalgar Numbers

EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi John,

JBPEs (v.3.032) for Agerton for 2051	
Population	8,256
Units	3,341
Low Density	9
Medium Density	1,529
High Density	1,803
Employment	14,450

Wendy

Wendy Chen
Planner, Policy
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2296
www.milton.ca

Confidentiality notice: This message and any attachments are intended only for the recipient named above. This message may contain confidential or personal information that may be subject to the Municipal Freedom of Information Act and must not be distributed or disclosed to unauthorized persons. If you received this message in error, please notify the sender immediately. Thank you for your assistance.

This page contains no comments

Appendix B2:

Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference

This page contains no comments

Town of Milton Memo

To: Paul Brown, PBPM

From: David Twigg, Director of Policy Planning, Town of Milton

Date: Tuesday, March 25, 2025

Subject: Agerton Secondary Plan – Policy Changes and Terms of Reference

---

Introduction

The Agerton Secondary Plan framework was endorsed by Council on March 25, 2019. Due to several factors including uncertainty regarding the potential GO Station, the Agerton Secondary Plan was put on hold. Since the beginning of the Agerton Secondary Plan process, there have been fundamental changes to many of the original assumptions, context, and policy framework and as a result, new technical studies are required rather than updates to the previous studies. In particular, the following changes are of note:

- Secondary Plan Changes
    - The population and employment targets have increased in both the Agerton and Trafalgar Secondary Plans. The updated targets for Agerton are 17,500 jobs, 14,100 people, and 6,600 units associated with the Milton Trafalgar GO Station. The updated targets for Trafalgar are 41,300 people, 8,400 jobs, and 13,800 units. All studies will need to reflect these updated targets.
    - The Town will be proceeding with detailed land uses provided for the Agerton Secondary Plan on the basis that there is more certainty for the MTSA. The plan will include policies for interim uses permitted prior to the delivery of a GO Station as well as policies should the GO Station not proceed.
        - With more detailed land uses implemented in the MTSA through the Secondary Plan, the tertiary plan requirement will be removed from the Secondary Plan. The Secondary Plan will however include policies for an optional tertiary plan. As a result of removing this level of process, the technical studies for the Secondary Plan will now need to include the study requirements typically required to for a tertiary plan.

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Appendix B3:

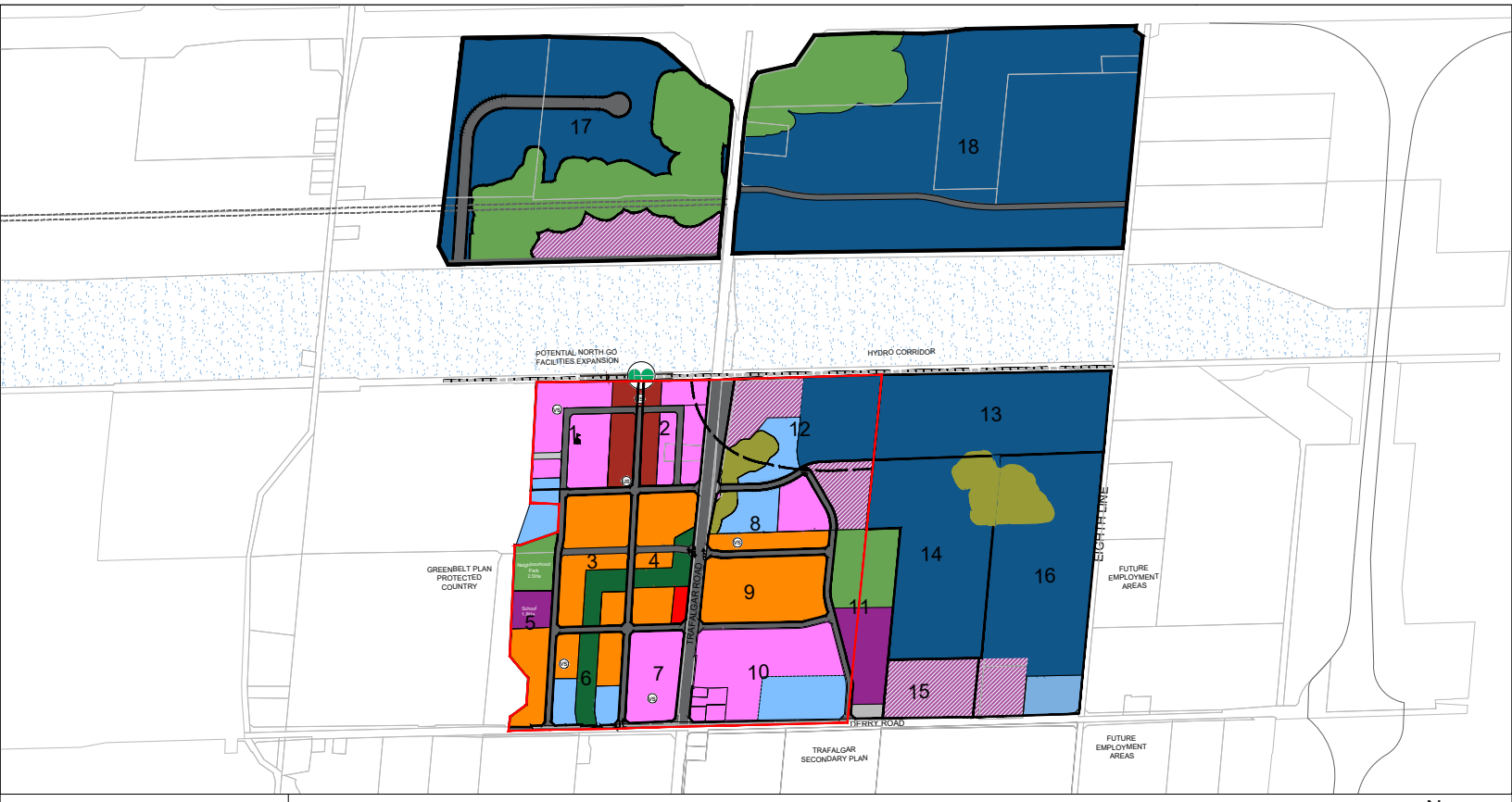
Ultimate Potential Population Assessment

This page contains no comments

Ultimate Density and Population Assessment
SGL Planning
October 8, 2025

Zone	Total Buildout Units	Total Buildout Population	Total 2051 Units	Total 2051 Population	Total Jobs
1	3031	5911	1601	3122	335
2	2731	4919	1443	2598	752
3	618	1600	327	845	0
4	687	1591	363	840	0
5	166	522	88	276	0
6	195	525	103	277	0
7	1575	2836	832	1498	426
8	217	538	115	284	163
9	822	2035	434	1075	0
10	3452	6217	1823	3284	933
11	0	0	0	0	225
12	0	0	0	0	534
13	0	0	0	0	802
14	0	0	0	0	796
15	0	0	0	0	350
16	0	0	0	0	984
17	0	0	0	0	1591
18	0	0	0	0	2953
Total	**13495**	**26694**	**7128**	**14100**	**10844**

This page contains no comments



DRAFT LAND USE CONCEPT

FOR DISCUSSION PURPOSES ONLY

Agerton, Town of Milton Ontario

LEGEND

- MTSA Boundary
- 300m Buffer from CP Milton Yard
- Major Transit Station Area
- Mixed Use Transit
- Neighbourhood Centre Mixed Use
- High Density Residential I
- Medium Density Residential II
- Hydro Corridor
- Employment
- Public Use
- Collector Road
- Potential Future Road
- Community Centre
- Neighbourhood Park
- District Park
- Stormwater Pond
- Mixed Use Commercial Corridor
- Elementary School
- Urban Elementary School
- Channel
- Railway
- Village Square
- Urban Square
- Fire Hall

N

Scale: NTS

October 15, 2025

SGL Planning & Design Inc.

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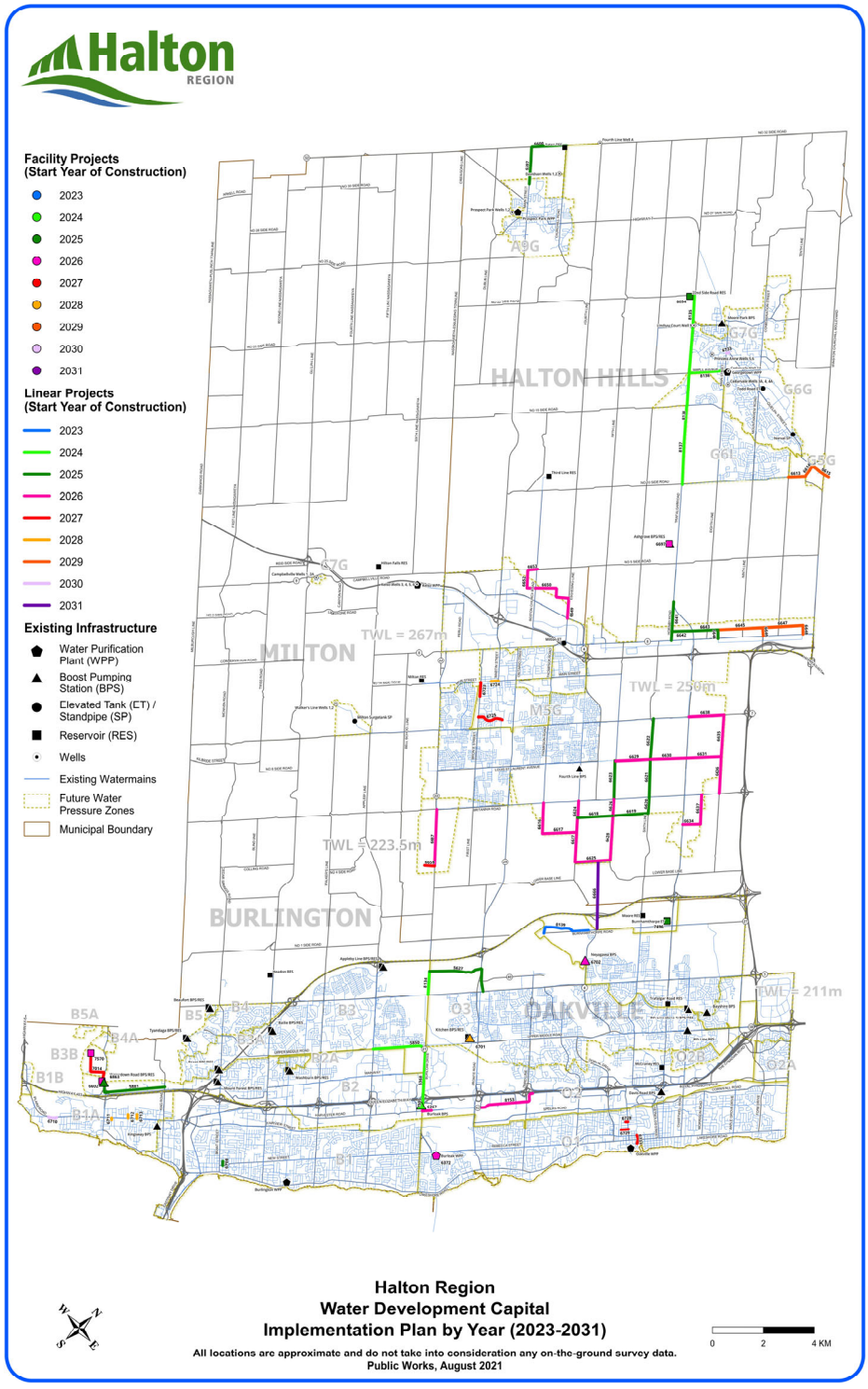
Appendix C

Excerpts from the 2022 Development Charges Background Study & 2023 Allocation Program

(Halton Region, 2022 & 2023)

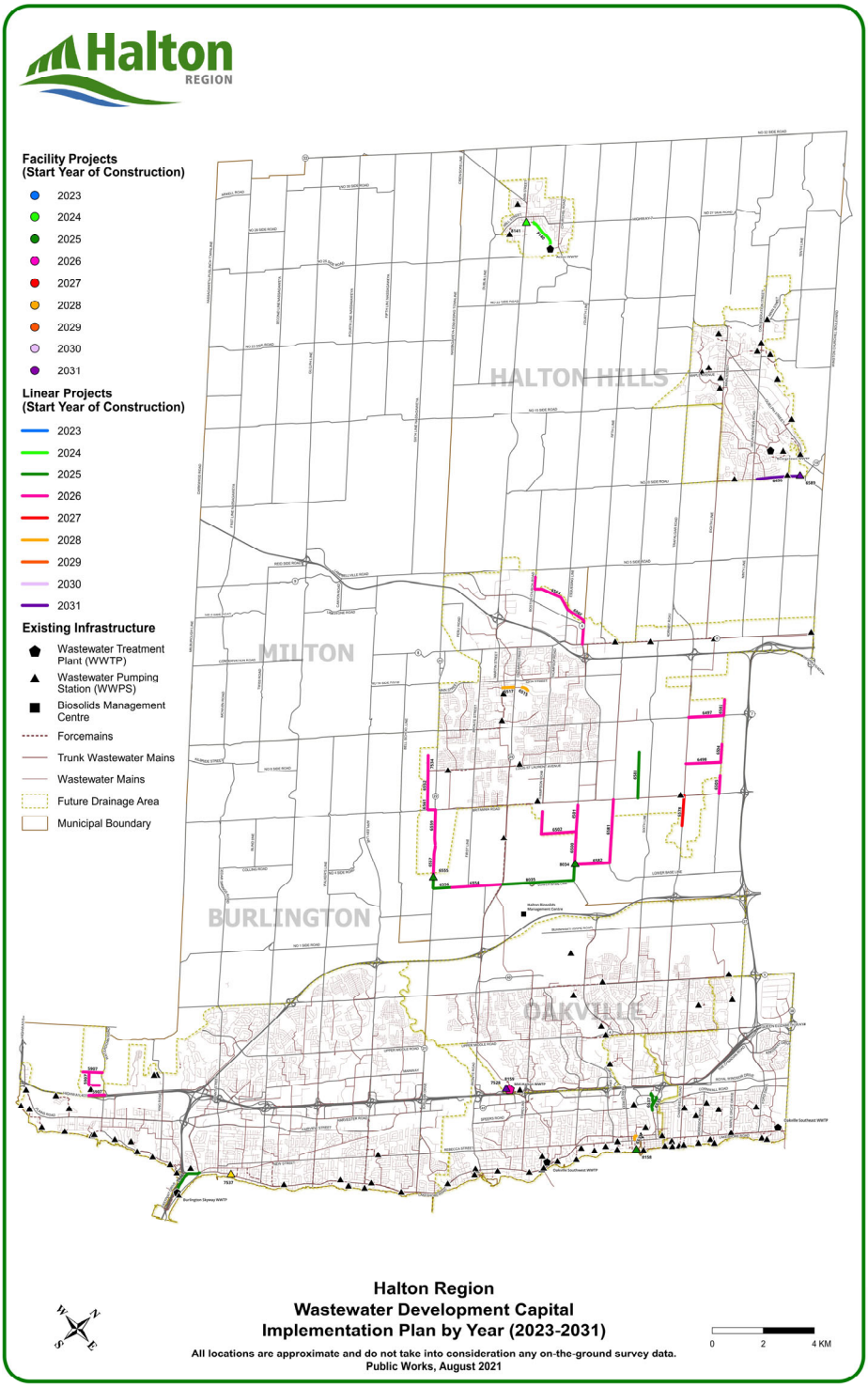
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Map B-1 Water Development Capital Implementation Plan (2023-2031)



Map B-2 Wastewater Development Capital Implementation Plan (2023-2031)

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Halton
REGION
Facility Projects
(Start Year of Construction)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Linear Projects
(Start Year of Construction)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Existing Infrastructure
Wastewater Treatment Plant (WWTP)
Wastewater Pumping Station (WWPS)
Biosolids Management Centre
Forcemains
Trunk Wastewater Mains
Wastewater Mains
Future Drainage Area
Municipal Boundary
HALTON HILLS
MILTON
BURLINGTON
OAKVILLE
Halton Region
Wastewater Development Capital
Implementation Plan by Year (2023-2031)
All locations are approximate and do not take into consideration any on-the-ground survey data.
Public Works, August 2021
0
2
4 KM

This page contains no comments

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Capacity - Region Wide (Plants, Reservoirs, Pipes & Studies)														
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	14,734	-	-	-	14,734	-	14,734	-	-	14,734	11,198	3,536
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	160,688	-	160,688	-	160,688	-	-	160,688	122,123	38,565
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	1,145	-	4,580	-	-	5,725	-	5,725	-	286	5,439	4,134	1,305
8150	Halton Water Master Plan (2023 and 2028) (REG)	800	-	-	-	-	800	800	1,600	-	-	1,600	1,216	384
8151	Water Distribution System Analysis (2023 to 2031) (REG)	110	110	110	110	110	550	440	990	-	-	990	756	234
8152	Water Supply Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	250	200	450	-	-	450	342	108
Capacity - Total		**2,105**	**14,894**	**4,740**	**160,848**	**160**	**182,747**	**1,440**	**184,187**	**-**	**286**	**183,901**	**139,769**	**44,132**
Greenfield														
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	2,265	-	9,061	-	-	11,326	-	11,326	-	-	11,326	8,268	3,058
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	14,546	-	-	-	14,546	-	14,546	4,946	-	9,600	7,008	2,592
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	1,881	-	7,526	-	-	9,407	-	9,407	-	-	9,407	6,867	2,540
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	-	16,848	-	-	-	16,848	-	16,848	10,783	-	6,065	4,427	1,638
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	-	13,975	-	-	-	13,975	-	13,975	5,870	-	8,105	5,917	2,188
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	390	-	1,562	-	-	1,952	-	1,952	-	-	1,952	1,425	527
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	408	-	1,630	-	-	2,038	-	2,038	-	-	2,038	1,488	550
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	-	-	-	-	508	508	2,031	2,539	-	-	2,539	1,854	685
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	-	-	-	-	718	718	2,874	3,592	-	-	3,592	2,622	970
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	-	-	-	-	1,377	1,377	5,507	6,884	-	-	6,884	5,025	1,859
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	-	543	-	2,173	-	2,716	-	2,716	-	-	2,716	1,982	734
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	-	672	-	2,688	-	3,360	-	3,360	-	-	3,360	2,453	907
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	684	-	2,737	-	-	3,421	-	3,421	-	-	3,421	2,497	924
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	532	-	2,126	-	-	2,658	-	2,658	-	-	2,658	1,940	718
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	325	-	1,298	-	-	1,623	-	1,623	-	-	1,623	1,185	438
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	833	-	3,330	-	-	4,163	-	4,163	-	-	4,163	3,039	1,124
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	925	-	3,700	-	-	4,625	-	4,625	-	-	4,625	3,376	1,249
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	641	-	2,564	-	-	3,205	-	3,205	-	-	3,205	2,340	865
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	-	441	-	1,766	-	2,207	-	2,207	-	-	2,207	1,611	596
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	-	768	-	3,072	-	3,840	-	3,840	-	-	3,840	2,804	1,036
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	-	261	-	1,043	-	1,304	-	1,304	-	-	1,304	952	352
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	-	739	-	2,958	-	3,697	-	3,697	-	-	3,697	2,698	999
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	-	894	-	3,575	-	4,469	-	4,469	-	-	4,469	3,263	1,206

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Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	-	882	-	3,527	-	4,409	-	4,409	-	-	4,409	3,219	1,190
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	-	1,186	-	4,746	-	5,932	-	5,932	-	-	5,932	4,331	1,601
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	-	772	-	3,089	-	3,861	-	3,861	-	-	3,861	2,819	1,042
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	-	441	-	1,762	-	2,203	-	2,203	-	-	2,203	1,608	595
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	-	848	-	3,392	-	4,240	-	4,240	-	-	4,240	3,095	1,145
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	-	740	-	2,961	-	3,701	-	3,701	-	-	3,701	2,702	999
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	-	520	-	2,080	-	2,600	-	2,600	-	-	2,600	1,898	702
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	-	511	-	2,046	-	2,557	-	2,557	-	-	2,557	1,867	690
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	751	-	3,003	-	-	3,754	-	3,754	-	-	3,754	2,740	1,014
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	1,199	-	4,796	-	-	5,995	-	5,995	-	-	5,995	4,376	1,619
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	996	-	3,983	-	-	4,979	-	4,979	-	-	4,979	3,635	1,344
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	342	-	1,366	-	-	1,708	-	1,708	-	-	1,708	1,247	461
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	-	-	-	-	658	658	2,634	3,292	-	-	3,292	2,403	889
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	-	-	-	-	331	331	1,324	1,655	-	-	1,655	1,209	446
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	-	-	-	-	676	676	2,703	3,379	-	-	3,379	2,466	913
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	-	-	-	-	416	416	1,662	2,078	-	-	2,078	1,517	561
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	-	390	-	1,562	-	1,952	-	1,952	-	-	1,952	1,425	527
6650	400mm WM on new roadway from Esquesing Line to approximately 360 m west of Boston Church Rd (Zone 267) (MIL)	-	998	-	3,991	-	4,989	-	4,989	-	-	4,989	3,642	1,347
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	-	358	-	1,434	-	1,792	-	1,792	-	-	1,792	1,308	484
6653	400mm WM on No 5 Side Rd from approximately 400 m west of 3rd Line to 3rd Line (Zone 267) (MIL)	-	168	-	674	-	842	-	842	-	-	842	615	227
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	-	1,062	-	4,247	-	5,309	-	5,309	-	-	5,309	3,875	1,434
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	-	-	169	-	677	846	-	846	-	-	846	617	229
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	-	-	-	-	-	-	12,505	12,505	11,255	-	1,250	913	337
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	3,357	-	13,426	-	-	16,783	-	16,783	-	-	16,783	12,252	4,531
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	-	5,035	-	20,139	-	25,174	-	25,174	-	-	25,174	18,377	6,797
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	-	150	-	3,007	-	3,157	12,629	15,786	10,577	-	5,209	3,803	1,406
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	-	1,772	-	7,087	-	8,859	-	8,859	-	-	8,859	6,468	2,391
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	1,385	-	5,541	-	-	6,926	-	6,926	-	-	6,926	5,056	1,870

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Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	-	-	726	-	2,905	3,631	-	3,631	-	-	3,631	2,651	980
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	-	8,231	-	-	-	8,231	-	8,231	3,457	-	4,774	3,485	1,289
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	200	1,470	-	5,882	-	7,552	-	7,552	-	-	7,552	5,513	2,039
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	-	2,540	-	-	-	2,540	-	2,540	-	-	2,540	1,854	686
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	-	16,907	-	-	-	16,907	-	16,907	-	-	16,907	12,342	4,565
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	-	2,528	-	-	-	2,528	-	2,528	-	-	2,528	1,845	683
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd- Construction (Zone G6L) (HHGEO)	-	5,486	-	-	-	5,486	-	5,486	-	-	5,486	4,005	1,481
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	-	4,881	-	-	-	4,881	-	4,881	-	-	4,881	3,563	1,318
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. - Construction (OAK)	3,993	-	-	-	-	3,993	-	3,993	-	-	3,993	2,915	1,078
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	-	3,861	-	15,443	-	19,304	-	19,304	-	-	19,304	14,092	5,212
Greenfield - Total		**21,107**	**111,424**	**68,544**	**104,344**	**8,266**	**313,685**	**43,869**	**357,554**	**46,888**	**-**	**310,666**	**226,789**	**83,877**
Built Boundary														
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	-	2,517	-	10,070	-	12,587	-	12,587	-	11,706	881	731	150
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	41	-	164	-	-	205	-	205	-	-	205	170	35
6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	-	-	-	-	-	-	680	680	-	-	680	565	115
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	-	-	-	25	-	25	100	125	-	-	125	104	21
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	-	-	-	54	-	54	214	268	-	-	268	223	45
6713	300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)	-	-	-	60	-	60	240	300	-	-	300	249	51
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	-	-	285	-	1,141	1,426	-	1,426	-	-	1,426	1,184	242
6724	300mm WM on Main St East between James St and Martin St (MIL)	-	-	-	117	-	117	468	585	-	-	585	485	100
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	-	-	428	-	1,711	2,139	-	2,139	-	-	2,139	1,775	364
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	-	-	75	-	300	375	-	375	-	-	375	311	64
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	-	-	154	-	615	769	-	769	-	-	769	638	131
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	-	-	163	-	650	813	-	813	-	-	813	675	138
6733	300 mm WM Replacement on Cross St from Guelph St to Main St (HHGEO)	-	-	-	-	-	-	228	228	-	-	228	189	39
Built Boundary - Total		**41**	**2,517**	**1,269**	**10,326**	**4,417**	**18,570**	**1,930**	**20,500**	**-**	**11,706**	**8,794**	**7,299**	**1,495**
Total Water Projects		**23,253**	**128,835**	**74,553**	**275,518**	**12,843**	**515,002**	**47,239**	**562,241**	**46,888**	**11,992**	**503,361**	**373,857**	**129,504**

Note: May not add due to rounding

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Halton Region
2022 Development Charge Study
Wastewater Capital Projects - Total ($2022, $000's)

Table B-8

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Capacity - Region Wide														
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	-	-	-	-	-	-	69,782	69,782	-	47,139	22,643	17,208	5,435
7548	Mid-Halton WWTP expansion from 175 ML/d to 225 ML/d (Design)	-	-	-	-	-	-	24,549	24,549	24,549	-	-	-	-
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	6,427	-	25,710	-	-	32,137	-	32,137	-	29,887	2,250	1,710	540
8154	Halton Wastewater Master Plan (2023 and 2028) (REG)	800	-	-	-	-	800	800	1,600	-	-	1,600	1,216	384
8155	Wastewater Collection System Analysis (2023 to 2031) (REG)	110	110	110	110	110	550	440	990	-	-	990	756	234
8156	Wastewater Treatment Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	250	200	450	-	-	450	342	108
8157	Black Creek Monitoring Program (2023 to 2026) (HHACT)	50	50	50	50	-	200	-	200	-	-	200	152	48
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	-	24,549	-	98,195	-	122,744	-	122,744	-	65,054	57,690	43,845	13,845
Capacity - Total		**7,437**	**24,759**	**25,920**	**98,405**	**160**	**156,681**	**95,771**	**252,452**	**24,549**	**142,080**	**85,823**	**65,229**	**20,594**
Greenfield														
5907	300 mm WWM North Aldershot Servicing (BUR)	-	2,360	-	9,440	-	11,800	-	11,800	-	-	11,800	8,496	3,304
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	-	-	-	-	-	-	2,503	2,503	-	-	2,503	1,802	701
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	-	349	-	1,398	-	1,747	-	1,747	-	-	1,747	1,258	489
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	-	571	-	2,283	-	2,854	-	2,854	-	-	2,854	2,055	799
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	-	1,651	-	6,602	-	8,253	-	8,253	-	-	8,253	5,942	2,311
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	-	1,255	-	5,018	-	6,273	-	6,273	-	-	6,273	4,517	1,756
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	-	875	-	3,499	-	4,374	-	4,374	-	-	4,374	3,149	1,225
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	-	209	-	837	-	1,046	-	1,046	-	-	1,046	753	293
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	-	300	-	1,198	-	1,498	-	1,498	-	-	1,498	1,079	419
6505	300 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	-	165	-	659	-	824	-	824	-	-	824	593	231
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	-	330	-	1,322	-	1,652	-	1,652	-	-	1,652	1,190	462
6554	600 mm WWM on Lower Base Line from WWFM discharge approx.	-	3,061	-	12,245	-	15,306	-	15,306	-	-	15,306	11,020	4,286
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	2,172	-	8,686	-	-	10,858	-	10,858	-	-	10,858	7,818	3,040
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	1,039	-	4,158	-	-	5,197	-	5,197	-	-	5,197	3,742	1,455
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	-	2,497	-	9,990	-	12,487	-	12,487	-	-	12,487	8,991	3,496
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	-	1,511	-	6,043	-	7,554	-	7,554	-	-	7,554	5,439	2,115
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	-	705	-	2,820	-	3,525	-	3,525	-	-	3,525	2,538	987
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	-	211	-	842	-	1,053	-	1,053	-	-	1,053	758	295
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	-	1,039	-	4,158	-	5,197	-	5,197	-	-	5,197	3,742	1,455
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	-	-	1,475	-	5,901	7,376	-	7,376	-	-	7,376	5,311	2,065
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	-	5,992	-	23,970	-	29,962	-	29,962	-	1,602	28,360	20,419	7,941

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Halton Region
2022 Development Charge Study
Wastewater Capital Projects - Total ($2022, $000's)

Table B-8

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	-	3,530	-	14,120	-	17,650	-	17,650	-	849	16,801	12,097	4,704
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	1,886	-	7,542	-	-	9,428	-	9,428	-	-	9,428	6,788	2,640
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	-	-	-	-	-	-	4,550	4,550	-	-	4,550	3,276	1,274
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	-	237	-	949	-	1,186	-	1,186	-	-	1,186	854	332
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	-	16,280	65,122	-	-	81,402	-	81,402	-	18,093	63,309	45,583	17,726
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	-	12,945	51,778	-	-	64,723	-	64,723	-	3,236	61,487	44,271	17,216
Greenfield Total		**5,097**	**56,073**	**138,761**	**107,393**	**5,901**	**313,225**	**7,053**	**320,278**	**-**	**23,780**	**296,498**	**213,481**	**83,017**
Built Boundary														
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	-	-	-	129	-	129	516	645	-	-	645	535	110
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	-	-	-	271	-	271	1,086	1,357	-	-	1,357	1,126	231
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	-	-	-	56	-	56	226	282	-	-	282	234	48
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	259	-	1,038	-	-	1,297	-	1,297	-	-	1,297	1,077	220
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	1,265	-	5,062	-	-	6,327	-	6,327	-	-	6,327	5,251	1,076
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	-	-	-	2,252	-	2,252	9,006	11,258	-	-	11,258	9,344	1,914
8140	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP -Construction (HHACT)	-	3,503	-	-	-	3,503	-	3,503	-	2,137	1,366	1,134	232
8141	Agnes St. WWPS Strategy - Construction (HHACT)	-	8,577	-	-	-	8,577	-	8,577	-	7,119	1,458	1,210	248
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	520	-	2,082	-	-	2,602	-	2,602	-	-	2,602	2,160	442
Built Boundary - Total		**2,044**	**12,080**	**8,182**	**2,708**	**-**	**25,014**	**10,834**	**35,848**	**-**	**9,256**	**26,592**	**22,071**	**4,521**
Total Waste Water Projects		**14,578**	**92,912**	**172,863**	**208,506**	**6,061**	**494,920**	**113,658**	**608,578**	**24,549**	**175,116**	**408,913**	**300,781**	**108,132**

Note: May not add due to rounding

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Appendix D

Excerpts from the Agerton & Trafalgar Secondary Plan Area Servicing Plan

(Wood Environment & Infrastructure, 2022)

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Figure 3.3. Conceptual Water System

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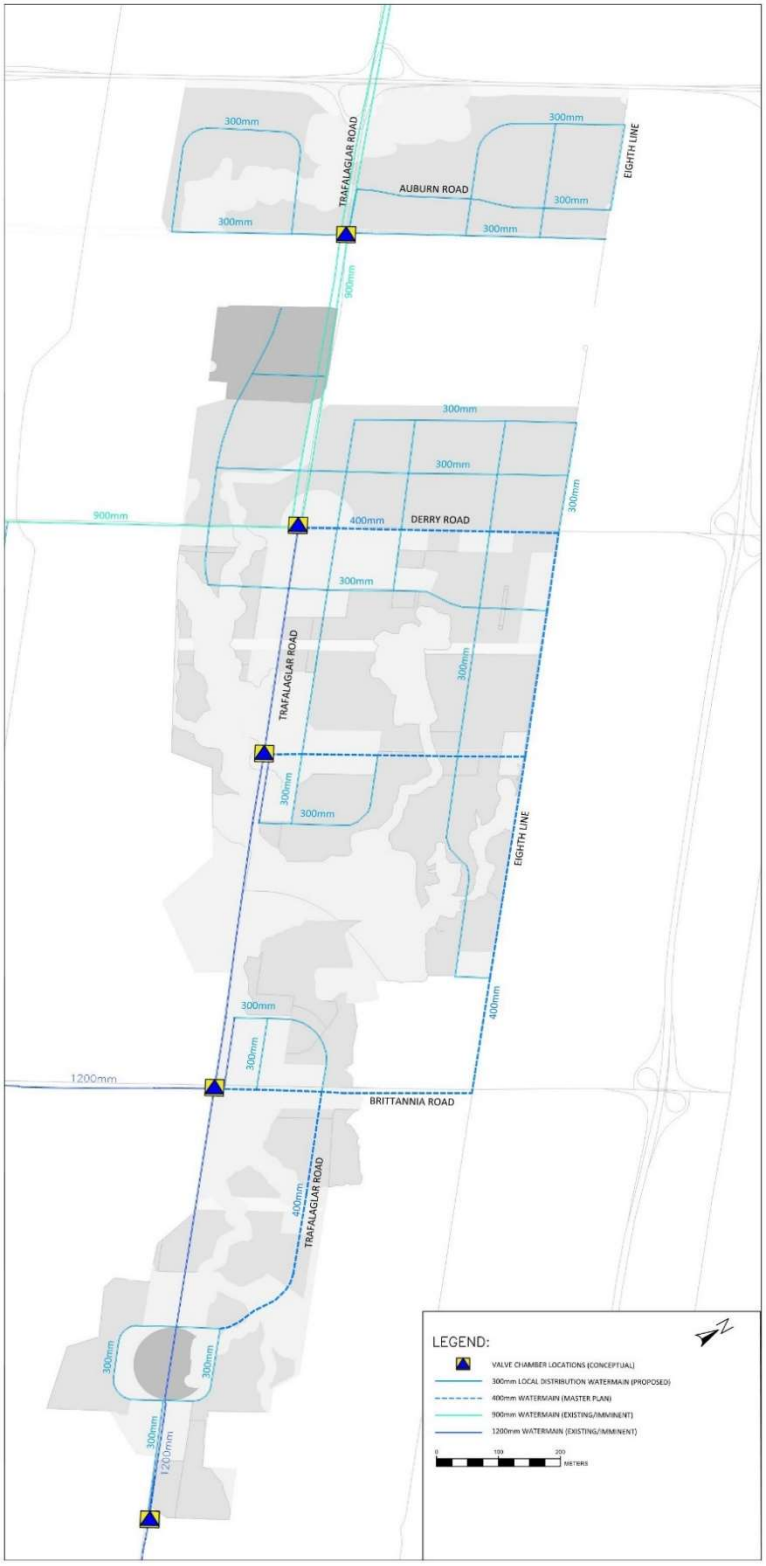


Figure 3.4. Conceptual Water System – Reduced Connection Scenario

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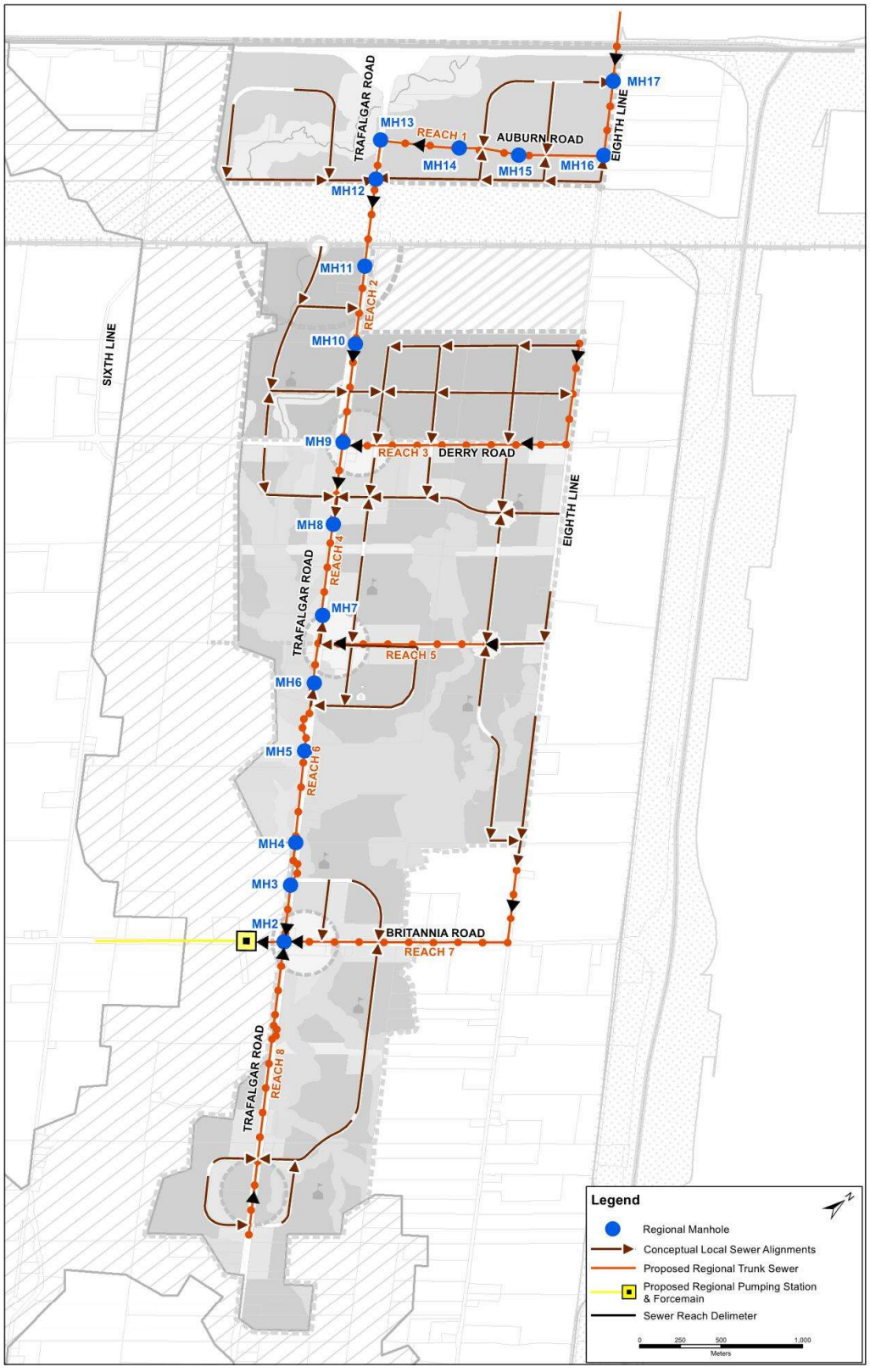


Figure 2.3. Conceptual Wastewater System – Agerton & Trafalgar Corridor Lands

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Appendix E

MP4 Trafalgar Secondary Plan Area Water Analysis

(Municipal Engineering Solutions, 2025)

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Municipal Engineering Solutions

October 30, 2025 Project No. 17001-40

Ms. Rebecca Auerbach
600 Alden Road, Suite 606
Markham, ON
L3R 0E7

Subject: Agerton Secondary Plan Area
Water Distribution Modeling
Town of Milton, Region of Halton

Dear Ms. Auerbach,

We are pleased to submit our report entitled "Agerton Secondary Plan Area Watermain Analysis" outlining the results of our water distribution analysis for the Agerton Secondary Plan Area in the Town of Milton, Region of Halton.

This Secondary Plan Area layout was incorporated into the Region of Halton's existing Infowater water model dated August 2022 and modeled utilizing the design information provided to Municipal Engineering Solutions. The findings of our analysis are summarized in the following report.

We trust you will find this report satisfactory. Should you have any questions or require further clarification, please call.

Yours truly,

Municipal Engineering Solutions

LICENSED PROFESSIONAL ENGINEER
J. C. BOURRIE
October 30/25
PROVINCE OF ONTARIO

Per: John C. Bourrie, P.Eng.

/LMC

File Location: C:\Projects\2025\25-018 MP4 Agerton Halton DSEL 17001-40\3.0 Report\Final Report\17001-24 MP4 Agerton Watermain Analysis_20251029.docx

55 Gilbank Drive, Aurora, Ontario L4G 6H9
Tel: 905.726.1016 Cell: 416.434.0186 Fax: 905.726.1225

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AGERTON SECONDARY PLAN AREA

WATER ANALYSIS

PREPARED BY:

MUNICIPAL ENGINEERING SOLUTIONS

FOR:

DAVID SCHAEFFER ENGINEERING LTD.
October 2025

Project Number: 17001-40

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APPENDICES

Appendix A Demands
Appendix B Model Results

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Section 1 – INTRODUCTION

Municipal Engineering Solutions ("MES") was retained by David Schaeffer Engineering Ltd. (DSEL) to conduct a hydraulic water analysis for the proposed Agerton Secondary Plan Area located in the Town of Milton in the Region of Halton. As part of this hydraulic assessment MES was requested to undertake the following:

1. Calculate/verify water demands for the proposed development area using Region of Halton, provincial and industry design standards;
2. Add the subject watermains/development Area to the Region's existing water model;
3. Run the model to size the subject mains to achieve service criteria during Average Day, Peak Hour, and fire flow during Maximum Day demand; and
4. Prepare a Report summarizing the modeling results for agency review and design purposes.

1.1 Secondary Plan Area Background

The Agerton Secondary Plan Area is located between Highway 401 and Derry Road on both sides of Trafalgar Road in the Town of Milton. The southern portion will consist of medium and high density residential, mixed use residential, schools, and employment areas while the area north of the hydro right of way will be mixed use commercial and employment lands. The proposed Secondary Plan Area and phasing is shown below on **Figure 1**.

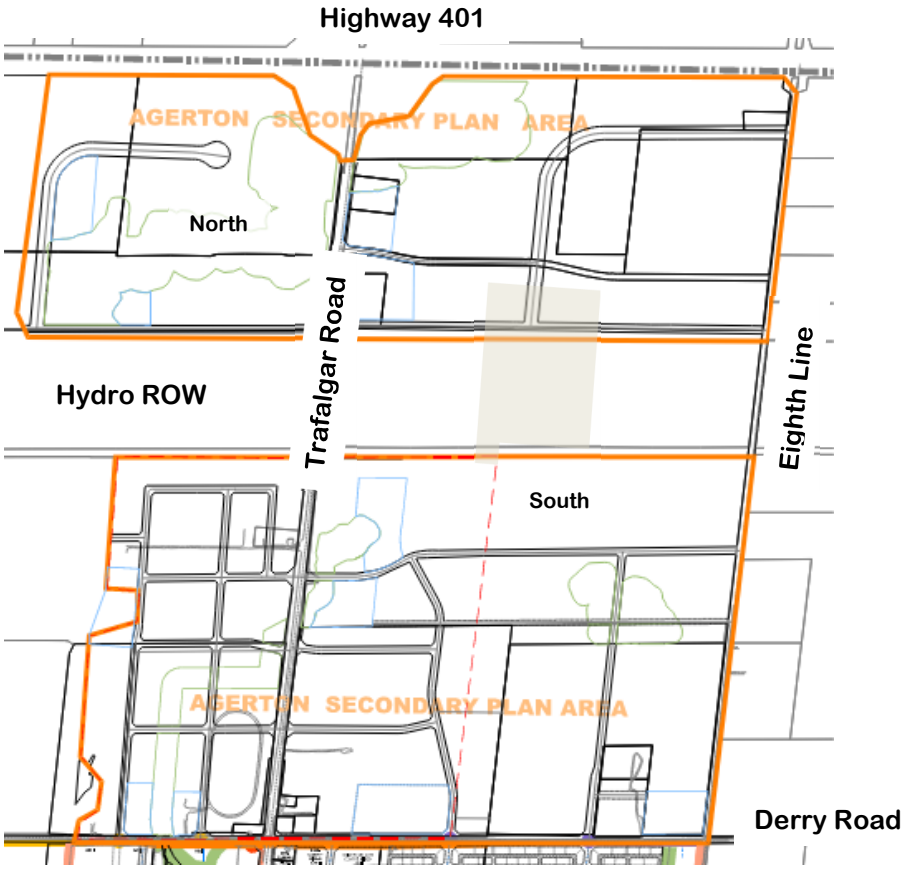


Figure 1 - Proposed Agerton Secondary Plan Area

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Section 2 – WATERMAIN DESIGN CRITERIA

The design criteria utilized to estimate the water demands for the hydraulic water model follows general industry standards and is calculated using the design criteria and guidelines outlined in the Region of Halton's November 2024 Water and Wastewater Linear Design Manual, the Ministry of the Environment, Conservation and Parks (MECP) Watermain Design Criteria, and the Fire Underwriters Survey.

The following sections summarize the specific design criteria used to carry out the hydraulic watermain assessment for this Secondary Plan Area.

2.1 Population & Water Design Factors

The block residential and employment populations were provided by DSEL. To calculate the demand, water design factors for this development MES used Region of Halton criteria as noted in the *"Region of Halton Water and Wastewater Linear Design Manual, October 2019"*. **Table 1** summarizes the average daily demand and peaking factors used for this analysis. The November 2024 design manual does not include a definitive daily demand value, so the demands were calculated using the per capita demand from earlier versions of the Region's criteria as noted in the table below.

Table 1 - Water Design Factors

Type of Secondary Plan Area	Average Daily Demand (m^3 per capita)	Maximum Daily Demand Peaking Factor	Peak Hourly Demand Peaking Factor
Residential	0.275	2.25	4.00
Industrial	0.275	2.25	2.25
Commercial	0.275	2.25	2.25
Community Services	0.275	2.25	2.25

Source: Region of Halton Water and Wastewater Linear Design Manual, November 2019

Section 3 –FLOW DEMANDS

Utilizing the population data and the corresponding Average Day, Maximum Day, and Peak Hour data from **Table 1** the water demands for this Secondary Plan Area were calculated.

3.1 Equivalent Population Flow Demands

The calculated demands for the Secondary Plan Area are summarized in **Table 2**. For additional details on the Secondary Plan Area water demands and assigned demand nodes used in the water model see **Appendix A**.

Table 2 – Water Demand for Agerton Secondary Plan Area

MP4 Trafalgar	Average Day Demand (L/S)	Maximum Day Demand (L/S)	Peak Hour Demand (L/S)
North	139.35	313.55	493.88
South	41.46	93.29	93.29
Total	180.82	406.84	587.17

3.2 Fire Flow Demands

The fire demands for this Secondary Plan Area were based on typical flows calculated using the Fire Underwriters Survey ("FUS") formula outlined in the 'Water Supply For Public Fire Protection Guideline,' dated 2020. Since the

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detailed design data (specifics) for the proposed units/buildings are not known at this time, fire flows that have been used by MES for other similar Secondary Plan Areas previously submitted in Halton were utilized. Once the building designs/configurations are known for the proposed Secondary Plan Area the fire flows for each unit/building must be confirmed using the FUS criteria to determine the actual fire flow required. Building construction and sprinkler systems may need to be designed to suit the available flow and pressure. The fire flows used are shown in **Table 3**.

Table 3 - Fire Flow Requirements

Building	Fire Flow (L/S)
Street Towns	250
High Density/Mixed Use/ Commercial/School/Light Industrial	273

Source: Fire Underwriters Survey, 2020

These values have been used as the area is in the early planning stages.

3.3 External Demands

The Region of Halton InfoWater model that was provided by the Region to MES included water demands for existing and known future Secondary Plan Areas within the Region.

Section 4 – OTHER SYSTEM REQUIREMENTS

4.1 System Pressure Requirements

In addition to meeting the various flow requirements, the system must also satisfy minimum and maximum pressure requirements as outlined by the Region of Halton. The Region's pressure requirements are outlined in the Water and Wastewater Linear Design Manual and stipulate the following:

1. The water system shall be designed to maintain as close as possible to a maximum working pressure of 690 kPa (100 psi) as a best management practice.
2. The minimum system pressure shall not be less than 140 kPa (20 psi) at any point in the water system under fire flow conditions.
3. Under normal operating conditions, the water system shall have a target minimum static pressure of 345 kPa (50 psi). Under no operating conditions shall the static pressure within a distribution main fall below 275 kPa (40 psi).
4. The normal method of reduction of pressures to comply with the Ontario Building Code (reduction of pressures to 550 kPa, 80 psi) is by pressure reducing valves to be installed on individual services.

4.2 Watermain Sizing

The Region of Halton also stipulates minimum pipe sizes and requires that all watermains are adequately sized to maintain demand flows at the required pressures without causing excessive energy loss or result in water quality decay. The watermain system must therefore be designed to accommodate the greater of the following:

- Maximum day plus fire demand
- Peak hour demand

The minimum pipe size for commercial and industrial areas shall be 300 mm diameter and for residential areas the minimum pipe size shall be 150 mm diameter. For distribution systems providing fire protection the minimum pipe size shall be 150 mm diameter in accordance with Ministry of the Environment, Conservation and Parks (MECP) and NFPA requirements.

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To provide appropriate fire protection, reliable supply, and pressures the water distribution system should be looped wherever possible to improve supply security and water quality.

4.3 Watermain C-Factor

In designing and modeling of the pipes the Coefficient of Roughness (C-Factor) factors from the Region's criteria were utilized. The Coefficient of Roughness assigned to each pipe size in summarized in **Table 4** below.

Table 4 - Hazen-Williams Coefficient of Roughness (C-Factors)

Size of Pipe (Diameter in mm)	Coefficient of Roughness (C)
150 mm	100
200 mm to 250 mm	110
300 mm to 600 mm	120
Greater than 600 mm	130

Source: Region of Halton Water and Wastewater Linear Design Manual, November 2024

Section 5 – ANALYSIS & MODELING RESULTS

To conduct the hydraulic water analysis for the proposed Secondary Plan Area the water demands were estimated by MES using the design criteria previously discussed and incorporated the demands into the existing Region of Halton InfoWater model which was provided by the Region and confirmed as most recent. The following sections discusses the model setup and results.

5.1 Model Setup

The Agerton Secondary Plan Area is located within the Region's Zone M4L which was part of the area to be changed through the Region's zone realignment. The Region has confirmed that the area is currently supplied by Zone 250. The Secondary Plan Area was modeled under 2031 conditions only in the Region's water model. It should be noted that the Region is currently undergoing an update to the Region's Water Master Plan. The report is nearing completion but neither the updated Master Plan recommendations nor the associated water model are currently available.

New nodes were created to add the flow demands and service elevation information from the Secondary Plan Area to the Region of Halton's existing Infowater hydraulic water distribution model system and the system analysis was carried out. This area of Halton has been considered as a growth area in the model for Agerton and Trafalgar lands and as such contained demands for future growth on some nodes. The existing growth demands on the nearby nodes were not edited in the model. The demands for the future external areas are based on the Region's estimates and not the higher demands noted in our October 2, 2024 report for the Trafalgar lands. The demands should be reviewed by the Region to confirm if these estimates are in line with their planning information.

As this analysis is at the secondary plan level, not all watermains were included in the modeling, only pipes on the major roads or those needed to supply the various blocks were included. Friction factors for the pipes were assigned according to **Table 4**.

5.2 Watermain Sizing and System Pressures

The analysis was conducted under 2031 servicing conditions for Average Day, Maximum Day, Peak Hour and Maximum day plus Fire demands to size the watermains and meet the pressure requirements. The pipe size and layout are shown in **Appendix B**.

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The watermains were sized at 300 mm to 400 mm according to the results of average day, maximum day, maximum day plus fire, and peak hour scenarios and sizing from the Region's existing master plan for the surrounding future watermains. The watermain sizing is preliminary based on the provided populations from DSEL and the simplified pipe network. The site area will need to be re-evaluated as the planning process proceeds, planning information is finalized and the updated Regional Master Plan report and model becomes available.

The area is adequately supplied from Zone 250 according to the model output. The 2031 scenario in the model considered that the zone switch had been completed.

According to the model output, some areas in the southern portion will experience pressures above the OBC limit of 80 psi (550 kPa). It should be noted that the Region does not examine minimum hour conditions so pressures could be higher than modelled. Those buildings or units may require individual pressure reducing valves but will be reviewed in more detail as the design process continues.

Modeled service pressures for the Secondary Plan Area are summarized in **Table 5**. All pressures lie within the required operating range under average day, maximum day, and peak hour demands.

Detailed pipe and node tables for the 2031scenario modelled is attached to this report in **Appendix B**.

Table 5 - Modeled Service Pressures

Scenario	Average Day	Maximum Day	Peak Hour	Max. Day + Fire
2031 South Area	63.9 – 82.9 psi (441 to 572 kPa)	69.1 – 82.5 psi (435 to 569 kPa)	49.5 to 73.1 psi (341 to 504 kPa)	294 to 2,289 L/s @ 20 psi
2031 North Area	61.5 – 76.1 psi (424 to 524 kPa)	60.8 – 75.7 psi (419 to 522 kPa)	47.5 to 62.3 psi (327 to 430 kPa)	320 to 2,010 L/s @ 20 psi

Section 6 – CONCLUSIONS

The results are summarized below.

- The service pressures are expected to range between 49.5 psi to 82.9 psi (341 kPa to 572 kPa) in south area and between 47.5 psi to 76.1 psi (327 kPa to 524kPa) in 2031.
- The available fire flow meets the preliminary fire flow demands at the minimum pressure of 20 psi (140 kPa).
- This report is a high-level assessment completed in support of the Secondary Plan. The results provided are a general overview of how the system will operate with the additional demands. Detailed reports will need to be completed at the Draft Plan and Detailed Design stage.
- The demands for the future external areas are based on the Region's estimates and not the higher demands noted in our October 2, 2024, report for the Trafalgar lands. The demands should be reviewed by the Region to confirm if these estimates are in line with their planning information.
- The watermain sizing is preliminary based on the provided populations from DSEL and the simplified pipe network. The site area will need to be re-evaluated as the planning process proceeds, planning information is finalized and the updated Regional Master Plan report and model becomes available.
- According to the model output, some areas in the southern area, will experience pressures above the OBC limit of 80 psi (550 kPa). Those buildings or units may require individual pressure reducing valves but will be reviewed in more detail as the design process continues.
- The available fire flow generally meets or exceeds the preliminary fire flow demands at the minimum pressure of 140 kPa based on the proposed watermain supply and assumptions made within this report but must be confirmed when additional information becomes available. Once building designs/configurations are known, the fire flows must be confirmed using the FUS formula. Building construction and sprinkler systems may need to be designed to suit the available flow and pressure.

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- This report, including all modeling assumptions used, is to be submitted to and reviewed by the water operating authority (municipality) to confirm that the modeling parameters used are acceptable to the operating authority and/or confirm if modified domestic or fire flow requirements are required or should be implemented for this particular Secondary Plan Area.

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Appendix A

Demands

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Appendix B

Model Results

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Appendix A

Demands

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Equivalent Population by Area

Type of Development	Equivalent Population Density *(Person/Hectare)*
Medium Density	230
High Rise Mixed Use	1015
NCMU external	500
High Rise Apartments (>6 stories)	500
Mixed Use Commercial Areas	90
Community Services	40
Employment Lands	125
NCMU internal	570

Water Design Factors

Average Daily Demand (m3/capita)	0.275
Maximum Daily Demand P.F.	2.25
Maximum Hourly Demand P.F.	
Residential	*4*
I/C/I	*2.25*

Cofficient of Roughness

Size of Pipe (mm Dia.)	Coefficient of Roughness (C)
150	100
200-250	110
300-600	120
Over 600	130

Minimum Pipe Size

Type of Development	Size of Pipe (mm Dia.)
Residential	150
Commercial/Industrial/Community	300

Working Pressures

Parameter	Pressure
Normal Condition	
Minimum Pressure	275 kPa (40 psi)
Target Pressure	350 kPa (50 psi)
Maximum (Building Code)	550 kPa (80 psi)
Maximum (Halton)	690 kPa (100 psi)
Fire Flow Conditions	
Minimum Pressure	140 kPa (20 psi)

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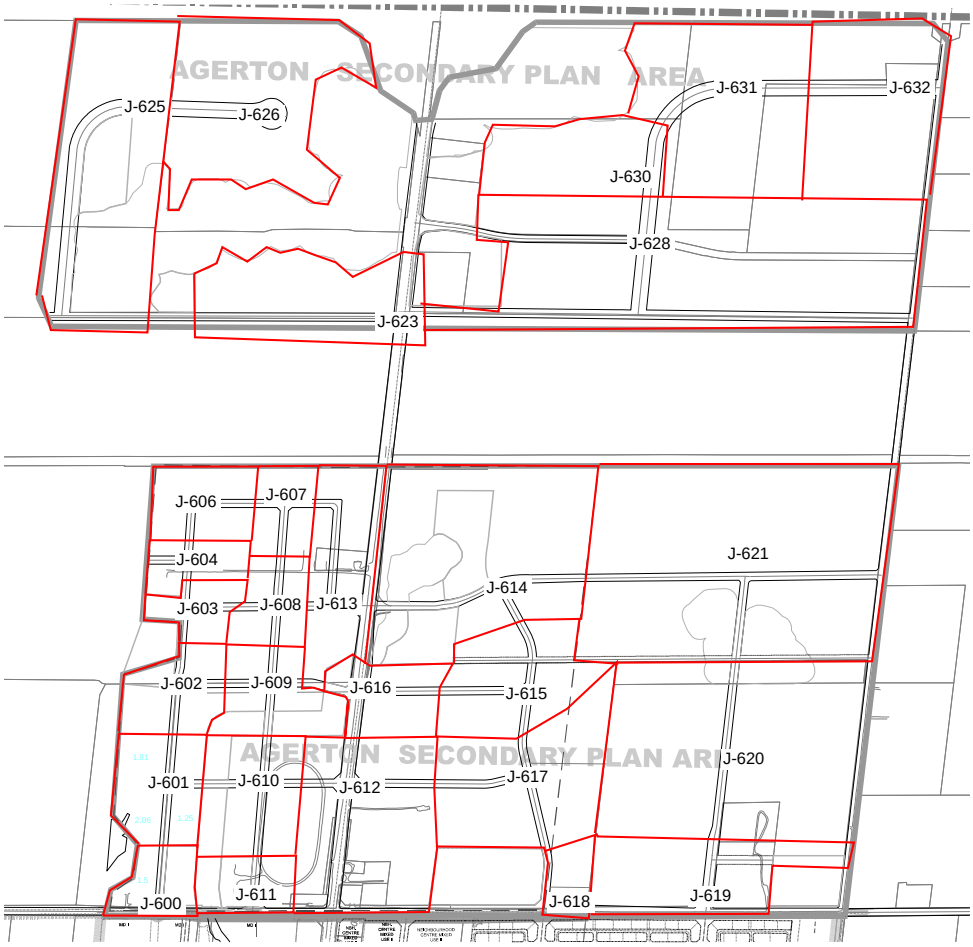
Water Demand
MT4 Agerton, Milton ON
October 3, 2025

Municipal Engineering Solutions

Node	N/S	Elevation	Equivalent Population		Demands			Fire Flow Demands
			Total Population	Total Population	ADD	MDD	PHD	
		(m)	*(Residential)*	*(ICI)*	*(L/s)*	*(L/s)*	*(L/s)*	*(L/s)*
J-600	S	*190.58*	345	0	1.10	2.47	4.39	*250*
J-601	S	*192.76*	996	72	3.40	7.65	13.20	*273*
J-602	S	*193.45*	543	70	1.95	4.39	7.41	*273*
J-603	S	*192.80*	711	0	2.26	5.09	9.05	*273*
J-604	S	*193.27*	1853	0	5.90	13.27	23.59	*273*
J-605	S	*193.49*	0	0	0.00	0.00	0.00	*273*
J-606	S	*193.71*	2588	0	8.24	18.53	32.95	*273*
J-607	S	*196.31*	3441	0	10.95	24.64	43.81	*273*
J-608	S	*193.56*	2279	0	7.25	16.32	29.01	*273*
J-609	S	*194.02*	752	0	2.39	5.39	9.58	*250*
J-610	S	*192.76*	1624	0	5.17	11.63	20.67	*273*
J-611	S	*192.10*	650	0	2.07	4.65	8.28	*273*
J-612	S	*193.89*	6542	0	20.82	46.85	83.29	*273*
J-613	S	*194.00*	3361	0	10.70	24.07	42.79	*273*
J-614	S	*198.68*	1060	1373	7.74	17.42	23.33	*273*
J-615	S	*197.89*	1626	291	6.10	13.72	22.78	*273*
J-616	S	*194.52*	1231	0	3.92	8.81	15.67	*273*
J-617	S	*197.20*	2776	258	9.66	21.73	37.19	*273*
J-618	S	*196.00*	0	127	0.40	0.91	0.91	*273*
J-619	S	*198.34*	0	903	2.87	6.46	6.46	*273*
J-620	S	*200.67*	0	3281	10.44	23.50	23.50	*273*
J-621	S	*200.69*	0	5033	16.02	36.04	36.04	*273*
J-622	S	*204.00*	0	0	0.00	0.00	0.00	*273*
J-623	N	*199.50*	0	724	2.30	5.18	5.18	273
J-624	N	*195.45*	0	0	0.00	0.00	0.00	273
J-625	N	*197.30*	0	1020	3.25	7.30	7.30	273
J-626	N	*198.30*	0	2040	6.49	14.61	14.61	273
J-627	N	*198.93*	0	0	0.00	0.00	0.00	273
J-628	N	*203.10*	0	3888	12.37	27.84	27.84	273
J-629	N	*202.94*	0	0	0.00	0.00	0.00	273
J-630	N	*204.00*	0	1033	3.29	7.39	7.39	273
J-631	N	*204.89*	0	2480	7.89	17.76	17.76	273
J-632	N	*205.65*	0	1844	5.87	13.20	13.20	273
South			**32376**	**11407**	**139.35**	**313.55**	**493.88**	
North			**0**	**13027**	**41.46**	**93.29**	**93.29**	
Total			**32376**	**24434**	**180.82**	**406.84**	**587.17**	

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Demand Layout



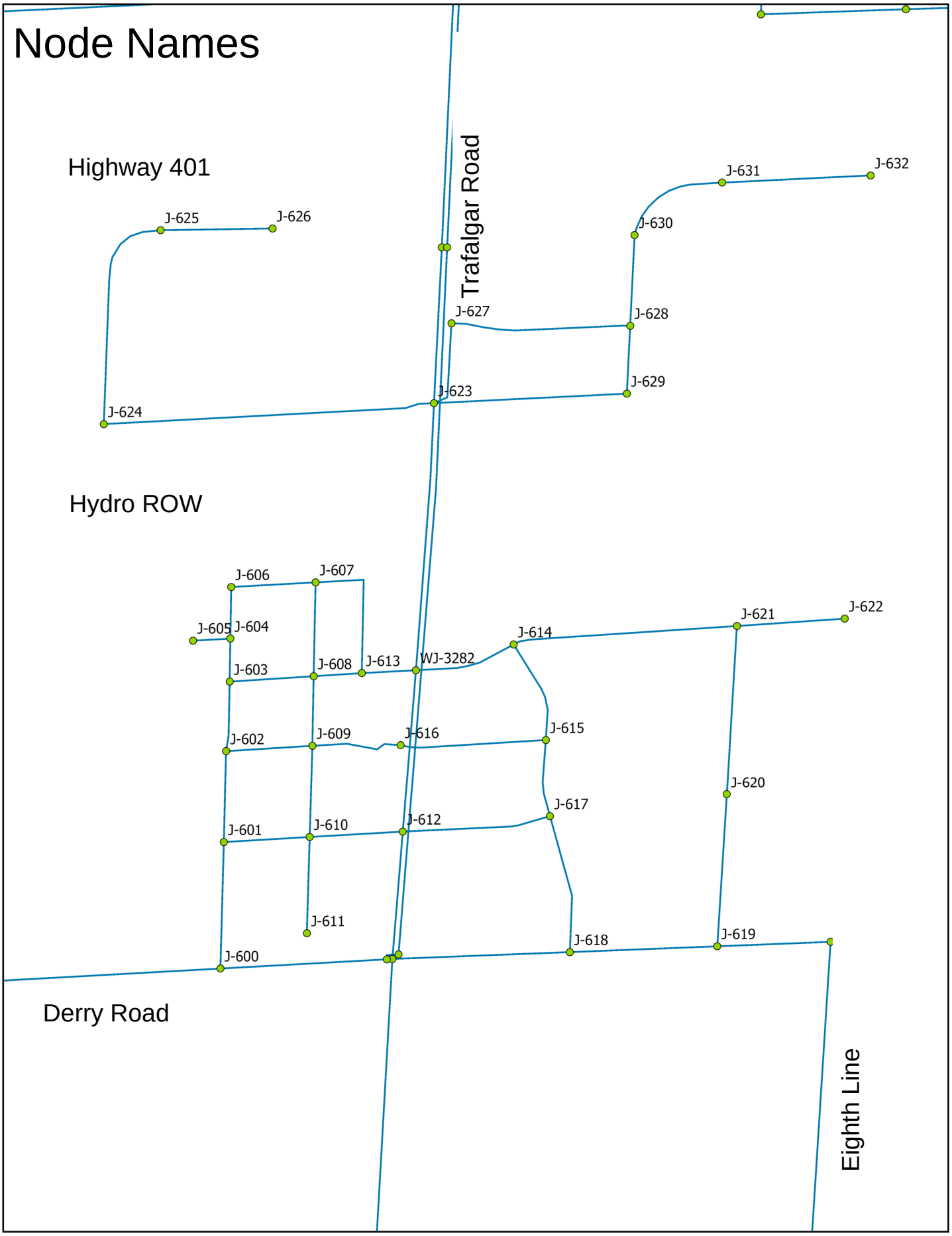
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Appendix B

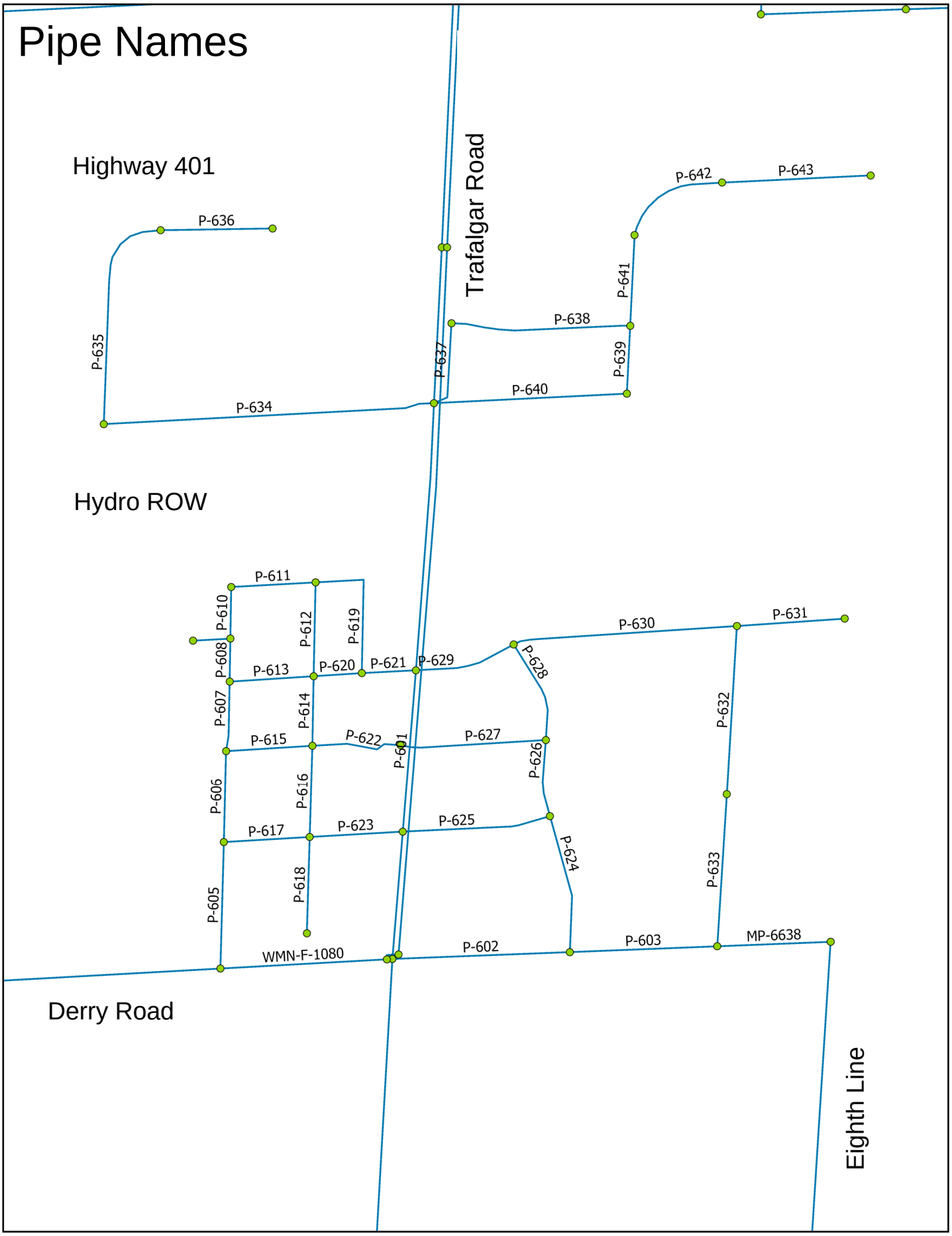
Model Results

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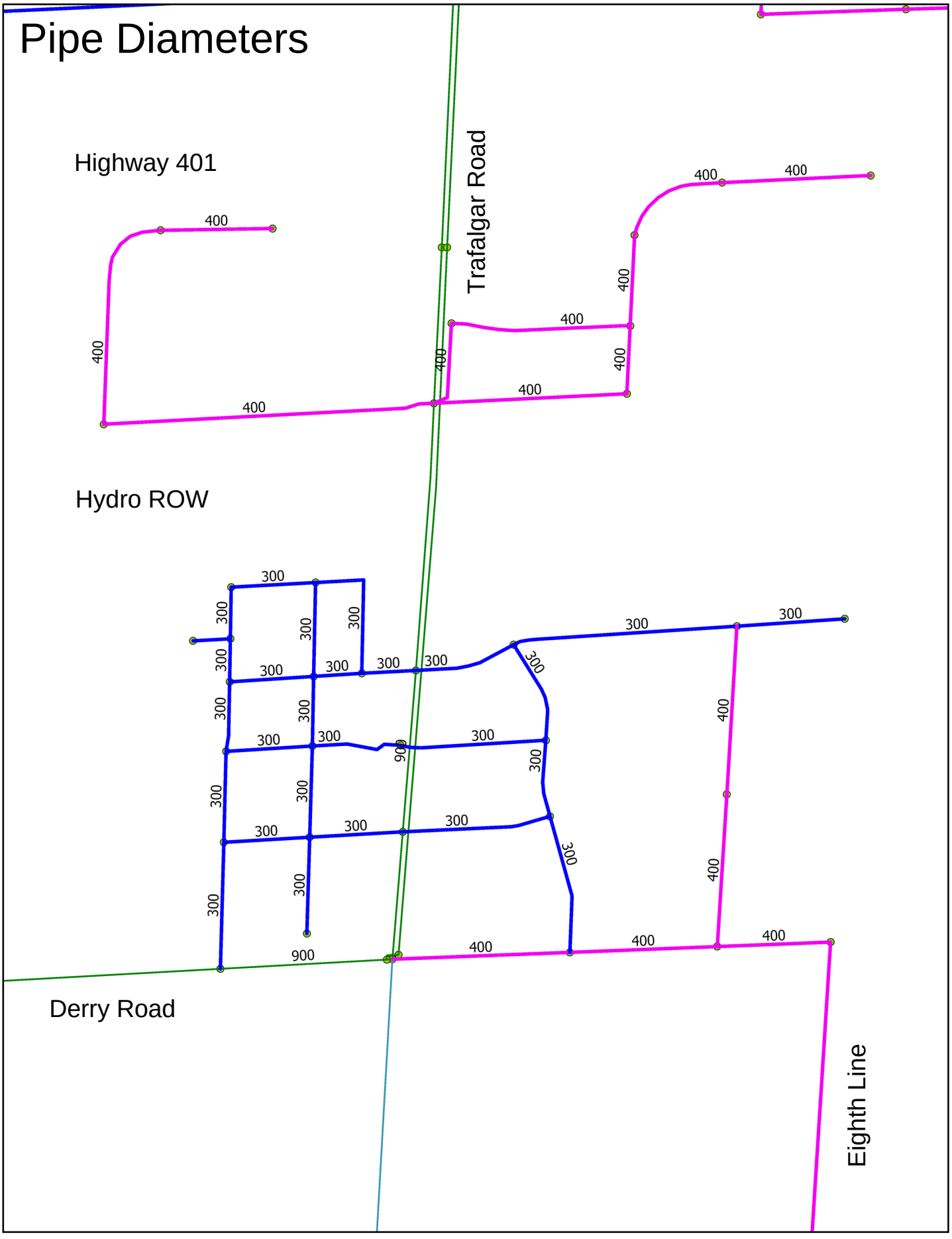
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Node Names
Highway 401
Trafalgar Road
Hydro ROW
Derry Road
Eighth Line
J-625
J-626
J-624
J-627
J-623
J-631
J-632
J-630
J-628
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J-607
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J-618
J-619
J-600

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Pipe Names
Highway 401
Trafalgar Road
Hydro ROW
Derry Road
Eighth Line
P-635
P-636
P-634
P-637
P-638
P-639
P-640
P-641
P-642
P-643
P-605
P-606
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P-603
MP-6638

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Pipe Diameters
Highway 401
Trafalgar Road
Hydro ROW
Derry Road
Eighth Line
400
300
900

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2031Conditions
MT4 Agerton, Milton ON
October 30, 2025

Average Day

Node Table

ID	Demand	Elevation	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	1.10	190.58	248.89	82.89
J-601	3.40	192.76	248.89	79.79
J-602	1.95	193.45	248.88	78.80
J-603	2.26	192.80	248.87	79.71
J-604	5.90	193.27	248.86	79.03
J-605	0.00	193.49	248.86	78.71
J-606	8.24	193.71	248.86	78.40
J-607	10.95	196.31	248.86	74.71
J-608	7.25	193.56	248.88	78.64
J-609	2.39	194.02	248.89	78.00
J-610	5.17	192.76	248.91	79.83
J-611	2.07	192.10	248.91	80.76
J-612	20.82	193.89	249.08	78.45
J-613	10.70	194.00	248.90	78.04
J-614	7.74	198.68	248.97	71.49
J-615	6.10	197.89	248.97	72.61
J-616	3.92	194.52	248.91	77.32
J-617	9.66	197.20	249.01	73.66
J-618	0.40	196.00	249.07	75.45
J-619	2.87	198.34	249.05	72.09
J-620	10.44	200.67	248.99	68.69
J-621	16.02	200.69	248.97	68.63
J-622	0.00	204.00	248.97	63.93
J-623	2.30	199.50	248.97	70.33
J-624	0.00	195.45	248.95	76.06
J-625	3.25	197.30	248.93	73.40
J-626	6.49	198.30	248.93	71.97
J-627	0.00	198.93	248.96	71.12
J-628	12.37	203.10	248.93	65.16
J-629	0.00	202.94	248.94	65.40
J-630	3.29	204.00	248.91	63.85
J-631	7.89	204.89	248.90	62.56
J-632	5.87	205.65	248.89	61.48

South MIN		**190.58**		**63.93**
South MAX		**204.00**		**82.89**

North MIN		**195.45**		**61.48**
North MAX		**205.65**		**76.06**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	SH-J-91	J-619	338.39	400	130	1.07	0.10
P-601	J-612	WJ-3282	482.47	900	130	16.68	0.30
P-602	J-618	WJ-3170-M	527.29	400	130	-2.31	0.21
P-603	J-619	J-618	437.88	400	130	-1.27	0.12
P-605	J-600	J-601	375.37	300	120	-0.47	0.08
P-606	J-601	J-602	271.79	300	120	0.15	0.03
P-607	J-602	J-603	207.04	300	120	0.55	0.09
P-608	J-603	J-604	127.77	300	120	0.81	0.13
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.30	0.05
P-611	J-606	J-607	250.81	300	120	-0.41	0.07
P-612	J-607	J-608	278.63	300	120	-0.60	0.10
P-613	J-608	J-603	249.86	300	120	0.45	0.07
P-614	J-608	J-609	206.58	300	120	-0.66	0.11
P-615	J-609	J-602	256.79	300	120	0.57	0.09
P-616	J-609	J-610	272.73	300	120	-0.73	0.12
P-617	J-610	J-601	255.27	300	120	0.92	0.15
P-618	J-610	J-611	285.65	300	120	0.18	0.03
P-619	J-607	J-613	420.23	300	120	-0.76	0.12
P-620	J-613	J-608	143.20	300	120	1.02	0.17
P-621	WJ-3282	J-613	161.06	300	120	2.70	0.44
P-622	J-616	J-609	268.63	300	120	0.70	0.11
P-623	J-612	J-610	276.81	300	120	2.27	0.37
P-624	J-618	J-617	412.49	300	120	1.01	0.17
P-625	J-617	J-612	441.56	300	120	-1.05	0.17
P-626	J-617	J-615	230.85	300	120	1.23	0.20
P-627	J-615	J-616	432.54	300	120	1.04	0.17
P-628	J-615	J-614	310.57	300	120	-0.34	0.06
P-629	J-614	WJ-3282	305.58	300	120	-1.20	0.20
P-630	J-614	J-621	666.51	300	120	0.20	0.03
P-631	J-621	J-622	322.69	300	120	0.00	0.00
P-632	J-621	J-620	502.20	400	120	-1.19	0.11
P-633	J-620	J-619	452.12	400	120	-2.09	0.19
P-634	J-623	J-624	983.41	400	120	0.84	0.08
P-635	J-624	J-625	671.79	400	120	0.84	0.08
P-636	J-625	J-626	332.79	400	120	0.56	0.05
P-637	J-627	J-623	263.65	400	120	-1.26	0.12
P-638	J-627	J-628	532.46	400	120	1.26	0.12
P-639	J-628	J-629	201.85	400	120	-1.28	0.12
P-640	J-629	J-623	573.17	400	120	-1.28	0.12
P-641	J-628	J-630	269.33	400	120	1.47	0.14
P-642	J-630	J-631	333.01	400	120	1.19	0.11
P-643	J-631	J-632	443.00	400	120	0.51	0.05
WMN-F-1080	WFT-F-1064	J-600	494.68	900	120	-0.55	0.01

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2031Conditions
MT4 Agerton, Milton ON
October 30, 2025

Maximum Day

Node Table

ID	Demand	Elevatio	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	2.47	190.58	248.64	82.53
J-601	7.65	192.76	248.46	79.18
J-602	4.39	193.45	248.35	78.04
J-603	5.09	192.80	248.26	78.85
J-604	13.27	193.27	248.20	78.09
J-605	0.00	193.49	248.20	77.78
J-606	18.53	193.71	248.19	77.44
J-607	24.64	196.31	248.21	73.78
J-608	16.32	193.56	248.28	77.79
J-609	5.39	194.02	248.35	77.23
J-610	11.63	192.76	248.47	79.19
J-611	4.65	192.10	248.46	80.12
J-612	46.85	193.89	248.90	78.20
J-613	24.07	194.00	248.34	77.24
J-614	17.42	198.68	248.49	70.81
J-615	13.72	197.89	248.48	71.92
J-616	8.81	194.52	248.37	76.55
J-617	21.73	197.20	248.60	73.08
J-618	0.91	196.00	248.74	74.98
J-619	6.46	198.34	248.65	71.52
J-620	23.50	200.67	248.45	67.92
J-621	36.04	200.69	248.38	67.80
J-622	0.00	204.00	248.38	63.10
J-623	5.18	199.50	248.80	70.09
J-624	0.00	195.45	248.70	75.69
J-625	7.30	197.30	248.62	72.96
J-626	14.61	198.30	248.60	71.51
J-627	0.00	198.93	248.74	70.81
J-628	27.84	203.10	248.61	64.69
J-629	0.00	202.94	248.66	64.99
J-630	7.39	204.00	248.52	63.30
J-631	17.76	204.89	248.46	61.93
J-632	13.20	205.65	248.44	60.82

South MIN		**190.58**		**63.10**
South MAX		**204.00**		**82.53**

North MIN		**195.45**		**60.82**
North MAX		**205.65**		**75.69**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	SH-J-91	J-619	338.39	400	130	1.68	0.15
P-601	J-612	WJ-3282	482.47	900	130	18.95	0.34
P-602	J-618	WJ-3170-M	527.29	400	130	-4.63	0.43
P-603	J-619	J-618	437.88	400	130	-2.93	0.27
P-605	J-600	J-601	375.37	300	120	1.97	0.32
P-606	J-601	J-602	271.79	300	120	1.80	0.29
P-607	J-602	J-603	207.04	300	120	1.77	0.29
P-608	J-603	J-604	127.77	300	120	1.97	0.32
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.82	0.13
P-611	J-606	J-607	250.81	300	120	-0.78	0.13
P-612	J-607	J-608	278.63	300	120	-1.38	0.23
P-613	J-608	J-603	249.86	300	120	0.64	0.10
P-614	J-608	J-609	206.58	300	120	-1.66	0.27
P-615	J-609	J-602	256.79	300	120	0.35	0.06
P-616	J-609	J-610	272.73	300	120	-1.83	0.30
P-617	J-610	J-601	255.27	300	120	0.49	0.08
P-618	J-610	J-611	285.65	300	120	0.40	0.07
P-619	J-607	J-613	420.23	300	120	-1.53	0.25
P-620	J-613	J-608	143.20	300	120	1.77	0.29
P-621	WJ-3282	J-613	161.06	300	120	5.38	0.88
P-622	J-616	J-609	268.63	300	120	0.65	0.11
P-623	J-612	J-610	276.81	300	120	3.72	0.61
P-624	J-618	J-617	412.49	300	120	1.63	0.27
P-625	J-617	J-612	441.56	300	120	-2.34	0.38
P-626	J-617	J-615	230.85	300	120	2.09	0.34
P-627	J-615	J-616	432.54	300	120	1.41	0.23
P-628	J-615	J-614	310.57	300	120	-0.51	0.08
P-629	J-614	WJ-3282	305.58	300	120	-3.11	0.51
P-630	J-614	J-621	666.51	300	120	1.10	0.18
P-631	J-621	J-622	322.69	300	120	0.00	0.00
P-632	J-621	J-620	502.20	400	120	-2.02	0.19
P-633	J-620	J-619	452.12	400	120	-4.05	0.37
P-634	J-623	J-624	983.41	400	120	1.89	0.17
P-635	J-624	J-625	671.79	400	120	1.89	0.17
P-636	J-625	J-626	332.79	400	120	1.26	0.12
P-637	J-623	J-627	283.34	400	120	2.76	0.25
P-638	J-627	J-628	592.66	400	120	2.76	0.25
P-639	J-628	J-629	201.85	400	120	-2.95	0.27
P-640	J-629	J-623	573.17	400	120	-2.95	0.27
P-641	J-628	J-630	269.33	400	120	3.31	0.31
P-642	J-630	J-631	333.01	400	120	2.67	0.25
P-643	J-631	J-632	443.00	400	120	1.14	0.11
WMN-F-1080	WFT-F-1064	J-600	494.68	900	120	7.21	0.13

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2031Conditions
MT4 Agerton, Milton ON
October 30, 2025

Peak Hour

Node Table

ID	Demand	Elevation	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	4.39	190.58	242.01	73.12
J-601	13.20	192.76	239.29	66.14
J-602	7.41	193.45	238.62	64.21
J-603	9.05	192.80	238.28	64.65
J-604	23.59	193.27	238.08	63.70
J-605	0.00	193.49	238.08	63.39
J-606	32.95	193.71	238.02	63.00
J-607	43.81	196.31	238.07	59.37
J-608	29.01	193.56	238.29	63.59
J-609	9.58	194.02	238.62	63.39
J-610	20.67	192.76	239.08	65.84
J-611	8.28	192.10	239.05	66.75
J-612	83.29	193.89	239.51	64.85
J-613	42.79	194.00	238.36	63.07
J-614	23.33	198.68	238.86	57.13
J-615	22.78	197.89	238.80	58.15
J-616	15.67	194.52	238.62	62.70
J-617	37.19	197.20	238.97	59.38
J-618	0.91	196.00	239.26	61.49
J-619	6.46	198.34	239.13	57.98
J-620	23.50	200.67	238.89	54.34
J-621	36.04	200.69	238.81	54.19
J-622	0.00	204.00	238.81	49.48
J-623	5.18	199.50	239.40	56.72
J-624	0.00	195.45	239.29	62.32
J-625	7.30	197.30	239.21	59.58
J-626	14.61	198.30	239.20	58.14
J-627	0.00	198.93	239.33	57.44
J-628	27.84	203.10	239.21	51.33
J-629	0.00	202.94	239.26	51.63
J-630	7.39	204.00	239.13	49.94
J-631	17.76	204.89	239.06	48.57
J-632	13.20	205.65	239.04	47.46

South MIN		**190.58**		**49.48**
South MAX		**204.00**		**73.12**

North MIN		**195.45**		**47.46**
North MAX		**205.65**		**62.32**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	SH-J-91	J-619	338.39	400	130	1.45	0.13
P-601	J-612	WJ-3282	482.47	900	130	22.40	0.41
P-602	J-618	WJ-3170-M	527.29	400	130	-5.98	0.55
P-603	J-619	J-618	437.88	400	130	-3.49	0.32
P-605	J-600	J-601	375.37	300	120	8.52	1.40
P-606	J-601	J-602	271.79	300	120	4.74	0.78
P-607	J-602	J-603	207.04	300	120	3.84	0.63
P-608	J-603	J-604	127.77	300	120	3.70	0.61
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	1.66	0.27
P-611	J-606	J-607	250.81	300	120	-1.18	0.19
P-612	J-607	J-608	278.63	300	120	-2.57	0.42
P-613	J-608	J-603	249.86	300	120	0.65	0.11
P-614	J-608	J-609	206.58	300	120	-3.73	0.61
P-615	J-609	J-602	256.79	300	120	-0.27	0.04
P-616	J-609	J-610	272.73	300	120	-3.87	0.63
P-617	J-610	J-601	255.27	300	120	-2.64	0.43
P-618	J-610	J-611	285.65	300	120	0.72	0.12
P-619	J-607	J-613	420.23	300	120	-2.40	0.39
P-620	J-613	J-608	143.20	300	120	2.00	0.33
P-621	WJ-3282	J-613	161.06	300	120	8.09	1.32
P-622	J-616	J-609	268.63	300	120	0.42	0.07
P-623	J-612	J-610	276.81	300	120	3.73	0.61
P-624	J-618	J-617	412.49	300	120	2.41	0.40
P-625	J-617	J-612	441.56	300	120	-3.27	0.54
P-626	J-617	J-615	230.85	300	120	2.47	0.40
P-627	J-615	J-616	432.54	300	120	1.78	0.29
P-628	J-615	J-614	310.57	300	120	-1.28	0.21
P-629	J-614	WJ-3282	305.58	300	120	-4.06	0.66
P-630	J-614	J-621	666.51	300	120	0.76	0.13
P-631	J-621	J-622	322.69	300	120	0.00	0.00
P-632	J-621	J-620	502.20	400	120	-2.35	0.22
P-633	J-620	J-619	452.12	400	120	-4.38	0.40
P-634	J-623	J-624	983.41	400	120	1.89	0.17
P-635	J-624	J-625	671.79	400	120	1.89	0.17
P-636	J-625	J-626	332.79	400	120	1.26	0.12
P-637	J-627	J-623	263.65	400	120	-2.84	0.26
P-638	J-627	J-628	532.46	400	120	2.84	0.26
P-639	J-628	J-629	201.85	400	120	-2.88	0.27
P-640	J-629	J-623	573.17	400	120	-2.88	0.27
P-641	J-628	J-630	269.33	400	120	3.31	0.31
P-642	J-630	J-631	333.01	400	120	2.67	0.25
P-643	J-631	J-632	443.00	400	120	1.14	0.11
WMN-F-1080	WFT-F-1064	J-600	494.68	900	120	53.69	0.98

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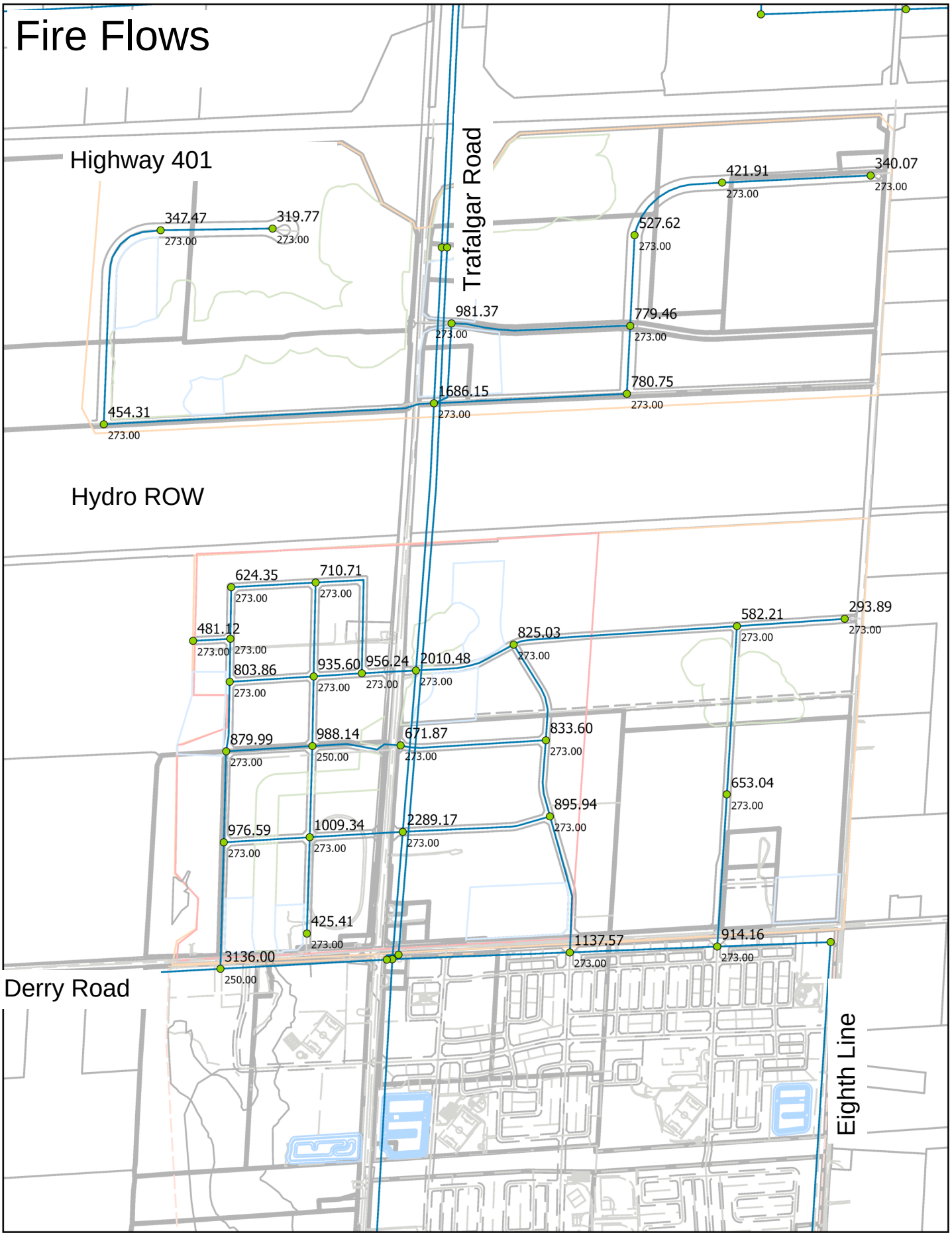
2031Conditions
MT4 Agerton, Milton ON
October 30, 2025

Fire Flow Table			
ID	Total Demand *(L/s)*	Available Flow *(L/s)*	Fire Flow Met?
J-600	252.47	3136.00	TRUE
J-601	280.65	976.59	TRUE
J-602	277.39	879.99	TRUE
J-603	278.09	803.86	TRUE
J-604	286.27	662.86	TRUE
J-605	273.00	481.12	TRUE
J-606	291.53	624.35	TRUE
J-607	297.64	710.71	TRUE
J-608	289.32	935.60	TRUE
J-609	255.39	988.14	TRUE
J-610	284.63	1009.34	TRUE
J-611	277.65	425.41	TRUE
J-612	319.85	2289.17	TRUE
J-613	297.07	956.24	TRUE
J-614	290.42	825.03	TRUE
J-615	286.72	833.60	TRUE
J-616	281.81	671.87	TRUE
J-617	294.73	895.94	TRUE
J-618	273.91	1137.57	TRUE
J-619	279.46	914.16	TRUE
J-620	296.50	653.04	TRUE
J-621	309.04	582.21	TRUE
J-622	273.00	293.89	TRUE
J-623	278.18	1686.15	TRUE
J-624	273.00	454.31	TRUE
J-625	280.30	347.47	TRUE
J-626	287.61	319.77	TRUE
J-627	273.00	981.37	TRUE
J-628	300.84	779.46	TRUE
J-629	273.00	780.75	TRUE
J-630	280.39	527.62	TRUE
J-631	290.76	421.91	TRUE
J-632	286.20	340.07	TRUE
WJ-3282	278.04	2010.48	TRUE

South MIN	**293.89**
South MAX	**2289.17**

North MIN	**319.77**
North MAX	**2010.48**

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Fire Flows
Highway 401
Trafalgar Road
Hydro ROW
Derry Road
Eighth Line
347.47
273.00
319.77
273.00
454.31
273.00
981.37
273.00
1686.15
273.00
527.62
273.00
421.91
273.00
340.07
273.00
779.46
273.00
780.75
273.00
624.35
273.00
710.71
273.00
481.12
273.00
273.00
803.86
273.00
935.60
273.00
956.24
273.00
2010.48
273.00
825.03
273.00
582.21
273.00
293.89
273.00
879.99
273.00
988.14
250.00
671.87
273.00
833.60
273.00
653.04
273.00
895.94
273.00
976.59
273.00
1009.34
273.00
2289.17
273.00
425.41
273.00
3136.00
250.00
1137.57
273.00
914.16
273.00

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Appendix F

Sanitary Sewer Design Sheets

(DSEL, 2025)

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DAVID SCHAEFFER ENGINEERING LTD.
600 ALDEN ROAD, SUITE 606
MARKHAM, ONTARIO
L3R 0E7
TEL: (905) 475-3080
FAX: (905) 475-3081

THE REGIONAL MUNICIPALITY OF HALTON

SANITARY SEWER DESIGN

SHEET No.: 1 **OF**
LOCATION: AGERTON ASP ADDEND
PROJECT No.: 18-1073
DATE: October 2025
DESIGNED BY: G.G.
CHECKED BY: E.G.

Mixed Use Commercial: 90 pph
NCMU and HD Residential: 500 pph
Employment/Freehall: 125 pph
Mixed Density II: 230 pph
Community Services/Park/School: 40 pph
Mixed Use Transit: 1015 pph
NCMU CAPO: 570 pph
Infil Flow (INF): 0.286 L/s/ha

n (PVC): 0.013
n (Conc): 0.013

Note: To be conservative, industrial Kav is considered to be 1

STREET	MANHOLE FROM	MANHOLE TO	LENGTH (m)	TRIBUTARY AREA HECTARE INCREMENT MD II	NCMU/HD RES	Employment	MU COMM	Community	MU Transit	NCMU CAPO	INFILT	TOTAL	POPULATION TRIBUTARY INCREMENT MD II	NCMU/HD RES	Employment	MU COMM	Community	MU Transit	NCMU CAPO	TOTAL	AVG. L/s INC.	AVG. L/s TOTAL	PEAKING FACTOR	MAX L/s	INF. L/s	MAX FLOW EXP.	SEWER SIZE	SLOPE	Q L/s	VEL (m/s) FULL	VEL (m/s) ACT.	PIPE TYPE	PIPE CLASS	Q/Qf
TRUNK 5																																		
				1.56								1.56	359							359														
				1.25								2.81	288							647														
				3.56								6.37	819							1466														
				0.99								7.36	228							1694														
				3.06								10.42	704							2398														
				0.83								11.25	191							2589														
				1.73								12.98	398							2987														
					6.19			1.74				20.91		3095			70				6152														
					0.59			1.81				23.31		295			72				6519														
	913A	914A	116.00								4.78	28.09								6519		20.75	2.95	61.21	8.03	69.24	450	0.30	156.16	0.98	0.95	CONC		0.44
	914A	915A	96.00								1.41	29.50								6519		20.75	2.93	60.79	8.44	69.23	450	0.30	156.16	0.98	0.95	CONC		0.44
	915A	916A (EX. Stub)	78.00									29.50								6519		20.75	2.93	60.79	8.44	69.23	450	0.30	156.16	0.98	0.95	CONC		0.44
Existing By Others	916A (EX. Plug)	EX. MH 9B	15.00									29.50								6519		20.75	2.93	60.79	8.44	69.23	600	0.50	434.17	1.54	1.11	CONC		0.16
To EX. MH 9												29.50								6519														
TRUNK 6																																		
					5.57							5.57		2785						2785														
						32.30						37.87			4038					6823														
						9.32						47.19			1173					7996														
							0.39				2.67	50.25				35				8031														
							3.78					54.03				340				8371														
	972A	973A	104.00				4.46					58.49				401				8772	1.28	27.92	2.55	71.20	16.73	87.92	450	0.30	156.16	0.98	1.01	CONC		0.56
	973A	974A	104.00									58.49								8772		27.92	2.55	71.20	16.73	87.92	450	0.30	156.16	0.98	1.01	CONC		0.56
	974A	975A	23.50	9.84				6.02				74.35	2263				241			11276		35.89	2.51	90.08	21.26	111.35	450	0.40	180.32	1.13	1.19	CONC		0.62
	975A	976A	149.00								1.87	76.22								11276		35.89	2.51	90.08	21.80	111.88	525	0.25	215.03	0.99	1.00	CONC		0.52
	976A	977A	149.00		12.18							88.40		6090						17366		55.27	2.39	132.10	25.28	157.39	600	0.25	307.01	1.09	1.09	CONC		0.51
	977A	978A	21.00									88.40								17366		55.27	2.39	132.10	25.28	157.39	600	0.25	307.01	1.09	1.09	CONC		0.51
	978A	995A (B.O.)	129.00			0.52		4.99				93.91			65		200			17631	0.00	56.12	2.37	133.00	26.86	159.86	600	0.25	307.01	1.09	1.09	CONC		0.52
To DERRY ROAD TRUNK (BY OTHERS)												93.91								17631														
TRUNK 7																																		
						14.55	1.90					16.45			1819	171				1990														
						12.78	2.35					31.58			1598	212				3800														
	986A	992A (B.O.)	99.00			7.46	6.41					45.45			933	577				5310	1.84	16.90	2.73	46.14	13.00	59.14	375	0.30	96.03	0.87	0.91	PVC		0.62
To DERRY ROAD TRUNK (BY OTHERS)												45.45								5310														
DERRY ROAD TRUNK (BY OTHERS)																																		
	987A (B.O.)	989A (B.O.)	29.50			82.22						82.22			10278					10278		32.71	2.35	76.88	23.51	100.39	450	0.45	191.26	1.20	1.21	CONC		0.52
	989A (B.O.)	990A (B.O.)	118.00								2.20	84.42								10278		32.71	2.35	76.88	24.14	101.02	450	0.50	201.60	1.27	1.27	CONC		0.50
	990A (B.O.)	991A (B.O.)	118.00									84.42								10278		32.71	2.35	76.88	24.14	101.02	525	0.25	215.03	0.99	0.98	CONC		0.47
	991A (B.O.)	992A (B.O.)	118.00									84.42								10278		32.71	2.35	76.88	24.14	101.02	525	0.25	215.03	0.99	0.98	CONC		0.47
Contribution From TRUNK 7, Pipe 986A - 992A												45.45								5310														
	992A (B.O.)	993A (B.O.)	145.50									129.87								15588		49.61	2.25	111.63	37.14	148.78	600	0.25	307.01	1.09	1.08	CONC		0.48
	993A (B.O.)	994A (B.O.)	145.50									129.87								15588		49.61	2.25	111.63	37.14	148.78	600	0.25	307.01	1.09	1.08	CONC		0.48
	994A (B.O.)	995A (B.O.)	145.50									129.87								15588		49.61	2.25	111.63	37.14	148.78	600	0.25	307.01	1.09	1.08	CONC		0.48
Contribution From TRUNK 6, Pipe 978A - 995A												93.91								17631														
	995A (B.O.)	996A (B.O.)	127.00								2.02	225.80								33219		105.73	2.05	216.75	64.58	281.33	600	0.55	455.36	1.61	1.69	CONC		0.62
	996A (B.O.)	997A (B.O.)	127.00									225.80								33219		105.73	2.05	216.75	64.58	281.33	600	0.55	455.36	1.61	1.69	CONC		0.62
	997A (B.O.)	998A (B.O.)	127.00									225.80								33219		105.73	2.05	216.75	64.58	281.33	600	0.55	455.36	1.61	1.69	CONC		0.62
	998A (B.O.)	999A (B.O.)	127.00									225.80								33219		105.73	2.05	216.75	64.58	281.33	600	0.55	455.36	1.61	1.69	CONC		0.62
	999A (B.O.)	5000A (B.O.)	23.50									225.80								33219		105.73	2.05	216.75	64.58	281.33	600	0.55	455.36	1.61	1.69	CONC		0.62
	5000A (B.O.)	Ex. MH 9A	27.50									225.80								33219		105.73	2.05	216.75	64.58	281.33	600	0.55	455.36	1.61	1.69	CONC		0.62
To EX. MH 9A												225.80								33219														
TRUNK 4																																		
									2.03			2.03						2060		2060														
										3.82		5.85							2177	4237														
				4.18								10.03	961							5198														
										3.96		13.99							2257	7455														
	1002A	1007A	125.00							0.83	1.88	16.70							473	7928		25.23	2.99	75.45	4.78	80.23	450	0.30	156.16	0.98	0.99	CONC		0.51
				3.54								20.24	814							8742														
										1.37		21.61							781	9523														
									1.70			23.31						1726		11249														
									1.52			24.83						1543		12792														
	1007A	1008A	143.50								2.60	27.43								12792		40.72	2.75	111.97	7.84	119.81	525	0.25	215.03	0.99	1.02	CONC		0.56
	1008A	1009A	63.00							3.63	0.88	31.94							2069	14861		47.30	2.69	127.24	9.13	136.37	525	0.25	215.03	0.99	1.05	CONC		0.63
	1009A	1010A (EX. Stub)	67.00									31.94								14861		47.30	2.69	127.24	9.13	136.37	525	0.25	215.03	0.99	1.05	CONC		0.63
Existing By Others	1010A (EX. Stub)	EX. 10A	28.90									31.94								14861		47.30	2.69	127.24	9.13	136.37	600	0.60	475.61	1.68	1.45	CONC		0.29
To EX. DC 7555 1200mm Dia. By Others												31.94								14861														

This page contains no comments

DAVID SCHAEFFER ENGINEERING LTD.
500 ALDEN ROAD, SUITE 606
MARKHAM, ONTARIO
L3R 0E7
TEL: (905) 475-3080
FAX: (905) 475-3081

THE REGIONAL MUNICIPALITY OF HALTON

SANITARY SEWER DESIGN

Note: To be conservative, industrial Kav is considered to be 1

Mixed Use Commercial:	90	pph
NCMU and HD Residential:	500	pph
Employment/Fire/Hall:	125	pph
Mixed Density II:	230	pph
Community Services/Park/School:	40	pph
Mixed Use Transit:	1015	pph
NCMU CAPO	570	pph
Infil.Flow (INF):	0.286	L/s/ha

n (PVC): 0.013
n (Conc): 0.013

SHEET No.: 2 OF 2
LOCATION: AGERTON ASP ADDENDUM
PROJECT No.: 18-1073
DATE: October 2025
DESIGNED BY: G.G.
CHECKED BY: E.G.

STREET	MANHOLE		LENGTH	TRIBUTARY AREA HECTARE									POPULATION TRIBUTARY								AVG. L/s	AVG. L/s	PEAKING	MAX	INF.	MAX FLOW	SEWER				PIPE		
				INCREMENT								TOTAL	INCREMENT							TOTAL							SIZE	SLOPE	Q	VEL (m/s)			
	FROM	TO	(m)	MD II	NCMU/HD RES	Employment	MU COMM	Community	MU Transit	NCMU CAPO	INFILT		MD II	NCMU/HD RES	Employment	MU COMM	Community	MU Transit	NCMU CAPO		INC.	TOTAL	FACTOR	L/s	L/s	EXP.			L/s	FULL	ACT.	TYPE	CLASS	Q/Qf
TRUNK 3																																		
						40.95						40.95			5119					5119													
	1428A	Ex. MH 14	101.00								2.11	43.06								5119		16.29	2.59	42.20	12.32	54.51	375	0.30	96.03	0.87	0.89	PVC		0.57
To EX. MH 14												43.06								5119						55								
						16.46						16.46			2058					2058													
						9.99						26.45			1249					3307													
	5001A	Ex. MH 14	33.00								4.56	31.01								3307		10.53	2.72	28.63	8.87	37.50	375	0.30	96.03	0.87	0.81	PVC		0.39
To EX. MH 14												31.01								3307						37								
Total Flow to EX. MH 14												74.07								8426						92								
TRUNK 2																																		
	1437A	Ex. MH 12A	22.50			6.55					7.37	13.92			819					819		2.61	3.08	8.03	3.98	12.01	250	0.40	37.61	0.77	0.68	PVC		0.32
To EX. MH 12A												13.92								819														
TRUNK 1																																		
	1238A	Ex. MH 12A	25.00			24.48	8.04				8.58	41.10			3060	724				3784	2.30	12.04	2.82	33.96	11.75	45.72	375	0.30	96.03	0.87	0.86	PVC		0.48
To EX. MH 12A												41.10								3784														

This page contains no comments

Appendix G

Preliminary Cost Estimates for DC Sewers

(DSEL, 2025)

This page contains no comments

Date: October 10, 2025
DSEL File No.: 18-1073

MILTON PHASE 4

DC Sanitary Sewers - Agerton

Item No.	Item Description	Approx. Depth	Quantity	Unit	Unit Rate	Total	Notes
1	**Sanitary Sewers**						
	Trunk 6						
.01	MH 975A to MH 976A (B.O.) - 525mm	8.0	149.0	lm	$ 2,400.00	$ 357,600.00	Constructed prior to or with subdivision
.01	MH 976A to MH 995A (B.O.) - 600mm	8.0	299.0	lm	$ 2,675.00	$ 799,825.00	Constructed prior to or with subdivision
			448.0				
2	**Connect to Existing**						
.01	MH 995A (B.O)	14.1	1.0	LS	$ 100,000.00	$ 100,000.00	-Assumes full road closure; to be reviewed at detailed design
3	**Non-Itemized Costs**						
.01	Non-Itemized Costs		$ 1,257,425.00	%	10%	$ 125,742.50	
					SUB-TOTAL:	$ 1,383,167.50	
					CONTINGENCY (10%)	*$ 138,316.75*	
					ENGINEERING FEES (15%)	*$ 207,475.13*	
					TOTAL ESTIMATED COST:	**$ 1,728,959.38**	

Notes:
1. Engineering & Administration excluded.
2. HST excluded.
3. Adverse sub-surface conditions, for example but not limited to shale/bedrock or excessive groundwater not included; to be confirmed with geotech and hydro-geologist.
4. No temporary traffic diversions assumed.
5. Assumes completed at the same time as subdivsion servicing.

This page contains no comments

Public Works Development Services
1151 Bronte Road
Oakville, Ontario
L6M 3L1

January 21, 2026

Ritee Haider
Senior Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Ms. Haider:

Re: Draft Agerton Secondary Plan
Technical Advisory Committee (TAC) Circulation – December 2025

As of July 1st 2024 Halton Region became an "upper tier municipality without planning responsibilities". As you are aware, Halton Region, the Town of Milton along with the other area municipalities approved a Memorandum of Understanding (MOU) that outlines roles and responsibilities going forward. These comments are in accordance with the Regional interests outlined in the MOU.

Regional staff have reviewed the Secondary Plan materials circulated on December 2, 2025 as part of the TAC Circulation, and provide the following comments.

Transportation:

Regional Transportation staff reviewed the Agerton Draft TMP (Oct 2025), Draft Design Guidelines (Oct 2025) and Secondary Plan (Dec 2025) and note the following:

Agerton Secondary Plan (December 2025)

There are no references in the draft policy text to the ultimate Regional road right-of-way requirements or land dedication process for development applications along the Regional Road network. The Region will require clarification, as it is noted that these references are also not included in the latest Secondary Plan text for the adjacent Trafalgar Secondary Plan despite Halton Region staff recommending the inclusion of these references in the Trafalgar Secondary Plan text. These references may have been omitted from the Trafalgar Secondary Plan text along with other policies and mechanisms in place to protect for Halton Region's ultimate right-of-way requirements and land dedication requirements for development applications.

Transportation Master Plan Update, Agerton Secondary Plan, prepared by TYLin (October 2025)

Staff will require an update to the Transportation Master Plan (TMP) to address the following comments. Note that staff may provide additional comments on the updated version of the TMP pending review of the additional and revised components of the study per the comments below.

1. Errors and Inconsistencies in TMP

Errors and inconsistencies between references and information within the report have been identified. TYLin will need to ensure that these spelling and grammatical errors are corrected, and that all inconsistencies between references within the report (e.g. figures, appendices, intersection #s, collector road names, JBPE references within different sections of the report, etc.) are corrected to be consistent.

We are also requesting that TYLin check that the Synchro modelling is consistent with existing conditions and existing data (i.e. traffic data and signal timing plans), and that any inconsistencies are corrected with analysis, results and recommendations updated accordingly in the TMP.

2. Future Background Traffic Volume Forecasting

During the Terms of Reference co-ordination, staff provided a detailed growth rate application methodology with growth rates extracted from Halton Region's Integrated Master Plan (IMP) and transportation model. The methodology included using provided Joint Best Planning Estimates (JBPEs) to reverse-calculate background volumes associated with the subject Agerton Secondary Plan lands and subtract those volumes from the future background volume forecasts. The purpose of this methodology was to avoid the subject Agerton lands being double counted under future total conditions since the growth rates provided by Halton Region include the subject Agerton lands as well as the background Trafalgar Secondary Plan lands and potential GO Station.

Unfortunately, TYLin has extracted growth rates from the origin-destination matrices data that Halton Region provided to TYLin to assist with this study in their own effort to avoid double-counting the subject Agerton lands or other background areas.

The agreed upon growth rate methodology per the Terms of Reference must be applied in this study. This methodology is consistent with the agreed upon growth rate methodology per the Terms of Reference for the Road Network Assessment in support of the Tertiary Plan for the adjacent Trafalgar Secondary Plan lands (also prepared by TYLin, with the latest version dated November 2025), with one exception as agreed upon with Halton Region after the RNA submission following the Terms of Reference approval in summer 2025.

The exception is the growth rate application from existing conditions to 2031 future background conditions, which utilized the screenline growth rates from the initial

Secondary Plan Transportation Study for the combined Agerton and Trafalgar lands (prepared by WSP, approved in March 2022). The growth rate of 2.65% compounded annually was applied as this growth rate accounted for the potential GO Station but not the Trafalgar nor Agerton lands, which were the exact parameters and assumptions for 2031 in the Trafalgar Tertiary Plan RNA that considered the Trafalgar lands as the "subject lands" in that study.

Therefore, the growth rate methodology provided as Appendix 'A' to this letter must be applied in the Agerton Secondary Plan TMP to:

- balance consistency with the initial Secondary Plan Transportation Study and recently prepared Trafalgar Tertiary Plan RNA,
- conform to the agreed upon Terms of Reference as much as possible,
- consider the context of the Agerton Secondary Plan study, and
- avoid double-counting of the subject Agerton lands or background lands.

All calculations, analysis, results and recommendations must be updated accordingly in the TMP to reflect this revised growth rate methodology. This revised growth rate methodology must be clearly documented in the TMP.

3. Justification for Reduction in Intersection Spacing

The proposed collector road intersection of Trafalgar Road Collector E (intersection #117) does not conform to the minimum spacing requirement of 300 metres between the proposed adjacent full-moves intersections at Collector D and Collector F along Trafalgar Road (intersection #s 116 and 114, respectively) per Halton Region's Access Management Guideline. The TMP does not acknowledge this reduced intersection spacing along Trafalgar Road.

Therefore, the TMP must either consider Intersection #117 as a right-in/right-out (RI/RO) intersection to satisfy the minimum spacing requirements from intersection #s 116 and 114 (with trip assignment, analysis, results and recommendations in the TMP updated accordingly), or justify the reduced spacing along Trafalgar Road if intersection #117 is to remain as a proposed full-moves intersection.

The reduced intersection spacing would ultimately require Halton Region's approval. The justification should clearly demonstrate the negative impacts of not permitting the proposed full-moves operation of intersection #117 by comparing traffic operations, safety, circulation, etc. at adjacent study intersections between the proposed full-moves signalized configuration and a restricted RI/RO unsignalized configuration.

The operation of this intersection can ultimately be looked at and confirmed through the future Tertiary Plan Transportation Study. However, in this case, the TMP would still have to confirm the impacts to the volumes, analysis, results and recommendations to other adjacent accesses if Intersection #117 is restricted to a RI/RO operation to demonstrate that there would be no expected issues as a result of a RI/RO restriction.

4. Development Statistics

The TMP appears to rely on the JBPEs provided by Halton Region as the core development statistics for the subject Agerton lands. Staff provided the JBPEs to TYLin in the Terms of Reference feedback with the intention of being used to reverse-calculate background volumes associated with the subject Agerton Secondary Plan lands and subtract those volumes from the background volumes forecasts to avoid double-counting under future total conditions. Therefore, the JBPEs should be primarily limited to this intended application in the study, especially considering that the JBPEs may have been updated since the approval of the Terms of Reference.

Further, the latest official planning and development statistics for the Agerton Secondary Plan must be applied in the trip generation forecasts, with all analysis, results and recommendations updated accordingly. The latest official statistics must also be clearly documented in the TMP with sources provided.

5. Modelling Assumptions

The modelling assumptions regarding Synchro parameter inputs and adjustments should be consistent with the recently approved Trafalgar Tertiary Plan RNA, which was also based on the assumptions from the initial Secondary Plan Transportation Study. The Synchro modelling should be updated to reflect these consistent assumptions where currently inconsistent, with analysis, results and recommendations updated accordingly.

Further, all modelling assumptions and the rationale for these assumptions (consistency with the previous studies) must be documented in the TMP for clarity.

6. Existing Road Network

Section 2.1 “Road Network” must be updated to:

- correct the speed limit of Trafalgar Road north of Derry Road to be 60 km/h,
- clarify that there is no existing centre unused lane or two-way-left-turn-lane on Trafalgar Road north of Derry Road, and
- correct the speed limit of the recently improved Britannia Road to 60 km/h.

Figure 2-1 “Existing Lane Configuration” must be updated to illustrate the correct existing off-ramp lane configuration of the Highway 401 eastbound off-ramp to Trafalgar Road (eastbound left-turn, eastbound left/right-turn, eastbound right-turn). This correct lane configuration must be reflected in the modelling, analysis, results and recommendations within the TMP pertaining to the Highway 401 eastbound ramp terminal to Trafalgar Road.

7. Location of Future Main Street Extension

The TMP acknowledges the future Main Street Extension project and acknowledges that the future alignment of the extension will be confirmed in the future. The TMP should also clarify that the future location of the Main Street extension connection to Trafalgar Road on the study road network will also be confirmed in the future. This caveat should also be noted on all figures within the TMP that illustrate the location of the future Main Street Extension to be south of Auburn Road.

8. Future GO Station Connection through Hydro Lands

The appended Schedules to the draft Agerton Secondary Plan policy text illustrate a north-south connection spanning through the existing Hydro Corridor connecting the southerly lands to the northerly lands. The Schedules also illustrate a future potential north-south connection between this potential GO Station connection and Collector C. The TMP must detail both of these potential connections further considering these were acknowledged in the initial Secondary Plan Transportation Study, and confirm if these connections were considered in the trip assignment and analysis within the study.

9. Recommended Improvements Clarity

The TMP must clearly identify all recommended road improvements under future background conditions, improvements triggered under future total conditions (i.e. subject development-triggered), and improvements triggered by the potential GO station – for each respective horizon year.

For maximum clarity, a table should be provided in the body of the report (and executive summary and conclusions & recommendations sections) that clearly indicates what improvements are triggered under which scenario and under which horizon year. Again, this comparison was expertly provided in the recently approved Trafalgar Tertiary Plan RNA.

10. Future Background and Total Lane Configurations Figures

Figure 3-4 “2031 Future Background Lane Configurations” should clearly identify what future background improvements are already planned by Halton Region (capital projects, such as the widening of Derry Road) and what additional improvements are recommended by TYLin to improve future background traffic operations where required. This delineation was expertly illustrated in Figure 6-8 “2031 Future Background Lane Configurations” in the recently approved Trafalgar Tertiary Plan RNA. Figure 3-4 should also illustrate the future HOV lanes where planned on the Regional road network.

Figures 3-5 and 3-6 should then illustrate any additional improvements to the 2031 future background road network recommended by TYLin where required (e.g. dual left-turn lanes recommended under 2041 or 2051 future background conditions).

Figures 5-16 to 5-18 should then illustrate any additional "future total-triggered" improvements to the respective future background road network as recommended by TYLin where required. This comparison was expertly illustrated in the recently approved Trafalgar Tertiary Plan RNA.

11. Future Development Applications

The TMP should note that site-specific development applications with supporting Transportation Impact Studies (TISs) will be required for all properties within the Agerton Secondary Plan lands. Specifically, the TMP should clarify that these future studies will reflect changes to development statistics, existing conditions in the surrounding area and other potential changes from the time of the TMP preparation, and that the results and recommendations of the TMP may be revised in the future at the development-application level pending any of these changes.

Please ensure that any updates to the body of the RNA to address the comments above are consistently applied to the Executive Summary and Conclusions & Recommendations sections of the report where applicable.

Also, all other documents included the Secondary Plan circulation materials must reflect any updates to the TMP to address the comments above, where applicable.

General Comments

Executive Summary and Section 3.5.1 notes that "HOV/Bus lanes are to be implemented under future background and future total conditions upon Regional widening of Trafalgar Road, Derry Road, and Britannia Road to three lanes in each direction." Please note that:

- Britannia Road has already been widened to 6 lanes and is currently operating with 6 General Purpose Lanes (GPL);

- the Trafalgar Road Corridor Study – Highway 407 (ETR) to Steeles Avenue (Regional Road 8) (https://www.halton.ca/for-residents/roads-construction/municipal-class-environmental-assessment-studies/trafalgar-road-corridor-study-%E2%80%93-highway-407-(etr)) is ongoing. Through this study, Halton Region is examining a wide range of multi-modal transportation improvements, including roadway widening, cross-sectional requirements, active transportation, transit supportive infrastructure, intersection improvements, and overall traffic operations;

- The phasing of the Transit Priority Corridor infrastructure for Derry Road, Trafalgar Road and Britannia Road can be found on Figures 10, 11 and 12 of the Executive Summary for the Integrated Master Plan which can be found here: IMP Executive Summary. The 2051 Preliminary Preferred Transit Priority Corridor Infrastructure Network is shown on Figure 9. As per Staff report PW-35-15, Transit Priority Corridor infrastructure improvements can evolve over time based on need and

local priorities. The implementation of infrastructure will be driven by travel demand, transit ridership and connectivity. There is flexibility in the phasing of the Transit Priority Corridor network to allow priority treatments to be upgraded as ridership increases, ensuring that enhancements reflect where demand is highest. It is recognized that the timing and transition of the Transit Priority Corridors will require close coordination between the Region and the Local Municipalities.

Please update text in Section 2.1 regarding Britannia Road as follows:

- Britannia Road is an existing east-west major arterial roadway under the jurisdiction of Halton Region. ~~Currently, the roadway has a rural two-lane cross-section and has a posted speed limit of 80 km/h within the vicinity of the plan area.~~ At the time of this report, the construction of Britannia Road has been completed and has been widened to a 6-lane cross-section with an urban cross-section with active transportation facilities.

Please update the last paragraph in Section 2.3.1 as follows:

- Note that the Region ~~an updated version of the Region's TMP is currently in development at the time of this report and is being produced as a part of the Region's broader Integrated Master Plan.~~ is completing an update to the 2011 TMP through the Integrated Master Plan (see Section 2.3.8).

Consistent with Section 2.3.1, please add the following text at the end of section 2.3.2:

- Note that the Region is completing an update to the 2015 ATMP through the Integrated Master Plan (see Section 2.3.8).

In Section 2.2.5.2 (and throughout the document), "Regional Transit" should be replaced with "cross boundary transit" or "inter-regional transit".

Agerton Secondary Plan Draft Design Guidelines (October 2025)

Section 4.1.1: Please add the following note at the end of the section:

- Note that the Region is completing an update to the 2011 TMP through the Integrated Master Plan for Water, Wastewater and Transportation. The transportation strategy to accommodate travel demand to 2051 can be found Staff report PW-35-15.

Water and Wastewater

Hydraulic Analysis Findings – Agerton Secondary Plan Area

Water Capacity:

The consultant, MES, has provided the water model for this review. The model and accompanying MES report assume a residential population of 32,376 and employment of 24,434, which is significantly higher than the Secondary Plan (SP) 2051 population projections of 14,100 residents and 17,500 jobs (Table 3-1). Additionally, MES' assumed population is also higher than the ultimate population forecast for this subject land.

> To address this discrepancy, a simulation was completed using the SP 2051 projected population in the Region's water model. The results indicate that the proposed developments can be accommodated within Region's water distribution system.

The site is located within Pressure Zone M4L. Under Maximum Day Demand (MDD) conditions, system pressures range from 63 to 84 psi in the modeled 2051 scenario.

> Reference: Water & Wastewater Linear Design Manual (2024) – The normal operating pressure should not be less than 40 psi and should not exceed 100 psi within the distribution system.

The available fire flow ranges from approximately 294 L/s to 2,500 L/s at 20 psi, which appears sufficient at this stage of review.

The MES report notes that the Fire *Underwriters Survey (FUS)* calculation for required fire flow is not included now as the building details and configurations are still pending.

> *Once these details* (e.g., floor plans, number of storeys, number of units, sprinkler systems, etc.) *are finalized, the available fire flow should be reassessed to confirm compliance with FUS requirements, and to verify whether the internal watermain diameters are adequate.*

The Neyagawa Pumping Station (112 MLD) and the future Central Pumping Station (150 MLD) are anticipated to be sufficient to meet the projected demands of the 2051 Secondary Plan population.

It is recommended that the number of dead-end watermains be reduced, particularly along P-636, P-643, and P-631 (Appendix B of the MES report). Retaining these as dead ends may result in water quality and operational concerns.

The proposed 300mm watermain connections to the existing 900mm Trafalgar Road feedermain are not acceptable.

> Reference: Water & Wastewater Linear Design Manual (2024) - The local distribution watermains (less than 400 mm diameter) shall not be connected to the 900 mm feedermain.

Wastewater Capacity:

The population assumptions used in the sewer design sheets (and in Table 5-5) do not align with the 2051 Secondary Plan population identified in Table 3-1. This discrepancy should be reviewed and corrected to ensure consistency across the report.

A hydraulic simulation using the Agerton 2051 Secondary Plan population was performed in combination with the Trafalgar Secondary Plan DAEFSS population. Based on this assessment, the Drumquin Pumping Station, with a capacity of approximately 2,350 L/s, is anticipated to be adequate to accommodate the projected 2051 Secondary Plan sanitary demands.

Furthermore, the area within the cloud below is included in Trunk 7 per the Sewer Design Sheet. However the red arrow suggests the opposite. Please review and confirm.



Also, as noted in the figure below, there are some inconsistencies as the 16.46 ha with 2058 population is not identified on Sanitary Sewer Design Sheet under section Trunk 3. Please ensure the data is represented the same in both locations.

TRUNK 3																	
						40.95					40.95			5119			
	1428A	Ex. MH 14	101.00							2.11	43.06						
To EX. MH 14											43.06						
						16.46					16.46			2058			
						9.99					26.45			1249			
	5001A	Ex. MH 14	33.00							4.56	31.01						
To EX. MH 14											31.01						
Total Flow to EX. MH 14											74.07						
TRUNK 2																	
	1437A	Ex. MH 12A	22.50			6.55				7.37	13.92			819			
To EX. MH 12A											13.92						
TRUNK 1																	
	1238A	Ex. MH 12A	25.00			24.48	8.04			9.58	41.10			3060	724		
To EX. MH 12A											41.10						

In the Sewer Design Sheet most of the pipes are designed flat and are half full. Please consider deepening the pipe slope and decrease pipe size wherever possible.

As a general note, please be advised that the population figures used in the sewer design sheets (and in Table 5-5) appear to differ from the 2051 Secondary Plan population identified in Table 3-1. Please ensure that all population data is consistent.

Finally, in Appendix G - Item 2 has a note: notes that es - 'Assumes full road closure'. Whenever possible, full road closure on Derry Road must be avoided.

Engineering Fees has been included (15%) in calculation. Inspection and contract administration fees shall be included in construction cost. Further detailed review will be required at detailed design stage.

Conclusion

I trust that these comments are of assistance. We appreciate the opportunity to review the most recent iteration of the Agerton Secondary Plan. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

Robert Clackett MCIP RPP
Senior Planner

Attach.

cc: David Twigg, Director, Planning Policy & Urban Design

Appendix 'A'

Scenario	Background Forecasting Methodology
Existing	---
2031 Future Background Conditions	1. Apply 2.65% compounded annually to all existing movements (this growth rate accounts for GO station) 2. Add Trafalgar Tertiary Plan 2031 (Phase 1) site traffic volumes (Figures 5-6 and 5-7 from the Trafalgar Tertiary Plan RNA) to future background volume forecasts since the 2.65% growth rate does not account for Trafalgar or Agerton lands
2031 Future Total Conditions (with GO Station)	1. Add 2031 Agerton site generated traffic to 2031 future background conditions
2031 Future Total Conditions (without GO Station)	1. Follow exact same methodology under *2031 Future Background Conditions*, except replace the 2.65% growth rate with 2.83% compounded annually as that growth rate does not account for GO Station. 2. Add 2031 Agerton site generated traffic to modified 2031 future background volumes in this scenario.
2041 & 2051 Future Background Conditions	1. Apply provided growth rates from IMP model (as detailed in Terms of Reference) to 2031 future background volumes to forecast 2041/2051 2. Use the provided Agerton JBPEs (as detailed in the Terms of Reference) to reverse-calculate background volumes associated with the subject lands since IMP growth rates account for Agerton lands. 3. Subtract the Agerton "background volumes" from the road network so that Agerton is not reflected under 2041/2051.
2041 & 2051 Future Total Conditions (with GO Station)	1. Add 2041/2051 Agerton site generated traffic to 2041/2051 future background conditions, respectively.
2041 & 2051 Future Total Conditions (without GO Station)	1. Follow exact same methodology under 2041 & 2051 Future Background Conditions, except replace the 2.65% growth rate with 2.83% compounded annually in forecasting the modified 2031 future background "base" volumes in this scenario as that growth rate does not account for GO Station. 2. Add 2041/2051 Agerton site generated traffic to modified 2041/2051 future background volumes, respectively, in this scenario.

Public Works Development Services
1151 Bronte Road
Oakville, Ontario
L6M 3L1

April 2, 2026

Ritee Haider
Senior Planner, Policy
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Dear Ms. Haider:

Re: Draft Agerton Secondary Plan – 2nd Circulation (February 2026)

As of July 1st 2024 Halton Region became an "upper tier municipality without planning responsibilities". As you are aware, Halton Region, the Town of Milton along with the other area municipalities approved a Memorandum of Understanding (MOU) that outlines roles and responsibilities going forward. These comments are in accordance with the Regional interests outlined in the MOU.

Regional staff have reviewed the Secondary Plan materials, including the Agerton Secondary Plan – Area Servicing Plan (ASP) (dated February 2026, completed by DSEL) and the Transportation Management Plan (TMP) (dated February 2026, completed by TYLin), circulated on February 24, 2026, and provide the following comments.

Transportation:

Regional staff have reviewed the materials circulated with the Transportation Master Plan Update for the Agerton Secondary Plan Area, February 2026 and have the following comments:

There are no references in the draft policy text to the ultimate Regional road right-of-way requirements or land dedication process for development applications along the Regional Road network. A further meeting will be required between the Town of Milton and the Region, as it is noted that these references are also not included in the latest Secondary Plan text for the adjacent Trafalgar Secondary Plan despite previous recommendations.

Transportation Master Plan (TMP) Update:

As noted in the comment response matrix from TYLin, comments previously provided by Halton Region on the transportation study (regarding components such as future background traffic volume forecasting, justification for reduced intersection spacing and development statistics updates) have not been addressed in the study update.

Specifically, the comment on the future background traffic volume forecasting methodologies (the most consequential comment to the report results and recommendations) is currently being discussed and co-ordinated between Regional transportation staff and TYLin, with a technical memorandum circulated to staff by TYLin on March 18, 2026 explaining and justifying the application of their proposed initial forecasting methodology.

Therefore, given that there are still outstanding comments (especially those related to the future background traffic volume forecasting methodology) still being discussed and coordinated, Regional staff are not supportive of the TMP at this time.

Upon the integration of comments noted above, Regional staff will provide TYLin with direction regarding the future background traffic volume forecasting methodology to be applied in the study as well as the direction to address all other comments previously provided on the transportation study. The Region will update the Town on the direction provided and next steps accordingly.

In the meantime, the Region will provide the following cursory comments on the TMP:

Section 2.2.1 (Roadway Functional Classification):

Please note that all major arterials are Regional roads. Please update the bullet points on page 8 as follows:

- Minor Arterial (Town): Traffic movement is a primary consideration, with some property access. Higher volumes than collector roads, but less than a major arterial. Consists of two or four lanes.

- ~~Major Arterial: Traffic movement is the primary function. Higher volumes than a minor arterial, but less than an expressway. Consists of two or four lanes.~~

- ~~Regional~~ Major Arterial (Region): Traffic movement is the primary function that serves longer distance and inter-regional travel across municipal boundaries. Higher volumes than a municipal arterial road, but less than an expressway. Consists of up to six lanes.

Executive Summary, Section 3.5.1 (2031 Future Background) and Section 7 (Conclusions and Recommendations):

As the Region noted in our previous comments, the Trafalgar Road MCEA Study is ongoing which will widen the road to 6 lanes. In addition, the Integrate Master Plan (IMP) has identified a Transit Priority Corridor network which includes Derry Road, Britannia Road and Trafalgar Road within the Agerton Secondary Plan area, along with the phasing of the Transit Priority Corridor infrastructure improvements. The timing of the Transit Priority Corridors includes:

- Derry Road: Mixed Traffic + Queue Jump + Transit Signal Priority (to be implemented in the 2037-2041 horizon), convert to HOV lanes (2042-2046 horizon), convert to BRT (2047-2051 horizon)

- Britannia Road: Mixed Traffic + Queue Jump + Transit Signal Priority (to be implemented in the 2042-2046 horizon), convert to HOV (2047-2051 horizon)

- Trafalgar Road: HOV + Transit Signal Priority (to be implemented in the 2032-2036 horizon), convert to BRT south of GO Milton Line (2042-2046 horizon)

Please note that the Transit Priority Corridor Network has been developed to be flexible to adapt to Local growth priorities and future travel demand.

We note that for the purposes of analysis, the Transportation Master Plan Update for the Agerton Secondary Plan Area assumes that HOV lanes for the corridors noted above are in place by 2031.

Water and Wastewater

It is important to note that as the Region's Integrated Master Plan only extends to 2051 and used the Joint Best Planning Estimates, higher population values beyond the Joint Best Planning Estimates and 2051 horizon were not reviewed, considered, or analyzed.

<u>Hydraulic Analysis Findings – Agerton Secondary Plan Area</u>

As the Secondary Plan assumes (to 2051) 14,100 people, and 17,500 jobs, proposed development can be accommodated within the Region's water and wastewater systems.

With respect to Beyond 2051 and the employment area east of the study area, which proposes 14,100 people, and 29,422 jobs:

Water Capacity:

Proposed development can be accommodated within the Region's water distribution system.

The site is located within Pressure Zone M4L. Under Maximum Day Demand (MDD) conditions, system pressures range from approximately 63 psi to 84 psi.

There is available fire flow ranges from approximately 303 L/s to 2,500 L/s at 20 psi, which appears sufficient at this stage of review.

The Neyagawa Pumping Station (112 MLD) and the future Central Pumping Station (150 MLD) are anticipated to be sufficient to meet the projected demands.

The following comments apply to lands within the Secondary Plan area and those to the east:

P-636 (MES report, Appendix B) is a long dead-end of a proposed 400mm watermain located at Block 17 (Appendix B3). Retaining this as a dead-end may result in water quality, operational, and security of supply concerns for the employment lands in Block 17.

The proposed 300 mm watermain connections to the existing twin-900mm transmission main along Trafalgar Road are not acceptable.

The MES Report notes that Fire Underwriters Survey (FUS) calculations for required fire flow have not yet been completed, as building details and configurations are still pending.

Once building details (e.g., floor plans, number of storeys, number of units, sprinkler systems) are finalized, the available fire flow should be reassessed to confirm compliance with FUS requirements and to verify whether the internal watermain diameters are adequate.

Wastewater Capacity:

A hydraulic simulation was completed in combination with the Trafalgar Secondary Plan DAEFSS population.

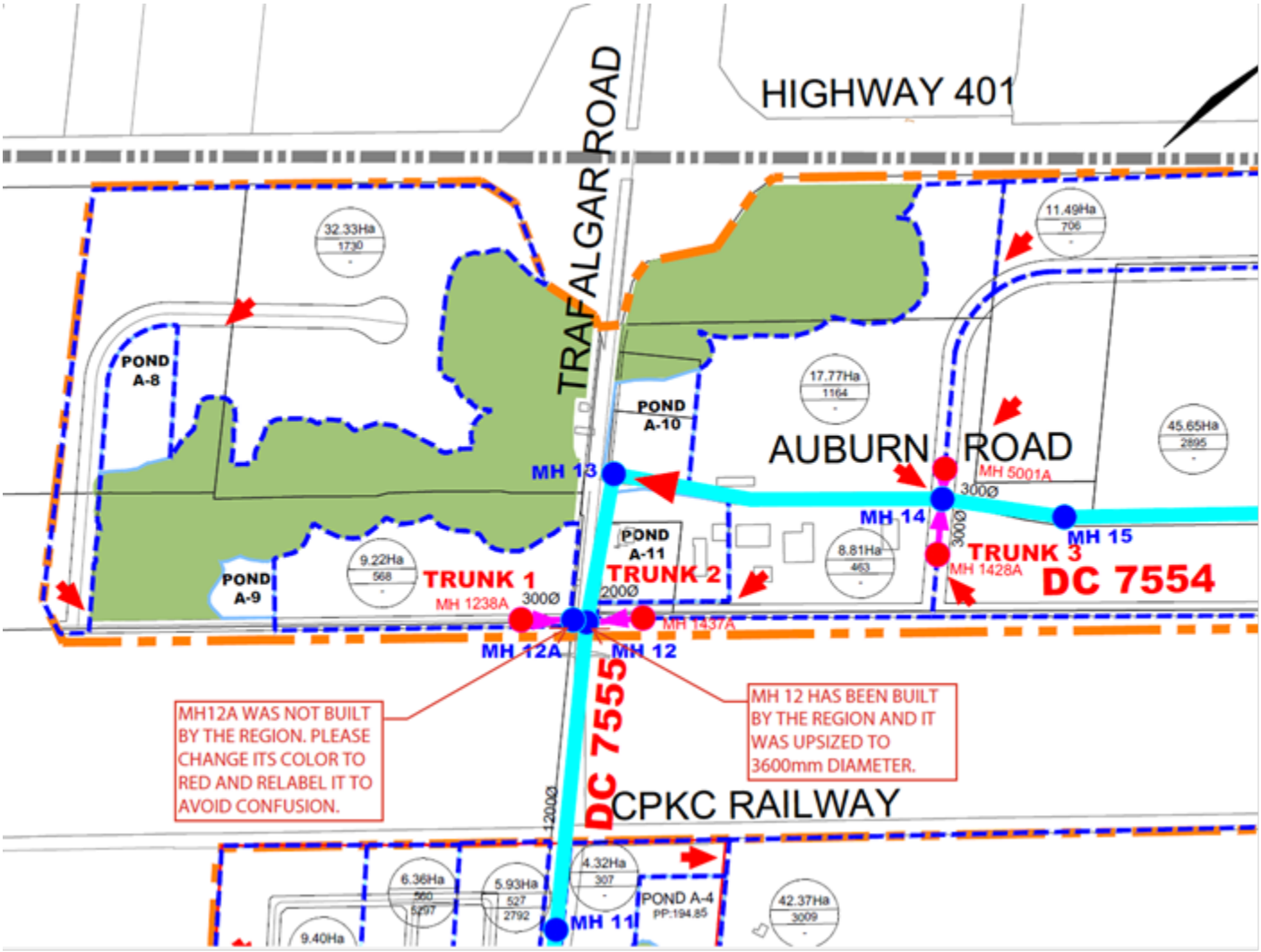
The planned capacity for the Drumquin and Lower Base Line WWPSs will need to be re-evaluated to service these higher long-term planning estimates.

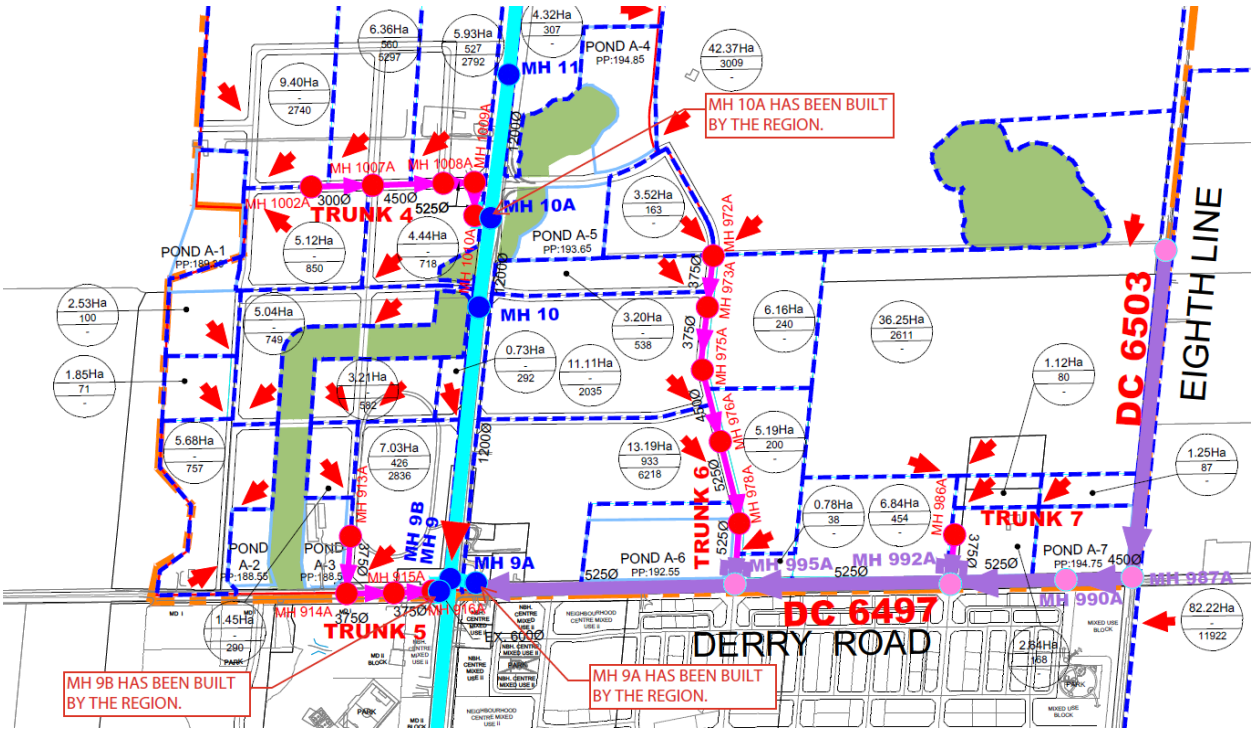
(ASP) Appendix F – Sanitary Design Sheets

The sanitary sewer design will need to be updated per the newly released Water & Wastewater Linear Design Manual (dated December 2025). Particularly, the Peak Wastewater Flow Factor per Section 3.2.4 and the removal of the column: Kav from the design sheet. The calculation will need to then be rerun.

(ASP) Figure 7 – Proposed Wastewater Servicing

Please note the following wastewater manhole comments in the sketches below:





(ASP) Water Analysis Revision 1 - Appendix G - Preliminary Cost Estimates for DC Sewers (DSEL, 2026)

The Region will require a further explanation as to why the cost estimates noted below provide an updated unit rate that is higher when the pipe size is reduced and both pipes are at the same depth:

Item No.	Item Description	Approx. Depth	Quantity	Unit	Unit Rate	Total
1	**Sanitary Sewers**					
	Trunk 6					
.01	MH 976A to ex. stub (B.O.) - 525mm	8.0	279.0	lm	$ 2,760.00	$ 770,040.00
			279.0			

Capture 4 (Study dated Oct. 2025):

Item No.	Item Description	Approx. Depth	Quantity	Unit	Unit Rate	Total
1	**Sanitary Sewers**					
	Trunk 6					
.01	MH 975A to MH 976A (B.O.) - 525mm	8.0	149.0	lm	$ 2,400.00	$ 357,600.00
.01	MH 976A to MH 995A (B.O.) - 600mm	8.0	299.0	lm	$ 2,675.00	$ 799,825.00
			448.0			

The cost estimates need to be based on best engineering practice and construction methodology. The Regional will require confirmation of the existing stub at MH 995A as noted below before we can support the ASP.

2	**Connect to Existing**						
.01	Ex. stub from MH 995A (B.O)	8.0	1.0	LS	$ 65,000.00	$ 65,000.00	Assumes connection at limit of Derry; approx. 20m of Trunk 6 within Derry right-of-way constructed by Others.

The Region requests that the design estimate provided in the table should reflect the costs included in other design fees from other consultants, such as geotechnical engineer and hydrogeologist, etc; and include all administrative costs.

Please also clarify what the non-itemized costs are and provide quantity take-offs with as much as detail as possible.

Additional comments related to the Agerton Area Servicing Plan are included in Appendix ‘A’.

Conclusion

I trust that these comments are of assistance. We appreciate the opportunity to review the most recent iteration of the Agerton Secondary Plan. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

Robert Clackett MCIP RPP
Senior Planner

Attach.

cc: David Twigg, Director, Planning Policy & Urban Design

Appendix 'A'

WATER AND WASTEWATER AREA SERVICING PLAN ADDENDUM

FOR THE

AGERTON SECONDARY PLAN AREA

IN THE

TOWN OF MILTON

REGION OF HALTON

PROJECT NO. 18-1073

FEBRUARY 2026

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WATER AND WASTEWATER AREA SERVICING PLAN ADDENDUM FOR THE AGERTON SECONDARY PLAN AREA

TOWN OF MILTON
REGION OF HALTON

FEBRUARY 2026

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APPENDICES

Appendix A Area Servicing Plan Addendum Terms of Reference (DSEL, 2025)
Appendix B B1 - Town Correspondence: JBPE (Town of Milton, 2024)
B2 – Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference (Town of Milton, 2025)
B3 – Ultimate Potential Population Assessment (SGL Planning & Design Inc., 2025)
Appendix C Excerpts from the 2022 Development Charges Background Study (Region of Halton, 2022)
Appendix D Excerpts from the Agerton & Trafalgar Secondary Plan Area Servicing Plan (Wood, 2022)
Appendix E Agerton Secondary Plan Area Water Analysis (MES, 2026)
Appendix F Sanitary Sewer Design Sheets (DSEL, 2026)
Appendix G Preliminary Cost Estimates for DC Sewer (DSEL, 2026)

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WATER AND WASTEWATER AREA SERVICING PLAN ADDENDUM FOR THE AGERTON SECONDARY PLAN AREA

TOWN OF MILTON REGION OF HALTON

FEBRUARY 2026 OUR FILE: 18-1073

1.0 INTRODUCTION & PURPOSE

The Milton Phase 4 Agerton Secondary Plan area (***Agerton***), referred to as the 'Subject Lands' is comprised of approximately 437 hectares in the vicinity of Trafalgar Road generally bound by Highway 401 to the north, Eighth Line to the east, Derry Road to the south, and the Greenbelt to the west, as illustrated in ***Figure 1***. The Subject Lands are bisected by an existing hydro corridor, creating separated north and south regions. The Town of Milton, through their consultant Wood Environment & Infrastructure Solutions, completed an Area Servicing Plan (***ASP***) for the Agerton & Trafalgar Secondary Plans with a final report dated April 13, 2022. This study outlined the water and wastewater servicing needs for the Subject Lands.

Since the completion and acceptance of the *ASP* by the Town and Region, the Agerton Secondary Plan has been advanced and identified that additional population will be realized beyond the quantum included in the *ASP*. As such, this ASP Addendum is required in support of the Secondary Plan to affirm the water and wastewater servicing needs resulting from the additional population.

The Terms of Reference for this ASP Addendum is included in *Appendix A*.

The Land Use Plan, prepared by the participating landowners of Agerton New Urban Ltd. (*Agerton LOG*), acts as the basis for all figures and analyses outlined in this Addendum. The plan, illustrated in *Figure 2*, includes development of medium / high density residential, institutional, park, mixed-use, and employment blocks within the Subject Lands.

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This addendum report validates the proposed water and wastewater servicing for the Subject Lands given the increased population and addresses changes to the wastewater servicing concept of the Subject Lands from the *ASP*.

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2.0 PREVIOUS STUDIES AND REPORTS

The following materials have been reviewed in support of this addendum report:

- **Agerton & Trafalgar Secondary Plans Area Servicing Plan**
  Wood Environment & Infrastructure Solutions, April 2022
  (ASP)

- **Detailed Design Drawings, Region Contract S-3126B-21, 1200mm Wastewater Main on Trafalgar Road**
  Regional Municipality of Halton / Hatch, May 2022
  (Trafalgar Trunk)

- **Water and Wastewater Linear Design Manual – Version 7**
  Regional Municipality of Halton, December 2025
  (Region Standards)

- **Town of Milton Engineering and Parks Standards Manual**
  Town of Milton, September 2024
  (Town Standards)

- **Design Guidelines for Sewage Works**
  Ministry of the Environment, Conservation and Parks, February 2016 (*Updated November 2023*)
  (MECP Sewer Design Guidelines)

- **Design Guidelines for Drinking Water Systems**
  Ministry of the Environment, Conservation and Parks, January 2016 (*Updated May 2023*)
  (MECP Drinking Water Design Guidelines)

- **2022 Development Charges Update Water/Wastewater Technical Report**
  GM BluePlan Engineering, September 2021
  (2022 DC Update)

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3.0 PHASING & POPULATION

3.1 Phasing

As outlined in ***Figure 2***, the north and south regions of the Subject Lands are separated by an existing hydro corridor. The south region is composed of a mix of employment, institutional, park, mixed-use, and medium / high density residential lands. Portions of the Subject Lands have been designated as Major Transit Station Area (MTSA), due to a proposed Go Station which will be located within the south region, within the Agerton Capital property. The north region is primarily composed of employment lands and NHS, with some existing employment lands along Auburn Road.

It is expected that the precise timing of individual subdivisions within the community will vary based on owner requirements, market conditions, and availability of infrastructure.

3.2 Population

The planned populations for the Agerton Secondary Plan have evolved through various existing and ongoing studies. The approved ***ASP*** was based on a preliminary population assumption, while it is understood the ongoing Region Integrated Master Plan is based on the 2024 Joint Best Planning Estimates (JBPE). Since then, the Town has increased the targets for the Agerton Secondary Plan to 14,100 people and 17,500 jobs to 2051. In addition, given the lands include a MTSA and proposed Secondary Plan policies allow for a range of densities, there is potential for additional population beyond 2051 that is to be considered in the infrastructure assessments.

A summary of the evolution of planned populations for the Subject Lands is provided in **Table 3-1** below. Further background is included as ***Appendix B***.

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Table 3-1: Agerton Population Estimates

Study	Population
Approved Area Servicing Plan (ASP)	Residential: 6,800 Employment: 15,000
Joint Best Planning Estimate (JBPE)	Residential: 8,256 Employment: 14,450
Secondary Plan (to 2051)	Residential: 14,100 Employment: 17,500
Allowance for Post-2051 Ultimate Buildout Population*	Residential: 12,600
Area Servicing Plan Addendum (incl. Post-2051 allowance*)*	Residential: 26,700 Employment: 17,500

** as estimated by SGL Planning & Design, see Appendix B3*

To ensure infrastructure is adequately sized at this preliminary level of study, the ultimate buildout population (including a projection of residential growth beyond the planning horizon of 2051) prepared by the Group Planner for the ***Agerton LOG*** has been considered for this ASP Addendum.

This ultimate potential population assessment was completed for each Traffic Analysis Zone (TAZ) area and considered the location, configuration, density allowances, and practical buildout of each land use area within the MTSA. From the assessment, a projected ultimate residential population of 26,700 was derived (See ***Appendix B3***).

For employment population, the Town's Secondary Plan estimate of 17,500 has been implemented. This total has been distributed between institutional uses, employment within the mixed-use areas of the MTSA (as derived by SGL Planning in ***Appendix B3***), and the remainder assigned to the Employment and Business Commercial areas of the Secondary Plan. The latter results in a population density of approximately 71 persons / ha for the Employment / Business Commercial areas which is less than ***Region Standards*** of 145 persons / ha for light industrial areas but is consistent with the Secondary Plan objectives. A summary of the populations used for this ASP Addendum and their sources are summarized in **Table 3-2**.

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Table 3-2: ASP Addendum Population Allowances

LAND USE		POPULATION	SOURCE
Residential	To 2051	14,100	Secondary Plan
	Post-2051 Allowance	12,600	Ultimate Buildout Projection by SGL Planning (See ***Appendix B3***)
	Total Residential	26,700	
Employment	Institutional, Park, and Community Centre	611	40 persons / hectare per 2024 ***Region Standards***[1]
	MTSA (Mixed Use Areas)	2,609	Ultimate Buildout Projection by SGL Planning (See ***Appendix B3***)
	Employment & Business Commercial Areas	14,280	Remainder of Secondary Plan
	Total Employment	17,500	Secondary Plan

1 – 2024 Region Standards implemented prior to the release of the 2025 LDM by the Region. Updated density of 50 ppl/Ha to be implemented through the next level of study.

The populations used will be reviewed at each stage of study to ensure an appropriate population is used throughout the planning and detailed design process, in consultation with the Region.

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4.0 WATER SUPPLY SERVICING

4.1 Design Criteria

The water supply servicing the Subject Lands has been designed according to the Region of Halton Water and Wastewater Linear Design Manual (***Region Standards***) such that adequate pressures and fire flows can be achieved. Water design flows will be designed with the following criteria listed below in **Table 4-1**. The population densities utilized for this study are consistent with **Table 3-2**.

Table 4-1: Water Design Criteria

Demand Type	Criteria
Average Daily Demand Residential ICI	 230 L/cap/day 190 L/emp/day
Maximum Daily Demand Peaking Factor Lake-Based Supply	 1.9
Maximum Hourly Demand Peaking Factor Lake-Based Supply	 3.0

The development must meet the Region of Halton pressure criteria for domestic flow conditions between 40 psi (275 kPa) and 100 psi (690 kPa) and fire flow conditions should be maintained above 20 psi (140 kPa). The Building Code maximum domestic flow criteria of 80 psi (550 kPa) must also be met within the dwelling.

4.2 Existing Water Servicing

Existing watermains are currently available in the vicinity of the Subject Lands, as shown in **Table 4-2**. The Subject Lands currently fall within Pressure Zone 250.

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Table 4-2: Summary of Existing Water Infrastructure Adjacent to Subject Lands

Watermain	Location
DERRY ROAD	
900 mm ➢ Regional ID: 5875	Trafalgar Road to Fifth Line
TRAFALGAR ROAD	
Twin 900 mm ➢ Regional ID: 4985	Ashgrove Reservoir to Derry Road

The location of existing water infrastructure is illustrated in ***Figure 4***, with Regional ID references included.

4.3 Planned Water Infrastructure – Master Plan

The Water and Wastewater Master Plan set out the preferred servicing strategy and location of future watermains to support the development of the Subject Lands. The Master Plan updates completed by the Region utilize regional water models and simulated demands (for buildout of growth areas) to establish a comprehensive water supply to meet the regional distribution of population and employment demands to the year 2031. Excerpts from the ***2022 DC Update*** are included in ***Appendix C***, and planned Region infrastructure is summarized in **Table 4-3** and ***Figure 4***.

Table 4-3: Summary of Planned Trunk Water Infrastructure

REGIONAL ID	SIZE	REGION'S ANTICIPATED CONSTRUCTION TIMING	LOCATION
DERRY ROAD			
6638	400 mm	Starting in 2026	From Trafalgar Rd to 8th Line

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4.4 Proposed Water Servicing

The Subject Lands will be serviced by a proposed network of new watermains, designed in accordance with the latest ***Region Standards***, connecting to the existing and proposed watermains in Trafalgar Road and Derry Road. The proposed watermains are illustrated in ***Figure 5***. This ***ASP Addendum*** proposes modifications to the ***ASP***, detailed below.

4.4.1 Modifications from the ASP

The water servicing approach is generally similar to the ***ASP***, with the same DC infrastructure proposed with no major alignment changes. The local watermain alignments and connections to existing watermains have been refined through this ***ASP Addendum***.

The ***ASP*** originally identified three connections to the existing watermain on Trafalgar Road to service the Subject Lands. The ***ASP*** also outlined a 'reduced connection scenario' where only two connections were proposed. Excerpts from the ***ASP*** illustrating the connection points are included in ***Appendix D***.

While it is recognized that the Region desires to minimize connections to the existing Trafalgar watermains, this ASP proposes to maintain the approved ASP strategy and proposes three connections, as outlined in ***Figure 5***. Given the significant population potential for the MTSA lands, two connections for the southern lands are required to ensure adequate water demands are achieved. Providing two southern connections also ensures independent connections are available for the participating lands to allow flexibility in phasing and staging of the MTSA buildout. In particular, this provides an independent connection for the property of the proposed GO station to ensure the station can be constructed without dependence on external lands.

In summary, this addendum proposes three connections to the existing Trafalgar watermain, one connection to the existing Derry Road western watermain, and two connections to the proposed Derry Road eastern watermain (DC 6638). The proposed connections will ensure adequate flows are achieved throughout the Subject Lands and provides timing flexibility and independence for each of the individual properties.

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4.4.2 Watermain Analysis

A watermain analysis was conducted to confirm watermain servicing required for the ultimate buildout of the Subject Lands. The ultimate population was applied within the model to the Region's forecast year of 2031. The scenarios are outlined in the watermain analysis, included as ***Appendix E***, and outlined in **Table 4-4** below.

The service pressures are expected to range between the ranges noted in **Table 4-4** below:

Table 4-4: Watermain Pressure Ranges by Scenario

Scenario:	Average Day (psi)	Maximum Day (psi)	Peak Hour (psi)	Max Day + Fire
2031 (South Parcel)	63.9 – 82.7	64.0 – 82.7	47.7 – 71.7	380 – 3,209 L/s @20psi
2031 (North Parcel)	61.5 – 76.1	61.6 – 76.2	45.8 – 60.6	303 – 1,809 L/s @20psi

The pressures noted above are within the Region of Halton standards for water distribution systems. Pressure reducing valves (PRVs) on individual services may be required where the pressure exceeds the OBC maximum pressure criteria of 80 psi (550 kPa).

The watermain analysis is included in ***Appendix E.***

4.4.3 Preliminary DC and Local Trunk Watermains

The conceptual water servicing scheme, including local trunk watermains, utility crossings, and existing infrastructure is shown in ***Figure 5.***

The watermains are expected to be constructed concurrent with the land development applications. In the event that regional water projects are not completed at the time of development, interim water servicing alternatives will be investigated to meet the servicing requirements for the initial phases of the Subject Lands.

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There are no proposed DC watermains to be constructed by the landowners within the Study Limits.

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5.0 WASTEWATER SERVICING

5.1 Design Criteria

The wastewater mains will be designed with the following ***Region Standards*** listed below in **Table 5-1**.

Table 5-1: Wastewater Design Criteria

DEMAND TYPE	DEMAND
Average dry weather flow Residential Design ICI	 215 L/capita/day 185 L/emp/day
Infiltration	0.28 L/s/ha
Peaking Factor	Modified Harmon Formula *(**Region Standards** Section 3.2.3)*

The populations for each land use implemented for this addendum are outlined in **Table 3-2**. All populations and densities will be refined based on final land uses at the detailed design stage, in consultation with the Region.

To account for future external flows from the future employment area east of Eighth Line, the ***Region Standard*** density of 145 persons / hectare has been implemented (accounting for 'Light Industrial Areas').

5.2 Existing Wastewater Infrastructure

Existing wastewater infrastructure is currently available in the vicinity of the Subject Lands as shown in **Table 5-2**.

Table 5-2: Existing Trunk Wastewater Infrastructure

Sanitary Sewer	Location
AUBURN ROAD	
1200mm Sanitary Sewer ➢ Regional ID 7553 ➢ Regional ID 7554	From Steeles Avenue to Trafalgar Road
TRAFALGAR ROAD	
1200mm Sanitary Sewer	From Auburn Road to Derry Road

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➢ Regional ID 7555	
1200mm Sanitary Sewer ➢ Regional ID 7529 ➢ Regional ID 7530	From Derry Road to Britannia Road

As a result of previous discussions and coordination with the Region, there are three existing connections to the Trafalgar Road trunk, designed with the intent to service the Subject Lands. The following existing connections have been provided:

- **Derry Road Intersection**:
  - **East**: A 600mm sanitary sewer connecting to a new manhole has been constructed. This will tie-into the future DC 6497 sewer, which will be designed by the Region.
  - **West**: A 600mm sanitary sewer, manhole, and stub have been provided for future tie-in to service the future 662073 Ontario Limited Lands, and a future non-participating property.

- **Agerton Capital Lands**:
  - A 600mm connection has been provided to the Agerton Capital lands, with the intent that they construct a manhole in the future to service their lands. The connection is outlined further in ***Section 5.4.2.***

The location of existing sanitary infrastructure is illustrated in ***Figure 6***.

5.3 Planned Wastewater Infrastructure – Master Plan

The Water and Wastewater Master Plan set out the preferred servicing strategy and general location of trunk sewers, pump stations, and forcemains to support the development of the Subject Lands. The recommended wastewater infrastructure as part of the approved ***2022 DC Update*** is summarized in **Table 5-3.** Through the Region's Integrated Master Plan, it was identified that the Derry Road sewer should be increased to a 525mm trunk to accommodate increased Agerton populations, and future employment lands east of Eighth Line.

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Table 5-3: Summary of Planned Trunk Wastewater Infrastructure

REGIONAL ID	SIZE/TYPE	LOCATION
DERRY ROAD		
6497	525 mm *(originally 300mm per the 2022 DC Update)*	From Eighth Line to Trafalgar Rd (MIL)
EIGHTH LINE		
6503	450 mm (originally 300mm per the 2022 DC Update)	From north of Derry Rd to Derry Rd (MIL)

Excerpts from the ***2022 DC Update*** are included in ***Appendix C***.

All sanitary flows generated within the Subject Lands will be conveyed south to the Mid-Halton Wastewater Treatment Plan for treatment via the Britannia Road pumping station in the interim, and ultimately via the Lower Base Line Pumping Station once the appropriate infrastructure is constructed.

5.4 Proposed Internal Wastewater Servicing

The Subject Lands are to be serviced by a proposed network of new gravity wastewater sewers, designed in accordance with the latest ***Region Standards***. The Subject Lands will be serviced by existing and proposed connections to the existing Trafalgar Road trunk and the future Derry Road sanitary sewer (DC 6497), which is to be constructed by the Region. The proposed connections to the sanitary trunk sewers are outlined in **Table 5-4**. The proposed sanitary drainage areas and sewer profiles can be found in ***Figures 7*** and ***8*** respectively, and the design sheets are included in ***Appendix F***.

This ***ASP Addendum*** proposes modifications to Wood's previous ***ASP***, detailed through **Section 5.4.1**.

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5.4.1 Modifications from the ASP

The ***ASP*** identifies various connections to the existing Auburn Road and Trafalgar Road sanitary trunks, as well as connections to the proposed Eighth Line and Derry Road trunks.

Figure 2.3 of the ***ASP*** (included in ***Appendix D***) identifies fifteen (15) connections from the Subject Lands to the existing and proposed Regional Trunks. **Table 5-4** below summarizes the modifications to connection locations and reduction in proposed connections through this addendum:

Table 5-4: Modifications to ASP Connections

Proposed Connection	ASP Approach (Figure 2.3)	ASP Addendum Modification
Eighth Line	Two (2) proposed connections north of utility corridor ➢ Connections to MH 17 & MH 16 One (1) proposed connection south of utility corridor ➢ Connection to future MH north of Derry Road	No connections proposed to Eighth Line through this addendum.
Auburn Road	Four (4) proposed connections to Auburn Road ➢ Two (2) connections between MH 15 & MH 16 ➢ Two (2) connections between MH 14 & MH 15	Two (2) proposed connections at MH 14. ➢ Additional connections may be proposed through the design of the employment areas, pending development timing and requirements.
Trafalgar Road (north region)	Two (2) proposed connections ➢ Both connections at MH 12	No modifications ➢ Two (2) proposed connections at MH12.
Trafalgar Road (south region)	Three (3) proposed connection ➢ West connection between MH 11 & MH 10 ➢ West connection between MH 9 & MH 10 ➢ East connection at MH 9	Modifications to reflect three (3) existing stubs that have been constructed at MH 9 (west & east) and MH 10A
Derry Road	Three (3) proposed connections to the future Derry Road trunk ➢ All connections were proposed between Trafalgar Road and Eighth Line	Two (2) proposed connections to the future Derry Road Trunk east of Trafalgar Road ➢ Per the Region's Integrated Master Plan and as illustrated in the Sanitary Design Sheets

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Proposed Connection	ASP Approach (Figure 2.3)	ASP Addendum Modification
		(Appendix F), the 525mm Derry Road trunk will be adequate to service the Subject Lands and future employment lands east of the Subject Lands.

The total number of sanitary connections to existing / proposed regional infrastructure has been reduced from fifteen (15) to nine (9) through this addendum.

5.4.2 Preliminary DC Sewers & Local Trunks

The general drainage strategy is outlined in ***Figure 7***, illustrating the proposed trunk connections for each portion of the site (via Trafalgar Road, Auburn Road, and Derry Road). Trunk profiles have been provided within ***Figure 8***, and all trunk sizing has been verified through the Sanitary Design Sheets included in ***Appendix F.***

Table 5-5 below summarizes the location and flow / capacity expected at each proposed and existing connection for the Subject Lands.

Table 5-5: Summary of Proposed Sanitary Connections

Sanitary Connection	Size (mm)	Population (Residential & Employment)	Q/Qf
Existing Manholes			
Trunk 1: Trafalgar Road MH 12A (West Connection)	300	2,298	45%
Trunk 2: Trafalgar Road MH 12A (East Connection)	200	463	27%
Trunk 3: Auburn Road MH 14 (north connection)	300	1,870	35%
Trunk 3: Auburn Road MH 14 (south connection)	300	2,895	52%

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Trunk 4: Trafalgar Road MH 1010A to MH 10A ***(Existing Stub)***	600	13,484	20%
Trunk 5: Trafalgar Road MH 9B ***(Existing Stub)***	600	6,103	12%
Future Manholes			
Trunk 6: Derry Road MH 995A	525 *(requesting a stub to edge of ROW with INV. 188.256)*	13,681	47%
Trunk 7: Derry Road MH 992A	375 *(requesting a stub to edge of ROW with INV. 191.981)*	3,400	35%

To ensure adequate servicing for the Subject Lands, it is requested that the Region provide stubs on the future Derry Road trunk (ID 6497) to match the invert and size outlined in the Sanitary Profiles (***Figure 9***). Providing stubs would minimize impacts to Derry Road for the future construction of Trunks 6 and 7.

Trunk 4 (*Agerton Capital Lands*)

Sanitary Trunk 4 (connecting to existing MH 10A in Trafalgar Road) will service approximately 32 Ha of the Agerton Capital lands. As outlined in the Sanitary Design sheets, the trunk has been proposed between 450mm and 600mm to support MTSA development lands including the proposed GO Station. Trunk 4 connects to the existing stub at MH 1010A which outlets to the Trafalgar Trunk at MH 10A. The location of the existing stub is outlined in ***Figure 7***.

Per discussions with the Region, an existing shaft has been left at the location of future MH1010A, which will be constructed by the developer. The existing 600mm connection to MH10A in Trafalgar Road was extended past the shaft limits, for future connection to MH1010A.

To access the Manhole 1010A connection, an easement through a future Medium Density condo block will be required. The easement size and alignment will be confirmed through detailed design.

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Trunk 6 (*York Trafalgar*)

Sanitary Trunk 6 will connect to the future Derry Road Sanitary Sewer (ID 6497) and is proposed to service approximately 90 ha of the Subject Lands including a future community centre, fire station, medium / high density residential, and employment lands. Trunk 6 receives drainage from the York Trafalgar Lands, and the entirety of the non-participating CP lands.

Directing all CP lands through this trunk will eliminate any reliance of the Subject Lands on the future proposed sanitary sewer on Eighth Line (ID 6503) and assists in reducing the number of sanitary connections required (as outlined in ***Table 5-4***).

Given the scale of lands supported by Trunk 6, it is recommended that all portions of the trunk over 450mm be considered for inclusion in the Region's future DC update.

5.5 Cost Estimates – DC Sewers

Preliminary cost estimates for the proposed owner constructed DC sewer are provided below in ***Table 5-6*** with details in ***Appendix G***.

Table 5-6: Owner DC Sewer Preliminary Cost Estimates

Region ID	Description	Preliminary Cost Estimate
N/A (Trunk 6 and Trunk 6 Connection)	525mm sewer on internal 22m collector	~$1.0M

As outlined in ***Appendix G***, this estimate assumes that the Region is providing a connection for Trunk 6 extending to the future subdivision limit. This would ensure future construction of Trunk 6 minimizes impacts to Derry Road.

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6.0 SERVICING FOR NON-PARTICIPATING PROPERTIES

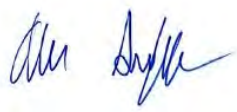
There are non-participating properties within the Subject Lands. Trunk sewers and watermains will generally be available in the vicinity of the non-participating properties with options to connect that could be explored should they develop in the future. Local watermains and sanitary sewers could potentially be extended to service these properties in the future if required, subject to making satisfactory arrangements with the Region of Halton.

7.0 CONCLUSIONS

This addendum provides an overview of the proposed water and wastewater servicing for the Subject Lands located within the Region of Halton. This report demonstrates how the proposed internal water and wastewater infrastructure supports the Subject Lands given increased populations and modifications to the servicing concept from the ***ASP***.

Future studies prepared in support of individual draft plans of subdivision will refine the findings and preliminary design presented in this ***ASP Addendum***.

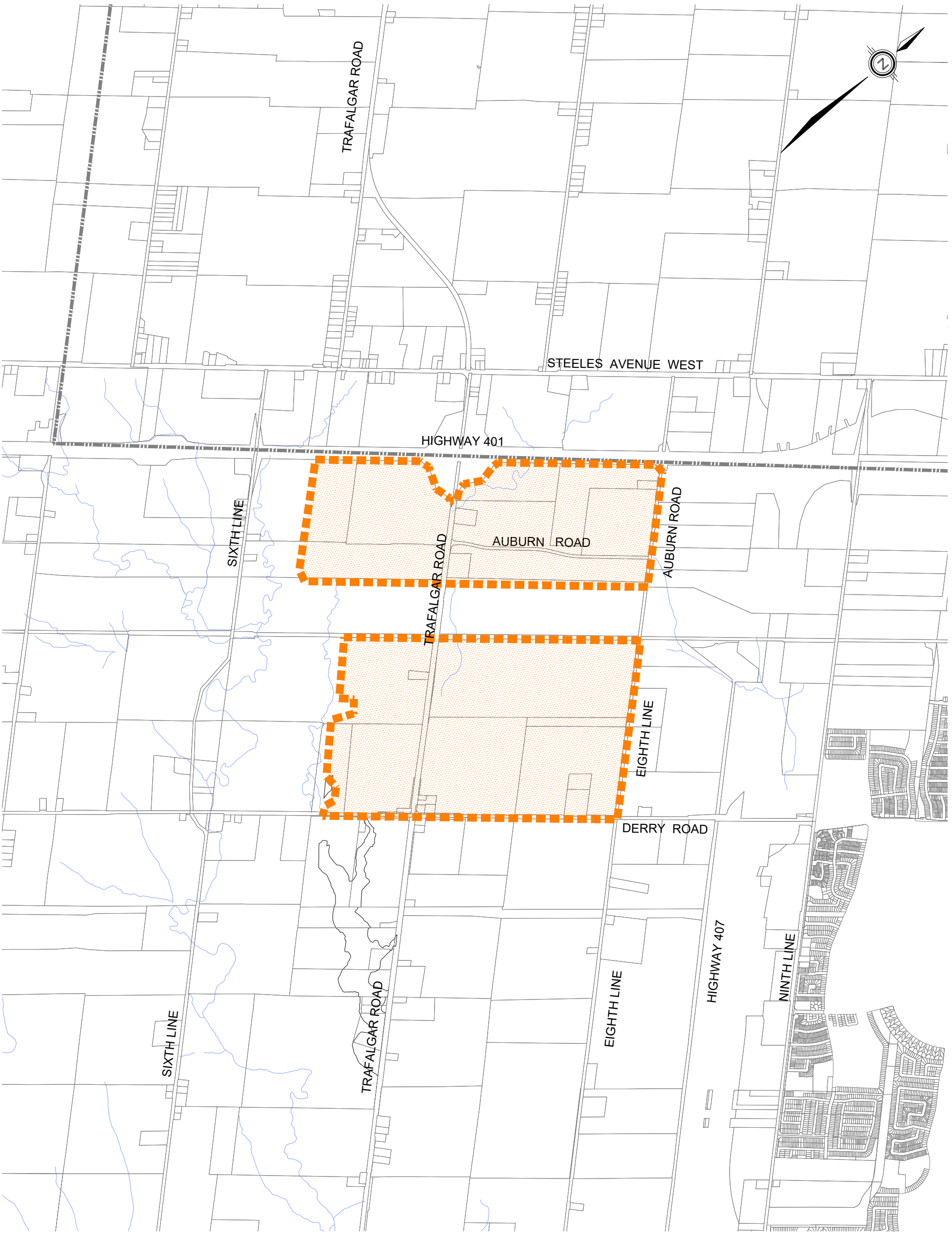
We trust this addendum report is satisfactory. Please do not hesitate to contact our office if you require additional clarification.

Prepared by,	Reviewed by,
David Schaeffer Engineering Ltd.	**David Schaeffer Engineering Ltd.**
	
Rebecca Auerbach	Alexandra Schaeffer, P.Eng.

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Drawings & Figures



LEGEND

SUBJECT LANDS

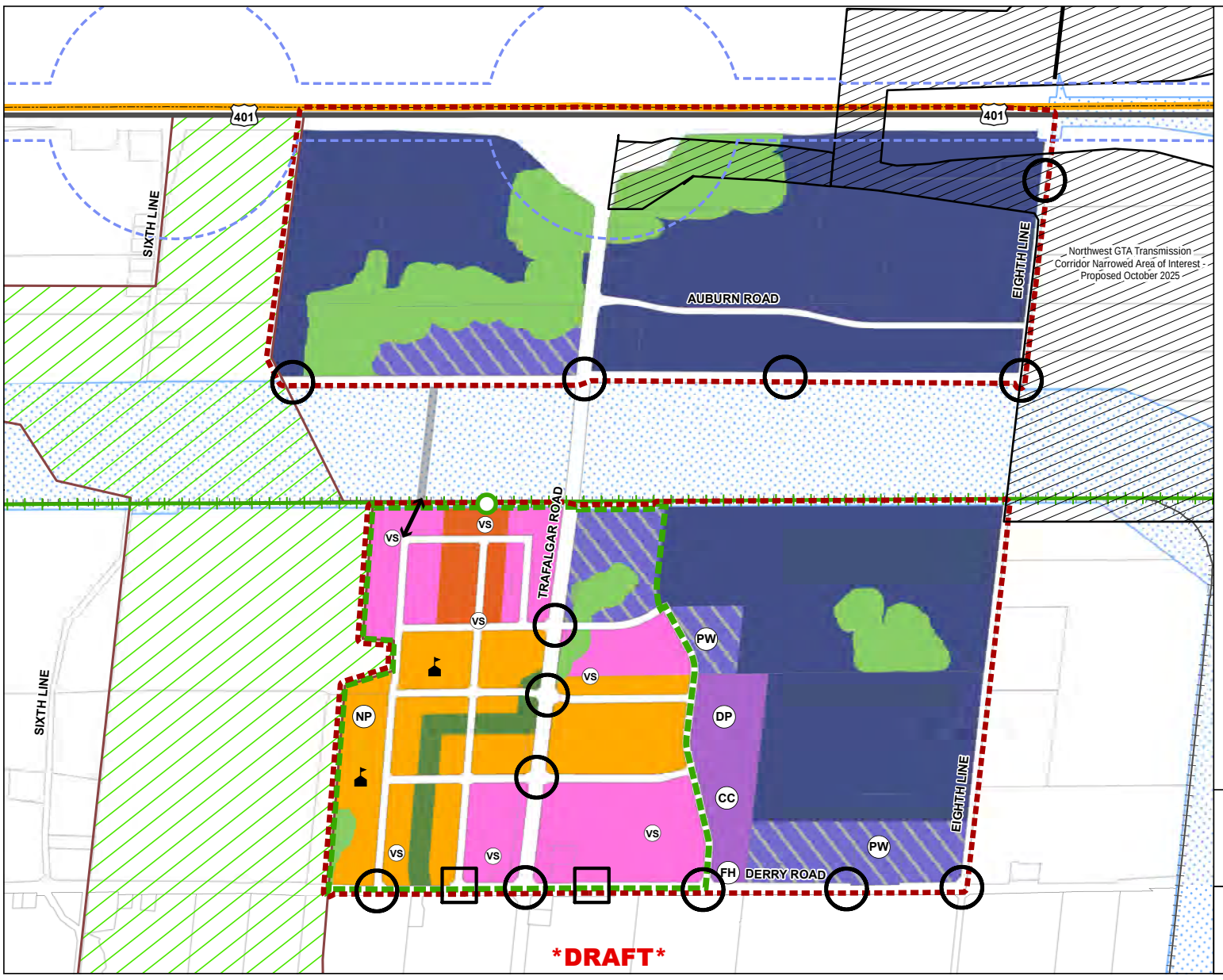
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MP4 AGERTON - ASP
ADDENDUM
MILTON

SITE LOCATION PLAN

SCALE:	1:25000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	1



TOWN OF MILTON OFFICIAL PLAN

Schedule C.X.C

AGERTON SECONDARY PLAN LAND USE PLAN

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRYSIDE
- PARKWAY BELT WEST PLAN AREA
- MTO PERMIT CONTROLLED LANDS (BUILDING OR OTHER STRUCTURE)
- NORTHWEST GTA TRANSMISSION CORRIDOR NARROWED AREA OF INTEREST
- CANADIAN PACIFIC RAIL LINE
- GO STATION
- GO TRANSIT ROUTE
- MAJOR TRANSIT STATION AREA
- MEDIUM DENSITY RESIDENTIAL II
- MIXED-USE HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD CENTRE MIXED USE II
- PUBLIC USE
- MIXED COMMERCIAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- CHANNEL
- POTENTIAL GO STATION ACCESS
- POTENTIAL FULL-MOVES INTERSECTION
- POTENTIAL RIGHT-IN RIGHT-OUT INTERSECTION
- POTENTIAL CONNECTION
- SCHOOL
- FH FIRE HALL
- CC COMMUNITY CENTRE
- PW PLACE OF WORSHIP
- DP DISTRICT PARK
- NP NEIGHBOURHOOD PARK
- VS VILLAGE SQUARE

0 200 400 800

metres

NAD 1983 - UTM Zone 17N

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

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Prepared by: Malone Given Parsons Ltd.

October 2025

LEGEND

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MP4 AGERTON - ASP
ADDENDUM
MILTON

LAND USE PLAN

SCALE:	NTS	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	2

HIGHWAY 401

TRAFALGAR ROAD

AUBURN ROAD

2689339
ONTARIO LTD

AGERTON
CAPITAL

CPKC RAIL YARD

662073
ONTARIO
LIMITED

YORK
TRAFALGAR

DERRY
CENTRALIA

EIGHTH LINE

DERRY ROAD

LEGEND

SUBJECT LANDS

PARTICIPATING LANDS

NON-PARTICIPATING LANDS

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ADDENDUM
MILTON

PARTICIPATING LAND OWNERSHIP

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	3

HIGHWAY 401

TRAFALGAR ROAD

AUBURN ROAD

AUBURN ROAD

CPKC RAILWAY

EIGHTH LINE

4985 Ex. TWIN 900Ø

INTERCONNECTION CHAMBER

Ex. 900Ø WATERMAIN

5875

6638 400Ø WATERMAIN

DERRY ROAD

AIR RELEASE CHAMBER

4985 Ex. 1200Ø WATERMAIN

LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 400Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN
- EXISTING 900Ø WATERMAIN

5875 REGIONAL I.D.

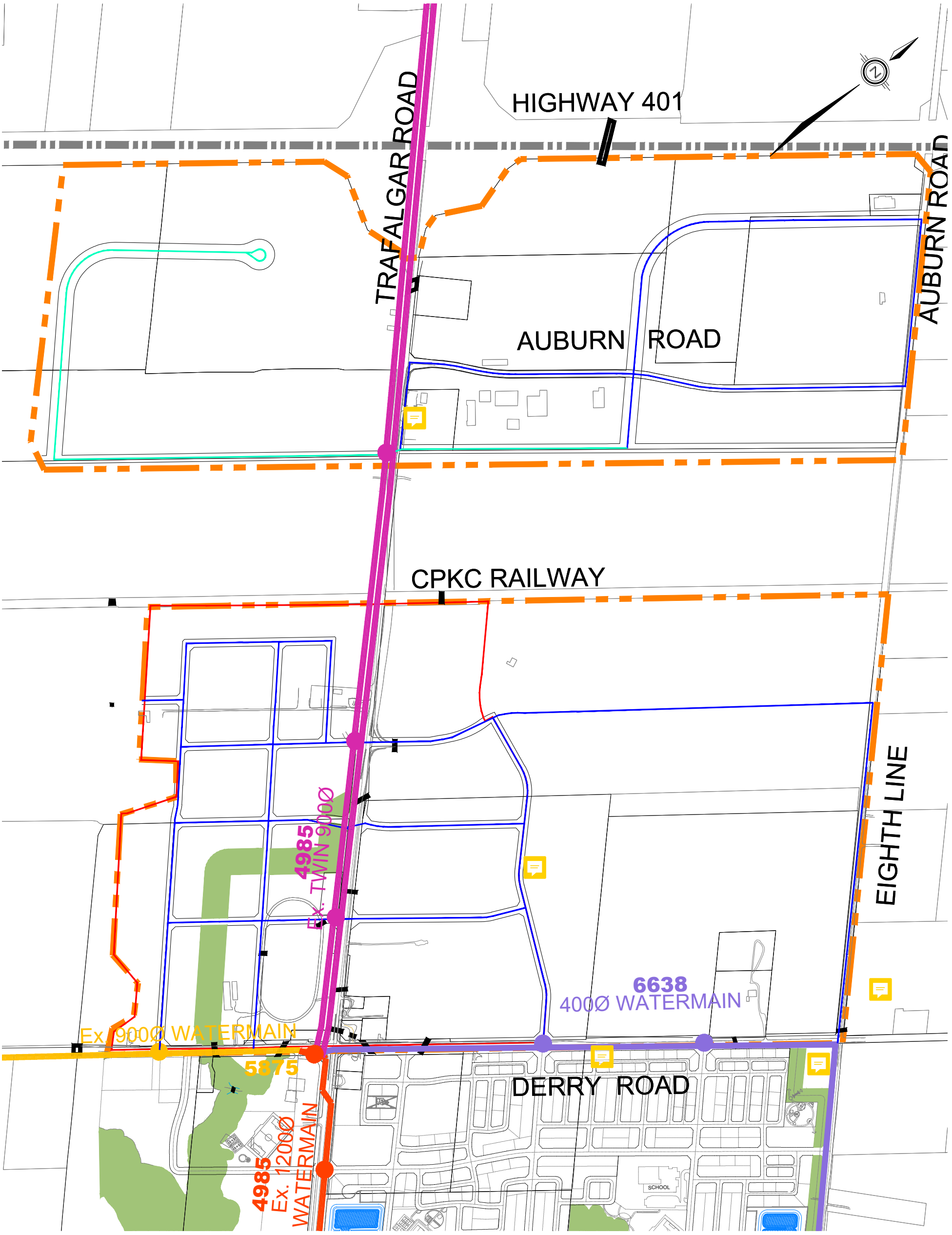
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MP4 AGERTON - ASP ADDENDUM MILTON

EXISTING & PROPOSED REGIONAL WATER DC PROJECTS

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	4



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED 300Ø WATERMAIN
- PROPOSED 400Ø WATERMAIN
- 400Ø WATERMAIN (B.O.)
- EXISTING TWIN 900Ø WATERMAIN
- EXISTING 900Ø WATERMAIN
- EXISTING 1200Ø WATERMAIN

5875 REGIONAL I.D.

EXISTING WATER CHAMBERS

CONNECTION TO EXISTING WATERMAIN

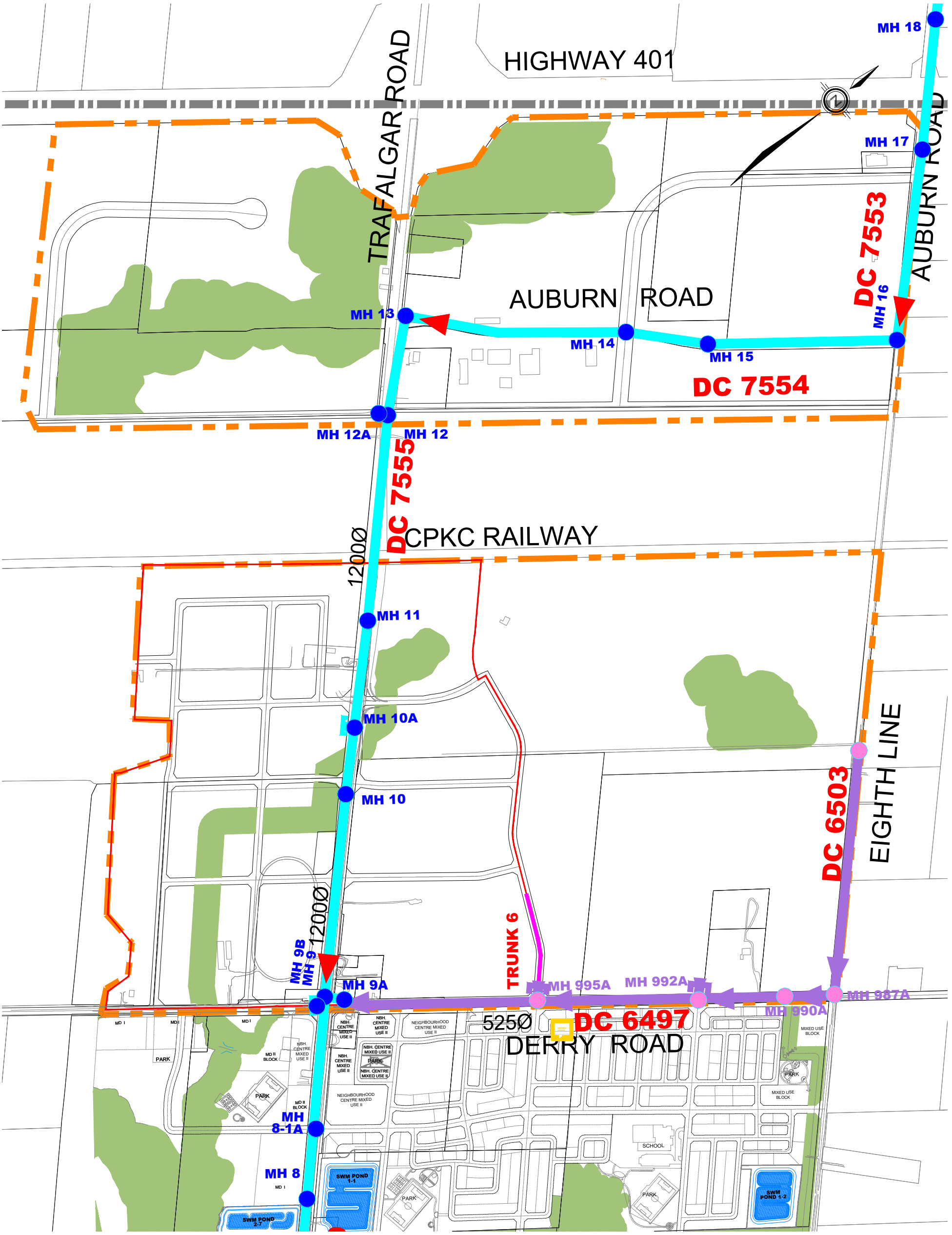
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MP4 AGERTON - ASP ADDENDUM
MILTON

PROPOSED WATERMAIN SERVICING

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	5



LEGEND

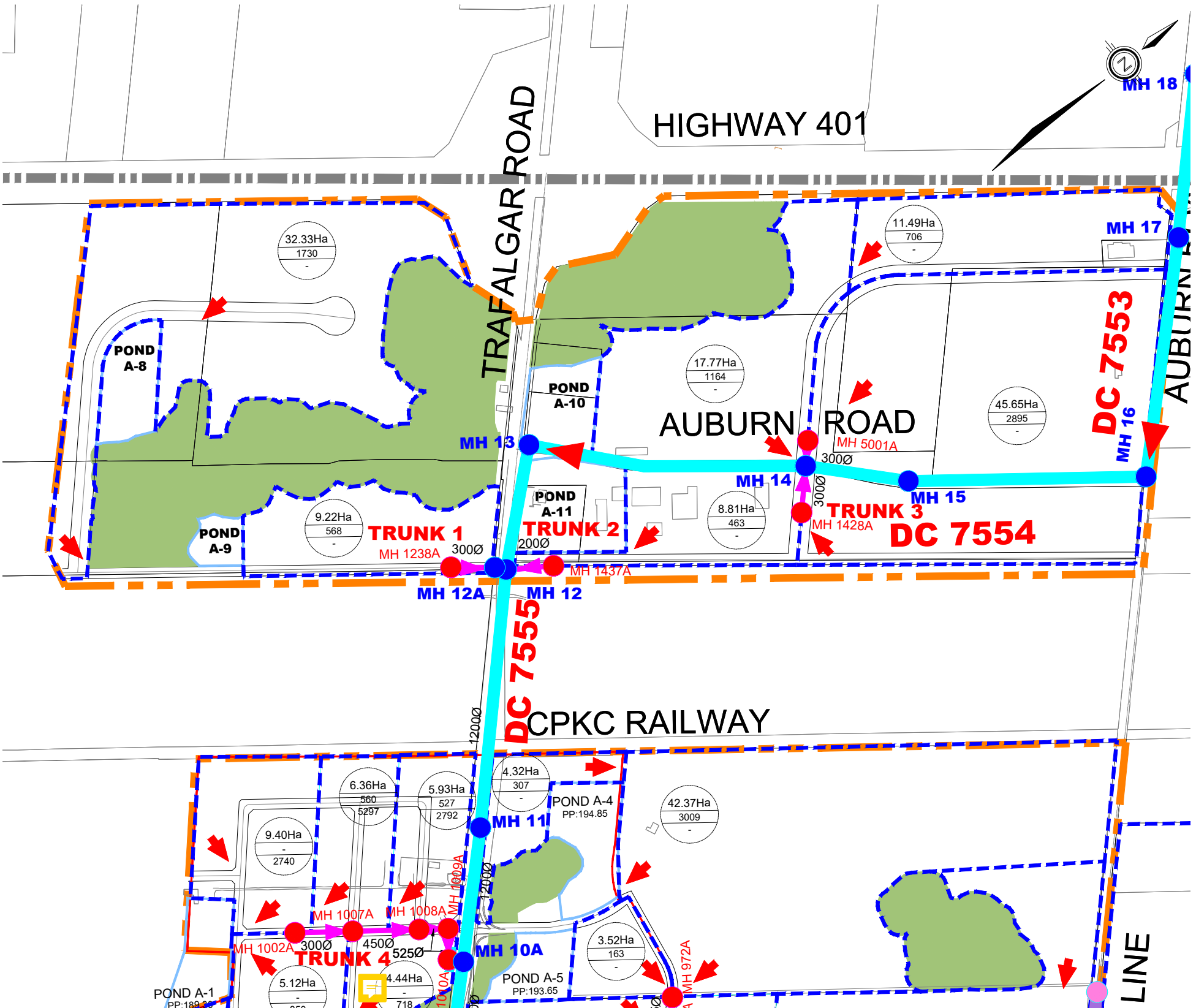
- SITE BOUNDARY
- MTSA BOUNDARY
- EX. REGIONAL SANITARY TRUNK SEWER
- MH 8 — EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- MH 9A — REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- NHS AREA
- PROPOSED DC SANITARY TRUNK SEWER
- DC 6497 — DC ID NUMBER
- EXISTING SANITARY STUB (B.O.)

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MP4 AGERTON - ASP ADDENDUM
MILTON

EXISTING & PROPOSED REGION WASTEWATER DC PROJECTS

SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	6



LEGEND

- SITE BOUNDARY
- MTSA BOUNDARY
- PROPOSED SANITARY TRUNK SEWER
- MH 914A — PROPOSED SANITARY TRUNK MANHOLE
- SANITARY LOCAL SEWER DIRECTION
- EXISTING SANITARY STUB (B.O.)
- EX. REGIONAL SANITARY TRUNK SEWER
- MH 8 — EX. REGIONAL SANITARY TRUNK MANHOLE
- REGIONAL SANITARY TRUNK SEWER (B.O.)
- MH 9A — REGIONAL SANITARY TRUNK MANHOLE (B.O.)
- SANITARY TRIBUTARY DRAINAGE AREA
- 35.4Ha / 250 / 2954 — EMPLOYMENT POPULATION / RESIDENTIAL POPULATION
- NHS AREA

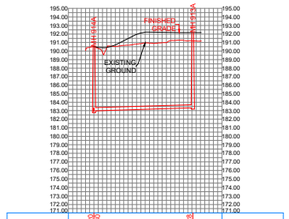
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PROPOSED WASTEWATER SERVICING

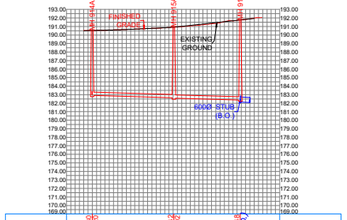
SCALE:	1:10000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	7

TRUNK 5



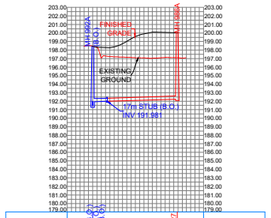
SANITARY INVERT	375Ø SAN 116.0 @ 0.30%	SANITARY INVERT
PROPOSED GRADES	190.524 / 192.158	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000 / 0+115.946	CENTERLINE CHAINAGE

TRUNK 5



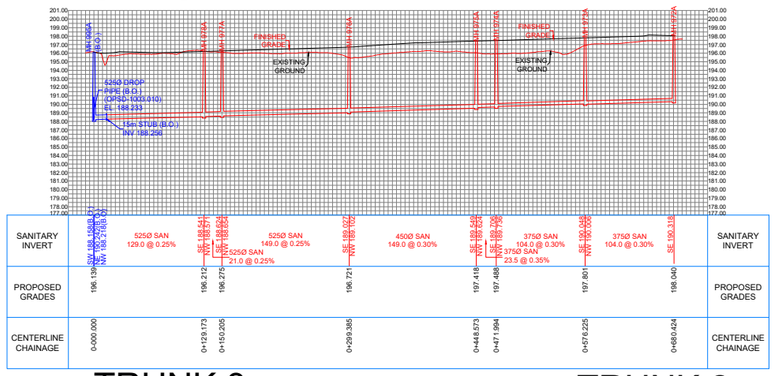
SANITARY INVERT	375Ø SAN 96.0 @ 0.30%	375Ø SAN 78.0 @ 0.30%	SANITARY INVERT
PROPOSED GRADES	190.524	190.891	191.777 / 192.243
CENTERLINE CHAINAGE	0+000.000	0+096.787	0+173.740

TRUNK 7



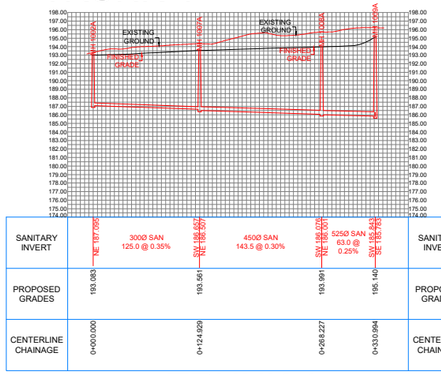
SANITARY INVERT	375Ø SAN 99.0 @ 0.30%	SANITARY INVERT
PROPOSED GRADES	198.431 / 200.029	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000 / 0+098.145	CENTERLINE CHAINAGE

TRUNK 6



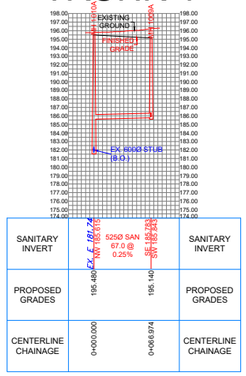
SANITARY INVERT	525Ø SAN 129.0 @ 0.25%	525Ø SAN 149.0 @ 0.25%	525Ø SAN 21.0 @ 0.25%	450Ø SAN 149.0 @ 0.30%	375Ø SAN 104.0 @ 0.30%	375Ø SAN 23.5 @ 0.35%	375Ø SAN 104.0 @ 0.30%	SANITARY INVERT
PROPOSED GRADES	196.139 / 196.212	196.212 / 196.275	196.275 / 196.721	196.721 / 197.418	197.488 / 197.801	197.801 / 198.040	198.040 / 198.314	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+129.173	0+150.205	0+299.385	0+448.573	0+471.994	0+576.225	0+680.424	CENTERLINE CHAINAGE

TRUNK 4



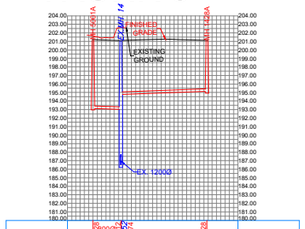
SANITARY INVERT	300Ø SAN 125.0 @ 0.35%	450Ø SAN 143.5 @ 0.30%	525Ø SAN 63.0 @ 0.25%	SANITARY INVERT
PROPOSED GRADES	193.083 / 193.561	193.991 / 195.140	195.140 / 195.445	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+124.929	0+268.227	0+330.994	CENTERLINE CHAINAGE

TRUNK 4



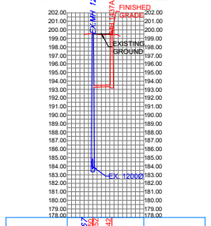
SANITARY INVERT	525Ø SAN 67.0 @ 0.25%	SANITARY INVERT
PROPOSED GRADES	195.482 / 195.140	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+066.974	CENTERLINE CHAINAGE

TRUNK 3



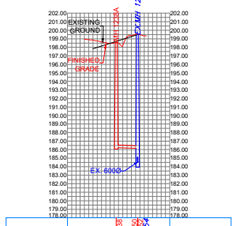
SANITARY INVERT	300Ø SAN 33.0 @ 0.35%	300Ø SAN 101.0 @ 0.35%	SANITARY INVERT
PROPOSED GRADES	201.112 / 201.094	201.110	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+032.759	0+133.760	CENTERLINE CHAINAGE

TRUNK 2



SANITARY INVERT	200Ø SAN 22.5 @ 0.35%	SANITARY INVERT
PROPOSED GRADES	199.498 / 199.540	PROPOSED GRADES
CENTERLINE CHAINAGE	0+000.000	0+022.448	CENTERLINE CHAINAGE

TRUNK 1



SANITARY INVERT	300Ø SAN 25.0 @ 0.35%	SANITARY INVERT
PROPOSED GRADES	198.704 / 199.498	PROPOSED GRADES
CENTERLINE CHAINAGE	0+027.305	0+052.382	CENTERLINE CHAINAGE

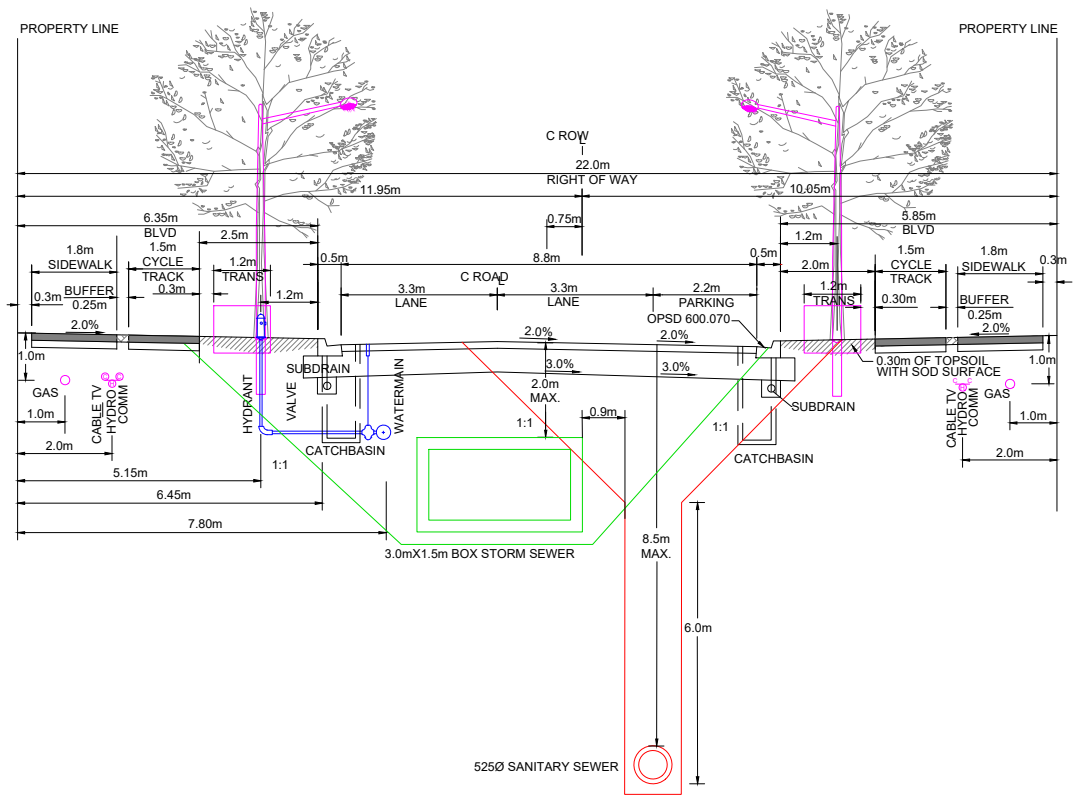
600 Alden Road, Suite 606
Markham, Ontario, L3R 0E7
Tel. (905) 475-3080
Fax. (905) 475-3081
www.DSEL.ca

MP4 AGERTON - ASP ADDENDUM
MILTON

SANITARY SERVICING TRUNK PROFILES

SCALE:	1:7000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	8

22.0m ROW MINOR COLLECTOR CROSS-SECTION



600 Alden Road, Suite 606
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www.DSEL.ca

MP4 AGERTON - ASP
ADDENDUM
MILTON

ROW SECTIONS

SCALE:	1:16000	PROJECT No.:	18-1073
DATE:	FEB 2026	FIGURE:	9

Appendix A

Area Servicing Plan Addendum Terms of Reference

(DSEL, 2025)

David Schaeffer Engineering Ltd.
600 Alden Road, Suite 606
Markham, ON L3R 0E7
905-475-3080
dsel.ca

Secondary Plan Additional Studies Terms of Reference: Area Servicing Plan Addendum Agerton Secondary Plan

The Town of Milton, through their consultant Wood Environment & Infrastructure Solutions (now WSP), completed an Area Servicing Plan (*ASP*) for the Agerton & Trafalgar Secondary Plans originally in March 2019, with a final report dated April 13, 2022. This study outlined the water and wastewater servicing needs in accordance with Halton Region's Area Servicing Plan process. The ASP is focused on Regional water and wastewater services, and does not address storm servicing and stormwater management related matters.

Since the completion and acceptance of the ASP by the Town and Halton Region, the Agerton Secondary Plan is being advanced and has refined land uses and identified that additional population will be realized beyond the quantum included in the original ASP. As such, it has been identified that additional study will be required as part of the Secondary Plan process to affirm the water and wastewater servicing needs resulting from the refinements.

This Terms of Reference has been developed in consultation with the Town of Milton and Region of Halton based on the meeting of April 14, 2025.

Terms of Reference

This addendum requirement is generally driven by the increased population expected within the Secondary Plan, trunk servicing refinements as coordinated with the Region and other changes to the assumptions used in the original report. The specific purposes of the Addendum report are to provide:

- Detailed information on proposed land use refinements since the original ASP.
- Detailed information on refined water system demands, wastewater flows, and trunk servicing alignments.
- Discussion of the impact that the proposed Agerton Secondary Plan area will have on planned Regional Infrastructure in terms of proposed capacity and timing.

DSEL will prepare an Area Servicing Plan Addendum covering the Agerton Secondary Plan Area which will include the following scope and terms of reference:

General

- Coordinate with the Region to obtain their latest available water and wastewater models
- Review the water and wastewater models and coordinate with the Region as needed. Modifications to the available models are required only for Agerton-related demands/flows. Integration to the Region's Integrated Master Plan models (including adjacent secondary plans, Georgetown by-pass, etc) to be completed by the Region.
- Incorporate the updated projected population for the Agerton Secondary Plan
- Prepare a draft and final report, and provide any applicable modelling to the Region.

Introduction

- Provide an overview of the proposed development and outline changes since the original approved ASP that are required to be addressed within the Addendum
- Summarize background information including relevant previous reports, consultation, overall timing and phasing

Water Servicing

- Summarize the Region's existing and planned water projects servicing Agerton
- Identify connection points to the system
- Develop demand areas and determine the associated populations/demands. Consider the phasing and evaluate pressure / flow required for each phase.
- Update the Region's water model with the updated Agerton demands
- Evaluate flows and pressures in the system under average day, peak hour, and maximum day plus fire conditions
- Prepare a conceptual watermain layout plan demonstrating existing and planned infrastructure
- Identify system constraints and/or upgrades needed to service Agerton, if applicable
- Outline additional design considerations, if applicable.

Wastewater Servicing

- Summarize the Region's existing and planned wastewater projects servicing Agerton
- Identify connection points to the system
- Develop drainage areas to the connection points and determine the associated populations/flows. Consider the phasing to evaluate capacity for each proposed phase.

- Provide updated Agerton populations and wastewater flows for the Region's use in assessing downstream capacity within their Integrated Master Plan.
- Confirm capacity in the stub connections to existing trunk infrastructure.
- Identify local constraints and/or upgrades needed to service Agerton's connection to the existing 1200mm Trafalgar trunk sewer, if applicable.
- Prepare preliminary plan and profile drawings and sanitary design sheets for proposed trunk infrastructure.
- Outline additional design considerations, if applicable.

Timing, Phasing & Cost Estimates

- Discuss anticipated phasing and timing of infrastructure components
- Prepare preliminary cost estimates for trunk water and wastewater infrastructure within the Agerton Secondary Plan

Subsequent Study

The ASP Addendum is to outline requirements for further study. This is anticipated to be through either a Development Area Environmental Functional Servicing Study (DAEFSS) or site-specific Functional Servicing Reports (FSR).

Further ASP Addendums are not expected to be necessary as any further refinements to development concepts and associated water and wastewater servicing matters can be adequately addressed through the DAEFSS / FSR level of study.

Appendix B

B1: Town Correspondence: Joint Best Planning Estimate (Town of Milton, 2024)

B2: Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference (Town of Milton, 2025)

B3: Ultimate Potential Population Assessment (SGL Planning & Design Inc., 2025)

Appendix B1:

Town Correspondence: Joint Best Planning Estimate

From: Wendy.Chen@milton.ca <Wendy.Chen@milton.ca>
Sent: Wednesday, June 12, 2024 9:24 AM
To: John Tjeerdsma <JTjeerdsma@dsel.ca>
Subject: RE: Town Growth Study - Trafalgar Numbers

EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi John,

JBPEs (v.3.032) for Agerton for 2051	
Population	8,256
Units	3,341
Low Density	9
Medium Density	1,529
High Density	1,803
Employment	14,450

Wendy

Wendy Chen
Planner, Policy
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2296
www.milton.ca

Confidentiality notice: This message and any attachments are intended only for the recipient named above. This message may contain confidential or personal information that may be subject to the Municipal Freedom of Information Act and must not be distributed or disclosed to unauthorized persons. If you received this message in error please notify the sender immediately. Thank you for your assistance.

Appendix B2:

Excerpts from the Town of Milton Memo: Agerton Secondary Plan – Policy Changes and Terms of Reference

Town of Milton Memo

To: Paul Brown, PBPM

From: David Twigg, Director of Policy Planning, Town of Milton

Date: Tuesday, March 25, 2025

Subject: Agerton Secondary Plan – Policy Changes and Terms of Reference

---

Introduction

The Agerton Secondary Plan framework was endorsed by Council on March 25, 2019. Due to several factors including uncertainty regarding the potential GO Station, the Agerton Secondary Plan was put on hold. Since the beginning of the Agerton Secondary Plan process, there have been fundamental changes to many of the original assumptions, context, and policy framework and as a result, new technical studies are required rather than updates to the previous studies. In particular, the following changes are of note:

- Secondary Plan Changes
    - The population and employment targets have increased in both the Agerton and Trafalgar Secondary Plans. The updated targets for Agerton are 17,500 jobs, 14,100 people, and 6,600 units associated with the Milton Trafalgar GO Station. The updated targets for Trafalgar are 41,300 people, 8,400 jobs, and 13,800 units. All studies will need to reflect these updated targets.
    - The Town will be proceeding with detailed land uses provided for the Agerton Secondary Plan on the basis that there is more certainty for the MTSA. The plan will include policies for interim uses permitted prior to the delivery of a GO Station as well as policies should the GO Station not proceed.
        - With more detailed land uses implemented in the MTSA through the Secondary Plan, the tertiary plan requirement will be removed from the Secondary Plan. The Secondary Plan will however include policies for an optional tertiary plan. As a result of removing this level of process, the technical studies for the Secondary Plan will now need to include the study requirements typically required to for a tertiary plan.

Appendix B3:

Ultimate Potential Population Assessment

Zone	MDII (Inside Transit Area)	MDII	Residential High Rise	High Rise Mixed Use Transit		NCMU Area 1A	NCMU Area 1B	NCMU Area 2		NCMUII Area 3	NCMU Area 4	
	Buildout Population	Buildout Population	Buildout Population	Buildout Population	Jobs	Buildout Population	Buildout Population	Buildout Population	Jobs	Jobs	Buildout Population	Jobs
1	0	0	0	3171	335	2003	737	0	0	0	0	0
2	0	0	0	2126	225	0	0	2792	527	0	0	0
3	327	1273	0	0	0	0	0	0	0	0	0	0
4	0	1299	292	0	0	0	0	0	0	0	0	0
5	522	0	0	0	0	0	0	0	0	0	0	0
6	193	332	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	2836	426
8	0	538	0	0	0	0	0	0	0	163	0	0
9	0	2035	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	6217	933
TOTAL	**1042**	**5477**	**292**	**5297**	**560**	**2003**	**737**	**2792**	**527**	**163**	**9054**	**1359**

RESIDENTIAL TOTAL: **26694**
EMPLOYMENT TOTAL: **2609**



DRAFT LAND USE CONCEPT

FOR DISCUSSION PURPOSES ONLY

Agerton, Town of Milton Ontario

LEGEND

- MTSA Boundary
- 300m Buffer from CP Milton Yard
- Major Transit Station Area
- Mixed Use Transit
- Neighbourhood Centre Mixed Use
- High Density Residential I
- Medium Density Residential II
- Hydro Corridor
- Employment
- Public Use
- Collector Road
- Potential Future Road
- Community Centre
- Neighbourhood Park
- District Park
- Stormwater Pond
- Mixed Use Commercial Corridor
- Elementary School
- Urban Elementary School
- Channel
- Railway
- (vs) Village Square
- (us) Urban Square
- (fh) Fire Hall

N

Scale: NTS

October 15, 2025

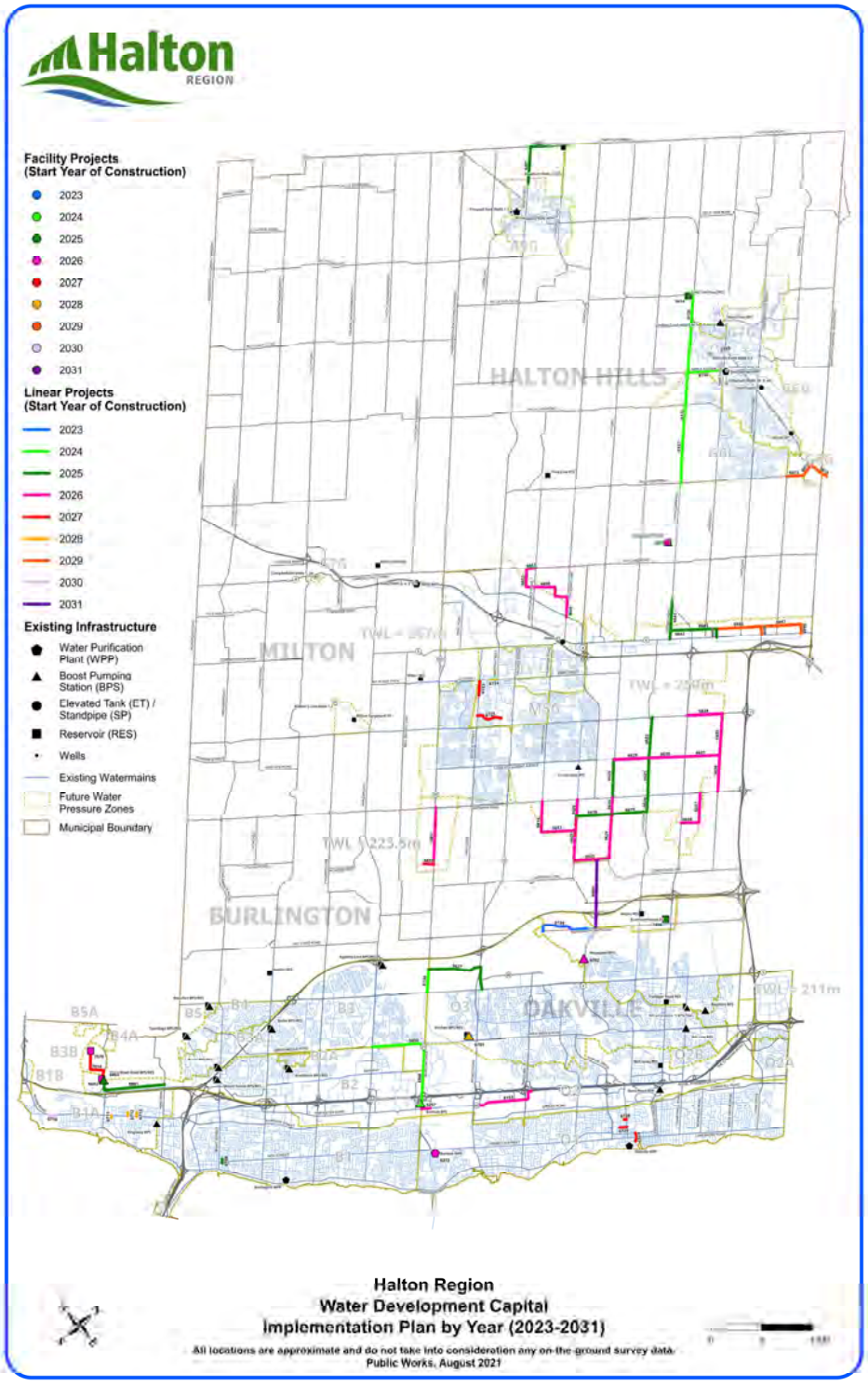
SGL Planning & Design Inc.

Appendix C

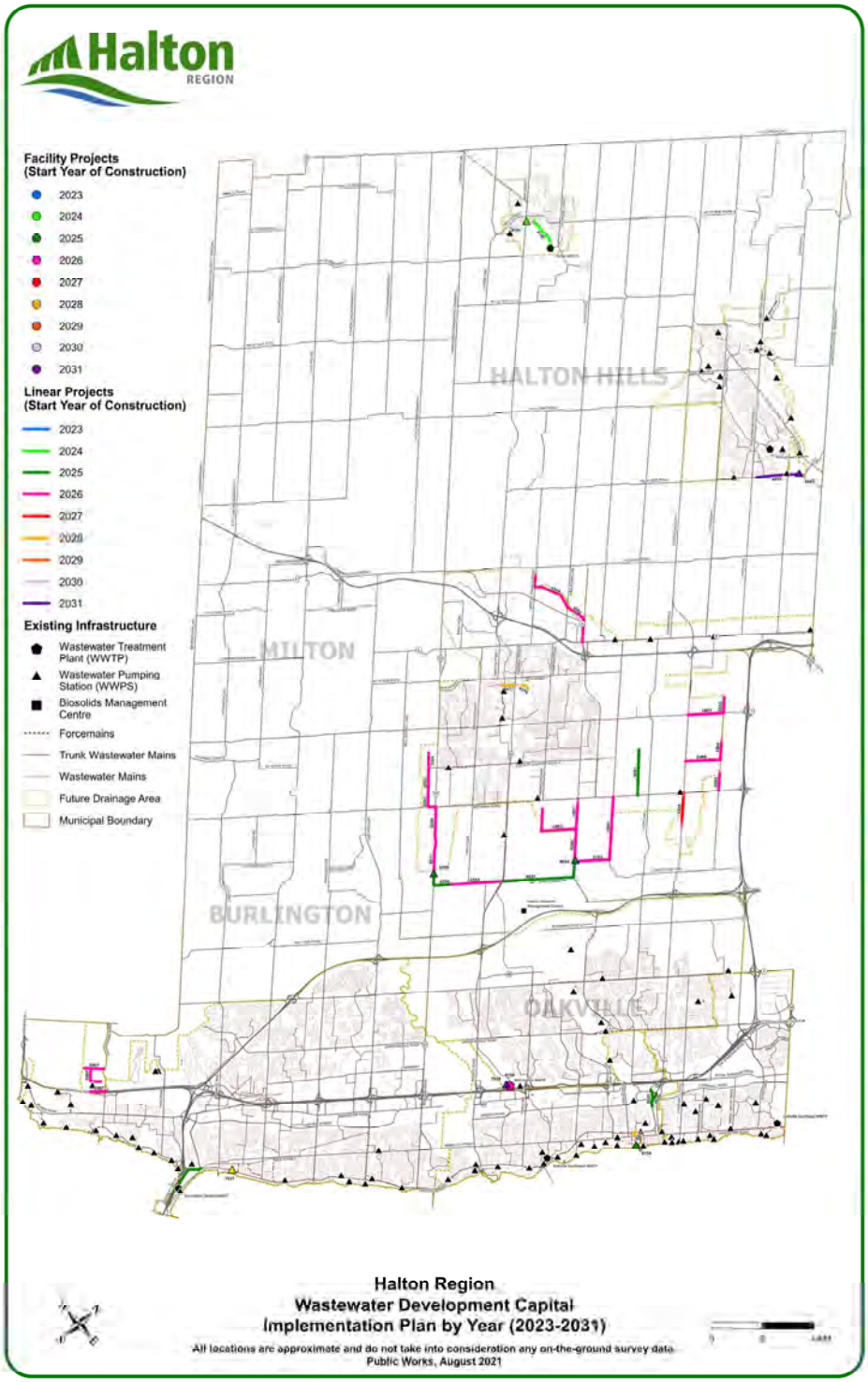
Excerpts from the 2022 Development Charges Background Study & 2023 Allocation Program

(Halton Region, 2022 & 2023)

Map B-1 Water Development Capital Implementation Plan (2023-2031)



Map B-2 Wastewater Development Capital Implementation Plan (2023-2031)


Halton
REGION
Facility Projects
(Start Year of Construction)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Linear Projects
(Start Year of Construction)
2023
2024
2025
2026
2027
2028
2029
2030
2031
Existing Infrastructure
Wastewater Treatment Plant (WWTP)
Wastewater Pumping Station (WWPS)
Biosolids Management Centre
Forcemains
Trunk Wastewater Mains
Wastewater Mains
Future Drainage Area
Municipal Boundary
HALTON HILLS
MILTON
BURLINGTON
OAKVILLE
Halton Region
Wastewater Development Capital
Implementation Plan by Year (2023-2031)
All locations are approximate and do not take into consideration any on-the-ground survey data
Public Works, August 2021

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Capacity - Region Wide (Plants, Reservoirs, Pipes & Studies)														
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	14,734	-	-	-	14,734	-	14,734	-	-	14,734	11,198	3,536
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	160,688	-	160,688	-	160,688	-	-	160,688	122,123	38,565
7498	Modifications to the Burnhamthorpe Water Tower (OAK)	1,145	-	4,580	-	-	5,725	-	5,725	-	286	5,439	4,134	1,305
8150	Halton Water Master Plan (2023 and 2028) (REG)	800	-	-	-	-	800	800	1,600	-	-	1,600	1,216	384
8151	Water Distribution System Analysis (2023 to 2031) (REG)	110	110	110	110	110	550	440	990	-	-	990	756	234
8152	Water Supply Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	250	200	450	-	-	450	342	108
Capacity - Total		**2,105**	**14,894**	**4,740**	**160,848**	**160**	**182,747**	**1,440**	**184,187**	**-**	**286**	**183,901**	**139,769**	**44,132**
Greenfield														
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	2,265	-	9,061	-	-	11,326	-	11,326	-	-	11,326	8,268	3,058
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	14,546	-	-	-	14,546	-	14,546	4,946	-	9,600	7,008	2,592
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	1,881	-	7,526	-	-	9,407	-	9,407	-	-	9,407	6,867	2,540
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	-	16,848	-	-	-	16,848	-	16,848	10,783	-	6,065	4,427	1,638
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	-	13,975	-	-	-	13,975	-	13,975	5,870	-	8,105	5,917	2,188
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	390	-	1,562	-	-	1,952	-	1,952	-	-	1,952	1,425	527
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	408	-	1,630	-	-	2,038	-	2,038	-	-	2,038	1,488	550
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	-	-	-	-	508	508	2,031	2,539	-	-	2,539	1,854	685
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	-	-	-	-	718	718	2,874	3,592	-	-	3,592	2,622	970
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	-	-	-	-	1,377	1,377	5,507	6,884	-	-	6,884	5,025	1,859
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	-	543	-	2,173	-	2,716	-	2,716	-	-	2,716	1,982	734
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	-	672	-	2,688	-	3,360	-	3,360	-	-	3,360	2,453	907
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	684	-	2,737	-	-	3,421	-	3,421	-	-	3,421	2,497	924
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	532	-	2,126	-	-	2,658	-	2,658	-	-	2,658	1,940	718
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	325	-	1,298	-	-	1,623	-	1,623	-	-	1,623	1,185	438
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	833	-	3,330	-	-	4,163	-	4,163	-	-	4,163	3,039	1,124
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	925	-	3,700	-	-	4,625	-	4,625	-	-	4,625	3,376	1,249
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	641	-	2,564	-	-	3,205	-	3,205	-	-	3,205	2,340	865
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	-	441	-	1,766	-	2,207	-	2,207	-	-	2,207	1,611	596
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	-	768	-	3,072	-	3,840	-	3,840	-	-	3,840	2,804	1,036
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	-	261	-	1,043	-	1,304	-	1,304	-	-	1,304	952	352
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	-	739	-	2,958	-	3,697	-	3,697	-	-	3,697	2,698	999
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	-	894	-	3,575	-	4,469	-	4,469	-	-	4,469	3,263	1,206

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	-	882	-	3,527	-	4,409	-	4,409	-	-	4,409	3,219	1,190
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	-	1,186	-	4,746	-	5,932	-	5,932	-	-	5,932	4,331	1,601
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	-	772	-	3,089	-	3,861	-	3,861	-	-	3,861	2,819	1,042
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	-	441	-	1,762	-	2,203	-	2,203	-	-	2,203	1,608	595
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	-	848	-	3,392	-	4,240	-	4,240	-	-	4,240	3,095	1,145
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	-	740	-	2,961	-	3,701	-	3,701	-	-	3,701	2,702	999
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	-	520	-	2,080	-	2,600	-	2,600	-	-	2,600	1,898	702
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	-	511	-	2,046	-	2,557	-	2,557	-	-	2,557	1,867	690
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	751	-	3,003	-	-	3,754	-	3,754	-	-	3,754	2,740	1,014
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	1,199	-	4,796	-	-	5,995	-	5,995	-	-	5,995	4,376	1,619
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	996	-	3,983	-	-	4,979	-	4,979	-	-	4,979	3,635	1,344
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	342	-	1,366	-	-	1,708	-	1,708	-	-	1,708	1,247	461
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	-	-	-	-	658	658	2,634	3,292	-	-	3,292	2,403	889
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	-	-	-	-	331	331	1,324	1,655	-	-	1,655	1,209	446
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	-	-	-	-	676	676	2,703	3,379	-	-	3,379	2,466	913
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	-	-	-	-	416	416	1,662	2,078	-	-	2,078	1,517	561
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	-	390	-	1,562	-	1,952	-	1,952	-	-	1,952	1,425	527
6650	400mm WM on new roadway from Esquesing Line to approximately 360 m west of Boston Church Rd (Zone 267) (MIL)	-	998	-	3,991	-	4,989	-	4,989	-	-	4,989	3,642	1,347
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	-	358	-	1,434	-	1,792	-	1,792	-	-	1,792	1,308	484
6653	400mm WM on No 5 Side Rd from approximately 400 m west of 3rd Line to 3rd Line (Zone 267) (MIL)	-	168	-	674	-	842	-	842	-	-	842	615	227
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	-	1,062	-	4,247	-	5,309	-	5,309	-	-	5,309	3,875	1,434
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	-	-	169	-	677	846	-	846	-	-	846	617	229
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	-	-	-	-	-	-	12,505	12,505	11,255	-	1,250	913	337
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	3,357	-	13,426	-	-	16,783	-	16,783	-	-	16,783	12,252	4,531
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	-	5,035	-	20,139	-	25,174	-	25,174	-	-	25,174	18,377	6,797
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	-	150	-	3,007	-	3,157	12,629	15,786	10,577	-	5,209	3,803	1,406
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	-	1,772	-	7,087	-	8,859	-	8,859	-	-	8,859	6,468	2,391
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	1,385	-	5,541	-	-	6,926	-	6,926	-	-	6,926	5,056	1,870

Halton Region
2022 Development Charge Study
Water Capital Projects - Total ($2022, $000's)

Table B-7

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	-	-	726	-	2,905	3,631	-	3,631	-	-	3,631	2,651	980
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	-	8,231	-	-	-	8,231	-	8,231	3,457	-	4,774	3,485	1,289
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	200	1,470	-	5,882	-	7,552	-	7,552	-	-	7,552	5,513	2,039
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	-	2,540	-	-	-	2,540	-	2,540	-	-	2,540	1,854	686
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	-	16,907	-	-	-	16,907	-	16,907	-	-	16,907	12,342	4,565
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	-	2,528	-	-	-	2,528	-	2,528	-	-	2,528	1,845	683
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd- Construction (Zone G6L) (HHGEO)	-	5,486	-	-	-	5,486	-	5,486	-	-	5,486	4,005	1,481
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	-	4,881	-	-	-	4,881	-	4,881	-	-	4,881	3,563	1,318
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. - Construction (OAK)	3,993	-	-	-	-	3,993	-	3,993	-	-	3,993	2,915	1,078
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	-	3,861	-	15,443	-	19,304	-	19,304	-	-	19,304	14,092	5,212
Greenfield - Total		**21,107**	**111,424**	**68,544**	**104,344**	**8,266**	**313,685**	**43,869**	**357,554**	**46,888**	**-**	**310,666**	**226,789**	**83,877**
Built Boundary														
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	-	2,517	-	10,070	-	12,587	-	12,587	-	11,706	881	731	150
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	41	-	164	-	-	205	-	205	-	-	205	170	35
6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	-	-	-	-	-	-	680	680	-	-	680	565	115
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	-	-	-	25	-	25	100	125	-	-	125	104	21
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	-	-	-	54	-	54	214	268	-	-	268	223	45
6713	300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)	-	-	-	60	-	60	240	300	-	-	300	249	51
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	-	-	285	-	1,141	1,426	-	1,426	-	-	1,426	1,184	242
6724	300mm WM on Main St East between James St and Martin St (MIL)	-	-	-	117	-	117	468	585	-	-	585	485	100
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	-	-	428	-	1,711	2,139	-	2,139	-	-	2,139	1,775	364
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	-	-	75	-	300	375	-	375	-	-	375	311	64
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	-	-	154	-	615	769	-	769	-	-	769	638	131
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	-	-	163	-	650	813	-	813	-	-	813	675	138
6733	300 mm WM Replacement on Cross St from Guelph St to Main St (HHGEO)	-	-	-	-	-	-	228	228	-	-	228	189	39
Built Boundary - Total		**41**	**2,517**	**1,269**	**10,326**	**4,417**	**18,570**	**1,930**	**20,500**	**-**	**11,706**	**8,794**	**7,299**	**1,495**
Total Water Projects		**23,253**	**128,835**	**74,553**	**275,518**	**12,843**	**515,002**	**47,239**	**562,241**	**46,888**	**11,992**	**503,361**	**373,857**	**129,504**

Note: May not add due to rounding

Halton Region
2022 Development Charge Study
Wastewater Capital Projects - Total ($2022, $000's)

Table B-8

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Capacity - Region Wide														
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	-	-	-	-	-	-	69,782	69,782	-	47,139	22,643	17,208	5,435
7548	Mid-Halton WWTP expansion from 175 ML/d to 225 ML/d (Design)	-	-	-	-	-	-	24,549	24,549	24,549	-	-	-	-
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	6,427	-	25,710	-	-	32,137	-	32,137	-	29,887	2,250	1,710	540
8154	Halton Wastewater Master Plan (2023 and 2028) (REG)	800	-	-	-	-	800	800	1,600	-	-	1,600	1,216	384
8155	Wastewater Collection System Analysis (2023 to 2031) (REG)	110	110	110	110	110	550	440	990	-	-	990	756	234
8156	Wastewater Treatment Capacity Annual Monitoring Report (2023 to 2031) (REG)	50	50	50	50	50	250	200	450	-	-	450	342	108
8157	Black Creek Monitoring Program (2023 to 2026) (HHACT)	50	50	50	50	-	200	-	200	-	-	200	152	48
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	-	24,549	-	98,195	-	122,744	-	122,744	-	65,054	57,690	43,845	13,845
Capacity - Total		**7,437**	**24,759**	**25,920**	**98,405**	**160**	**156,681**	**95,771**	**252,452**	**24,549**	**142,080**	**85,823**	**65,229**	**20,594**
Greenfield														
5907	300 mm WWM North Aldershot Servicing (BUR)	-	2,360	-	9,440	-	11,800	-	11,800	-	-	11,800	8,496	3,304
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	-	-	-	-	-	-	2,503	2,503	-	-	2,503	1,802	701
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	-	349	-	1,398	-	1,747	-	1,747	-	-	1,747	1,258	489
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	-	571	-	2,283	-	2,854	-	2,854	-	-	2,854	2,055	799
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	-	1,651	-	6,602	-	8,253	-	8,253	-	-	8,253	5,942	2,311
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	-	1,255	-	5,018	-	6,273	-	6,273	-	-	6,273	4,517	1,756
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	-	875	-	3,499	-	4,374	-	4,374	-	-	4,374	3,149	1,225
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	-	209	-	837	-	1,046	-	1,046	-	-	1,046	753	293
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	-	300	-	1,198	-	1,498	-	1,498	-	-	1,498	1,079	419
6505	300 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	-	165	-	659	-	824	-	824	-	-	824	593	231
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	-	330	-	1,322	-	1,652	-	1,652	-	-	1,652	1,190	462
6554	600 mm WWM on Lower Base Line from WWFM discharge approx.	-	3,061	-	12,245	-	15,306	-	15,306	-	-	15,306	11,020	4,286
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	2,172	-	8,686	-	-	10,858	-	10,858	-	-	10,858	7,818	3,040
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	1,039	-	4,158	-	-	5,197	-	5,197	-	-	5,197	3,742	1,455
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	-	2,497	-	9,990	-	12,487	-	12,487	-	-	12,487	8,991	3,496
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	-	1,511	-	6,043	-	7,554	-	7,554	-	-	7,554	5,439	2,115
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	-	705	-	2,820	-	3,525	-	3,525	-	-	3,525	2,538	987
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	-	211	-	842	-	1,053	-	1,053	-	-	1,053	758	295
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	-	1,039	-	4,158	-	5,197	-	5,197	-	-	5,197	3,742	1,455
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	-	-	1,475	-	5,901	7,376	-	7,376	-	-	7,376	5,311	2,065
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	-	5,992	-	23,970	-	29,962	-	29,962	-	1,602	28,360	20,419	7,941

Halton Region
2022 Development Charge Study
Wastewater Capital Projects - Total ($2022, $000's)

Table B-8

Unique ID	Description	2023	2024	2025	2026	2027	Sub-total (2023-2027)	Sub-total (2028-2031)	Total (2023-2031)	Bynd 2031 (Ovrszng)	Non-Growth	Net Growth	Residential	Non Residential
Greenfield														
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	-	3,530	-	14,120	-	17,650	-	17,650	-	849	16,801	12,097	4,704
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	1,886	-	7,542	-	-	9,428	-	9,428	-	-	9,428	6,788	2,640
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	-	-	-	-	-	-	4,550	4,550	-	-	4,550	3,276	1,274
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	-	237	-	949	-	1,186	-	1,186	-	-	1,186	854	332
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	-	16,280	65,122	-	-	81,402	-	81,402	-	18,093	63,309	45,583	17,726
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	-	12,945	51,778	-	-	64,723	-	64,723	-	3,236	61,487	44,271	17,216
Greenfield Total		**5,097**	**56,073**	**138,761**	**107,393**	**5,901**	**313,225**	**7,053**	**320,278**	**-**	**23,780**	**296,498**	**213,481**	**83,017**
Built Boundary														
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	-	-	-	129	-	129	516	645	-	-	645	535	110
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	-	-	-	271	-	271	1,086	1,357	-	-	1,357	1,126	231
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	-	-	-	56	-	56	226	282	-	-	282	234	48
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	259	-	1,038	-	-	1,297	-	1,297	-	-	1,297	1,077	220
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	1,265	-	5,062	-	-	6,327	-	6,327	-	-	6,327	5,251	1,076
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	-	-	-	2,252	-	2,252	9,006	11,258	-	-	11,258	9,344	1,914
8140	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP -Construction (HHACT)	-	3,503	-	-	-	3,503	-	3,503	-	2,137	1,366	1,134	232
8141	Agnes St. WWPS Strategy - Construction (HHACT)	-	8,577	-	-	-	8,577	-	8,577	-	7,119	1,458	1,210	248
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	520	-	2,082	-	-	2,602	-	2,602	-	-	2,602	2,160	442
Built Boundary - Total		**2,044**	**12,080**	**8,182**	**2,708**	**-**	**25,014**	**10,834**	**35,848**	**-**	**9,256**	**26,592**	**22,071**	**4,521**
Total Waste Water Projects		**14,578**	**92,912**	**172,863**	**208,506**	**6,061**	**494,920**	**113,658**	**608,578**	**24,549**	**175,116**	**408,913**	**300,781**	**108,132**

Note: May not add due to rounding

Appendix D

Excerpts from the Agerton & Trafalgar Secondary Plan Area Servicing Plan

(Wood Environment & Infrastructure, 2022)



Figure 3.3. Conceptual Water System

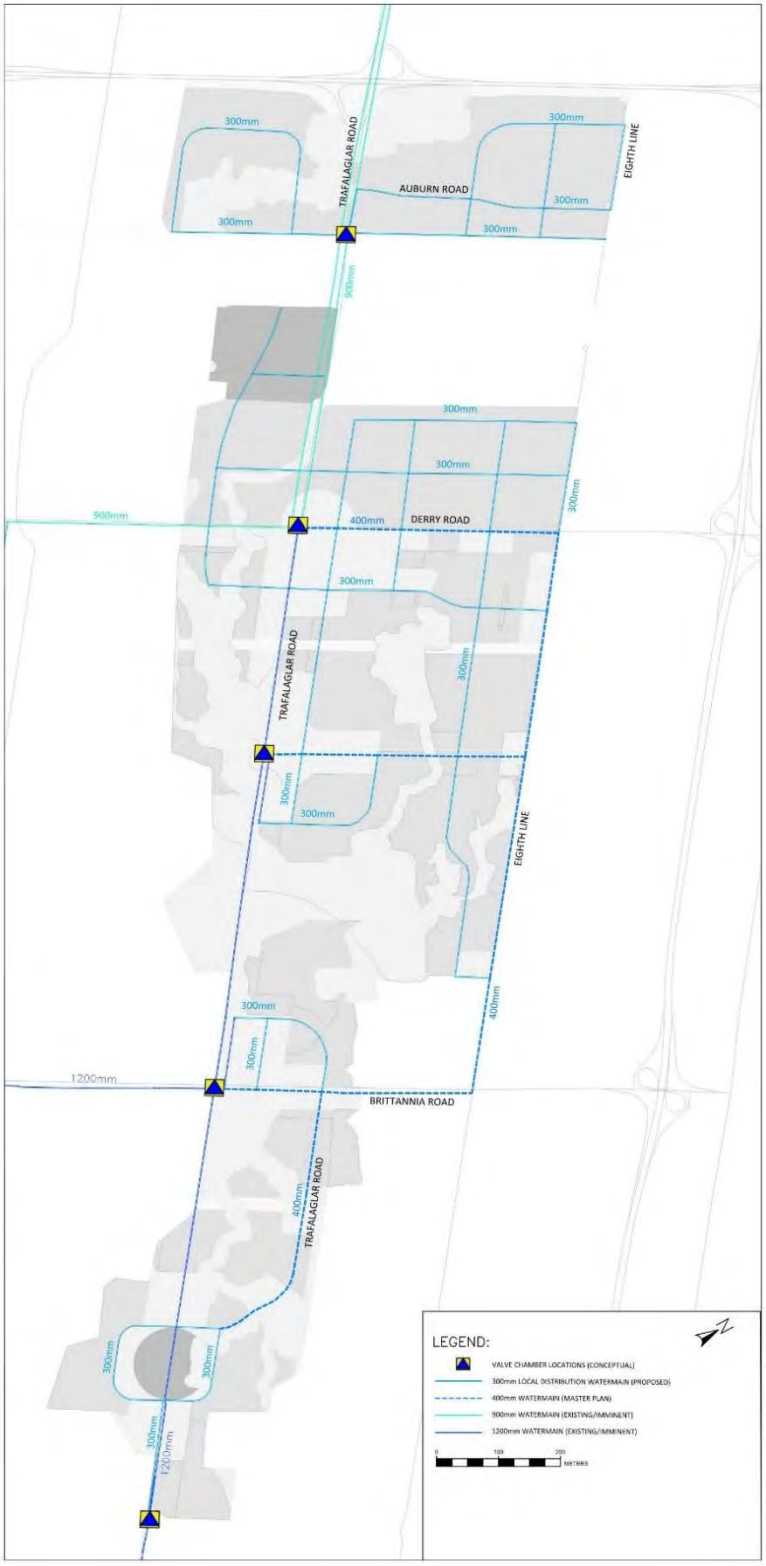


Figure 3.4. Conceptual Water System – Reduced Connection Scenario

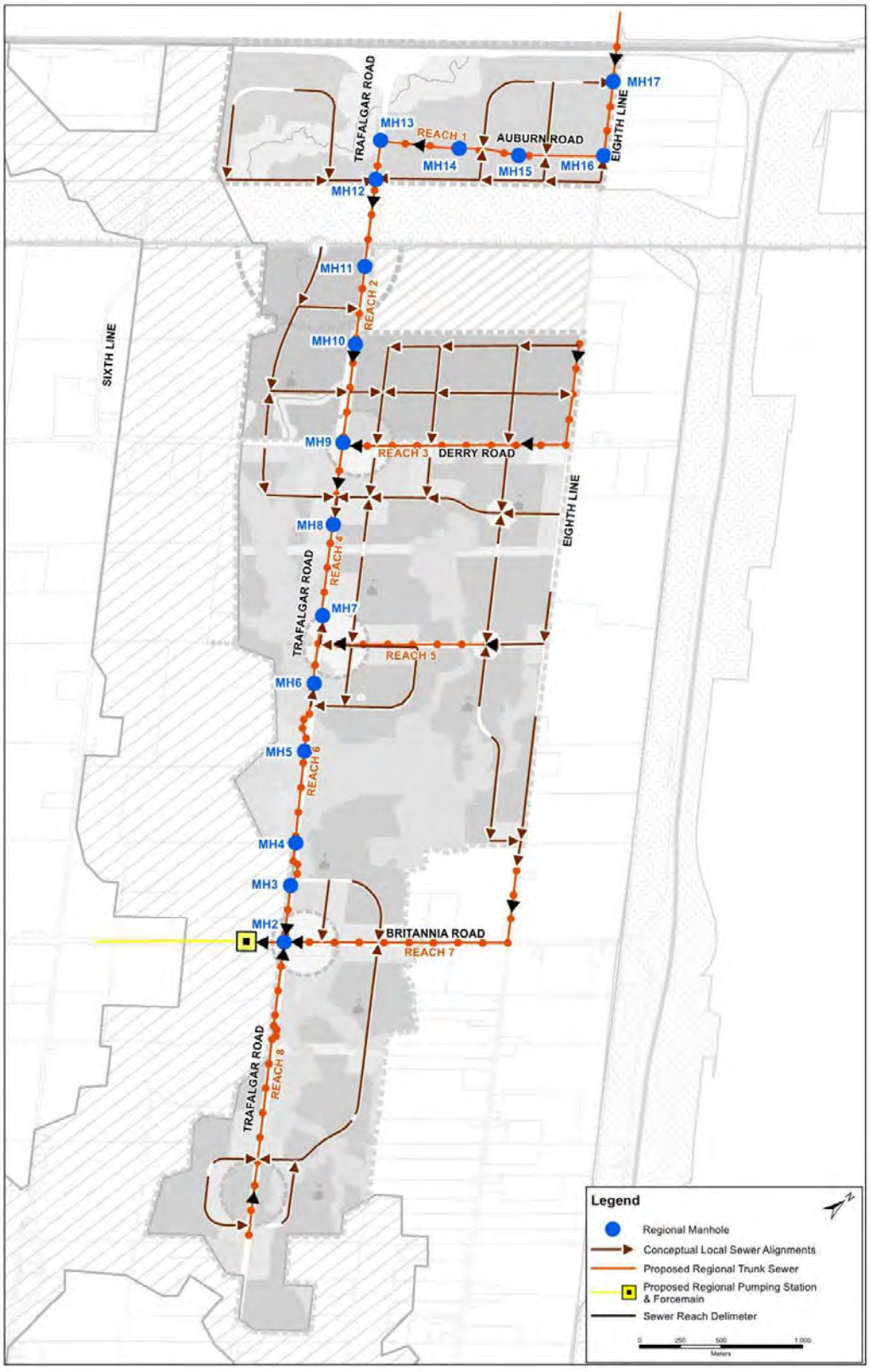


Figure 2.3. Conceptual Wastewater System – Agerton & Trafalgar Corridor Lands

Appendix E

MP4 Trafalgar Secondary Plan Area Water Analysis

(Municipal Engineering Solutions, 2026)

Municipal Engineering Solutions

February 19, 2026 Project No. 17001-40

Ms. Rebecca Auerbach
600 Alden Road, Suite 606
Markham, ON
L3R 0E7

Subject: Agerton Secondary Plan Area
Water Distribution Modeling Revision 1
Town of Milton, Region of Halton

Dear Ms. Auerbach,

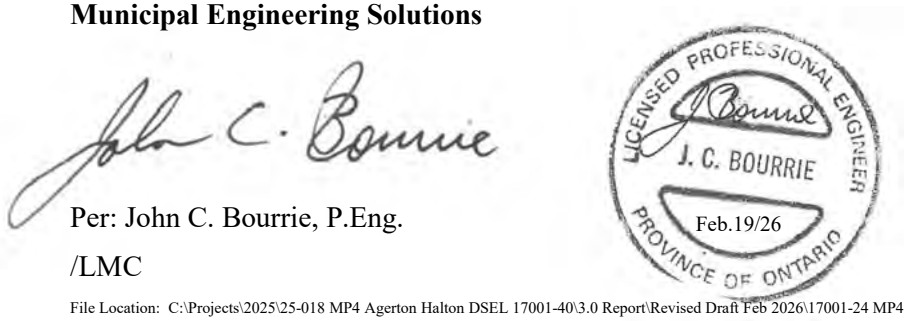
We are pleased to submit our report entitled "Agerton Secondary Plan Area Watermain Analysis" outlining the results of our water distribution analysis for the Agerton Secondary Plan Area in the Town of Milton, Region of Halton.

This report is an update of our October 30, 2025 report. The modeling was updated to reflect Region's comments on the demand criteria and watermain layout along with changes to the population data. The findings of our analysis are summarized in the following report.

We trust you will find this report satisfactory. Should you have any questions or require further clarification, please call.

Yours truly,

Municipal Engineering Solutions



Per: John C. Bourrie, P.Eng.

/LMC

File Location: C:\Projects\2025\25-018 MP4 Agerton Halton DSEL 17001-40\3.0 Report\Revised Draft Feb 2026\17001-24 MP4 Agerton Watermain Analysis_20260217.docx

55 Gilbank Drive, Aurora, Ontario L4G 6H9
Tel: 905.726.1016 Cell: 416.434.0186 Fax: 905.726.1225

AGERTON SECONDARY PLAN AREA

WATER ANALYSIS REVISION 1

PREPARED BY:

MUNICIPAL ENGINEERING SOLUTIONS

FOR:

DAVID SCHAEFFER ENGINEERING LTD.

February 2026

Project Number: 17001-40

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APPENDICES

Appendix A Demands
Appendix B Model Results

Section 1 – INTRODUCTION

Municipal Engineering Solutions ("MES") was retained by David Schaeffer Engineering Ltd. (DSEL) to conduct a hydraulic water analysis for the proposed Agerton Secondary Plan Area located in the Town of Milton in the Region of Halton. As part of this hydraulic assessment MES was requested to undertake the following:

1. Calculate/verify water demands for the proposed development area using Region of Halton, provincial and industry design standards;
2. Add the subject watermains/development Area to the Region's existing water model;
3. Run the model to size the subject mains to achieve service criteria during Average Day, Peak Hour, and fire flow during Maximum Day demand; and
4. Prepare a Report summarizing the modeling results for agency review and design purposes.

1.1 Secondary Plan Area Background

The Agerton Secondary Plan Area is located between Highway 401 and Derry Road on both sides of Trafalgar Road in the Town of Milton. The southern portion will consist of medium and high density residential, mixed use residential, schools, and employment areas while the area north of the hydro right of way will be mixed use commercial and employment lands. The proposed Secondary Plan Area and phasing is shown below on **Figure 1**.

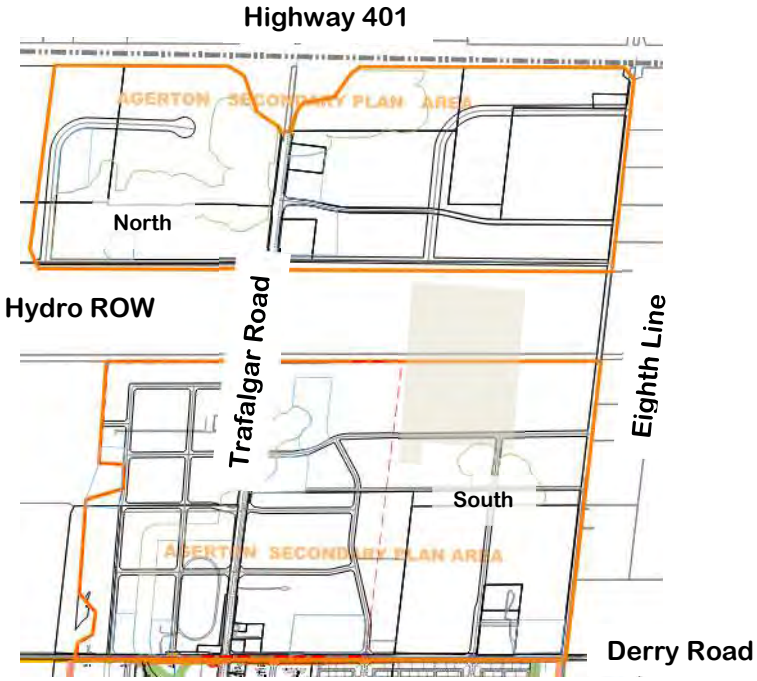


Figure 1 - Proposed Agerton **Secondary Plan Area**

Section 2 – WATERMAIN DESIGN CRITERIA

The design criteria utilized to estimate the water demands for the hydraulic water model follows general industry standards and is calculated using the design criteria and guidelines outlined in the Region's Water Master Plan, Region of Halton's December 2025 Water and Wastewater Linear Design Manual, the Ministry of the Environment, Conservation and Parks (MECP) Watermain Design Criteria, and the Fire Underwriters Survey.

The following sections summarize the specific design criteria used to carry out the hydraulic watermain assessment for this Secondary Plan Area.

2.1 Population & Water Design Factors

The block residential and employment populations were provided by DSEL. To calculate the demand for this development, the Region requested the use of the water design factors from the Region of Halton's Integrated Master Plan. **Table 1** summarizes the average daily demand and peaking factors used for this analysis.

Table 1 - Water Design Factors

Type of Secondary Plan Area	Average Daily Demand (L per capita)	Maximum Daily Demand Peaking Factor	Peak Hourly Demand Peaking Factor
Residential	230	1.9*	3.0
Blended Employment	190	1.9*	3.0

Source: Region of Halton IMP, *Lake-based Supply

Section 3 –FLOW DEMANDS

Utilizing the population data and the corresponding Average Day, Maximum Day, and Peak Hour data from **Table 1** the water demands for this Secondary Plan Area were calculated.

3.1 Equivalent Population Flow Demands

The calculated demands for the Secondary Plan Area are summarized in **Table 2**. For additional details on the Secondary Plan Area water demands and assigned demand nodes used in the water model see **Appendix A**.

Table 2 – Water Demand for Agerton Secondary Plan Area

Agerton	Average Day Demand (L/S)	Maximum Day Demand (L/S)	Peak Hour Demand (L/S)
North	92.99	176.69	278.98
South	16.55	31.45	49.65
Total	109.54	208.13	328.63

3.2 Fire Flow Demands

The fire demands for this Secondary Plan Area were based on typical flows calculated using the Fire Underwriters Survey ("FUS") formula outlined in the 'Water Supply For Public Fire Protection Guideline,' dated 2020. Since the detailed design data (specifics) for the proposed units/buildings are not known at this time, fire flows that have been used by MES for other similar Secondary Plan Areas previously submitted in Halton were utilized. Once the building designs/configurations are known for the proposed Secondary Plan Area the fire flows for each unit/building must be confirmed using the FUS criteria to determine the actual fire flow required. Building construction and sprinkler systems may need to be designed to suit the available flow and pressure. The fire flows used are shown in **Table 3**.

Table 3 - Fire Flow Requirements

Building	Fire Flow (L/S)
Street Towns	250
High Density/Mixed Use/ Commercial/School/Light Industrial	273

Source: Fire Underwriters Survey, 2020

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These values have been used as the area is in the early planning stages.

3.3 External Demands

The Region of Halton InfoWater model that was provided by the Region to MES included water demands for existing and known future Secondary Plan Areas within the Region.

Section 4 – OTHER SYSTEM REQUIREMENTS

4.1 System Pressure Requirements

In addition to meeting the various flow requirements, the system must also satisfy minimum and maximum pressure requirements as outlined by the Region of Halton. The Region's pressure requirements are outlined in the Water and Wastewater Linear Design Manual and stipulate the following:

1. The water system shall be designed to maintain as close as possible to a maximum working pressure of 690 kPa (100 psi) as a best management practice.
2. The minimum system pressure shall not be less than 140 kPa (20 psi) at any point in the water system under fire flow conditions.
3. Under normal operating conditions, the water system shall have a target minimum static pressure of 345 kPa (50 psi). Under no operating conditions shall the static pressure within a distribution main fall below 275 kPa (40 psi).
4. The normal method of reduction of pressures to comply with the Ontario Building Code (reduction of pressures to 550 kPa, 80 psi) is by pressure reducing valves to be installed on individual services.

4.2 Watermain Sizing

The Region of Halton also stipulates minimum pipe sizes and requires that all watermains are adequately sized to maintain demand flows at the required pressures without causing excessive energy loss or result in water quality decay. The watermain system must therefore be designed to accommodate the greater of the following:

- Maximum day plus fire demand
- Peak hour demand

The minimum pipe size for commercial and industrial areas shall be 200 mm diameter and for residential areas the minimum pipe size shall be 150 mm diameter. For distribution systems providing fire protection the minimum pipe size shall be 150 mm diameter in accordance with Ministry of the Environment, Conservation and Parks (MECP) and NFPA requirements.

To provide appropriate fire protection, reliable supply, and pressures the water distribution system should be looped wherever possible to improve supply security and water quality.

4.3 Watermain C-Factor

In designing and modeling of the pipes the Coefficient of Roughness (C-Factor) factors from the Region's criteria were utilized. The Coefficient of Roughness assigned to each pipe size in summarized in **Table 4** below.

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Table 4 - Hazen-Williams Coefficient of Roughness (C-Factors)

Size of Pipe (Diameter in mm)	Coefficient of Roughness (C)
150 mm	100
200 mm to 250 mm	110
300 mm to 600 mm	120
Greater than 600 mm	130

Source: Region of Halton Water and Wastewater Linear Design Manual, December 2025

Section 5 – ANALYSIS & MODELING RESULTS

To conduct the hydraulic water analysis for the proposed Secondary Plan Area the water demands were estimated by MES using the design criteria previously discussed and incorporated the demands into the existing Region of Halton InfoWater model which was provided by the Region and confirmed as most recent. The following sections discusses the model setup and results.

5.1 Model Setup

The Agerton Secondary Plan Area is located within the Region's Zone M4L which was part of the area to be changed through the Region's zone realignment. The Region has confirmed that the area is currently supplied by Zone 250. The Secondary Plan Area was modeled under 2031 conditions only in the Region's water model. It should be noted that the Region is currently undergoing an update to the Region's Water Master Plan. The report is nearing completion but neither the updated Master Plan recommendations nor the associated water model are currently available. The development demands were updated using the Master Plan criteria as per the Region's request.

New nodes were created to add the flow demands and service elevation information from the Secondary Plan Area to the Region of Halton's existing Infowater hydraulic water distribution model system and the system analysis was carried out. This area of Halton has been considered as a growth area in the model for Agerton and Trafalgar lands and as such has contained demands for future growth on some nodes. The existing growth demands on the nearby nodes were not edited in the model. The demands for the future external areas are based on the Region's estimates and along with the initial buildout of the Trafalgar lands as noted in our October 2, 2024 report for Trafalgar. The demands should be reviewed by the Region to confirm if these estimates are in line with their planning information.

As this analysis is at the secondary plan level, not all watermains were included in the modeling, only pipes on the major roads or those needed to supply the various blocks were included. Friction factors for the pipes were assigned according to **Table 4**.

5.2 Watermain Sizing and System Pressures

The analysis was conducted under 2031 servicing conditions for Average Day, Maximum Day, Peak Hour and Maximum day plus Fire demands to size the watermains and meet the pressure requirements. The pipe size and layout are shown in **Appendix B**.

The watermains were sized at 300 mm to 400 mm according to the results of average day, maximum day, maximum day plus fire, and peak hour scenarios and sizing from the Region's existing master plan for the surrounding future watermains. The watermain sizing is preliminary based on the provided populations from DSEL and the simplified pipe network. The site area will need to be re-evaluated as the planning process proceeds, planning information is finalized and the updated Regional Master Plan report and model becomes available.

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The area is adequately supplied from Zone 250 according to the model output. The 2031 scenario in the model considered that the zone switch had been completed.

According to the model output, some areas in the southern portion will experience pressures above the OBC limit of 80 psi (550 kPa). It should be noted that the Region does not examine minimum hour conditions so pressures could be higher than modelled. Those buildings or units may require individual pressure reducing valves but will be reviewed in more detail as the design process continues.

Modeled service pressures for the Secondary Plan Area are summarized in **Table 5**. All pressures lie within the required operating range under average day, maximum day, and peak hour demands.

Detailed pipe and node tables for the 2031scenario modelled is attached to this report in **Appendix B**.

Table 5 - Modeled Service Pressures

Scenario	Average Day	Maximum Day	Peak Hour	Max. Day + Fire
2031 South Area	63.9 – 82.7 psi (440 to 571 kPa)	64.0 – 82.7 psi (441 to 569 kPa)	47.7 to 71.7 psi (329 to 494 kPa)	380 to 3,209 L/s @ 20 psi
2031 North Area	61.5 – 76.1 psi (424 to 524 kPa)	61.6 – 76.2 psi (424 to 525 kPa)	45.8 to 60.6 psi (316 to 418 kPa)	303 to 1,809L/s @ 20 psi

Section 6 – CONCLUSIONS

The results are summarized below.

- The service pressures are expected to range between 47.7 psi to 82.7 psi (329 kPa to 571 kPa) in south area and between 45.8 psi to 76.2 psi (316 kPa to 524 kPa) in 2031.
- The available fire flow meets the preliminary fire flow demands at the minimum pressure of 20 psi (140 kPa).
- This report is a high-level assessment completed in support of the Secondary Plan. The results provided are a general overview of how the system will operate with the additional demands. Detailed reports will need to be completed at the Draft Plan and Detailed Design stage.
- The demands for the future external areas are based the higher demands noted in our October 2, 2024, report for the Trafalgar lands. The demands should be reviewed by the Region to confirm if these estimates are in line with their planning information.
- The watermain sizing is preliminary based on the provided populations from DSEL and the simplified pipe network. The site area will need to be re-evaluated as the planning process proceeds, planning information is finalized and the updated Regional Master Plan report and model becomes available.
- According to the model output, some areas in the southern area, will experience pressures above the OBC limit of 80 psi (550 kPa). Those buildings or units may require individual pressure reducing valves but will be reviewed in more detail as the design process continues.
- The available fire flow generally meets or exceeds the preliminary fire flow demands at the minimum pressure of 140 kPa based on the proposed watermain supply and assumptions made within this report but must be confirmed when additional information becomes available. Once building designs/configurations are known, the fire flows must be confirmed using the FUS formula. Building construction and sprinkler systems may need to be designed to suit the available flow and pressure.
- This report, including all modeling assumptions used, is to be submitted to and reviewed by the water operating authority (municipality) to confirm that the modeling parameters used are acceptable to the operating authority and/or confirm if modified domestic or fire flow requirements are required or should be implemented for this particular Secondary Plan Area.

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Appendix A

Demands

Water Design Factors

Average Daily Demand (L/capita/day)	230
Average Daily Demand (L/employee/day)	190
Maximum Daily Demand P.F.	1.9
Maximum Hourly Demand P.F.	3.0

Cofficient of Roughness

Size of Pipe (mm Dia.)	Coefficient of Roughness (C)
150	100
200-250	110
300-600	120
Over 600	130

Minimum Pipe Size

Type of Development	Size of Pipe (mm Dia.)
Residential	150
Commercial/Industrial/Community	200

Working Pressures

Parameter	Pressure
Normal Condition	
Minimum Pressure	275 kPa (40 psi)
Target Pressure	350 kPa (50 psi)
Maximum (Building Code)	550 kPa (80 psi)
Maximum (Halton)	690 kPa (100 psi)
Fire Flow Conditions	
Minimum Pressure	140 kPa (20 psi)

Water Demand
MT4 Agerton, Milton ON
February 13, 2026

Municipal Engineering Solutions

Node	N/S	Elevation	Equivalent Population		Demands			Fire Flow Demands
			Total Population	Total Population	ADD	MDD	PHD	
		(m)	*(Residential)*	*(ICI)*	*(L/s)*	*(L/s)*	*(L/s)*	*(L/s)*
J-600	S	*190.58*	300	0	0.80	1.52	2.40	*250*
J-601	S	*192.76*	682	71	1.97	3.74	5.91	*273*
J-602	S	*193.45*	460	100	1.44	2.74	4.33	*273*
J-603	S	*192.80*	1057	0	2.81	5.35	8.44	*273*
J-604	S	*193.27*	822	0	2.19	4.16	6.56	*273*
J-605	S	*193.49*		0	0.00	0.00	0.00	*273*
J-606	S	*193.71*	1096	0	2.92	5.54	8.75	*273*
J-607	S	*196.31*	2649	280	7.67	14.57	23.00	*273*
J-608	S	*193.56*	2962	280	8.50	16.15	25.50	*273*
J-609	S	*194.02*	613	0	1.63	3.10	4.90	*250*
J-610	S	*192.76*	1465	107	4.13	7.85	12.40	*273*
J-611	S	*192.10*	709	107	2.12	4.03	6.36	*273*
J-612	S	*193.89*	5653	726	16.65	31.63	49.94	*273*
J-613	S	*194.00*	3262	527	9.84	18.70	29.53	*273*
J-614	S	*198.68*		872	1.92	3.64	5.75	*273*
J-615	S	*197.89*	880	672	3.82	7.26	11.46	*273*
J-616	S	*194.52*	676	0	1.80	3.42	5.40	*273*
J-617	S	*197.20*	3409	620	10.44	19.83	31.31	*273*
J-618	S	*196.00*	0	38	0.08	0.16	0.25	*273*
J-619	S	*198.34*	0	1665	3.66	6.96	10.98	*273*
J-620	S	*200.67*	0	1341	2.95	5.60	8.85	*273*
J-621	S	*200.69*	0	2569	5.65	10.73	16.95	*273*
J-622	S	*204.00*	0	0	0.00	0.00	0.00	*273*
J-623	N	*199.50*	0	568	1.25	2.37	3.75	273
J-624	N	*195.45*	0	0	0.00	0.00	0.00	273
J-625	N	*197.30*	0	692	1.52	2.89	4.57	273
J-626	N	*198.30*	0	1038	2.28	4.34	6.85	273
J-627	N	*198.93*	0	0	0.00	0.00	0.00	273
J-628	N	*203.10*	0	2376	5.23	9.93	15.68	273
J-629	N	*202.94*	0	0	0.00	0.00	0.00	273
J-630	N	*204.00*	0	466	1.02	1.95	3.07	273
J-631	N	*204.89*	0	1310	2.88	5.47	8.64	273
J-632	N	*205.65*	0	1077	2.37	4.50	7.10	273
South			**26694**	**9974**	**92.99**	**176.69**	**278.98**	
North			**0**	**7526**	**16.55**	**31.45**	**49.65**	
Total			**26694**	**17500**	**109.54**	**208.13**	**328.63**	

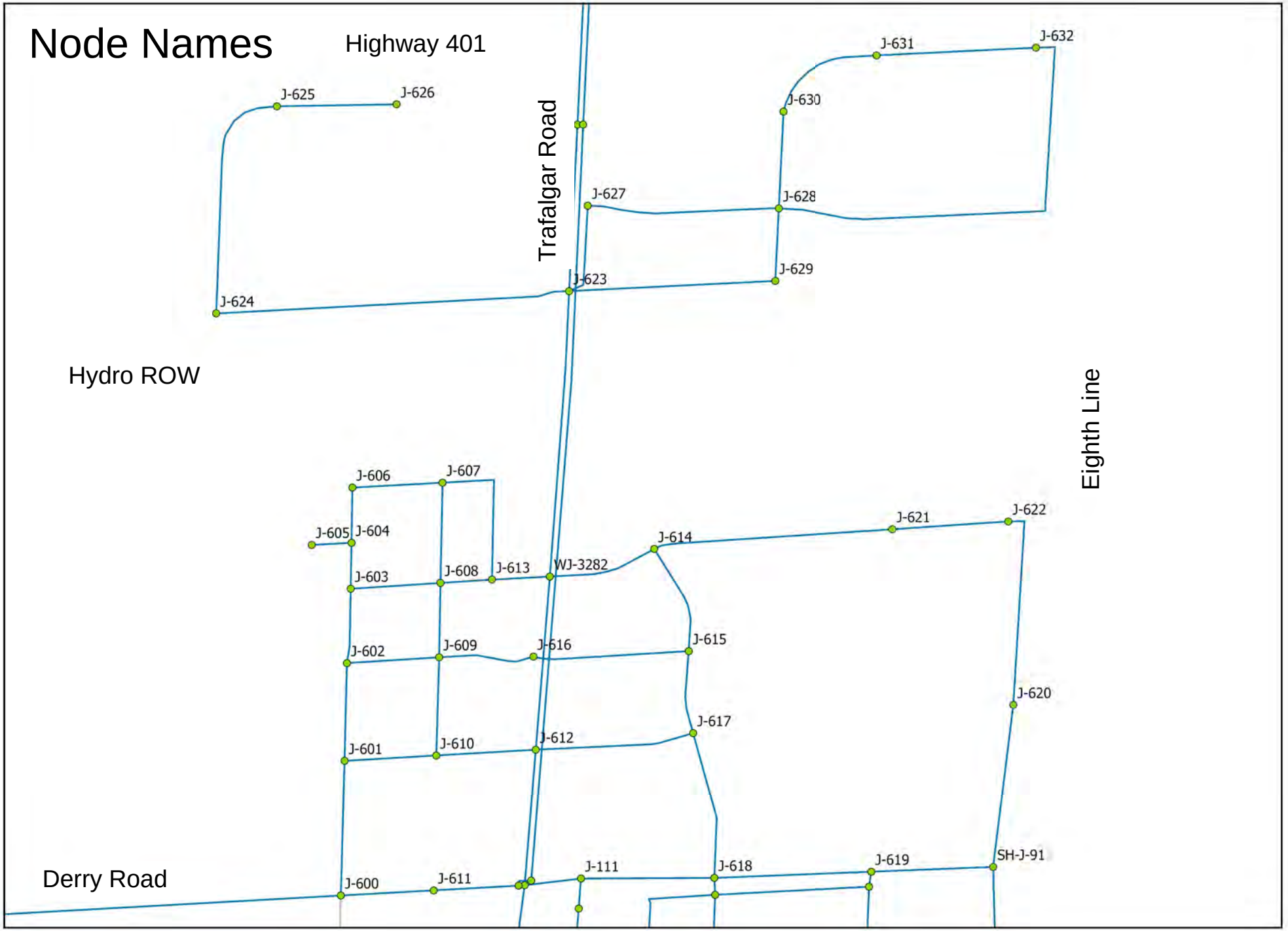
Demand Layout

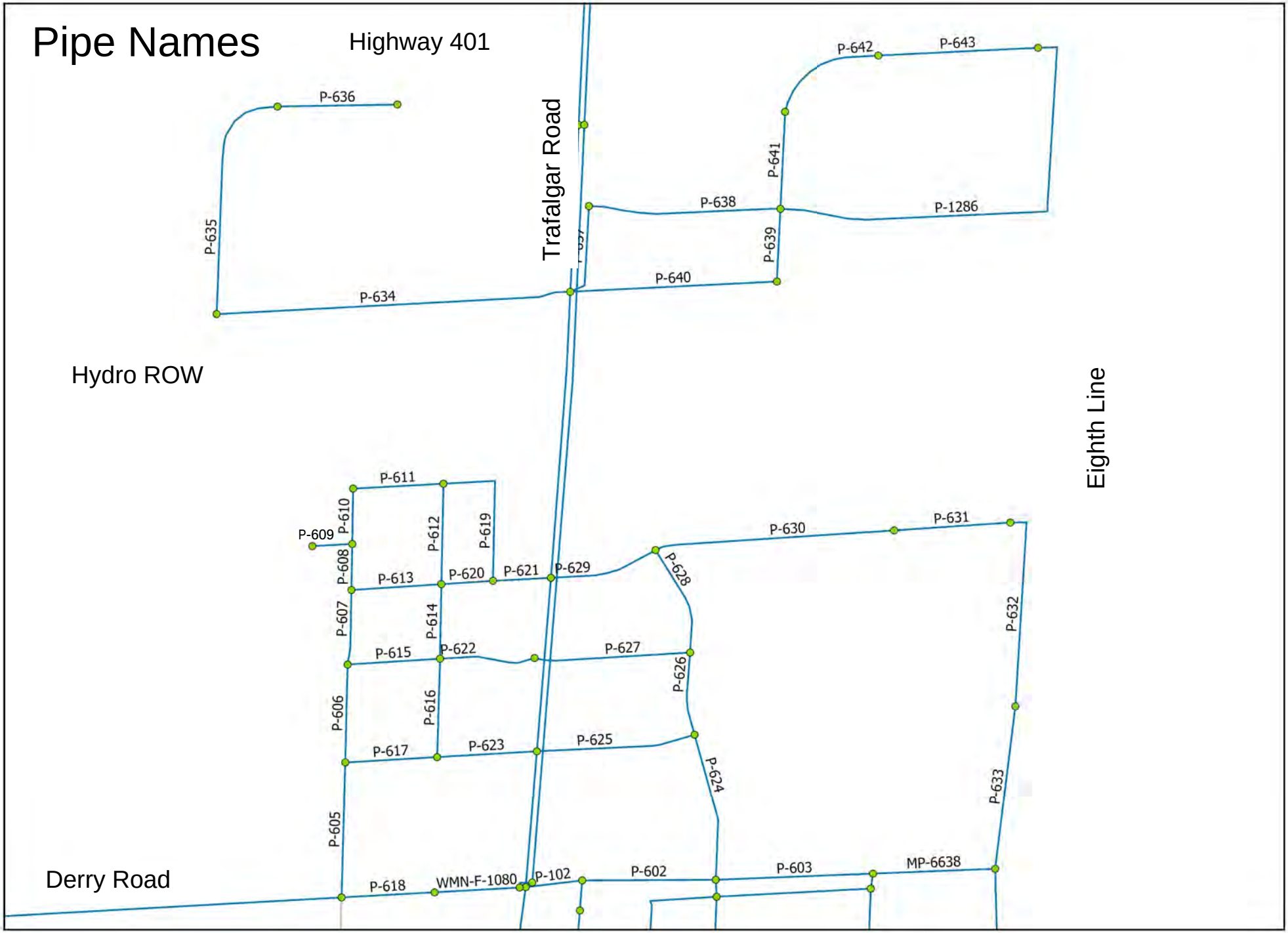


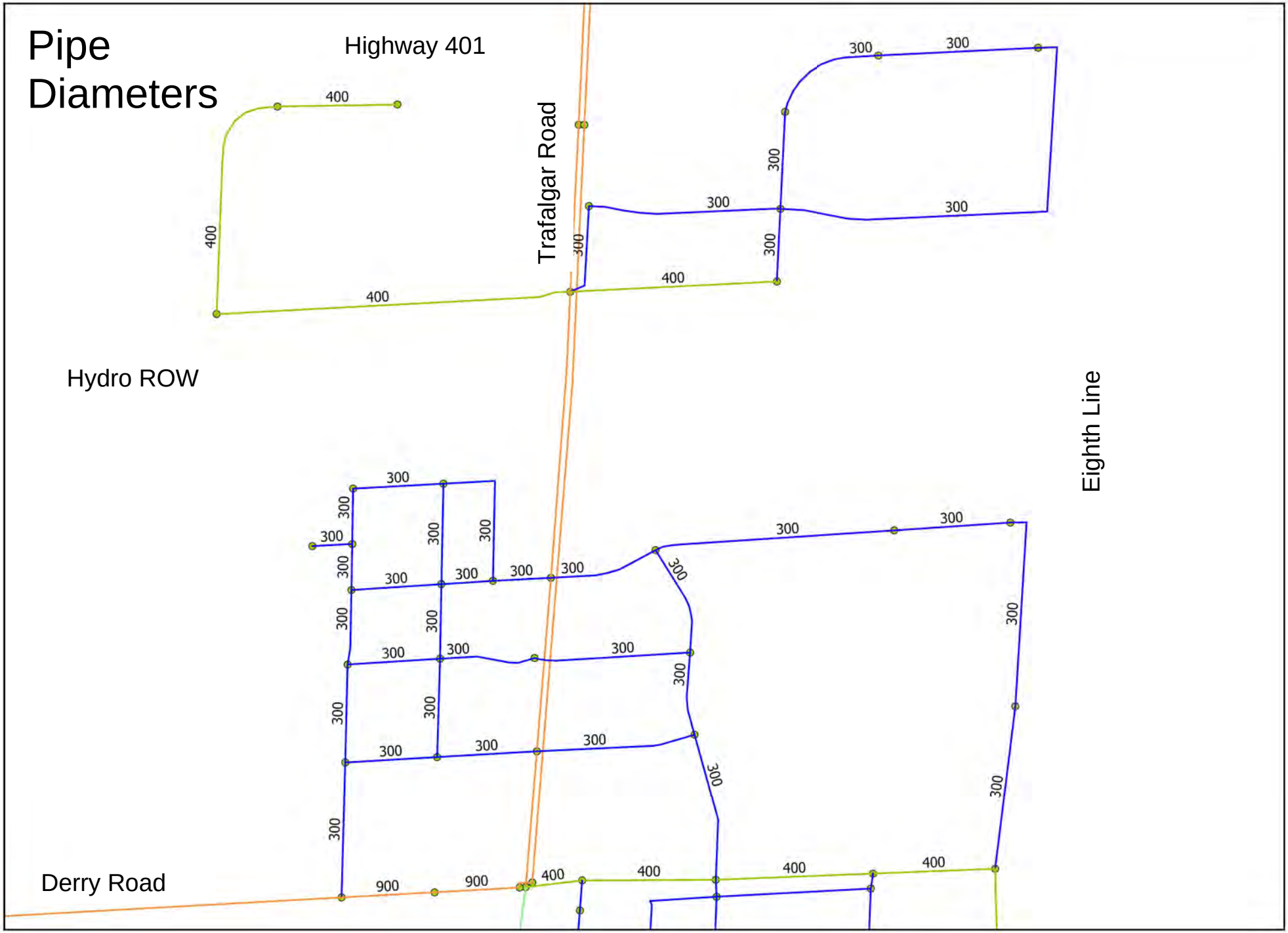
Appendix B

Model Results

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Node Names
Highway 401
Trafalgar Road
Eighth Line
Hydro ROW
Derry Road
J-625
J-626
J-624
J-627
J-623
J-630
J-631
J-632
J-628
J-629
J-606
J-607
J-605
J-604
J-603
J-608
J-613
WJ-3282
J-614
J-621
J-622
J-602
J-609
J-616
J-615
J-620
J-617
J-601
J-610
J-612
J-600
J-611
J-111
J-618
J-619
SH-J-91


Pipe Names
Highway 401
Trafalgar Road
Eighth Line
Hydro ROW
Derry Road
P-635
P-636
P-634
P-640
P-638
P-639
P-641
P-642
P-643
P-1286
P-609
P-610
P-611
P-612
P-619
P-608
P-613
P-620
P-621
P-629
P-607
P-614
P-615
P-622
P-627
P-606
P-616
P-617
P-623
P-625
P-605
P-618
WMN-F-1080
P-102
P-602
P-603
MP-6638
P-624
P-626
P-628
P-630
P-631
P-632
P-633


Pipe Diameters
Highway 401
Trafalgar Road
Hydro ROW
Eighth Line
Derry Road
400
300
900

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Average Day

Node Table

ID	Demand	Elevation	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	0.80	190.58	248.79	82.74
J-601	1.97	192.76	248.83	79.71
J-602	1.44	193.45	248.84	78.74
J-603	2.81	192.80	248.84	79.66
J-604	2.19	193.27	248.83	78.99
J-605	0.00	193.49	248.83	78.68
J-606	2.92	193.71	248.83	78.36
J-607	7.67	196.31	248.84	74.67
J-608	8.50	193.56	248.84	78.58
J-609	1.63	194.02	248.85	77.94
J-610	4.13	192.76	248.86	79.75
J-611	2.12	192.10	248.79	80.58
J-612	16.65	193.89	248.98	78.31
J-613	9.84	194.00	248.85	77.98
J-614	1.92	198.68	248.92	71.42
J-615	3.82	197.89	248.91	72.53
J-616	1.80	194.52	248.87	77.26
J-617	10.44	197.20	248.93	73.53
J-618	0.08	196.00	248.95	75.28
J-619	3.66	198.34	248.94	71.93
J-620	2.95	200.67	248.92	68.59
J-621	5.65	200.69	248.91	68.55
J-622	0.00	204.00	248.91	63.85
J-623	1.25	199.50	248.92	70.26
J-624	0.00	195.45	248.92	76.01
J-625	1.52	197.30	248.91	73.37
J-626	2.28	198.30	248.91	71.95
J-627	0.00	198.93	248.92	71.06
J-628	5.23	203.10	248.90	65.11
J-629	0.00	202.94	248.91	65.36
J-630	1.02	204.00	248.90	63.83
J-631	2.88	204.89	248.89	62.56
J-632	2.37	205.65	248.89	61.48

South MIN		**190.58**		**63.85**
South MAX		**204.00**		**82.74**

North MIN		**195.45**		**61.48**
North MAX		**205.65**		**76.01**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	J-619	SH-J-91	338.39	400	130	1.04	0.10
P-102	J-111	WJ-3170-M	155.14	400	120	-2.35	0.22
P-1286	J-628	J-632	1252.77	300	120	0.20	0.03
P-602	J-618	J-111	372.23	400	130	-2.00	0.18
P-603	J-619	J-618	437.88	400	130	-1.00	0.09
P-605	J-600	J-601	375.37	300	120	-1.11	0.18
P-606	J-601	J-602	271.79	300	120	-0.35	0.06
P-607	J-602	J-603	207.04	300	120	0.12	0.02
P-608	J-603	J-604	127.77	300	120	0.24	0.04
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.05	0.01
P-611	J-606	J-607	250.81	300	120	-0.21	0.03
P-612	J-607	J-608	278.63	300	120	-0.31	0.05
P-613	J-608	J-603	249.86	300	120	0.36	0.06
P-614	J-608	J-609	206.58	300	120	-0.54	0.09
P-615	J-609	J-602	256.79	300	120	0.59	0.10
P-616	J-609	J-610	272.73	300	120	-0.58	0.09
P-617	J-610	J-601	255.27	300	120	0.94	0.15
P-618	J-611	J-600	258.59	900	120	-0.63	0.01
P-619	J-607	J-613	420.23	300	120	-0.56	0.09
P-620	J-613	J-608	143.20	300	120	0.87	0.14
P-621	WJ-3282	J-613	161.06	300	120	2.27	0.37
P-622	J-616	J-609	265.47	300	120	0.69	0.11
P-623	J-612	J-610	276.81	300	120	1.87	0.31
P-624	J-618	J-617	412.49	300	120	0.68	0.11
P-625	J-617	J-612	441.56	300	120	-0.94	0.15
P-626	J-617	J-615	230.85	300	120	0.72	0.12
P-627	J-615	J-616	432.54	300	120	0.85	0.14
P-628	J-615	J-614	310.57	300	120	-0.45	0.07
P-629	J-614	WJ-3282	305.58	300	120	-0.90	0.15
P-630	J-614	J-621	666.51	300	120	0.28	0.05
P-631	J-621	J-622	322.69	300	120	-0.20	0.03
P-632	J-622	J-620	556.42	300	120	-0.20	0.03
P-633	SH-J-91	J-620	454.87	300	120	0.46	0.08
P-634	J-623	J-624	983.42	400	120	0.33	0.03
P-635	J-624	J-625	671.79	400	120	0.33	0.03
P-636	J-625	J-626	332.79	400	120	0.20	0.02
P-637	J-627	J-623	263.64	300	120	-0.39	0.06
P-638	J-627	J-628	532.46	300	120	0.39	0.06
P-639	J-628	J-629	201.85	300	120	-0.61	0.10
P-640	J-629	J-623	573.16	400	120	-0.61	0.06
P-641	J-628	J-630	269.33	300	120	0.34	0.06
P-642	J-630	J-631	333.01	300	120	0.25	0.04
P-643	J-631	J-632	443.00	300	120	0.01	0.00
WMN-F-1080	WFT-F-1064	J-611	236.09	900	120	-0.45	0.01

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Maximum Day

Node Table

ID	Demand	Elevatio	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	1.52	190.58	248.78	82.74
J-601	3.74	192.76	248.82	79.69
J-602	2.74	193.45	248.82	78.71
J-603	5.35	192.80	248.80	79.61
J-604	4.16	193.27	248.80	78.93
J-605	0.00	193.49	248.80	78.62
J-606	5.54	193.71	248.79	78.31
J-607	14.57	196.31	248.79	74.61
J-608	16.15	193.56	248.81	78.54
J-609	3.10	194.02	248.84	77.93
J-610	7.85	192.76	248.88	79.78
J-611	4.03	192.10	248.78	80.58
J-612	31.63	193.89	249.17	78.59
J-613	18.70	194.00	248.84	77.96
J-614	3.64	198.68	249.01	71.55
J-615	7.26	197.89	248.99	72.64
J-616	3.42	194.52	248.88	77.28
J-617	19.83	197.20	249.04	73.70
J-618	0.16	196.00	249.16	75.57
J-619	6.96	198.34	249.12	72.19
J-620	5.60	200.67	249.03	68.74
J-621	10.73	200.69	248.99	68.67
J-622	0.00	204.00	249.01	63.98
J-623	2.37	199.50	249.04	70.43
J-624	0.00	195.45	249.03	76.16
J-625	2.89	197.30	249.02	73.52
J-626	4.34	198.30	249.02	72.10
J-627	0.00	198.93	249.02	71.21
J-628	9.93	203.10	248.98	65.22
J-629	0.00	202.94	249.02	65.50
J-630	1.95	204.00	248.96	63.92
J-631	5.47	204.89	248.95	62.64
J-632	4.50	205.65	248.95	61.56

South MIN		**190.58**		**63.98**
South MAX		**204.00**		**82.74**

North MIN		**195.45**		**61.56**
North MAX		**205.65**		**76.16**

Pipe Table

ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	J-619	SH-J-91	338.39	400	130	2.07	0.19
P-102	J-111	WJ-3170-M	155.14	400	120	-2.40	0.22
P-1286	J-628	J-632	1252.77	300	120	0.38	0.06
P-602	J-618	J-111	372.23	400	130	-2.99	0.28
P-603	J-619	J-618	437.88	400	130	-1.75	0.16
P-605	J-600	J-601	375.37	300	120	-0.81	0.13
P-606	J-601	J-602	271.79	300	120	0.18	0.03
P-607	J-602	J-603	207.04	300	120	0.72	0.12
P-608	J-603	J-604	127.77	300	120	0.64	0.10
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.28	0.05
P-611	J-606	J-607	250.81	300	120	-0.20	0.03
P-612	J-607	J-608	278.63	300	120	-0.58	0.09
P-613	J-608	J-603	249.86	300	120	0.38	0.06
P-614	J-608	J-609	206.58	300	120	-1.06	0.17
P-615	J-609	J-602	256.79	300	120	0.77	0.13
P-616	J-609	J-610	272.73	300	120	-1.01	0.17
P-617	J-610	J-601	255.27	300	120	1.32	0.22
P-618	J-611	J-600	258.59	900	120	1.69	0.03
P-619	J-607	J-613	420.23	300	120	-0.88	0.14
P-620	J-613	J-608	143.20	300	120	1.30	0.21
P-621	WJ-3282	J-613	161.06	300	120	3.79	0.62
P-622	J-616	J-609	265.47	300	120	1.09	0.18
P-623	J-612	J-610	276.81	300	120	3.01	0.49
P-624	J-618	J-617	412.49	300	120	1.48	0.24
P-625	J-617	J-612	441.56	300	120	-1.51	0.25
P-626	J-617	J-615	230.85	300	120	1.28	0.21
P-627	J-615	J-616	432.54	300	120	1.38	0.23
P-628	J-615	J-614	310.57	300	120	-0.73	0.12
P-629	J-614	WJ-3282	305.58	300	120	-1.49	0.24
P-630	J-614	J-621	666.51	300	120	0.44	0.07
P-631	J-621	J-622	322.69	300	120	-0.48	0.08
P-632	J-622	J-620	556.42	300	120	-0.48	0.08
P-633	SH-J-91	J-620	454.87	300	120	0.97	0.16
P-634	J-623	J-624	983.42	400	120	0.62	0.06
P-635	J-624	J-625	671.79	400	120	0.62	0.06
P-636	J-625	J-626	332.79	400	120	0.37	0.03
P-637	J-627	J-623	263.64	300	120	-0.73	0.12
P-638	J-627	J-628	532.46	300	120	0.73	0.12
P-639	J-628	J-629	201.85	300	120	-1.15	0.19
P-640	J-629	J-623	573.16	400	120	-1.15	0.11
P-641	J-628	J-630	269.33	300	120	0.65	0.11
P-642	J-630	J-631	333.01	300	120	0.48	0.08
P-643	J-631	J-632	443.00	300	120	0.01	0.00
WMN-F-1080	WFT-F-1064	J-611	236.09	900	120	2.03	0.04

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Peak Hour

Node Table

ID	Demand	Elevation	Head	Pressure
	(L/s)	*(m)*	*(m)*	*(psi)*
J-600	2.40	190.58	240.98	71.65
J-601	5.91	192.76	238.47	64.98
J-602	4.33	193.45	237.94	63.25
J-603	8.44	192.80	237.78	63.95
J-604	6.56	193.27	237.75	63.23
J-605	0.00	193.49	237.75	62.92
J-606	8.75	193.71	237.74	62.59
J-607	23.00	196.31	237.74	58.89
J-608	25.50	193.56	237.77	62.86
J-609	4.90	194.02	237.89	62.36
J-610	12.40	192.76	238.12	64.48
J-611	6.36	192.10	241.29	69.92
J-612	49.94	193.89	238.12	62.88
J-613	29.53	194.00	237.78	62.24
J-614	5.75	198.68	237.79	55.60
J-615	11.46	197.89	237.77	56.69
J-616	5.40	194.52	237.82	61.55
J-617	31.31	197.20	237.75	57.65
J-618	0.25	196.00	237.73	59.33
J-619	10.98	198.34	237.61	55.83
J-620	8.85	200.67	237.53	52.39
J-621	16.95	200.69	237.54	52.38
J-622	0.00	204.00	237.53	47.67
J-623	3.75	199.50	238.08	54.84
J-624	0.00	195.45	238.05	60.56
J-625	4.57	197.30	238.02	57.89
J-626	6.85	198.30	238.02	56.47
J-627	0.00	198.93	238.03	55.59
J-628	15.68	203.10	237.94	49.52
J-629	0.00	202.94	238.02	49.87
J-630	3.07	204.00	237.90	48.19
J-631	8.64	204.89	237.87	46.88
J-632	7.10	205.65	237.87	45.80

South MIN		**190.58**		**47.67**
South MAX		**204.00**		**71.65**

North MIN		**195.45**		**45.80**
North MAX		**205.65**		**60.56**

Pipe Table

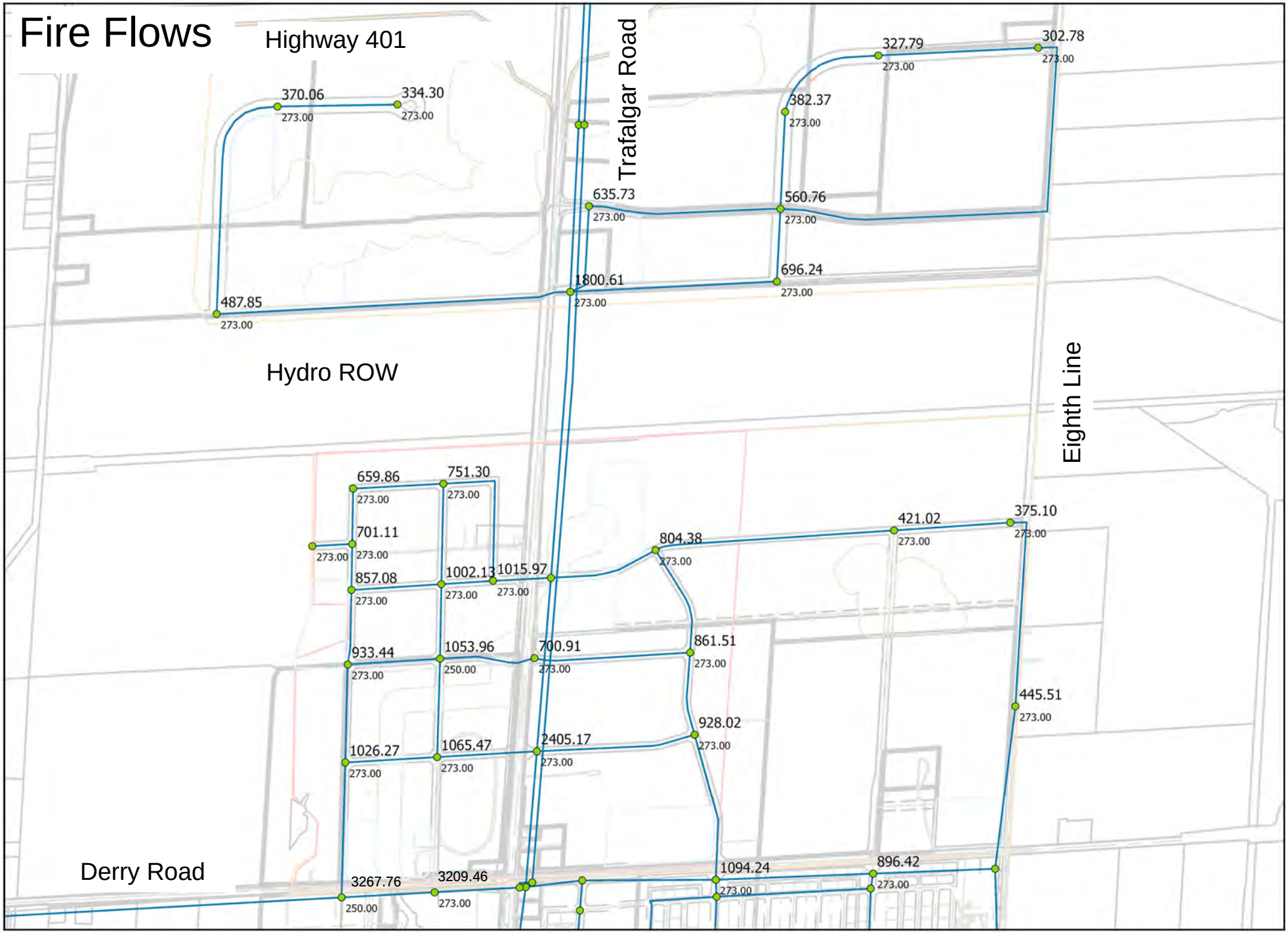
ID	From Node	To Node	Length	Diameter	Roughness	Flow	Velocity
			(m)	*(mm)*	*(C)*	*(ML/d)*	*(m/s)*
MP-6638	J-619	SH-J-91	338.39	400	130	2.88	0.27
P-102	J-111	WJ-3170-M	155.14	400	120	-7.40	0.68
P-1286	J-628	J-632	1252.77	300	120	0.60	0.10
P-602	J-618	J-111	372.23	400	130	-5.28	0.49
P-603	J-619	J-618	437.88	400	130	-3.34	0.31
P-605	J-600	J-601	375.37	300	120	8.15	1.33
P-606	J-601	J-602	271.79	300	120	4.18	0.68
P-607	J-602	J-603	207.04	300	120	2.54	0.42
P-608	J-603	J-604	127.77	300	120	1.38	0.23
P-609	J-604	J-605	110.71	300	120	0.00	0.00
P-610	J-604	J-606	153.32	300	120	0.82	0.13
P-611	J-606	J-607	250.81	300	120	0.06	0.01
P-612	J-607	J-608	278.63	300	120	-1.01	0.17
P-613	J-608	J-603	249.86	300	120	-0.43	0.07
P-614	J-608	J-609	206.58	300	120	-2.11	0.35
P-615	J-609	J-602	256.79	300	120	-1.26	0.21
P-616	J-609	J-610	272.73	300	120	-2.68	0.44
P-617	J-610	J-601	255.27	300	120	-3.46	0.57
P-618	J-611	J-600	258.59	900	120	57.43	1.04
P-619	J-607	J-613	420.23	300	120	-0.91	0.15
P-620	J-613	J-608	143.20	300	120	0.67	0.11
P-621	WJ-3282	J-613	161.06	300	120	4.14	0.68
P-622	J-616	J-609	265.47	300	120	-1.40	0.23
P-623	J-612	J-610	276.81	300	120	0.29	0.05
P-624	J-618	J-617	412.49	300	120	-0.58	0.10
P-625	J-617	J-612	441.56	300	120	-2.66	0.44
P-626	J-617	J-615	230.85	300	120	-0.63	0.10
P-627	J-615	J-616	432.54	300	120	-0.94	0.15
P-628	J-615	J-614	310.57	300	120	-0.68	0.11
P-629	J-614	WJ-3282	305.58	300	120	-2.91	0.48
P-630	J-614	J-621	666.51	300	120	1.73	0.28
P-631	J-621	J-622	322.69	300	120	0.26	0.04
P-632	J-622	J-620	556.42	300	120	0.26	0.04
P-633	SH-J-91	J-620	454.87	300	120	0.50	0.08
P-634	J-623	J-624	983.42	400	120	0.99	0.09
P-635	J-624	J-625	671.79	400	120	0.99	0.09
P-636	J-625	J-626	332.79	400	120	0.59	0.05
P-637	J-627	J-623	263.64	300	120	-1.16	0.19
P-638	J-627	J-628	532.46	300	120	1.16	0.19
P-639	J-628	J-629	201.85	300	120	-1.82	0.30
P-640	J-629	J-623	573.16	400	120	-1.82	0.17
P-641	J-628	J-630	269.33	300	120	1.03	0.17
P-642	J-630	J-631	333.01	300	120	0.76	0.12
P-643	J-631	J-632	443.00	300	120	0.02	0.00
WMN-F-1080	WFT-F-1064	J-611	236.09	900	120	57.98	1.05

2031Conditions
MT4 Agerton, Milton ON
February 17, 2026

Fire Flow Table			
ID	Total Demand *(L/s)*	Available Flow *(L/s)*	Fire Flow Met?
J-600	251.52	3267.76	TRUE
J-601	276.74	1027.27	TRUE
J-602	275.74	934.71	TRUE
J-603	278.35	858.21	TRUE
J-604	277.16	701.78	TRUE
J-605	273.00	514.97	TRUE
J-606	278.54	660.45	TRUE
J-607	287.57	752.18	TRUE
J-608	289.15	1003.69	TRUE
J-609	253.10	1056.06	TRUE
J-610	280.85	1066.90	TRUE
J-611	277.03	3209.46	TRUE
J-612	304.63	2416.86	TRUE
J-613	291.70	1017.51	TRUE
J-614	276.64	812.63	TRUE
J-615	280.26	871.97	TRUE
J-616	276.42	702.86	TRUE
J-617	292.83	947.92	TRUE
J-618	273.16	1307.99	TRUE
J-619	279.96	1031.24	TRUE
J-620	278.60	455.29	TRUE
J-621	283.73	425.43	TRUE
J-622	273.00	379.93	TRUE
J-623	275.37	1808.81	TRUE
J-624	273.00	488.13	TRUE
J-625	275.89	370.25	TRUE
J-626	277.34	334.45	TRUE
J-627	273.00	636.28	TRUE
J-628	282.93	561.23	TRUE
J-629	273.00	697.07	TRUE
J-630	274.95	382.61	TRUE
J-631	278.47	327.97	TRUE
J-632	277.50	302.94	TRUE

South MIN	**379.93**
South MAX	**3209.46**

North MIN	**302.94**
North MAX	**1808.81**


Fire Flows
Highway 401
Trafalgar Road
Hydro ROW
Eighth Line
Derry Road
370.06
273.00
334.30
273.00
487.85
273.00
635.73
273.00
1800.61
273.00
382.37
273.00
327.79
273.00
302.78
273.00
560.76
273.00
696.24
273.00
659.86
273.00
751.30
273.00
701.11
273.00
273.00
857.08
273.00
1002.13
273.00
1015.97
273.00
933.44
273.00
1053.96
250.00
700.91
273.00
1026.27
273.00
1065.47
273.00
2405.17
273.00
804.38
273.00
421.02
273.00
375.10
273.00
861.51
273.00
928.02
273.00
445.51
273.00
3267.76
250.00
3209.46
273.00
1094.24
273.00
896.42
273.00

Appendix F

Sanitary Sewer Design Sheets

(DSEL, 2026)

DAVID SCHAEFFER ENGINEERING LTD.
600 ALDEN ROAD, SUITE 606
MARKHAM, ONTARIO
L3R 0E7
TEL: (905) 475-3080
FAX: (905) 475-3081

HALTON REGION

SANITARY SEWER DESIGN

SHEET No.: 1 OF 2
LOCATION:
PROJECT No.: 18-1073
DATE: 11 Feb 2026
DESIGNED BY: E.G.
CHECKED BY: E.G.

DWF residential 215 pph
DWF employment 185 pph
Infil.Flow (INF): 0.28 L/s/ha

STREET	MANHOLE		PHASE	TRIBUTARY AREA HECTARE											POPULATION TRIBUTARY										Kav	PEAKING FACTOR	FLOW Qr L/s	FLOW Qe L/s	FLOW Qi L/s	MAX FLOW EXP.	SEWER			Q L/s	VEL (m/s)		PIPE		Q/Qf	H/D	REMARKS
				RESIDENTIAL				TOTAL	EMPLOYMENT					TOTAL	RESIDENTIAL				TOTAL	EMPLOYMENT				TOTAL							SIZE	SLOPE	LENGTH		FULL	ACT.	TYPE	CLASS			
	FROM	TO		SINGLE F.	SEMI.	TOWNHOUSE	CONDO		SCHOOL	PARK/ CC	EMPLOYMENT	COMMERCIAL	INFILT		SINGLE F.	SEMI.	TOWNHOUSE	CONDO		SCHOOL	PARK/CC	EMPLOYMENT	COMMERCIAL										(m)								
TRUNK 5																																								
								0.00	1.85	2.53	7.03			11.41	2836				2836	71	100	426		597	0.80																
				0.73				0.73						11.41	292				3128					597	0.81															
				1.45				2.18						11.41	290				3418					597	0.83															
				3.21				5.39						11.41	582				4000					597	0.86															
				5.04				10.43						11.41	749				4749					597	0.90															
	913A	914A		5.68				16.11						11.41	757				5506					597	0.92	2.90	39.73	3.71	7.71	51.15	375	0.30	116.00	96.03	0.87	0.88	PVC		0.53	0.52	OK
	914A	915A						16.11						11.41					5506					597	0.92	2.90	39.73	3.71	7.71	51.15	375	0.30	96.00	96.03	0.87	0.88	PVC		0.53	0.52	OK
	915A	*916A (Ex Plug)*						16.11						11.41					5506					597	0.92	2.90	39.73	3.71	7.71	51.15	375	0.30	78.00	96.03	0.87	0.88	PVC		0.53	0.52	OK
	916A (Ex Plug)	*Ex. MH 9B*						16.11						11.41					5506					597	0.92	2.90	39.73	3.71	7.71	51.15	*600*	*0.50*	*15.00*	434.17	1.54	1.03			0.12	0.23	OK
To Ex. MH 9								16.11						11.41					5506					597																
TRUNK 6																																								
								0.00			3.52			3.52					0			163		163	0.80															
								0.00			4.32			7.84					0			307		470	0.80															
	972A	973A						0.00			42.37			50.21					0			3009		3479	0.80	2.71	0.00	20.19	14.06	34.25	375	0.30	104.00	96.03	0.87	0.79	PVC		0.36	0.41	OK
	973A	974A		3.20				3.20						50.21	538				538					3479	0.81	2.71	3.63	20.19	14.95	38.77	375	0.30	104.00	96.03	0.87	0.82	PVC		0.40	0.44	OK
	974A	975A		11.11				14.31		6.16				56.37	2035				2573		240			3719	0.84	2.65	16.97	21.10	19.79	57.86	375	0.35	23.50	103.73	0.94	0.96	PVC		0.56	0.53	OK
	975A	976A						14.31						56.37					2573					3719	0.84	2.65	16.97	21.10	19.79	57.86	450	0.30	149.00	156.16	0.98	0.91	CONC		0.37	0.42	OK
	976A	977A						14.31			13.19			69.56	6218				8791			933		4652	0.83	2.36	51.63	23.51	23.48	98.62	525	0.25	149.00	215.03	0.99	0.97	CONC		0.46	0.48	OK
	977A	978A						14.31						69.56					8791					4652	0.83	2.36	51.63	23.51	23.48	98.62	525	0.25	21.00	215.03	0.99	0.97	CONC		0.46	0.48	OK
	978A	995A (B.O.)						14.31	5.19		0.78			75.53					8791	200		38		4890	0.83	2.34	51.19	24.50	25.16	100.85	525	0.25	129.00	215.03	0.99	0.98	CONC		0.47	0.48	OK
To DERRY ROAD TRUNK (BY OTHERS)								14.31						75.53					8791					4890																
TRUNK 7																																								
								0.00			1.12			1.12					0			80		80	0.80															
								0.00			1.25			2.37					0			87		167	0.80															
								0.00			2.64			5.01					0			168		335	0.80															
								0.00			6.84			11.85					0			454		789	0.80															
	986A	992A (B.O.)						0.00			36.25			48.10					0			2611		3400	0.80	2.72	0.00	19.80	13.47	33.27	375	0.30	99.00	96.03	0.87	0.79	PVC		0.35	0.41	OK
To DERRY ROAD TRUNK (BY OTHERS)								0.00						48.10					0					3400																
DERRY ROAD TRUNK (BY OTHERS)																																								
	987A (B.O.)	989A (B.O.)						0.00			82.22			82.22					0			11922		11922	0.80	2.30	0.00	58.71	23.02	81.73	450	0.45	29.50	191.26	1.20	1.15	CONC		0.43	0.46	
	989A (B.O.)	990A (B.O.)						0.00						82.22					0					11922	0.80	2.30	0.00	58.71	23.02	81.73	450	0.50	118.00	201.60	1.27	1.20	CONC		0.41	0.44	
	990A (B.O.)	991A (B.O.)						0.00						82.22					0					11922	0.80	2.30	0.00	58.71	23.02	81.73	525	0.25	118.00	215.03	0.99	0.92	CONC		0.38	0.43	
	991A (B.O.)	992A (B.O.)						0.00						82.22					0					11922	0.80	2.30	0.00	58.71	23.02	81.73	525	0.25	118.00	215.03	0.99	0.92	CONC		0.38	0.43	
Contribution From TRUNK 7, Pipe 986A - 992A (B.O.)								0.00						48.10					0					3400																
	992A (B.O.)	993A (B.O.)						0.00						130.32					0					15322	0.80	2.22	0.00	72.83	36.49	109.32	525	0.25	145.50	215.03	0.99	0.99	CONC		0.51	0.50	
	993A (B.O.)	994A (B.O.)						0.00						130.32					0					15322	0.80	2.22	0.00	72.83	36.49	109.32	525	0.25	145.50	215.03	0.99	0.99	CONC		0.51	0.50	
	994A (B.O.)	995A (B.O.)						0.00						130.32					0					15322	0.80	2.22	0.00	72.83	36.49	109.32	525	0.25	145.50	215.03	0.99	0.99	CONC		0.51	0.50	
Contribution From TRUNK 6, Pipe 978A - 995A (B.O.)								14.31						75.53					8791					4890																
	995A (B.O.)	996A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	996A (B.O.)	997A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	997A (B.O.)	998A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	998A (B.O.)	999A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	127.00	318.94	1.47	1.54	CONC		0.61	0.56	
	999A (B.O.)	5000A (B.O.)						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	23.50	318.94	1.47	1.54	CONC		0.61	0.56	
	5000A (B.O.)	Ex MH 9A						14.31						205.85					8791					20212	0.81	2.03	44.41	87.85	61.64	193.91	525	0.55	27.50	318.94	1.47	1.54	CONC		0.61	0.56	
To Ex. MH 9								14.31						205.85					8791					20212																

DAVID SCHAEFFER ENGINEERING LTD.
600 ALDEN ROAD, SUITE 606
MARKHAM, ONTARIO
L3R 0E7
TEL: (905) 475-3080
FAX: (905) 475-3081

HALTON REGION

SANITARY SEWER DESIGN

SHEET No.: 1 OF 2
LOCATION:

PROJECT No.: 18-1073
DATE: 11 Feb 2026
DESIGNED BY: E.G.
CHECKED BY: E.G.

DWF residential 215 pph
DWF employment 185 pph
Infil.Flow (INF): 0.28 L/s/ha

STREET	MANHOLE		PHASE	TRIBUTARY AREA HECTARE											POPULATION TRIBUTARY											Kav	PEAKING FACTOR	FLOW Qr L/s	FLOW Qe L/s	FLOW Qi L/s	MAX FLOW EXP.	SEWER						PIPE		Q/Qf	H/D	REMARKS
				RESIDENTIAL				TOTAL	EMPLOYMENT					TOTAL	RESIDENTIAL				TOTAL	EMPLOYMENT					TOTAL							SIZE	SLOPE	LENGTH	Q	VEL (m/s)					
	FROM	TO		SINGLE F.	SEMI.	TOWNHOUSE	CONDO		SCHOOL	PARK	INSTITUTIONAL	COMMERCIAL	INFILT		SINGLE F.	SEMI.	TOWNHOUSE	CONDO		SCHOOL	PARK	INSTITUTIONAL	COMMERCIAL									(m)	L/s	FULL	ACT.	TYPE	CLASS			
TRUNK 4				5.12				5.12						0.00	850				850					0																
	1002A	1007A		9.40				14.52						0.00	2740				3590					0	1.00	3.38	30.20	0.00	4.07	34.26	300	0.35	125.00	57.21	0.81	0.84	PVC		0.60	0.56	
								14.52			6.36			6.36	5297				8887			560		560	0.94															
	1007A	1008A		4.44				18.96						6.36	718				9605					560	0.95	2.80	66.92	3.36	7.09	77.37	450	0.30	143.50	156.16	0.98	0.98	CONC		0.50	0.50	
	1008A	1009A						18.96			5.93			12.29	2792				12397			527		1087	0.92	2.60	80.21	6.05	8.75	95.01	525	0.25	63.00	215.03	0.99	0.96	CONC		0.44	0.47	
	1009A	1010A (Ex. Stub)						18.96						12.29					12397					1087	0.92	2.60	80.21	6.05	8.75	95.01	525	0.25	67.00	215.03	0.99	0.96	CONC		0.44	0.47	
	1010A (Ex. Stub)	*Ex. 10A*						*18.96*						*12.29*					*12397*					*1087*	*0.92*	*2.60*	*80.21*	*6.05*	*8.75*	*95.01*	*600*	*0.60*	*28.90*	*475.61*	*1.68*	*1.31*	*CONC*		*0.20*	*0.30*	
To Ex. DC 7555 1200mm BY OTHERS								18.96						12.29					12397					1087																
TRUNK 3																																								
	1428A	1429A						0.00			45.65			45.65					0			2895		2895	0.80	2.76	0.00	17.11	12.78	29.89	300	0.35	101.00	57.21	0.81	0.82	PVC		0.52	0.51	
To Ex. MH 14								0.00						45.65					0					2895																
								0.00			11.49			11.49					0			706		706	0.80																
	5001A	1429A						0.00			17.77			29.26					0			1164		1870	0.80	2.89	0.00	11.57	8.19	19.76	300	0.35	33.00	57.21	0.81	0.73	PVC		0.35	0.41	
To Ex. MH 14								0.00						29.26					0					1870																
TOTAL TO Ex. MH 14								0.00						74.91					0.00					4765.00						49.66										
TRUNK 2																																								
	1437A	Ex. MH 12A						0.00			8.81			8.81					0			463		463	0.80	3.19	0.00	3.16	2.47	5.63	200	0.40	22.50	20.74	0.66	0.56	PVC		0.27	0.36	
To Ex. MH 12A								0.00						8.81					0					463																
TRUNK 1																																								
								0.00			9.22			9.22					0			568		568	0.80																
	1238A	Ex. MH 12						0.00			32.33			41.55					0			1730		2298	0.80	2.83	0.00	13.92	11.63	25.56	300	0.35	25.00	57.21	0.81	0.78	PVC		0.45	0.47	
To Ex. MH 12								0.00						41.55					0					2298																

Appendix G

Preliminary Cost Estimates for DC Sewers

(DSEL, 2026)

Date: February 19, 2026
DSEL File No.: 18-1073

MILTON PHASE 4

DC Sanitary Sewers - Agerton

Item No.	Item Description	Approx. Depth	Quantity	Unit	Unit Rate	Total	Notes
1	**Sanitary Sewers**						
	Trunk 6						
.01	MH 976A to ex. stub (B.O.) - 525mm	8.0	279.0	lm	$ 2,760.00	$ 770,040.00	Constructed prior to or with subdivision
			279.0				
2	**Connect to Existing**						
.01	Ex. stub from MH 995A (B.O)	8.0	1.0	LS	$ 65,000.00	$ 65,000.00	Assumes connection at limit of Derry; approx. 20m of Trunk 6 within Derry right-of-way constructed by Others.
3	**Non-Itemized Costs**						
.01	Non-Itemized Costs		$ 835,040.00	%	10%	$ 83,504.00	
					SUB-TOTAL:	$ 918,544.00	
					CONTINGENCY (10%)	*$ 91,854.40*	
					TOTAL ESTIMATED COST:	**$ 1,010,000.00**	

Notes:
1. HST excluded.
2. Adverse sub-surface conditions, for example but not limited to shale/bedrock or excessive groundwater not included; to be confirmed with geotech and hydro-geologist.
3. No temporary traffic diversions assumed.
4. Assumes completed at the same time as subdivsion servicing.

Ritee Haider

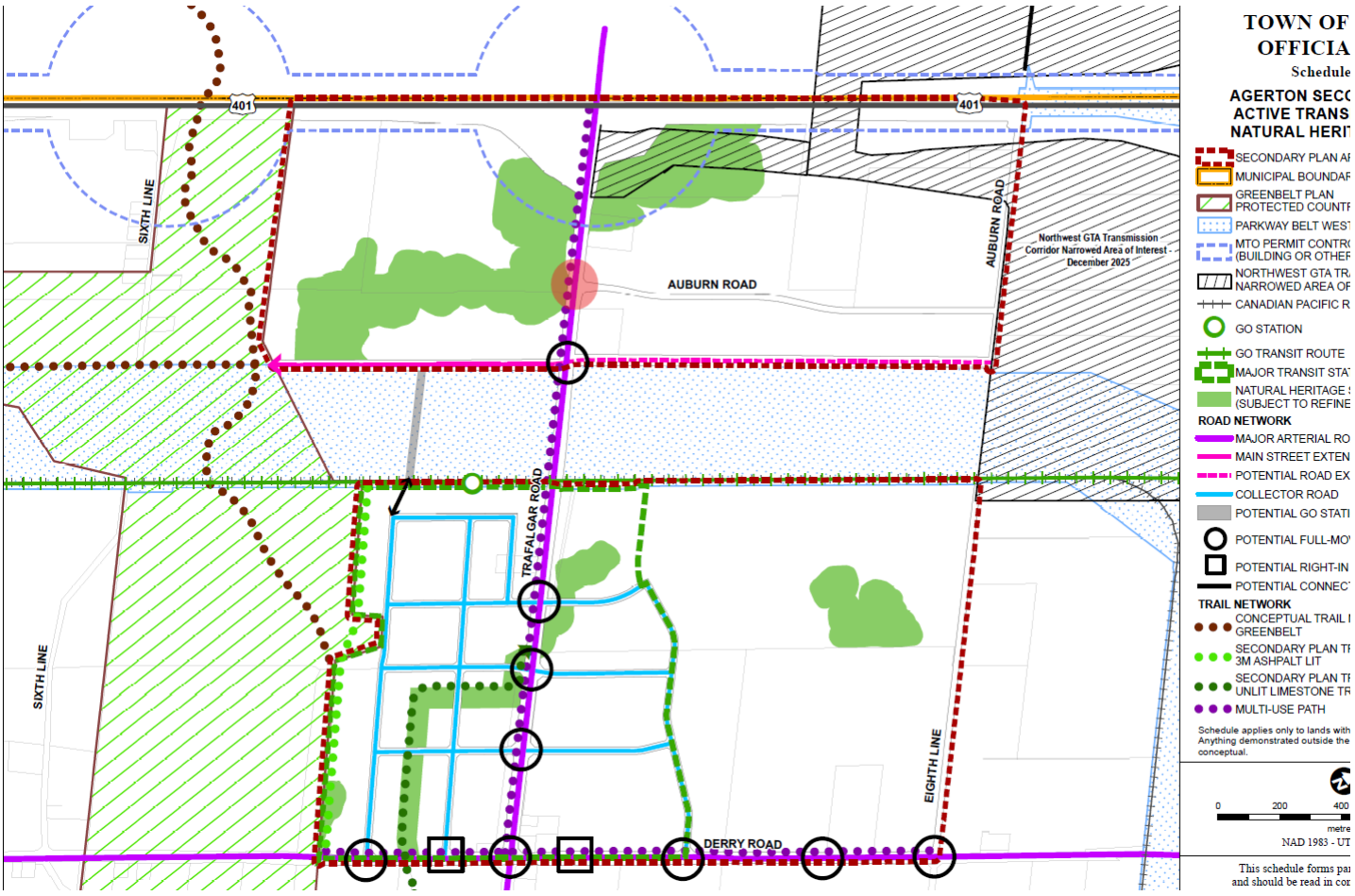
From: davidv@pitsford.ca
Sent: Wednesday, March 25, 2026 4:59 PM
To: Ritee Haider
Cc: Stevie Zdunic
Subject: Agerton Secondary Plan

Hi Ritee,

My name is David Vrhovnik and I represent a landowner in the Agerton Secondary Plan.

I attended the March 16th PIC and Statutory Public Meeting.

On the transportation side, it would be nice to have a full moves intersection at Auburn Road and Trafalgar, as Main Street has yet to be built.
Given the full-moves spacing south of the tracks, the North spacing between Auburn and Main would be of similar length.



Would you be kind enough to add me to your Agerton e-mail distribution list?

Thanks,

David
416-705-4094

Hi Ritee,

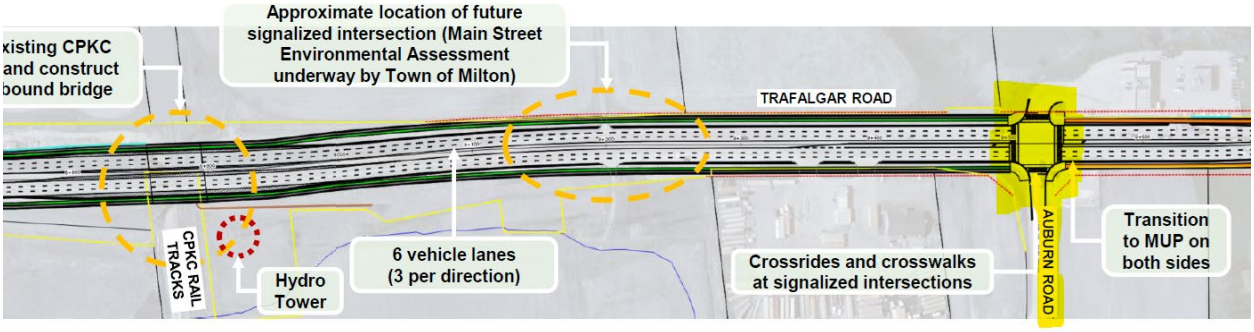
Is the Agerton Secondary Plan Study in coordination with the Trafalgar Road MCEA?

At the Trafalgar / Auburn Road intersection, it looks like the Trafalgar Road MCEA is showing a full-moves at that intersection.

I'm waiting to hear back from them, if this intersection will also be signalized as part of the Trafalgar Road improvements.

Given the amount of truck traffic entering Auburn Road and with the widening of Trafalgar to 3-lanes and each direction, it would make logical sense to have this intersection signalized on a sensor, to avoid long queuing lengths of trucks. MTO certainly would not like to see long truck ques backing up into the 401-off-ramp intersection.

Once the entirety of the employments lands are developed, this will for sure be a requirement along with the Main Street extension into this block.



Happy to discuss further.

David

1547 Bloor Street West
Toronto, Ontario M6P 1A5
☎ (416) 923-6630
✉ info@sglplanning.ca

March 23, 2026 Our Project: AG.ML

VIA EMAIL

David Twigg
Director, Planning Policy & Urban Design
Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

Re: Comments on the Agerton Secondary Plan, Policy Directives Report, Population, Employment and Housing Report and Retail / Commercial and Office Market Analysis.

We are writing on behalf of the Agerton New Urban Ltd. which is comprised of a group of landowners who own approximately 240 hectares of land in the Agerton Secondary Plan area. On behalf of landowners group, we would like to thank Town staff foe working collaboratively to expeditiously move along the finalization of the Secondary Plan as well as addressing a number of comments we had on the December drafts of the background reports and the secondary plan. We are providing further comments on the February drafts of the Agerton Secondary Plan and the supporting Planning Policy Directives Report, Population, Employment and Housing Report and Retail / Commercial and Office Market Analysis**.**

Planning Policy Directives Report, February 2026

We provided the Town with comments on the December draft reports in a memo dated January 16, 2026. We have compared the February draft Planning Policy Directives Report to our previous comments. We note that a number of our comments have been addressed and we thank staff for those changes. However, it would be helpful if Town staff and their consultants could provide a response as to why our comments on Sections 2.1, Table 4, 3.3.1, 3.3.5, 3.3.7, 3.3.8, 3.3.10 and 7.18 where not addressed. It would help us to better understand the position of the Town and determine if we still have a concern with regard to those sections.

We note that in Section 7.1.3 e) the previously missing floor area numbers have been provided, but we remain confused as to some of the numbers and the relationship to floor area requirements in the other reports. We note that this section provides for office and retail floor area requirements in the PMTSA and office floor area requirement in the Business Commercial Area. We have two comments. First, these three floor area numbers add up to 111,600 m2

whereas the sentence says they total 120,800 m2. It is not clear where the missing 9,200 m2 is to be located. Second, the Business Commercial Area permits retail and service commercial uses, but there is no reference to retail floor area numbers for the Business Commercial Area.

Population, Employment, and Housing Report, February 2026

Most of our comments on the December draft report have been addressed although our comment on Table 4 has not been addressed. We note that our comments on missing minimum floor area numbers in Section 4.1 have been addressed with the Section being moved to Section 8. However, similar to the Planning Policy Directives Report, there is some confusion with respect to the employment and floor area requirements.

In Section 8.1, 4th paragraph, it states that, "The Agerton Secondary Plan plans for a PMTSA that is intended to accommodate approximately 14,100 residents and 8,600 jobs and achieve an overall density target of 180 residents and jobs combined per hectare, as well as an Employment Area that is planned to accommodate approximately 5,900 jobs and an Agerton Business Commercial Area that is planned to accommodate approximately 3,000 jobs." This statement conflicts with Table 2 which states that the Milton Trafalgar GO Station PMTSA will accommodate 4,200 jobs and the Business Commercial Area outside of the MTSA will accommodate 5,800 jobs.

In the latter half of that same paragraph, it states that the Secondary Plan area is planned to accommodate a minimum of 74,300 sq. m. of office gross floor area and 46,500 sq. m. of retail and service commercial floor area. Policy C.X.6.1 and C.X.6.4 of the Secondary Plan sets out a minimum office GFA of 18,600 sq. m. in the High Density Mixed Use, 9,300 sq. m. in the Business Commercial designation within the PMTSA and 46,500 sq. m. in the Business Commercial outside of the PMTSA for a total of 74,400 sq. m. not 74,300 sq. m.

Further, it is not clear in paragraph 4 nor in the Secondary Plan where the total floor commercial floor area requirement of 46,500 sq.m. is derived from. In the 6th paragraph, on page 39 of the report, it references 9,300 sq.m. in the Mixed Use High Density designation and 27,800 sq.m. in the Transit-Supportive Community portion of the MTSA. Those two figures total 37,100 sq.m. which is short of 46,500 sq.m. by 9,400 sq. m. On page 39, in the third paragraph, it states that the Business Commercial Area designation outside of the PMTSA is planned to accommodate 9,300 sq.m of retail commercial floor space. This additional amount would appear to comprise the 46,500 sq. m. referenced on page 39, but if that is the case the total numbers should be revised to 46,400 sq.m. A clearer summary of what comprises to total anticipated retail and service commercial floor area would be helpful.

Table 16 sets out the number of jobs in the various designations within and outside of the MTSA. I note that the NCMUII designation is to provide 1,000 jobs whereas the Business Commercial Area outside of the MTSA is to provide 5,790 jobs. I compare that to Table 18

where it indicates that the NCMUII designation is to provide 1,700 jobs and the Business Commercial Area outside of the MTSA is to accommodate 5,100 jobs. It appears that 700 jobs are floating between the NCMUII and the Business Commercial designations between the two tables. Which table is correct?

Retail / Commercial and Office Market Analysis

Section 3.3 discusses the Suburban Office Market and identifies 23 office building built since 2020 and then says, "It is also significant to note that there has been development of 1.2 million square feet of new suburban office space in the GTA since Pandemic**."** This is not a correct characterization as 16 of the 23 buildings were completed in 2020 or 2021 which means that they were all started pre-pandemic based on the office market that existed prior to the pandemic.

On page 21, the report states that, "it is also noted that there is an opportunity to view a single storey, single purpose, retail commercial centre as an interim use". This statement confirms our position that stand alone commercial should be permitted as interim uses. We understand from our meeting on March 12th that the Secondary Plan is now permissive of interim uses. We missed that but appreciate that permission.

Section 7.1 forecasts a range of 736,000 to 874,000 sq.ft., of office space demand. To compare to the Secondary Plan that is 68,475 to 81,194 sq. m. Section 7.2 forecasts office demand of 720,000 to 855,000 sq.ft. or 66,888 to 79,429 sq. m. Despite these being estimates ranging from 66,888 to 81,194, the secondary plan requires a minimum of 73,900 m2. It is unclear on what basis the Town has arrived at a minimum that is higher than the lower end estimate for maximum office floor area.

I note that the report also states that, "It is also noted that the TR forecasts do not indicate office demand materializing until 2041". This statement has implications for achieving the 2051 forecasts which is discussed later in the comments on the Secondary Plan.

In Figure 8.4, Tate estimates the retail demand from the employees in the secondary plan area. They then add a 40% inflow rate. 40% seems quite high and we should ask for the basis for that inflow. Also, outflow is not described.

In Section 8.3, the report estimates a warranted retail/ commercial need in the Trafalgar SPA of 745,000 sq.ft. and states that there is a minimum requirement of 580,000 sq. ft planned in the Trafalgar SPA and then says there is a gap of 165,000 sq ft that should be provided in Agerton. It is unclear where the 580,000 sq.ft. comes from. The Trafalgar Secondary Plan provides for a range of 428,000 to 690,000 sq.ft. What evidence is there to say that the Trafalgar Secondary Plan won't develop at the maximum? It is also unclear that if inflow has

been accounted for from the Trafalgar Secondary Plan why is an additional amount required above what is planned in the Trafalgar Secondary Plan Area.

The section also states that future residents of the Trafalgar Expansion Area could support approximately 65,000 sq.ft. of commercial space and suggests that this space be provided for in Agerton. Since the Trafalgar Expansion Area is not planned why can't it be planned to accommodate its forecast retail space needs? How is the requirement for pedestrian supportive development achieved when the retail space is moved 3 km north of where the people will be living?

Page 48 states that "this retail commercial demand could be addressed in the form of a single level retail commercial plaza, with at grade parking. This retail commercial centre could be considered an interim use." Again, supporting our position that intern stand-alone commercial uses should be permitted, and we are pleased to understand that is now permitted.

On page 49, the report summarizes the sources of commercial demand as 200,000 sq.ft. in the Trafalgar MTSA, 60,000 sq.ft. in the employment area and 230,000 sq.ft. from the Trafalgar Secondary Plan and Trafalgar Expansion Area. For a total need of 490,000 sq.ft. or 45,521 sq.m. This commercial demand has been translated into the Population, Employment, and Housing Report as 46,500 sq. m. Why the difference in numbers between the two reports? This figure has been disaggregated in the Secondary Plan as minimums in the Mixed-Use High Density and the Neighbourhood Centre Mixed-Use II designations. We fail to understand how maximum demand numbers are being translated into minimums in the Secondary Plan.

Draft Secondary Plan

We have reviewed the secondary plan edits and compared them to our comments in our January 16, 2026 memo. Many of the comments that we had have been addressed. However, a few remain, and additional comments arise from the very specific references to office use and retail/commercial gross floor area requirements.

Preamble - last sentence says: "All references to 'this Official Plan' will refer to the Official Plan which is in force and effect at the time of approval of the Agerton Secondary Plan". As per our comments on the draft Official Plan, references in Agerton need to be updated to the new Official Plan once it is approved. We understand from our meeting with staff on March 12th that this will be address through approval of two different versions of the Secondary Plan which we support.

CX.1.1 iii) Previously it stated, "Provides growth management policies to implement a target of 14,100 residents by 2051 and 17,500 jobs". That has been changed to put "by 2051" after 17,500 jobs. This change is a concern particularly since the Tate report notes that there is no office market until 2041. Ten years is a short period to absorb all that office space.

C.X.3.2 - office uses is a defined term and should be italicized and “office and institutional uses” should be changed to “*office uses* and institutional uses”.

C.X.4.6.2 Places of Worship c) references “following the reservation period prior to site plan approval”. There is no reservation period in policy so either the reference to reservation period should be removed so that it reads “Prior to site plan approval,…” or “a reservation period of 3 years or site plan approval” needs to be added to the main policy.

C.X.5.1 Fifth paragraph changed to, "Accordingly, the PMTSA shall be planned to accommodate a minimum of 27,900 square meters of office gross floor area and 37,200 square metres of retail gross commercial floor area.” Applying floor area numbers to the PMTSA as a whole may be fine, but later the secondary plan breaks it down by designation which is concerning as these numbers arose from an estimate in a report and are now being formalized into Official Plan policies as minimums on a small geography basis. Further discussion is required on what constitutes appropriate minimums.

The text references “retail gross commercial floor area” - how is gross commercial floor area different from gross floor area.

C.X.5.1.1 last paragraph on parking in the Transit-Oriented Node. The Town made some of the edits as requested but we also requested to allow for stand-alone buildings, but no changes have been made.

C.X.6 – The second paragraph states that, “the location of land use boundaries, with the exception of the Agerton Business Commercial Area designations’ boundaries, may be adjusted without the need for an amendment…” This policy indicates the need to right-size the Business Commercial Area designation along Derry Road now. If it shrinks in the future (i.e., the Employment Area is expanded), and amendment will not be required.

C.X.6.1 - requires a minimum of 18,100 sq. m. of office gross floor area and 9,300 sq. m. of commercial/retail gross floor area. We have concerns with taking “estimates” from a report and disaggregating those estimates to a small geographic area and then legislating those as minimums in Official Plan policies. Further discussion is required on what constitutes appropriate minimums and in what geographies.

C.X.6.1.1 a) (second a) says that within the Mixed-Use High Density designation, Local Commercial uses are permitted in accordance with Section 8.4.4. That section references Section 8.2.7.7. 8.2.7.7. c) limits local commercial use to 930 sq. m. That is a problematic cross reference.

C.X.6.1.2 i) says that “Development will be planned to i) Provide the minimum gross floor area required for office and commercial uses.” It is not clear how this will be interpreted or

required at development application particularly when the Tate report states that there will be no office market until 2041. What will development applications need to provide for over the next 15 years where there is no market for office?

C.X.6.1.3 c) states that "Non-residential buildings shall be developed a minimum density of 0.5 Floor Space Index." Is this policy that staff refer to when saying that stand alone office and retail/commercial buildings are permitted?

C.X.6.2.3 c) says that notwithstanding Schedule C.X.D (height schedule) where there is a maximum height of four storeys, up to 8 storeys may be considered subject to the following requirements and i) says located along an arterial road "(i.e. Trafalgar Road or Derry Road)". Trafalgar Road is already shown at a maximum height of 20 storeys on Schedule C.X.D so reference to Trafalgar Road should be deleted.

C.X.6.2.3 f) sets out a maximum density for apartments. Our understanding is that MMAH will be looking for minimum densities for each designation or housing type.

C.X.6.1 sets to a minimum of 9,300 m2 of retail GFA in the High Density Mixed Use designation. C.X.6.3 sets out a minimum of 27,800 m2 of retail GFA in the NCMUII designation for a total of 37,100 m2. of retail GF. This compares to the Retail / Commercial Market Analysis estimate of 45,521 and the Population, Employment and Housing Report requirement of 46,500 m2. As indicated in our comments on the supporting reports, it is not clear what proportion of the Tate forecast is to take place in the Business Commercial lands. Further it is not clear what is the basis for the small geography disaggregation of retail forecasts and legislating those estimated maximum forecast demand into a minimum policy requirement? Further discussion is required on what constitutes appropriate minimums and in what geographies.

C.X.6.1 sets to a minimum of 18,100 m2 of office GFA in the High Density Mixed Use designation. C.X.6.4 sets out a minimum of 9,300 m2 of office GFA in the PMTSA and a minimum of 46,500 m2 of office GFA outside the PMTSA for a total minimum of 73,900 m2 of office GFA. This compares to the commercial study which estimated a range of 66,888 to 81,194 sq. m. It is unclear on what basis the Town has arrived at a minimum that is higher than the lower end estimate for maximum office floor area. Further discussion is required on what constitutes appropriate minimums and in what geographies.

C.X.6.3.1 e) discusses land uses and built forms that would affect the achievement of the density targets. We are concerned that someone may interpret stand-alone commercial uses as not achieving the density targets. To address this concern, we request that "excluding stand-alone commercial uses" be added after "built forms".

C.X.6.9.1 references District Parks and C.X.6.9.2 references Neighbourhood Parks. There is only one of each type of park so the reference to parks should not be plural.

C.X.6.9.4 says, “POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town”. We understand that staff agreed at the March 12th meeting to reflect the wording of the Master Parkland Agreement.

C.X.7.1.3 states that "Prior to the approval of any development applications, the following must be satisfied: j) The minimum gross floor area of office and commercial-retail is or can be accommodated on lands designated Mixed-Use High Density, Neighbourhood Centre Mixed Use II, or Business Commercial Area”. How is this to be operationalized? Even if someone has an application in the Medium density designation, they need to demonstrate how the minimum office and retail gfa will be accommodated in all the other designations. This is simply unworkable.

C.X.7.2.1d) references dedication of stormwater management facilities to the Town, but what about private underground storage tanks that are privately built, maintained and operated. This type of stormwater management facility needs to be permitted and not required to be dedicated in C.X.7.2.1 d) and also permitted in C.X.4.3.2.

C.X.7.1.6 a) The last sentence should be revised as follows, “…the Town shall be provided ~~to the satisfaction of Council~~ by the Landowners Group trustee with confirmation that such landowners are in good standing ~~have agreed to be bound by the~~ with terms of the original agreements and have made appropriate arranges with the original signature landowners.” Also, should Landowners Group, which is referenced in other locations in the secondary plan, be defined?

Under C.X.7.5 complete application requirements C.X.7.5.1 states: "Within designations that have a minimum retail and/or office gross floor space requirement, development applications shall demonstrate how they contribute to the minimum commercial floor space requirement or how the minimum commercial floor space requirement can be achieved elsewhere within the designation”. How is that to be operationalized? What does demonstration entail?

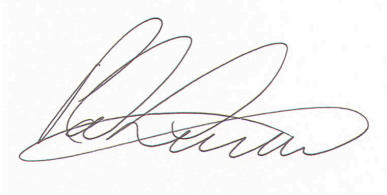
The Secondary Plan refers to “this Official Plan” as well as “this Plan” and “the Plan”. Consistent references to “this Official Plan” should be used as what constitutes “this Official Plan” is clarified in the Preamble.

“Affordable Housing” is capitalized in C.X.4.4.2 but not in C.X.4.4.3. The capitalization or not capitalization should be consistent.

The term “PMTSA” is uses throughout the Secondary Plan and the text references as identified on Schedule C.X.C, but that schedule uses the term “Major Transit Station Area”. The schedule should be consistent with the text.

Thank you for consideration of our comments and we look forward to working with staff to finalize the Secondary Plan.

Yours very truly,
SGL PLANNING & DESIGN INC.



Paul Lowes, MES, MCIP, RPP
Principal

c.c. John Tjeerdsma, Agerton New Urban Ltd.

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May 28, 2026 Our Project: AG.ML

VIA EMAIL

David Twigg
Director, Planning Policy & Urban Design
Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

Re: Comments on the Agerton Secondary Plan, Policy Directives Report, Population, Employment and Housing Report and Retail / Commercial and Office Market Analysis.

We are writing on behalf of the Agerton New Urban Ltd. which is comprised of a group of landowners who own approximately 240 hectares of land in the Agerton Secondary Plan area. On behalf of landowners group, we would like to thank Town staff for working collaboratively to expeditiously move along the finalization of the Secondary Plan as well as addressing a number of comments we had on the previous drafts of the secondary plan. Many of our comments have been addressed, but we have a few remaining comments on the Secondary Plan.

Although references to "office" have been corrected as "office uses" and italicized to indicate it is defined in many locations, there are still a few references to "office" not being defined as "office uses" in 16.5.1.1, 16.5.1.3, 16.6.1.1, 16.6.1.2, 16.6.2.1, 16.6.3.2 and 16.6.5.2.

We acknowledge that the reference to District Parks in 16.6.9.1 has been changed to "A" District Park; however there is still a reference to District Parks (plural) in 16.4.5.2.

16.6 – The second paragraph states that, "the location of land use boundaries, with the exception of the Agerton Business Commercial Area designations' boundaries, may be adjusted without the need for an amendment…" At a previous meeting with staff, we discussed the possibility of the employment uses in the Industrial designation extending into the Business Commercial designation, and we thought there was staff support for that possibility. However, no changes were made to this policy, and we don't understand the response from MGP on our comment. The draft Official Plan allows for Industrial uses in the Business Commercial Area designation, but the Agerton Business Commercial Area is limited to light industrial uses to serve as a transition. Further discussion is required on this matter.

There is also further confusion about the ability to change boundaries of land use designations. 16.8.1 says that minor adjustments to the location of proposed specific land use designations may be considered without amendment to the Secondary Plan. The policy has no caveats or conditions. In comparison, 16.6 says that changes to the boundaries require a Council endorsed Major Transit Station Design Plan. However, 16.7.5.5 says that a Major Transit Station Design Plan is required to adjust the location of a PMTSA land use designation which would seem to imply that it is not required for adjusting a land use boundary outside of the PMTSA. Further discussion is required to clarify these policies.

We understand that total minimum office floor area requirements and retail commercial floor area have been reduced. However, the landowners continue to have concerns with taking "estimates" from a report and disaggregating those estimates to a small geographic area and then legislating those as minimums in Official Plan policies. There is no economic basis upon how those estimates have been allocated on a small geographic basis. The landowners request that the reference to minimum requirements for office gross floor area and commercial/retail gross floor area be changed to a "should" rather than a "shall".

We previously noted that 16.6.1.2 i) says that "Development will be planned to i) Provide the minimum gross floor area required for office and commercial uses." We noted that it is not clear how this will be interpreted or required at a development application. MGP's response was that the policy has been revised for clarity. We have compared the May draft to the February draft and there is absolutely no change to the text of that policy, so we are confused by MGP's response that the policy has been revised for clarity. MGP's response further states that "It is not required for every development; it just needs to be protected for." How is that statement to be operationalized. Does that mean that an applicant can simply say don't worry about it the next guy will provide for it? We doubt the Town will allow for that. Further discussion is required on this matter.

16.7.1.3 j) was revised to require development applications to demonstrate how the minimum gross floor area of office and commercial/retail is to be accommodated within the designation. 16.7.5.1 similarly states: "Within designations that have a minimum retail and/or office gross floor space requirement, development applications shall demonstrate how they contribute to the minimum commercial floor space requirement or how the minimum commercial floor space requirement can be achieved elsewhere within the designation". We asked in our previous comments how is this to be operationalized? What does demonstration entail? MGP's response was that a demonstration plan is required. The policies don't say that and there is no policy explanation or definition of what a demonstration plan entails. Is that for the applicant's lands only? That wouldn't seem to satisfy 16.6.1.2 i). Is it for the entire designation? Further discussion is required on this matter.

16.4.6.2 was revised to provide three major places of worship locations rather than two. This change was to provide flexibility in locations. However, the way the policy is worded all three sites would be subject to a holding zone. To ensure the flexibility, the policy needs to be revised to say only two of the three sites are needed and only two will be subject to a holding zone.

We previously requested and ask again that the last paragraph in 16.5.1 be changed to the satisfaction of the Town of Milton in consultation with Halton Region.

We note that "service commercial" has been added as a defined term in 16.6.1.1. We have previously noted our concern with the limited scope of the definition of service commercial in the draft Official Plan, and we urge the Town to revise that definition.

16.6.1.3 says that apartment and mixed use buildings shall be developed at the minimum height and medium-density development shall be developed to a minimum density. In 16.6.2.3, it states that buildings shall generally be developed to the maximum building heights. We are concerned by how these prescriptive directions on developed at a minimum or developed to a maximum are to be interpreted and why the two policy directions differ. We note that 16.6.3.3 simply states that the maximum heights are x and the minimum density is x. This is a much better approach to setting out minimum and maximum policy direction, and we ask that the Town take a standard approach across all three policies.

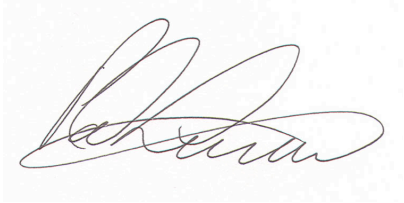
We have indicated previously that policies 16.7.1.7 and 16.7.5.3 are duplicative policies.

16.7.1.2 requires that development of sites within the Transit-Oriented Node be designated to accommodate the functional design of the station to the satisfaction of the Town and Metrolinx. We request reference to Metrolinx be removed.

The term "PMTSA" is used throughout the Secondary Plan and the text references as identified on Schedule C.X.C, but that schedule uses the term "Major Transit Station Area". MGP notes that the schedule has been updated, but we have not yet seen the updated schedules.

Thank you for consideration of our comments and we look forward to working with staff to finalize the Secondary Plan.

Yours very truly,
SGL PLANNING & DESIGN INC.



Paul Lowes, MES, MCIP, RPP
Principal

c.c. John Tjeerdsma, Agerton New Urban Ltd.

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~~C.X Agerton Secondary Plan~~

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~~C.X~~SECTION 16 AGERTON SECONDARY PLAN

PREAMBLE

The Agerton Secondary Plan is located along Trafalgar Road, south of Highway 401 and north of Derry Road. The Agerton Secondary Plan comprises a Protected *Major Transit Station Area* (PMTSA) for a high-density mixed-use community that supports the extension of higher-order transit to this part of Milton, an *Employment Area*, Business Commercial Areas, and community uses, to provide a range and mix of employment opportunities in this part of the ~~Town~~town. The Agerton Secondary Plan is being developed in coordination with the Trafalgar Secondary Plan to the south.

A key planning objective for the Trafalgar Corridor (which encompasses both the Agerton Secondary Plan and Trafalgar Secondary Plan) is to plan for the urbanization of Trafalgar Road to support the delivery of key transportation and *higher-order transit* service along the Trafalgar Road (inter- and intra-regional) and the realization of the Milton Trafalgar GO Station. This *infrastructure* is essential to realizing the significant population and job potential in the Agerton Secondary Plan area, which contributes to the *Town's* growth forecasts. The PMTSA is focused on the proposed Milton Trafalgar GO Station. The area is physically separated from the main urban expanse of Milton by the Sixteen Mile Creek Valley. As such, it represents the principal urban centre of the Trafalgar Corridor and offers an opportunity to accommodate higher-density *development* and taller, *transit-supportive* built form in a way that contributes positively to the overall urban structure. The PMTSA is planned to be a focus for some of the highest employment and population densities in the ~~Town~~town. The PMTSA is identified on Schedule "~~C.X.C~~23a" and is characterized by a Transit-Oriented Node adjacent to the future Milton Trafalgar GO Station, a Transit-Supportive Community towards Trafalgar Road and Derry Road, and the Agerton Business Commercial Area along Trafalgar Road.

Outside the PMTSA, the majority of the Secondary Plan is intended to provide employment lands that benefit from proximity to the Highway 401-Trafalgar Road, Highway 407-Derry Road, and the future Highway 413-Trafalgar Road interchanges. The ~~Employment~~Industrial Area will accommodate the '*Employment Area* ~~land~~' land uses that are *compatible* with nearby rail facilities and hydro *infrastructure*.

The balance of the Secondary Plan Area consists of a Public Use block and the Agerton Business Commercial Areas. The Public Use block will accommodate a District Park, a community centre, and a fire hall. The Agerton Business Commercial Areas will provide a transition from the employment lands to the PMTSA and accommodate employment uses that are not permitted in *Employment Areas*.

All references to "this Official Plan" will refer to the Official Plan which is in force and effect at the time of approval of the Agerton Secondary Plan.

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~~C.X~~16.1 GENERAL

~~C.X.~~16.1.1 PURPOSE

16.1.1.1 The Agerton Secondary Plan provides detailed policies to facilitate the development of a Protected *Major Transit Station Area* (PMTSA) as well as public use land, Business Commercial ~~lands~~Areas, and an *Employment Area* ~~Area~~ in the northern and eastern portions of the Secondary Plan.

The Secondary Plan:

~~i)~~ Implements the objectives, policies, and overall planning approach of this Official Plan within the local context;

i)

~~ii)~~ Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;

ii)

~~iii)~~ Provides growth management policies to implement a target of 14,100 residents and 17,500 jobs by 2051; and,

iii)

~~i)~~iv) Establishes a vision for growth in the Secondary Plan over the long-term, through overarching themes, goals, strategic policies, and the Community Structure Plan.

16~~C.X~~.1.2 LOCATION

16.1.2.1 The Agerton Secondary Plan is located in the ~~Town's~~ town's Urban Area as shown on Schedule 34 of this Official Plan, and is generally bounded by:

~~a)~~ North Highway 401;

a)

~~b)~~ East Eighth Line;

b)

~~c)~~ South Derry Road; and,

c)

~~a)~~d) West Greenbelt Plan Area.

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16C.X.2 SECONDARY PLAN CONCEPT

16C.X.2.1 COMMUNITY VISION

16.2.1.1 The community vision is defined by the following five characteristics that provide direction for development in the Agerton Secondary Plan:

a) A transit-oriented and *transit-supportive*, mixed employment and residential *complete community.*

~~a) A Transit-Oriented, Mixed Employment and Residential Complete Community~~

A community centered around ~~a~~ the Milton Trafalgar GO Station that provides opportunities for people of all ages and abilities to conveniently access, through numerous transportation options, a broad range of job opportunities, a full range of retail stores and commercial services, an appropriate range of medium and high-density housing, and supporting community uses near transit.

b) A Well-Serviced Community

A community that provides *transit-supportive* centres of activity that maximize access to jobs, shopping, recreation, institutional and leisure choices, with sufficient servicing *infrastructure* to accommodate long-term growth potential.

c) An Environmentally Sustainable Community

A community that integrates a *Natural Heritage System (NHS)* and a linked parkland system within the urban fabric of the Secondary Plan area, which is sensitive and connected to the Greenbelt.

d) A Connected, Transit-Oriented & *Transit Supportive* Community

A community that provides a *multi-modal* transportation network of *Complete Streets* and an *active transportation* and goods movement network responsive to the needs of all users, organized around the proposed Milton Trafalgar GO Station with connections to planned *higher-order transit* on Trafalgar Road that integrates with the ~~T~~town and r~~R~~egion's *transportation system*.

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e) An Attractive Community

A community that provides a high-quality *public realm* and buildings with design standards that create an attractive and vibrant destination.

16~~C.X~~.3 GOALS ~~AND~~ and OBJECTIVES

Further to, and in accordance with the guiding principles and policy pillars of Sections 1.~~32~~ and 1.~~43~~ of this Official Plan, the following goals and objectives are applicable to the Agerton Secondary Plan:

~~C.X~~16.3.1 BUILD COMPACT ~~AND~~ and COMPLETE COMMUNITIES

a) Identify appropriate locations for transit-oriented and *transit-supportive* mixed-use *development* that provide a focus of retail, commercial, and community uses within reasonable walking distance from most of the population;

b) Achieve an overall minimum density of 180 residents and jobs combined per gross hectare within the PMTSA;

c) Achieve population-related employment uses, including *office uses* and retail uses, that make efficient use of land and accommodate jobs within the PMTSA;

d) Identify a housing mix that provides for a range of medium- and high-density housing types, as well as a range of tenures, and opportunities for affordable and assisted housing;

e) Identify an interconnected system of parks, open spaces, elements of the NHS and *public realm* areas with *active transportation* (on- and off-road) as one of the main organizing features of the community; and,

f) Identify ~~the~~ *institutional use* needs and provide opportunities for places of worship.

~~f)~~

~~C.X~~16.3.2 CREATE EMPLOYMENT OPPORTUNITIES

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a) Ensure the availability of sufficient land for an appropriate mix and range of employment to support the ~~Town's~~ Milton's economic competitiveness;

b) Promote diverse, high-quality employment opportunities, considering the needs of existing and future businesses, and promoting the achievement of an integrated economic cluster;

c) Plan for a business commercial hub to accommodate *office uses* and provide the potential to accommodate large-scale *office uses* ~~or~~ and *institutional uses*;

d) Plan for ~~*Employment Areas*~~*Employment Areas* that provide long-term locations for manufacturing, research and development in connection with manufacturing, warehousing and good movement, and associated retail and *office uses* and ancillary facilities;

e) Separate ~~*Employment Areas*~~*Employment Areas* from *sensitive land uses* with *compatible* population-related employment and *institutional uses* to maintain the long-term operational and economic viability of ~~*Employment Areas;*~~*Employment Areas*;

f) Locate employment opportunities that serve the community and that are accessible by transit and *active transportation*, within and adjacent to the Protected *Major Transit Station Area*; and,

g) Encourage compact and attractive population-related employment uses that are focused on the efficient use of land and optimization of *infrastructure*.

16~~C.X~~.3.3 PROTECT ~~AND~~ and ENHANCE ~~THE~~ the NATURAL HERITAGE SYSTEM

a) Protect or enhance k~~K~~ey f~~F~~eatures and ecological functions 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 that is easily accessible and visible to residents and visitors; and,

c) Encourage visual and physical connections to the Greenbelt and the *Natural Heritage System*, including the location of parks and open spaces adjacent to, or near, the *Natural Heritage System*, ~~NHS~~ where possible.

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16C.X.3.4 LEVERAGE GO STATION AND and PROVIDE MOBILITY OPTIONS

a) Create a *multi-modal* transit hub centred around the Milton Trafalgar GO Station that serves to connect people and goods within the Secondary Plan, other areas of the Towntown, and surrounding urban areas in the rRegion;

b) Foster a connected and accessible *active transportation* network which promotes a culture of walking, rolling, and cycling;

c) Plan for a local transit network that can connect to planned *higher-order transit* service on Trafalgar Road and at the proposed Milton Trafalgar GO Station;

d) Realize a network of *coComplete sStreets* that balance the needs of all road users, including pedestrians, cyclists, transit users and motorists;

e) Provide a land use structure and distribution of density that is *transit-supportive* within walking distance of transit stops; and,

f) Identify Trafalgar Road and Derry Road corridors as Transit Priority Corridors to serve as key connectors and key rRegional corridors to link people to existing and planned regional destinations and abutting municipalities.

f)

C.X16.3.5 ESTABLISH A 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 Towntown; and,

b) Recognize Trafalgar Road, a Regional major arterial roadwayregional road, as the main north-south corridor of the Secondary Plan, which together with Derry Road, a Regional major arterial roadway regional road, and the main east-west corridor, is intended to accommodate all modes of transportation and accommodate travel throughout the rRegion.

16C.X.3.6 CREATE HIGH-QUALITY URBAN SPACES

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a) Establish urban design guidelines and other measures that will ensure a high-quality and cohesive urban design for both public and private areas of the community;

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

c) Ensure communities are designed to be accessible by all, regardless of age or physical ability; and,

d) Require attractive streetscapes and building facades along arterial ~~roads~~roads, by limiting expansive surface parking, outside storage, and heavier industrial uses to locations not visible to the travelling public.

16~~C.X~~.3.7 FISCAL RESPONSIBILITY

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

16~~C.X~~.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 1 to 5 of this Official Plan~~Strategic Policies of Section B.2 of this Official Plan~~, the following policies are applicable to the Agerton Secondary Plan.

16~~C.X~~.4.1 NATURAL HERITAGE SYSTEM (NHS)

16.4.1.1 The *~~NHS~~ Natural Heritage System* will be established in accordance with Section 3.2.1, 3.2.2 and 3.2.3 and 6.2.10 of this Official Plan~~Sections 2.5.1.11, 2.5.1.19, and 2.5.1.20 of this Official Plan~~. The focus of the NHS is to preserve and enhance the biological diversity and *ecological functions*. The NHS is identified on Schedules "23~~C.X.a~~A" to "23~~C.X.c~~C" and further detailed in Section 16~~C.X~~.6.1~~8~~ of this Secondary Plan.

16~~C.X~~.4.2 TRANSPORTATION NETWORK

16.~~C.X.~~4.2.1 Public Transit

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In conformity with policies 4.1.1.5, 4.1.1.6, 4.1.1.9, 4.1.1.14, 4.1.1.15, 4.1.1.18, 4.1.1.19, and the polices of Section 4.3.5 ~~Sections 2.6.1.12, 2.6.13, 2.6.1.17, and 6.1.5.1~~ of this Official Plan, and with regard to the *Town's* Transportation Plan~~ning~~, 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.

16~~C.X~~.4.2.2 Active Transportation System

Schedule "23~~C.X.b~~B" identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with policies 4.1.1.4, 4.1.1.7, 4.1.1.15, 4.1.1.16, 4.1.1.19, 4.1.1.20, 4.1.1.21,4.1.1.22, and policies of Sections 4.2.4 and 4.3.2 ~~Sections 2.6.1.12 and 2.6.1.15~~ of this Official Plan. The *active transportation* system has been coordinated with the existing and planned trail systems at both the ~~Town~~ town and r~~R~~egional levels, having regard for the *Region* and *Town's* Transportation Plan~~sning~~. The siting and design of the *active transportation* system will be to the satisfaction of the *Town* in consultation with any other appropriate *p~~P~~ublic a~~A~~gency* and implemented through draft plans of subdivision. Where possible, the *active transportation* system shall connect to parks and schools. Where possible, the *active transportation* system is encouraged to connect to other *institutional uses*.

Where the conceptual *active transportation* system is proposed in the ~~*NHS*~~*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 NHS protection and enhancement policies of this Official Plan.

16~~C.X~~.4.2.3 Road Network

In conformity with ~~Sections~~ policies 4.1.1.3, 4.2.1 to 4.2.2 and policies of Sections 4.3.3 to 4.3.4 ~~6.1.1.1 to 6.1.2.7~~ of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule "23~~C.X.b~~B". The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network necessary to ensure the proper overall functioning of transportation and water and

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wastewater systems, supporting the planned *development* of the area. The precise location of all new collector and local roads shall be established in conjunction with the preparation of *development* applications, and deviations from the road pattern identified in this Secondary Plan shall not require an amendment to this Secondary Plan, subject to the approval by the *Town*, in consideration of traffic demand requirements, connectivity objectives, and development continuity. The alignment of the Main Street Extension will be determined through the completion of the Main Street EA, and the ultimate alignment shall not require an amendment to this Secondary Plan. Any proposed deletions of arterial roads~~s~~ identified on Schedule "23~~C.X.b~~B", or any proposed additions or deletions of collector roads intersecting with a ~~Regional~~ major arterial regional road, will require an amendment to this Secondary Plan unless otherwise permitted in the Secondary Plan.

16~~C.X~~.4.2.4 Regional Road Network

~~Halton~~ The *Region* is responsible for planning, constructing, operating, maintaining, and improving a network of major arterial ~~roads~~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 ~~s~~policies~~s~~, by-laws, and guidelines. The r~~R~~egional r~~R~~oad network within the Secondary Plan is comprised of ~~Major Arterial Roads which include the~~ Trafalgar Road (Regional Road 3) and Derry Road (Regional Road 7) corridors. ~~within the Secondary Plan.~~

16~~C.X~~.4.2.5 Regional Road Considerations

The *Town* will work with the *Region* to ensure that ~~Regional roads, including~~ Trafalgar Road and Derry Road, function efficiently as major routes through the Secondary Plan area. The *Town* and *Region* will monitor the need for network improvements to be addressed through the *development* application process.

16~~C.X~~.4.2.6 Rail

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Development in proximity to the railway corridor is subject to ~~Sections~~ policies 3.7.1.5, 4.2.1.6, 4.1.1.23 to 4.1.1.25, 4.1.1.27, 4.1.1.29, and the policies of Section 4.2.3 of this Official Plan.

~~2.6.1.18, 2.6.1.21, 2.6.1.22, 5.5.1.1 to 5.5.1.7, and 6.1.7.1 to 6.1.7.3 of this Official Plan.~~

16~~C.X~~.4.3 ~~SERVICING~~

16~~C.X~~.4.3.1 Water and Wastewater Infrastructure

The public *infrastructure* system shall be developed in conformity with Sections 5.7.1. and 5.7.6 ~~Sections 3.7.1.20 and 3.7.1.21~~ of this Official Plan.

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

16~~C.X~~.4.3.2 Stormwater Management

In conformity with Sections 3.3.3 and 5.7.5 ~~5.4.3.1~~ of this Official Plan, the *Town* shall, prior to the approval of a *development* application, require the approval of a stormwater management plan that is consistent with the direction of the SWS.

The location of the stormwater management facilities (including green infrastructure and *Low Impact Development* (LID) techniques) will be identified through the development approval process, 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~~ regional roadways, where grading allows this drainage to enter the stormwater management facilities.

Stormwater management facilities should be designed and located to accommodate ~~Regional~~regional road~~way~~ drainage at their planned elevations, if known, or existing elevations, where feasible. For *developments* adjacent to a ~~Regional~~ major arterial regional r~~R~~oad, the

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design of storm sewer systems and stormwater management ponds shall accommodate storm flows from the rRegional rRoad, 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 3.2.1, ~~5.2~~ 3.2.2, 3.2.3 and 6.2.10 of this Official Plan, stormwater management facilities and LID techniques may be permitted within the NHS where deemed essential and if demonstrated that there will be no *negative impacts* on kKey fFeatures and components of the NHS or their ecological functions through a *MESP, DAEFSS*, *Environmental Impact Assessment (EIA)* or equivalent study prepared to the satisfaction of the *Town*, in consultation with any other appropriate *pPublic aAgency*, 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 PMTSA, 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 on site plans or draft plans of subdivision process and incorporated into the Fiscal Impact Assessment.

Where facilities are required for regulatory storm control, the facility must be either 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.

16~~C.X~~.4.3.3 Transportation & Utility Facilities~~ies~~

In conformity with the policies of Sections 5.7.3, 5.7.4 and 5.7.5 ~~6.2.4.1~~ of this Official Plan, Federal, Provincial, *Regional*, and *Town*-owned and/or operated essential transportation and utility facilities are permitted to be located within any land use designation, and where required, subject to the completion and approval of an EA.

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Essential transportation and utility ~~*facilities*~~ ***infrastructure*** may be located within the *Natural Heritage System* ~~designation~~, in accordance with Section 16~~C.X~~.6.10~~8~~ of this Secondary Plan and supported through an EA if required.

16~~C.X~~.4.4 HOUSING

16~~C.X~~.4.4.1 The PMTSA shall provide for a range and mix of medium- and high-density housing by type, unit size, and tenure. A full range and mix of medium- and high-density housing to meet the life-cycle needs of the population will be encouraged within the PMTSA, with the highest residential densities directed to the Transit-Oriented Node and at the corners of Trafalgar and Derry Roads.

~~C.X~~16.4.4.2 The PMTSA is a key location for the provision of *~~a~~affordable ~~h~~Housing* and purpose-built rental housing within the ~~Town~~town.

~~C.X~~16.4.4.3 To meet the overall ~~Town~~town-wide *affordable housing* target of 25~~%,~~ percent, within the Agerton Secondary Plan Area, it is encouraged that 30 percent~~%~~ of all new units be provided as either rental, below market rental cost, or below market ownership cost.

~~C.X~~16.4.4.4 Units in *developments* are encouraged to achieve a minimum target of 40 percent~~%~~ to be 2-3 bedrooms

~~C.X~~16.4.4.5 The *Town* will work with *development* proponents to support the achievement of the *Town's* housing affordability objectives and targets.

~~C.X.~~16.4.4.6 In order to achieve the *Town's* housing affordability objectives and targets, in accordance with Section 5.1 a~~2.3.3.14 a~~nd the *Town's* Housing Strategy, the *Town* may consider tools such as Inclusionary Zoning. Other incentives, such as alternative development standards or reductions in application fees, may be considered when *development* proponents provide an appropriate housing mix by dwelling type and number of bedrooms, based on the *Town's* Housing Strategy.

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~~C.X~~16.4.4.7 The *Town* will work with the *Region* and *development* proponents to identify tangible partnerships to provide *~~a~~Affordable ~~h~~Housing*.

~~C.X~~16.4.4.8 As a requirement of *development* applications, *development* proponents shall provide a statement that demonstrates how they are addressing the *Town's* Housing Strategy and contributing to the Town's housing targets, including *affordable housing* targets.

~~C.X~~16.4.5 URBAN DESIGN

~~C.X~~16.4.5.1 Section 5.2 ~~3.2~~ of this Official Plan contains urban design policies for the ~~t~~Town, which are applicable to the Agerton Secondary Plan.

Further to, and in accordance with the policies of Section 5.2 ~~3.2~~ of this Official Plan, all *development* within the Agerton Secondary Plan shall be designed in a manner which:

a) Reflects the goals and objectives of this Secondary Plan in Section ~~C.X~~16.3; and,

b) has regard for the Agerton Urban Design Guidelines.

16~~C.X~~.4.5.2 Further to the policies of Section ~~C.X~~16.4.5.1, *development* should also be designed in accordance with the following:

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 collector roads within the Agerton S~~s~~econdary P~~p~~lan shall be designed as *c~~C~~omplete s~~S~~treets*, balancing the needs of all road users;

c) The design of a grid system of local roads within the Industrial Area~~Employment Area~~ is encouraged. To ensure flexibility to accommodate all employment uses, changes to the internal collector roads will be permitted without an amendment to this Secondary Plan to accommodate larger or smaller employment uses when supported by a T~~t~~ransportation I~~i~~mpact S~~s~~tudy;

d) *Outdoor storage* should be generally shielded from public view by a combination of buildings and landscaping. Where *outdoor storage* is proposed along arterial and collector roads, screening shall be provided to the satisfaction of the *Town*;

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e) Major Arterial Regional Roads~~Arterial roadways, including Trafalgar Road and Derry Road,~~ shall be designed with boulevards that will be vegetated with *trees* and shrubs, and shall include *active transportation* facilities for pedestrians and cyclists. Landscaped boulevards considered on Trafalgar Road and Derry Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;

f) South of the rail line, the Trafalgar corridor shall support a mix of residential and retail-commercial uses, which should be designed to animate the *public realm* on Trafalgar Road. Boulevards shall be urban in design, featuring primarily hardscaping, with wide sidewalks and ample room for feature street *trees* and other plants, as appropriate and to the satisfaction of the *Region*;

g) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces, particularly a District Park~~s~~ and Neighbourhood Park~~s~~;

h) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar Road, Derry Road, and Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the ~~Regional~~regional right-of-way;

i) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton ~~Tall and~~ Mid-Rise and *Tall Building Design* Guidelines;

j) *Tall buildings* permitted along Trafalgar Road must be designed to ensure a pedestrian-friendly environment and compatibility with the surrounding built form through appropriate setbacks, building stepbacks, and enhanced landscaping, consistent with the Agerton Design Guidelines and the Milton ~~Tall and~~ Mid-Rise and *Tall Building* Design Guidelines;~~.~~

k) New buildings shall be positioned to positively define the shape and function of the *public realm* including streets, parks, and open spaces;

l) Within the PMTSA, 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.

~~l)~~m) All *active transportation* system crossings at a r~~R~~egional r~~R~~oad must be located at signalized intersections ~~with an intersecting road only~~;

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~~m)~~n) *Institutional uses* shall be combined as part of mixed-use buildings in the PMTSA, where possible to achieve a *compact ~~development~~ built form*, with the exception of schools which shall be compact, but are not required to be combined as part of mixed-use buildings;

~~n)~~o) New *development* shall be designed to minimize the exposure of residential and other sensitive land uses to odour, noise, and other contaminants caused by transportation, industrial, and utility sources in accordance with the policies of Sections 3.7 and 4.2.3 ~~5.5.1.1 to 5.5.1.7~~ of this Official Plan and the recommendations of the Land Use Compatibility Study; and,

p) The *development* of reverse frontage lots on ~~A~~Arterial R~~R~~oadways~~s~~ 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.

~~o)~~

16~~C.X~~.4.6 INFRASTRUCTURE ~~AND~~ and INSTITUTIONAL USES

A range of infrastructure, including *institutional uses,* are permitted in all land use designations on Schedule "~~C.X.C~~23c", except where not permitted in the ~~*NHS*~~*Natural Heritage System*, *hazardous lands* or *hazardous sites* or the Industrial Area in accordance with ~~,~~ Sections 5.5 and 5.7 of this Official Plan and policies 16.4.1, 16.4.3, 16.5.2, 16.6.5, 16.6.7 to 16 6.9, and 16.6.10 ~~or the *Employment Area* in accordance with Sections C.X.4.3.2, C.X.5.2, C.X.6.5, and C.X.6.8.1~~of this Secondary Plan**.** However, public uses that do not include *public service facilities* are permitted within the ~~Employment Area.~~Industrial Area.

16~~C.X~~.4.6.1 General Parks and Open Spaces

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through active recreational spaces that support the strategic objectives of Section 5.4 of this Official Plan and ~~the~~ Town's ~~of Milton~~ Parks and Recreation ~~Strategy~~Master Plan. The intent is to provide for a variety of parks and public open spaces distributed throughout the Trafalgar corridor 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

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public open space that can provide a range of outdoor recreation facilities and park amenities.

Within the Agerton Secondary Plan, the parks and open space system and the *active transportation* system (per Section ~~C.X~~16.4.2.2), are identified on Schedules "~~C.X~~23.~~a~~A" to "23c~~C.X.C~~" and further detailed in Section ~~C.X~~16.6.10~~7~~.

Parks and Villages Squares shall be connected to the *active transportation* network.

16~~C.X~~.4.6.2 Places of Worship

The intent of the Secondary Plan 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.

~~Two~~ Three (~~2~~3) major *places of worship* locations are identified on ~~Schedule~~ "Schedules "23a" & ~~C.X~~23.c~~C~~". The *Town* shall encourage the shared use of *place of worship* locations with other *institutional uses*.

Two *pPlaces of worship* should be developed in accordance with Section ~~C.X.~~16.6 of this Secondary Plan and Section~~s~~ 5.5.5 ~~3.5.1.15 to 3.5.1.20~~ of this Official Plan and may be zoned to permit alternative use(s).

The sites shall be subject to a Holding Zone, which shall only be removed at the time of site plan approval, and subject to satisfying the following conditions of approval:

a) It must be demonstrated at the time of lifting the holding (H) provision 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 reservation period~~ prior to site plan approval, no arrangements have been made for the acquisition of the identified locations for a place of worship, the underlying land use designation shall apply without further amendment to the Official Plan.

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Following the development of two *places of worship* in the Secondary Plan area, the holding provision for the remaining location will be lifted and the underlying designation of the third location shall apply without an amendment to the Official Plan.

Minor *places of worship* may be accommodated within the Mixed-Use High Density, Neighbourhood Centre Mixed-Use II, and Agerton Business Commercial Area designations in accordance with ~~Sections~~ the policies of Sections ~~C.X~~16.6.1, ~~C.X.~~16.6.3, and ~~C.X.~~16.6.4 of this Secondary Plan.

16~~C.X~~.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Agerton Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Official Plan, emergency response facilities are permitted in any land use designation other than the ~~*NHS*~~ *Natural Heritage System* or the ~~Employment~~ Industrial Area designation or within *hazardous lands* or *hazardous sites* and shall be designed and developed in a manner that is *compatible* with the surrounding neighbourhood.

At a minimum, one (1) fire hall shall be provided within the Secondary Plan.

~~C.X.~~16.4.6.4 Schools

The intent of the Secondary Plan is to provide sufficient educational opportunities in proportion to the resident population and to maximize walkability by locating schools within the PMTSA, co-locating them with a Neighbourhood Park, and providing frontage on collector roads. Schools shall be provided in accordance with Section 5.5.3 of this Official Plan and Section ~~C.X~~16.6.9.5 of this Secondary Plan. ~~.~~

16~~C.X~~.4.6.5 Co-location

Schools shall be encouraged to be co-located with Libraries, Community Centres, and Parks, where possible.

Libraries, Community Centres, Parks, and places of worship shall also be encouraged to co-locate, where possible.

Schools, Libraries, and Community Centres should be developed in more urban, *compact built forms* for land efficiency.

~~C.X~~16.4.7 EXISTING AGRICULTURAL OPERATIONS

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16.4.7.1 Within the Agerton Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. An Agricultural Impact Assessment on the potential impact of urban development on existing agricultural operations, including the requirement for compliance with *Minimum Distance Separation formulae*, does not apply within the Agerton Secondary Plan.

16~~C.X~~.4.8 GREEN INNOVATION PLAN

16~~C.X~~.4.8.1 The *Town* will encourage inclusion of energy-efficient housing in the Agerton Secondary Plan and residential buildings that meet or exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

~~C.X~~16.4.8.2 The *Town* shall encourage installation of e~~E~~lectric v~~V~~ehicle charging stations.

16~~C.X~~.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule "~~C.X~~23a~~.A~~" provides an overall framework for the Agerton Secondary Plan. Key Community Structure elements include the Milton Trafalgar GO Station and PMTSA, Industrial Area~~Employment Area~~, Agerton Business Commercial ~~Corridor~~Area, Public Uses, NHS, and r~~R~~oads and *a~~A~~ctive t~~T~~ransportation* Networks.

Discrete land use designations are shown on Schedule "~~C.X~~23c~~.C~~" and detailed in Section ~~C.X~~16.6 of this Secondary Plan.

~~C.X.~~16.5.1 MAJOR TRANSIT STATION ~~AND~~ and PROTECTED MAJOR TRANSIT STATION AREA

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The Protected *Major Transit Station Area* (PMTSA) is a contiguous urban area generally delineated by the CP Rail Line to the north, the Greenbelt Plan to the west, Derry Road to the south, and a proposed collector road to the east of Trafalgar Road. The Milton Trafalgar GO Village/ Milton Trafalgar GO PMTSA ~~PMTSA~~ and associated ~~future Milton Trafalgar~~ GO Station have been identified in multiple levels of policy, including the Town of Milton Official Plan, and the ~~*Milton*~~ *Town's* Transportation Master Plan.

The PMTSA is a strategic growth area within the Secondary Plan that is intended to provide a full mix and range of uses at a *transit-supportive* minimum overall density of 180 residents and jobs per hectare. The PMTSA will achieve a minimum of 14,100 people and ~~9,000~~4,200 jobs, resulting in a general proportion of approximately 60~~%~~ percent residents and ~~40~~25~~%~~ percent jobs.

The PMTSA shall achieve the ~~is Official Plan's~~ Milton Trafalgar GO Village policies contained in Sections 2.3.3.1 to 2.3.3.13 and 6.3.4.1 to 6.3.4.3. ~~2.3.3.8 to 2.3.3.21.~~ The PMTSA shall also incorporate the greatest mix of uses, including residential uses, *office uses*, retail commercial uses, and *institutional uses* within the Secondary Plan, integral to a vibrant area which prioritizes transit and *active transportation*. It shall be immediately recognizable as the core of the community. To achieve this mix of uses, the PMTSA comprises a Transit-Oriented Node, a Transit-Supportive Community, and an Agerton Business Commercial Area. The Transit-Oriented Node near the future Milton Trafalgar ~~Trafalgar~~ GO S~~s~~tation shall have the greatest intensity of uses, height, and density within the Secondary Plan.

The PMTSA shall be primarily defined by *tall buildings*; however, mid-rise buildings are also encouraged. A mix of higher-density built forms will be promoted in the PMTSA. The PMTSA will include two height peaks, with the greatest heights concentrated at the Milton Trafalgar GO Station and the second height peak at the intersection of Trafalgar and Derry Roads.

The PMTSA is planned to be a mixed-use urban destination that will serve as the highest concentration of jobs in the Secondary Plan, forming a new office node and business cluster in this part of the r~~R~~egion. Accordingly, the PMTSA shall be planned to accommodate a minimum of 27,900 square meters of *office gross floor area* and 3~~0~~7,200 square metres of retail ~~gross~~ commercial *gross floor area*.

Development in the PMTSA will be guided by transportation (including transit) and capacity thresholds. The PMTSA is planned to accommodate a

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population of 14,100 people, where a maximum of 12,690 people and 9,625 jobs can be accommodated before the Milton Trafalgar GO Station is in operation. This limit may be raised without an amendment to this Secondary Plan if a transportation study is conducted that supports additional population or jobs to the satisfaction of ~~of Halton Region and~~ the *Town* ~~of Milton~~and in consultation with *Region*.

~~C.X.~~16.5.1.1 –Transit-Oriented Node

The Transit-Oriented Node is delineated by CP Rail to the north, the Greenbelt Plan to the west, a proposed east-west collector road to the south, and Trafalgar Road to the east.

The Transit-Oriented Node is intended to focus the greatest intensity of uses, height, and density within the PMTSA. The Transit-Oriented Node shall also incorporate the greatest mix of uses, including residential, *office*, retail commercial, and *institutional uses*, within the PMTSA.

The Transit-Oriented Node shall be recognizable as the core place-making area, featuring the highest degree of urban design and transit- and pedestrian-oriented development, with active street frontages and attractive streetscapes.

Tall buildings are encouraged in the Transit-Oriented Node. Surface parking is discouraged in the Transit-Oriented Node, except for parking to support the Milton Trafalgar GO Station. Interim uses or heights and densities below the minimums shall not be permitted; however, surface parking provided as part of a phased *development* is permitted.

16.~~C.X.~~5.1.2 -Transit-Supportive Community

The Transit-Supportive Community is generally delineated by the Transit-Oriented Node to the north, the Greenbelt Plan to the west, Derry Road to the south, and the proposed collector road east of Trafalgar Road to the east.

The Transit-Supportive Community is intended to be composed of development at *transit-supportive* densities, with a range and mix of uses, including residential, commercial, and institutional. ~~Tall and M~~mid-rise and *tall buildings* are encouraged throughout the Transit-Supportive Community.

The PMTSA's secondary height peak will be located at Trafalgar Road and Derry Road, coincident with a planned higher-order Bus Rapid Transit stop along Trafalgar Road. This area is intended to complete the north side of the Neighbourhood Centre identified in the Trafalgar Secondary Plan and

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provide a complete range and mix of uses, including ~~major~~ residential, retail commercial, and *institutional*.

Development along Derry Road should serve as a transition area to the adjacent Trafalgar Secondary Plan.

~~C.X~~16.5.1.3 ~~_____~~ —Agerton Business Commercial Area

The Agerton Business Commercial Area within the PMTSA is delineated by the rail line to the north, Trafalgar Road to the west, a proposed collector road to the south, and a proposed collector road to the east. Agerton Business Commercial Areas are also ~~located~~ in a contiguous area located north of the railway, east of the Greenbelt Plan, south of the 401 corridor and west of Trafalgar Road. This is in addition to an area north along Derry Road, east of the Public Use block, south of the Industrial Area and west of Eighth Line as well as an area north of the Public Use block, east of the proposed collector road east of Trafalgar Road and south and west of the Industrial Area.

~~west of Trafalgar Road; along Derry Road, east of the PMTSA; and west and south of the Employment Area, north of the Public Use block.~~

The Agerton Business Commercial Area is intended to support the PMTSA and higher-order transit stops and serve as a transition to the adjacent Trafalgar Secondary Plan to the south, and the Transit-Oriented Node to the west from the rail uses and ~~*Employment Areas*~~Industrial Areas to the east and north. The Agerton Business Commercial Area, north of the ~~hydro corridor~~railway and west of Trafalgar Road, is intended to provide opportunities for *large office* and *institutional uses* that can benefit from proximity to the Main Street extension and Highway 401.

The Agerton Business Commercial Area will provide *office, retail*, and light industrial uses to serve as a transition from residential areas to the adjacent ~~Employment Areas~~Industrial Areas, support the achievement of the job target identified in Section ~~C.X~~16.1.1 iii), and accommodate non-residential uses that are not permitted within the ~~Employment Area~~Industrial Area. Residential uses shall not be permitted.

16~~C.X~~.5.2 ~~EMPLOYMENT AREA~~INDUSTRIAL AREA

The Industrial Area is within the *Employment Area* overlay, which ensures protections for employment uses. An ~~*Employment Area*~~ Industrial Area is planned to accommodate clusters of industrial, business, and economic

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activities, which will be a major source of employment opportunities within the ~~t~~Town and will benefit from proximity to Highway 401, the future Highway 413, *higher-order transit* on Trafalgar Road, and the nearby Milton Trafalgar GO station, and from the future Main Street extension. This will include manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail uses and *office uses*, ancillary facilities, and any other business and economic uses.

Any uses deemed to be noxious by reason of dust, odour, fumes, particulate matter, noise, and/or excessive vibrations may only be permitted where appropriate separation or mitigation from sensitive land uses can be provided.

~~C.X~~16.5.3 PUBLIC USES

A Public Use block is planned to accommodate a District P~~p~~ark, a community centre, and a fire hall. The block is located to ensure accessibility from the PMTSA and the Trafalgar Secondary Plan Area, ~~–~~while also providing a buffer between the ~~*Employment Area*~~Industrial Area ~~–~~and residential uses in the PMTSA.

~~C.X~~16.5.4 NATURAL HERITAGE SYSTEM

The *Natural Heritage System* (NHS) is delineated on Schedules "~~C.X~~23a~~.A~~" to "~~C.X.~~23c~~C~~" of this Official Plan. Components of the NHS are outlined in Section 3.2.2~~s, 2.5.1.9 and 2.5.1.15~~ of this Official Plan.

16~~C.X~~.5.5 ROAD AND ACTIVE TRANSPORTATION NETWORKS

The Road and *Active Transportation* Networks have been identified on Schedule "~~C.X~~23b~~.B~~" to ensure that the integrated 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, continuous grid-pattern street network, while recognizing constraints, such as the NHS, that limit the achievement of a fully connected network~~.~~

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16C.X.6 LAND USE POLICIES

The applicable land use policies of Sections 6.0 and 8.0 ~~8.0 and 10.0~~ of this Official Plan, together with the additional policies in this section, shall apply to the lands in the Agerton Secondary Plan, in accordance with the land use designations on Schedule "~~C.X~~23-c~~C", Land Use Plan.~~".

Minor adjustments in the land use pattern and the location of proposed specific land use designations or facilities, with the exception of the Agerton Business Commercial Area within the PMTSA may be considered without an amendment to this Secondary Plan

~~The location of land use designation boundaries, with the exception of the Agerton Business Commercial Area designation's boundaries, may be adjusted without the need for an amendment to this Secondary Plan~~ in accordance with Section 16.8.1 of this Secondary Plan. ~~through the Council endorsement of a Major Transit Station Area Design Plan prepared in accordance with Section C.X.7.5.4 of this Secondary Plan.~~

16C.X.6.1 MIXED-USE HIGH DENSITY

The Mixed-Use High Density designation on Schedule "23c~~C.X.C~~" is generally located south of the rail line, and adjacent to the Milton Trafalgar GO Station. ~~, and at the Trafalgar Road and Derry Road intersection.~~ The Mixed-Use High Density designation will establish the major focal point within the Secondary Plan and the PMTSA, which is intended to achieve the highest residential and employment densities to support the Milton Trafalgar GO Station and *higher-order transit* along Trafalgar Road.

~~Within the Mixed-Use High Density designation, a minimum of 18,600 square meters of office gross floor area and 9,300 square metres of commercial/retail gross floor area shall be provided.~~

16~~C.X~~.6.1.1 Within the Mixed-Use High Density designation, permitted uses include:

a) Residential Uses in the form of apartments, encouraged in a mixed-use format, in accordance with Sections 16.4.4, 16.5.1, and 16.6.1.3 of this Secondary Plan;

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a) Residential Uses in the form of apartments, encouraged in a mixed-use format, in accordance with the policies of Sections C.X.4.4, C.X.5.1, and C.X.6.1.3;

b) Medium-density residential uses, including street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes, which shall transition down towards the Greenbelt from the Transit-Oriented Node, in accordance with the policies of Sections 8.2.7.2 of this Official Plan and Sections C.X16.4.4, and C.X16.5.1, and C.X.6.3.3 of this Secondary Plan;

b)

c) Local Commercial uses in non-residential and mixed-use buildings accordance with Section 8.4.4 of this Official Plan and may include retail commercial, *service commercial*, pharmacy, financial institution, personal service uses, population-serving offices, or small-scale community uses.;

c)

d) *Office uses*; and,

d)

e) *Institutional Uses,* including *minor places of worship* only as part of a mixed-use building and in accordance with Section 6.1.7.3 c) & 6.1.7.3 d) of this Official Plan and Sections 16.4.6.2 of this Secondary Plan.

a) Sections 8.2.7.6 and 8.2.7.7 of this Official Plan and Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan.

C.X16.6.1.2 Within the Mixed-Use High Density designation, a minimum of 18,600 square meters of *office gross floor area* and 9,300 square metres of retail commercial *gross floor area* shall be provided.

16.6.1.3 *Development* will be generally planned to contribute to achieving the following objectives:

a) Support major transit *infrastructure* and multi-modal access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

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b) Protect lands to accommodate the need for future enhancement or expansion of transit *infrastructure* as appropriate;

c) Provide the most intense forms of *development* within 400 metres of the Major Transit Station;

d) Locate *sensitive land uses* to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* and other land uses vulnerable to encroachment;

e) Where parking is provided, it is encouraged that the majority of parking be provided in a structured parking garage or underground;

f) Where surface parking is provided, it shall be generally screened from the *public realm* by the placement of buildings and landscaping;

g) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*;

h) Incorporate alternative development standards to the satisfaction of the *Town* and school board, including urban schools in mixed-use building formats;

~~h)~~i) Protect for the minimum *gross floor area* required for *office* and retail commercial uses;

~~i) Provide the minimum gross floor area required for office and commercial-retail uses;~~

j) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;

k) Accommodate multiple village/urban squares; and,

l) Facilitate access to public transit.

~~C.X~~16.6.1.~~43~~ Notwithstanding Sections 6.1.2.3. c) and 6.1.2.4 c)~~8.2.6.1.d) and 8.2.7.3 of this Official Plan~~, the following requirements apply:

~~a)~~ Minimum and maximum building heights shall be in accordance with Schedule "23d";

a)

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b) Minimum building densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 3.0 *floor space index* for apartments and mixed-use buildings;

ii. A minimum density of 65 units per hectare for medium density residential uses; and

A minimum density of 0.5 *floor space index* for non-residential buildings . ~~Apartment and mixed-use buildings shall be developed at the minimum height identified on Schedule "C.X.D" and a minimum density of 3.0 Floor Space Index;~~

iii.

~~a) Medium-density shall be developed to a minimum density of 65 units per net hectare;~~

~~b) Non-residential buildings shall be developed at a minimum density of 0.5 Floor Space Index.~~

16~~C.X~~.6.1.54 All development within the Mixed-Use High Density designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16~~C.X~~.6.2 MEDIUM DENSITY RESIDENTIAL II

The Medium Density Residential II designation on Schedule "~~C.X~~23c.~~C~~" is located throughout the PMTSA, concentrated in the Transit-Supportive Community.

The designation is intended to provide a range and mix of housing types and to locate less intensive residential *development* in the Transit-Supportive Community while providing a minimum density that will support transit and retail commercial uses.

~~C.X.~~16.6.2.1 Within the Medium Density Residential II designation, permitted uses include:

a) Residential Uses, including street townhouses, back-to-back townhouses, stacked townhouses, multiplexes, ~~and~~ apartments and mixed-use buildings in accordance with the policies of ~~Sections 8.2.7.2 of this Official Plan and~~ Sections ~~C.X~~16.4.4, ~~C.X~~16.5.1, and ~~C.X.~~16.6.2.3 of this Secondary Plan;

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b) Local Commercial uses in non-residential and mixed-use buildings ~~accordance with Section 8.4.4 of this Official Plan and~~ may include retail commercial, *service commercial,* pharmacy, financial institution, personal service uses, population-serving offices, or ~~small scale~~ ~~small scale~~small-scale community uses;

~~b)~~c) ~~;~~ *Institutional Uses,* including minor *places of worship* only as part of a mixed-use building and in accordance with Sections 6.1.7.3 c) & 6.1.7.3 d) of this Official Plan and Section 16.4.6.2 of this Secondary Plan; and

~~c)~~d) Land uses and built form that would adversely affect the achievement of the density targets of this PMTSA are prohibited: low-density housing, such as *single-detached,* semi-detached, and duplex ~~units~~dwellings, shall not be permitted.

16~~C.X~~.6.2.2 *Development* will be planned to:

a) Support major transit infrastructure and multi-modal access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

b) Locate *sensitive land uses* to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* and other land uses vulnerable to encroachment, in accordance with;

c) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*;

d) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;

e) Accommodate multiple village squares; and,

f) Facilitate access to public transit.

~~C.X~~16.6.2.3 Notwithstanding Section 6.1.2.3 c) ~~Sections 8.2.6.1.b), 8.2.6.1.c), and 8.2.7.2~~ of this Official Plan, the following requirements apply:

a) Minimum and maximum building heights shall be in accordance with Schedule "23d";

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b) Notwithstanding Schedule "23d", where there is a maximum height of four storeys, locations to accommodate additional building height up to eight storeys may be considered through the development application process, without an amendment to the Secondary Plan, subject to the following requirements:

i. The lands are generally located along an arterial road (i.e. Derry Road) or at the intersection of two collector roads; and

ii. The development is compatible with and is appropriately designed and transitioned to the surrounding area.

c) Minimum densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 65 units per hectare and a maximum density of 3.0 *floor space index* for medium density housing options such as street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes; and

ii. A minimum density of 1.0 *floor space index* and a maximum density of *3.0 floor space index* for apartment and mixed-use buildings;

~~a) A range of medium density housing options shall be provided, such as street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes;~~

~~b) Buildings shall generally be developed to the maximum building heights identified on Schedule "C.X.D".~~

~~c) Notwithstanding Schedule "C.X.D", where there is a maximum height of four storeys, locations to accommodate additional building height up to eight storeys may be considered through the development application process, without an amendment to the Secondary Plan, subject to the following requirements:~~

~~i. The lands are located along an arterial road (i.e. Trafalgar Road or Derry Road) or at the intersection of two collector roads; and~~

~~ii. The development is compatible with and is appropriately designed and transitioned to the surrounding area.~~

~~d) Apartments may be permitted in accordance with Section C.X.6.2.3.b);~~

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~~e) A minimum density of 65 units per net hectare and maximum density of 120 units per net hectare for street townhouses, back-to-back townhouses, stacked townhouses and multiplexes; and~~

~~f) A maximum density of 3.0 Floor Space Index for apartments.~~

~~C.X~~16.6.2.4 All *development* within the Medium Density Residential II designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16~~C.X~~.6.3 NEIGHBOURHOOD CENTRE MIXED-USE II

The Neighbourhood Centre Mixed-Use II designation on Schedule "~~C.X~~23c~~.C~~" is located along the Trafalgar Road and Derry Road corridor to serve the surrounding community and optimize opportunities for access to planned *higher-order transit* service.

The designation is intended to serve the commercial needs of the PMTSA and the surrounding areas. It is the intent of this Secondary Plan that the lands within this designation are the focus of commercial uses (particularly retail commercial uses and *office uses*) and higher-density residential uses in a mixed-use setting.

~~Within the Neighbourhood Centre Mixed-Use II designation, a minimum of 27,800 square metres of retail gross floor area shall be provided.~~

~~C.X~~16.6.3.1 ~~In accordance with Section C.X.5.4, T~~the Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within the PMTSA and permits the following uses in a stand-alone or mixed-use building:

a) *Office uses*;

b) ~~Commercial uses~~Retail commercial uses;

c) *Institutional Uses* including minor *places of worship* in accordance ~~with~~with Sections 6.1.7.3 c) & 6.1.7.3 d) of this Official Plan and Section ~~s 8.2.7.6 and 8.2.7.7 of this Official Plan and Sections 16C.X~~.4.6.2 ~~of and C.X.6.7 of~~ this Secondary Plan;

d) Residential apartments and mixed-use buildings in accordance with the policies of ~~Sections 8.2.7.3 of this Official Plan and~~ Sections ~~C.X~~16.4.4, ~~C.X~~16.5.1, and ~~C.X~~16.6.3.3 of this Secondary Plan; and,

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e) Land uses and built forms that would adversely affect the achievement of the density targets of this PMTSA are prohibited: Low-density forms of housing, such as *single-detached*, semi-detached, and ~~duplexes~~duplex dwellings, shall not be permitted.

16.6.3.2 Within the Neighbourhood Centre Mixed-Use II designation, a minimum of 20,900 square metres of retail commercial *gross floor area* shall be provided.

~~e)~~

~~C.X.~~16.6.3.~~3~~2 *Development* will be planned to:

a) Support the *office* and commercial-retail needs of the PMTSA and surrounding community, including the Trafalgar Secondary Plan Area, by providing the minimum *gross floor area* required for *office* and ~~commercial-retail~~retail commercial uses;

b) Support major transit *infrastructure* and *multi-modal access* to the Major Transit Station with *active transportation* *infrastructure* and connections to nearby destinations, such as community uses;

c) Locate *sensitive land uses* to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* and other land uses vulnerable to encroachment;

d) Encourage buildings to be located on or close to the street line and massed at intersections to establish a strong street edge;

e) Accommodate multiple village squares;

f) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*; and,

g) Facilitate access to public transit.

~~C.X~~16.6.3.~~3~~4 Notwithstanding Section 6.1.2.3 c) and 6.1.2.4 c), t~~T~~he following requirements apply:

a) Minimum and maximum building heights shall be in accordance with Schedule "23d";

b) Minimum densities shall be in accordance with Schedule "23e", in which the following are identified:

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i. A minimum density of 3.0 *floor space index* for apartment and mixed-use buildings; and

ii. A minimum density of 0.3 *floor space index* for non -residential buildings.

~~a) Maximum heights are identified on Schedule "C.X.D"; and,~~

~~b) A minimum density of 3.0 Floor Space Index for apartment buildings.~~

~~C.X~~16.6.3.~~4~~5 All *development* within the Neighbourhood Centre Mixed Use II designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16~~C.X~~.6.4 AGERTON BUSINESS COMMERCIAL AREA

The Agerton Business Commercial Area designation applies to areas where a range of commercial, *light industrial*, and *major office uses* will be permitted, subject to a high standard of design.

~~Within the Agerton Business Commercial Area designation within the PMTSA, a minimum of 9,300 square metres of office gross floor area shall be provided.~~

~~Within the Agerton Business Commercial Area designation outside of the PMTSA, a minimum of 46,500 square metres of office gross floor area shall be provided.~~

~~C.X.~~16.6.4.1 Permitted uses within the Agerton Business Commercial Area shall be in accordance with the applicable policies of Section 6.2 of this Official Plan

16.6.4.2 Notwithstanding Section 6.2 of this Official Plan, within the Agerton Business Commercial Area designation, the following uses are permitted:

a) *Institutional uses* including minor *places of worship* in accordance with Sections 6.1.7.3 c) and 6.1.7.3 d) of this Official Plan and Sections 16.4.6.2 and 16.6.7 to 16.6.9 of this Secondary Plan; and

b) Major *places of worship* in accordance with Section 5.5.5 of this Official Plan and Sections 16.4.6.2 and 16.6.7 to 16.6.9 of this Secondary Plan.

~~Within the Agerton Business Commercial Area designation, permitted uses include:~~

~~a) *Office uses*;~~

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~~b) Light industrial uses may only be permitted in cases where the use would not conflict with Provincial guidance regarding compatibility with sensitive uses;~~

~~c) Retail and *service commercial uses*;~~

~~d) Hotels, conference, convention, and banquet facilities;~~

~~e) Training and commercial educational facilities;~~

~~f) Research and development uses excluding uses which produce biomedical waste;~~

~~g) *Institutional Uses* including minor places of worship in accordance with Sections 8.2.7.6 and 8.2.7.7 of this Official Plan and Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan; and,~~

~~h) Major places of worship in accordance with Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan.~~

~~C.X~~16.6.4.3~~2~~ Notwithstanding the policies of Section 6.2 and policy 6.2.2.9 of this Official Plan, w~~W~~ithin the Agerton Business Commercial Area designation, the following uses are not permitted:

~~a) Residential uses; and,~~

a) Automobile related uses, including vehicle wash facilities, automobile sales, and service.

16.6.4.4 Within the Agerton Business Commercial Area designation within the PMTSA, a minimum of 9,300 square metres of *office* gross floor area shall be provided.

~~b)~~16.6.4.5 Within the Agerton Business Commercial Area designation outside of the PMTSA, a minimum of 39,000 square metres of *office* gross floor area shall be provided.

16~~C.X~~.6.4.6~~3~~ *Development* will be planned to:

a) Support major transit *infrastructure* and *multi-modal* access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

b) Within the PMTSA, where the first phase of development within a block will be provided with surface parking and as a ~~single-storey~~single storey, the applicant shall be required to submit an

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intensification plan demonstrating how additional density could be achieved on the site with alternative parking provision;

c) Provide a high level of urban design and attractive facades;

d) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*; and,

e) Facilitate access to public transit.

~~C.X~~16.6.4.~~7~~4 The following requirements apply:

a) Maximum building heights shall be in accordance with Schedule "23d"; and,

b) Minimum densities shall be in accordance with Schedule "23e", in which the following are identified:

i. A minimum density of 1.0 *floor space index* for all buildings within the Agerton Business Commercial ~~designation~~Area within the PMTSA.

16.6.4.8 *Development* within the 'Agerton Business Commercial Area' shall generally conform with Sections 6.1.2 to 6.1.4, and Sections 6.2.7.11 to 6.2.7.13 of this Official Plan.

16.6.4.9 All *development* within the Agerton Business Commercial Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines and applicable built form guidelines.

16~~C.X~~.6.5 INDUSTRIAL AREA

The Industrial Area designation will accommodate *Employment Area* land uses that are compatible with nearby rail facilities and hydro *infrastructure*.

~~Lands designated "Employment Area" on Schedule "C.X.C" shall generally reflect the "Industrial Area" designation in accordance with the policies of Section 8.7.7 of this Official Plan.~~

~~C.X~~16.6.5.1 ~~Within the Employment Area designation, permitted uses include:~~

~~a)~~ Permitted Uses within the Industrial Area designation in the Secondary Plan shall be in accordance with the applicable policies of Section 6.2.6~~Manufacturing uses;~~

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~~b) Uses related to research and development in connection with manufacturing anything;~~

~~c) Warehousing uses, including uses related to the movement of goods;~~

~~d) Retail uses and *office uses* that are associated with uses mentioned in subparagraphs a) to c);~~

~~e) Facilities that are ancillary to the uses mentioned in subparagraphs a) to d); and,~~

~~f) Any other prescribed *business and economic uses*.~~

16.~~C.X.~~6.5.2 In accordance with the Provincial Planning Statement, the following uses are not permitted within the Industrial Area ~~Designation~~:

a) Residential uses;

b) *Institutional uses*; and,

c) Commercial uses, including retail and *office uses* not referred to in Section 16.6.5.1 d) .

16.6.5.3 *Development* will be planned to:

~~a)~~ Support the achievement of the *Town's* employment forecasts by job type;

a)

~~b)~~ Support major transit *infrastructure* and *multi-modal* access to the Major Transit Station with *active transportation infrastructure* and connections to nearby destinations, such as community uses;

b)

~~c)~~ Ensure an appropriate interface with adjacent uses; and,

c)

~~a)~~d) Facilitate access to public transit.

16~~C.X.~~6.5.~~43~~New ~~*employment uses*~~*development* must ensure compliance with Official Plan policies and Provincial guidance regarding *compatibility* with *sensitive land uses*.

16.6.5.5 *Development* within the Industrial Area designation in this Secondary Plan shall generally conform with policies 6.3.7.1 to 6.3.7.8 of this Official Plan.

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16C.X.6.5.64 All *development* within the ~~Employment~~ Industrial Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

16C.X.6.6 PUBLIC USE AREA

~~Lands designated "Public Use" on Schedule "C.X.C" shall conform with the "Institutional Area" designation contained in Section 8.8 of this Official Plan. This~~ The Public Use Area designation provides lands for the public uses (i.e., a community centre, district park, and firehall) required to serve the surrounding community.

C.X16.6.6.1 Within the Public Use designation, ~~*the following uses are permitted*~~

~~i~~*Institutional uses,* including public, quasi-public, and private non-profit uses, ~~community centres~~public service facilities, parks, fire halls, and other uses as determined by the Town are permitted. ;

~~a)~~ 16.6.6.2 Within the Public Use Area~~designation~~,

~~r~~Residential uses shall not be permitted.

~~b)~~

16.6.6.3 ~~C.X.6.6.2~~ Development within the Public Use Area designation shall generally conform to the policies of Section 5.5 and policies 6.2.7.3 a), 6.2.7.3 c) and 6.2.7.4 of this Official Plan

~~will be planned to:~~

~~Conform with the "Institutional Area" policies contained in policy Section 8.8.4.1 and 8.8.4.3 of this Official Plan.~~

16C.X.6.7 MTO PERMIT CONTROL AREA OVERLAY

16.6.7.1 MTO Building ~~&~~ and Land Uses Permits ~~will~~ may be required from MTO prior to the start of any onsite construction within the MTO Permit Control Area for the Highway 401 and future Highway 413, as demonstrated on Schedule ~~s "C.X.A" to~~ "23bC.X.D".

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16~~C.X~~.6.8 PLANNED CORRIDOR STUDY AREAS

16.6.8.1 Northwest ~~Gta~~ GTA Transmission Corridor Narrow Area ~~Of~~ of Interest (NAI) and Parkway Belt Transmission Corridor Proposed Initial Study Area

Planned Corridor Study Areas, including the Northwest GTA Transmission Corridor NAI and the Parkway Belt Transmission Corridor Proposed Initial Study Area, as established by the Province, shall be identified on Schedules "23a" to "23e" and protected for future *Infrastructure* required to meet projected needs in accordance with Section 5.7.1.15. to 5.7.1.17. ~~No development is permitted within the Northwest GTA Transmission Corridor Narrowed Area of Interest, as depicted on Schedules "C.X.A" to "C.X.D", until permitted by the Province.~~

~~a) Should the final design of the transmission corridor result in different land requirements and/or alignments, the boundaries of the adjacent land use designations will be adjusted accordingly without the need for an amendment to the Agerton Secondary Plan.~~

~~b)~~ In the event that any lands within the Northwest GTA Transmission Corridor ~~Narrowed Area of Interest~~ NAI & the Parkway Belt Transmission Corridor Proposed Initial Study Area are released by the Province and no longer required, the underlying land use designations shall come into effect.

16~~C.X~~.6.~~99~~ INSTITUTIONAL USES

Notwithstanding the policies of Sections ~~5~~3.4, ~~5~~5.5, 6.17 and 6.19 and of this Official Plan, *development* of *institutional uses* such as schools and places of worship and parks and~~,~~ open space~~, and schools~~ shall be provided where identified on Schedule "23c~~C.X.C~~", as well as *places of worship*, shall be subject to the policies of this section.

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16~~C.X~~.6.~~9~~9.1 District Park

A District Park~~s~~ ~~are~~ is 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, the District Park~~s~~ will be approximately 6.0 hectares in size, configured to provide a range of outdoor recreation facilities. The location of the District Park~~s~~ is generally identified on Schedules "23a"~~C.X.A"~~ and "23c~~C.X.C~~".

A minimum of one (1) District Park shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that the District Park~~s~~ ~~are~~ is co-located with an *institutional* or other public service facilities ~~community use~~ (e.g., community centre, library, school).

16~~C.X~~.6.9.2 Neighbourhood Park

A Neighbourhood~~s~~ Park~~s~~ ~~are~~ is 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. The Neighbourhood Park ~~s~~ will be approximately 3.0 hectares in size. The location of the Neighbourhood Park ~~s~~ is generally identified on Schedules "23a~~C.X.A~~" and "23c~~C.X.C~~".

A minimum of one (1) Neighbourhood Park shall be included in the PMTSA. It is encouraged that Neighbourhood Parks are co-located adjacent to lands required for an e~~E~~lementary s~~S~~chool and have frontage along a minimum of one public street.

16~~C.X~~.6.9.3 Village Squares and Urban Squares

Village and Urban Squares are intended to provide recreation opportunities within walking distance of residents that are not close to other parks.

The following policies apply to Village Squares and Urban Squares:

a) 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.

b) Urban Squares are intended to serve the Transit-Oriented Node and are primarily expected to provide multi-purpose programming spaces with amenities such as seating and shade structures. Park amenities such as water features are also encouraged. Urban Squares are

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intended to be framed by uses that attract the public such as shops, restaurants, and cafés.

c) Five (5) Village Squares and two (2) Urban Squares shall be distributed throughout the PMTSA, in general accordance with the locations shown on Schedules "23aC.X.A" and "23cC.X.C";

d) Urban Squares and Villages Squares shall be distributed evenly throughout the PMTSA and within a short walk for most residents in the Secondary Plan.

e) Each Village Square shall be a minimum of 0.4 hectares;

f) Each Urban Square shall be a minimum of 0.2 hectares;

g) Notwithstanding Policies 16C.X.6.9.3 d) an, e) d), f) and Schedules "23aC.X.A" and "23cC.X.C", through consultation with the *Town*, the locations and sizes of Village Squares and Urban Squares may be adjusted without amendment to this Secondary Plan so long as the total area of the Village Squares and Urban Squares reflects the minimum 2.74 hectares required by the Master Parkland Agreement.

h) Village Squares and Urban Squares shall have significant frontage along a public street, generally along two sides of the square, and may be provided as *Privately Owned Publicly Accessible Spaces* Spaces (POPS).

16C.X.6.9.4 Privately Owned Publicly Accessible Spaces (POPS)

*Privately Owned Publicly Accessible Spaces (*POPS) POPS are encouraged to be integrated into the public realm network, especially within the PMTSA, to provide passive open space and complementing planned parks and natural areas. POPS shall not be credited for parkland dedication, unless otherwise agreed to with the *Town* in the Master Parkland Agreement.

16C.X.6.9.5 Schools

Schools will generally be developed in accordance with Sections 5.5.3 Sections 3.5.1.21 to 3.5.27 of this Official Plan and as shown conceptually by designations on Schedule "23cC.X.C".

The Secondary Plan identifies the need for a minimum of two (2) eElementary sSchools.

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Schools are permitted in all land use designations except the ~~*NHS*~~ *Natural Heritage System* and the *Employment Area*. Schools will not be permitted on *hazardous lands* or *hazardous sites*. It is strongly encouraged that compact schools and school sites be achieved where possible through, 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 s~~S~~chools shall be located to provide at least one frontage on a collector road. Where feasible, schools are encouraged to be co-located with public parks and/or other *institutional uses* (e.g., public library).

If it is determined that the lands are not required for a school, *development* may proceed in conformity with the underlying land use designation. Should additional school sites be required in addition to the two identified on Schedules "23a~~C.X.A~~" and "23c~~C.X.C~~", such schools shall be provided in an urban format and be integrated into the podium of a mixed-use building.

16~~C.X~~.6.10 NATURAL HERITAGE SYSTEM

The ~~*NHS*~~ *Natural Heritage System* is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Agerton Secondary Plan, the NHS is depicted on Schedules "23a"~~C.X.A~~" to "23e~~C.X.D~~" and is designated in accordance with the policies of Sections 3.1, 3.2, 3.3 of this Official Plan.

~~Section 5.2 and 5.3 of this Official Plan.~~ Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the SWS. Further refinements to the NHS including additions, deletions and/or boundary adjustments may occur without amendment to this Official 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 *p~~P~~ublic a~~A~~gency*, including the Conservation Authority where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a *Planning Act* process.

The lands within the NHS designation shall be acquired by the *Town* in accordance with the policies of Section 16~~C.X~~.7.2.1 of this Secondary Plan.

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16~~C.X~~.6.10.1 Permitted Uses

Uses permitted within the *Natural Heritage System* designation on Schedules "23a" to "23e" are subject to the policies of Sections 3.1, 3.2, 3.3 and 6.1.10 of this Official Plan.

~~The NHS designation on Schedules "C.X.A" to "C.X.D" permits uses subject to the policies of Sections 5.2 and 5.3 of this Official Plan.~~

16~~C.X~~.6.10.2 Criteria for Buffers

The NHS as shown on Schedules "23a~~C.X.A~~" to "23e~~C.X.D~~" includes *buffers* that are an important component to the overall NHS and are required to protect ~~Key Features~~key features and *ecological functions* by mitigating the impacts of proposed *development* or *site alteration*. Consistent with the SWS, *buffer* widths will be in accordance with 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 16~~C.X~~.4.16~~.8~~ of the Secondary Plan and 3.2.2.9 to 3.2.2.12 ~~5.2.3.12~~ of this Official Plan.

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.

a)

~~•~~ In conjunction with other potential mitigative measures, avoid *negative impacts* on key features and their ecological functions; and

b)

~~•~~c) Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan, Official Plan, and relevant Provincial legislation, regulations, and policies to the satisfaction of the *Town*, in consultation with any other appropriate *public agency* including the *Conservation Authority* where it relates to regulated areas.

~~C.X~~16.6.10.3 Linkages

The NHS as shown on Schedules "23a~~C.X.A~~" to "23e~~C.X.C~~" includes

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li~~L~~inkages that are intended to provide connectivity supporting the *ecological functions* related to the long-term movement of plants and animals between key features and provide an important contribution to the long-term sustainability of the NHS.

Linkages discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the NHS in this Secondary Plan and this Official Plan. The extent and location of the *linkage* can be assessed through the *MESP, DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the NHS. The *linkage* shall support a range of community and ecosystem processes enabling plants and animals to move between key features over multiple generations. Refinements to identify SWS *~~L~~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 16~~C.X~~.4.1~~6.8~~ of the Secondary Plan and 3.2.2.9 to 3.2.2.12 ~~**5.2.3.12**~~ of this Official Plan.

16~~C.X~~.6.10.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Schedule "23b~~C.X.B~~" 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* incorporated into Schedules "23a~~C.X.A~~" ~~to~~ "23e~~C.X.D~~" are conceptual and are to be confirmed and 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 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

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ecological linkage to key features, where applicable. Realignment will demonstrate no *negative impacts* to adjacent key features. Characterization and management recommendations for watercourses near Derry Road and Trafalgar Road will be subject to further study in the MESP, DAEFSS and/or EIA studies or equivalent studies. ~~ADD HERE~~ Refinements to watercourses, natural hazards and *wetlands* where required will be addressed to the satisfaction of the *Town* and *Conservation Authority*. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules "23a~~C.X.A~~" ~~–~~to "23e~~C.X.D~~".

Based on future studies, further refinements to these features and/or areas, medium constraint watercourses and/or conservation headwater drainage features may be made without requiring amendment to this Secondary Plan.

16~~C.X~~.7 IMPLEMENTATION

Further to, and in accordance with~~,~~ Section 7~~11~~.0 of this Official Plan, the following policies are applicable to the Agerton Secondary Plan.

16~~C~~.7.1 STAGING ~~AND~~ and FINANCE

16~~C.X~~.7.1.2 The staging of growth in the PMTSA shall proceed in a manner that ensures that:

a) Residential *development* within PMTSA shall be limited to the population that can be accommodated by the *transportation system* prior to the realization of a GO Station. The transportation capacity of the PMTSA shall be based on a transportation demand analysis that may be updated at any time. Following the Milton Trafalgar GO Station being realized, residential *development* may proceed beyond the Transportation Capacity Limit to the population target of 2051 of this Secondary Plan;

b) Prior to the construction of the proposed Milton Trafalgar GO Station, *development* of sites within the Transit-Oriented Node shall be designed to accommodate the functional design of the station, to the satisfaction of the *Town* and in consultation with Metrolinx.

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c) There is availability and efficient use of public *infrastructure* and services;

d) *Development* proceeds in a manner that is supportive of transit services;

e) The *development* occurs consistent with the timing and availability of planned water, wastewater *infrastructure* in accordance with the applicable ~~Regional~~regional studies and policies, including the Halton Region Integrated Master Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth Infrastructure;

f) Services and required *infrastructure* are provided in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with all applicable legislation, and which does not impose a financial burden on the *Town* ~~of Milton~~ or the *Region* beyond that planned for and approved by Council;

g) The progression of *development* will follow a logical sequence and shall ensure, where possible, the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;

h) The required recreation, schools, transportation *infrastructure*, and servicing *infrastructure* are provided ahead of or in conjunction with development; and,

i) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.

~~C.X~~16.7.1.3 Prior to the approval of any development applications, the following must be satisfied:

~~b)~~a) Regional *municipal* water service and municipal ~~wastewater~~ sewage services are extended to the lands, and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;

~~c)~~b) Arrangements have been made to the satisfaction of the Town to ensure the early delivery of projected *institutional uses*, off-street trails and components of the *active transportation* system and transit facilities to support growth;

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~~d)~~c) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Agerton Secondary Plan has been prepared to by *Town*;

~~e)~~d) The Town has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;

~~f)~~e) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of the *Town* in accordance with Section 16~~C.X~~.7.1 of this Official Plan;

~~g)~~f) The recommendations of the *Region's* financial plan are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation;

~~h)~~g) Any financial and other requirements of the *Town* and *Region* to support sustainable growth, pursuant to applicable legislation, are satisfied;

~~i)~~h) An MESP, or equivalent level of study to the satisfaction of the Town, in consultation with the Conservation Authority, has been substantially completed; and,

i) Phases 1 and 2 of the Municipal Class EA or equivalent process has been completed for road and *infrastructure* works within the Secondary Plan area.

~~j)~~

~~k)~~j) *Development* applications shall include a plan that demonstrates how ~~The~~ the minimum *gross floor area* of *office* and ~~commercial-retail~~retail commercial is or can be generally ~~accommodated within~~accommodated ~~within~~on lands within the applicable land use designation, being ~~on lands designated~~ Mixed-Use High Density, Neighbourhood Centre Mixed Use II, or Business Commercial Area.

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16~~C.X~~.7.1.4 *Development* shall proceed in accordance with the following:

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~~regional levels;

b) The provision of parkland may be permitted without reference to the staging policies subject to the availability of any required *infrastructure* to service the park areas.

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

~~C.X.~~16.7.1.6 All new ~~*urban* development~~ *development* in the Agerton Secondary Plan shall be connected to the *municipal water* ~~*wastewater* service~~ *and* ~~*water* municipal *sewage* systems~~*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 16~~C.X~~.1.1, applications for *development* in the Secondary Plan area shall only be approved by Council, and *development* shall only proceed when:

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

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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 *municipal water service and ~~wastewater~~ municipal sewage ~~servicing~~ services* and roads;

d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the *Town* to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;

e) Water treatment and distribution and wastewater collection and treatment are available in accordance with *Town* and r~~R~~egional policies;

f) An Area Servicing Plan for the Agerton Secondary Plan has been completed to the satisfaction of the *Region*;

g) The ~~Air Quality Assessment,~~ Area Servicing Plan, SWS, *MESP,* and *DAEFSS* or other applicable environmental study have been completed to the satisfaction of the *Town*, the *Region*, where applicable and the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards;

h) To facilitate the development of an effective local road network the Town and/or Region may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the *Town* to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,

i) Any additional requirements of the *Town* are satisfied.

~~C.X.7.1.7 The MESP Annex shall provide direction for the preparation of the DAEFSS and Draft Plans of Subdivision and is to build upon the SWS and MESP and to address outstanding subwatershed level analysis for the Agerton 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 natural hazard risks.~~

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16C.X.7.1.8 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's* 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) Require, 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) Require, 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 a manner that is consistent with the policies of Section 16C.X.7.1 of this Secondary Plan; and,

e) Shall manage the progression of *development* in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public *infrastructure*, facilities, services and amenities.

16C.X.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND and UTILITIES

16C.X.7.2.1 Conditions of draft plan approval or site plan approval, whichever is applicable, shall include, but are not limited to, the following criteria to be effected upon registration of a subdivision agreement or site plan agreement:

a) A 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*;

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b) School sites shall be shown as block(s) on an approved draft plan of subdivision or as a podium school site at the site plan stage, to the satisfaction of the school boards;

c) Lands designated NHS, as they may be refined through a *Planning Act* process in accordance with 16~~C.X~~.6.10~~8~~, have been dedicated to the *Town*, or to the *Conservation Authority*;

d) Stormwater management facilities have been constructed and dedicated to the Town, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities; and,

e) Lands required for large utility ~~*structures*~~ *infrastructure* 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.

16~~C.X~~.7.2.2 Parkland Dedication

Parkland dedication shall be in accordance with the provisions outlined in this Official Plan and the *Planning Act, R.S.O. 1990, c.P.13*, as amended. Parkland within the PMTSA will be acquired in accordance with the Master Parkland Agreement between the ~~L~~landowners ~~Group~~ and the *Town*. For lands outside of the PMTSA, cash-in-lieu of parkland will be required. The following shall not be counted towards parkland dedication:

a) Landscape buffers and vistas;

b) ~~*NHS*~~*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).

~~f)~~

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16C.X.7.3 ZONING BY-LAW

16.7.3.1 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 11.7.5 of this Official Plan.

16C.X.7.4 CONSENTS

16.7.4.1 Subdivision of land shall generally take place by plan of subdivision in the Agerton Secondary Plan. Consents may be permitted in accordance with the provisions of Section 11.7.7.4 of this Official Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. Consents may be permitted, resulting in the assembly of land with a size and configuration that will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

16C.X.7.5 COMPLETE APPLICATION REQUIREMENTS

16.7.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section 7.6 11.3.4 of this Official Plan with respect to the requirements of a complete application, including under subsection 41 (3.1) of the *Planning Act*.

16C.X.7.5.21 Within designations that have a minimum retail and/or *office gross floor area* space requirement, *development* applications shall demonstrate how they contribute to the minimum retail commercial *gross floor space area* and/or minimum *office gross floor area* requirement or how the minimum retail commercial *gross floor area* and/or minimum *office gross floor area* requirement minimum commercial floor space requirement can be achieved elsewhere within the designation.

16C.X.7.5.2 Within the PMTSA, a Traffic Impact Study shall demonstrate that the proposed *development* will not exceed the transportation capacity limit outlined in Section 16C.X.5.1. A Community Service Plan may also be required to demonstrate that the existing and planned community infrastructure, including parks, schools, community centres, emergency service facilities, and places of worship are sufficient to accommodate the proposed development.

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16~~C.X~~.7.5.3 The *MESP* Annex shall provide direction for the preparation of the *DAEFSS*, *Environmental Impact Assessment (EIA)*, or equivalent study, prepared to the satisfaction of the *Town* and Draft Plans of Subdivision, and is to build upon the SWS and *MESP* and to address outstanding subwatershed level analysis for the Agerton 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.

16~~C.X~~.7.5.4 A *DAEFSS*, or equivalent level of study, shall be a required prerequisite to the granting of a complete application and shall be prepared generally on a drainage area basis.

~~C.X.7.5.5 Major Transit Station Area Design Plan~~

~~As per Section C.X.6, a Major Transit Station Area Design Plan is not required, but may be prepared to adjust the location of the PMTSA's land use designations, with the exception of the Agerton Business Commercial Area, without the need for amendment to this plan, to the satisfaction of the Town. The policies of the land use designations, including minimum and maximum heights and densities, cannot be adjusted through the Major Transit Station Area Design Plan.~~

~~The Major Transit Station Area Design Plan shall generally address the urban design considerations outlined in Section 11.3.4 of this Official Plan.~~

~~The urban design policies of this Secondary Plan and the Agerton Urban Design Guidelines set out general criteria and guidance for the development of both the public realm and private lands. These policies and guidelines provide the basis for the more detailed work to be carried out by the development proponents within the Major Transit Station Area Design Plan, where this plan shall be consistent with the intent of this Secondary Plan and Agerton Secondary Plan Urban Design Guidelines.~~

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

~~a) A transportation study, a functional servicing report, and a community services and facilities study demonstrating sufficient capacity in the existing and planned infrastructure;~~

~~b) A detailed street, block, and land use plan;~~

~~c) A comprehensive streetscape and open space plan; and,~~

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~~d) Urban design and architectural control manual.~~

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

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

16~~C.X~~.7.6 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads, as illustrated on ~~the Schedule~~Schedule "23b" ~~s~~ to this Secondary Plan, are approximate. All roadway and driveway spacing shall conform to standard roadway engineering practices (including the *Region's* Access Management Guidelines and By-law for Regional roads) and shall be approved by the respective roadway jurisdiction.

This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes, or equivalent processes, for collector roads. The proposed locations of collector roads will be finalized only upon completion of any required future Phase of the EA process.

16~~C.X~~.8 INTERPRETATION

Further to, and in accordance with, Section ~~11.10~~7.10 of this Official Plan, the following interpretation policies are applicable to the Agerton Secondary Plan.

16~~C.X~~.8.1 BOUNDARIES

The ~~l~~locations, boundaries, or limits described in text or indicated on Schedules "23~~C.X.a~~A", "23b~~C.X.B~~", "23c~~C.X.C~~", ~~and~~ "23d"~~C.X.D~~, and "23e" are intended to be approximate only, in accordance with Section ~~11.10.2.1~~7.10.1 of this Official Plan.

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Minor adjustments in the land use pattern and the location of proposed specific land use designations or facilities may be considered without amendment to this Secondary Plan, provided the intent of the Secondary Plan is maintained in accordance with Section 16.6 of this Secondary Plan.

16~~C.X~~.8.2 SYMBOLS

Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule "23c~~C.X.C~~". Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial roadway or the ~~NHS~~*Natural Heritage System*.

16~~C.X~~.8.3 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section 9~~16~~.0 of this Official Plan, the following additional definitions are applicable to the Agerton Secondary Plan.

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

Development Area Environmental Functional Servicing Study (DAEFSS) means an integrated environmental and engineering study, or equivalent, supporting *development* applications 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 NHS, identification of design and mitigative measures for NHS 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~~matters but will include matters not addressed or finalized in the SWS or MESP. The DAEFSS study area will be determined considering development limits and the extent of drainage areas within the *development* application(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

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Where *development* application level of detail cannot be provided for the entire DAEFSS study area, a DAEFSS Addendum or *EIA* 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.

~~**Employment Area** means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.~~

Environmental Impact Assessment (EIA) means an environmental study that assesses the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent development. It also assesses matters such as refinements to the NHS, identification of potential impacts to the NHS, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the NHS, and provides direction to detailed designs and monitoring. An EIA will be scoped based on area specific matters and MESP recommendations. 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 MESP, or scoping of typical DAEFSS content if a *development* concept is substantially altered since completion of the DAEFSS.

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

Master Environmental Servicing Plan (MESP) means an integrated environmental and engineering study supporting the Secondary Plan and providing coordination of *development* applications on matters such as refinements to the NHS, Stormwater Management/*Low Impact Development* measures, site grading and servicing, natural hazard management and risk mitigation approaches, assessments of potential impacts to the NHS, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the NHS, approaches to

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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.

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~~LIST OF SCHEDULES~~

~~**Schedule C.X.A** Community Structure Plan~~

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

~~**Schedule C.X.C** Land Use Plan~~

~~**Schedule C.X.D** Height Permissions Plan~~

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Appendix E: Growth Projections for Agerton Secondary Plan Area (Cumulative)

	2025	2030	2035	2040	2045	2051*
Population	-	-	1,953	6,021	10,692	14,100
Units by Type						
Single/Semi	-	-	-	-	-	-
Townhouse	-	-	620	1,506	1,772	1,772
Townhouse - High Density	-	-	340	825	971	971
Apartment	-	-	-	565	2,257	3,764
ADU	-	-	9	49	89	93
Total	-	-	969	2,946	5,088	6,600
Employment	-	543	3,505	7,363	11,200	15,940
Square Metres of ICI	-	36,870	237,962	499,970	760,490	1,082,344
Assessment Growth (Unweighted)						
Single/Semi	$ -	$ -	$ -	$ -	$ -	$ -
Townhouse	-	-	122,664,572	531,546,481	817,763,816	817,763,816
Townhouse - High Density	-	-	55,530,164	240,630,710	370,201,092	370,201,092
Apartment	-	-	-	48,783,827	390,270,614	975,676,534
ADU	-	-	-	627,953	1,525,028	1,883,858
Subtotal	$ -	$ -	$ 178,194,736	$ 821,588,969	$ 1,579,760,549	$ 2,165,525,300
Commercial	-	49,733,372	54,048,238	62,367,469	76,575,475	103,198,086
Office	-	2,775,582	19,429,074	49,405,358	90,422,908	185,658,676
Industrial	-	-	133,279,384	645,856,798	1,158,434,211	2,070,331,172
Institutional	-	-	-	-	-	-
Total	$ -	$ 52,508,954	$ 384,951,432	$ 1,579,218,595	$ 2,905,193,143	$ 4,524,713,234

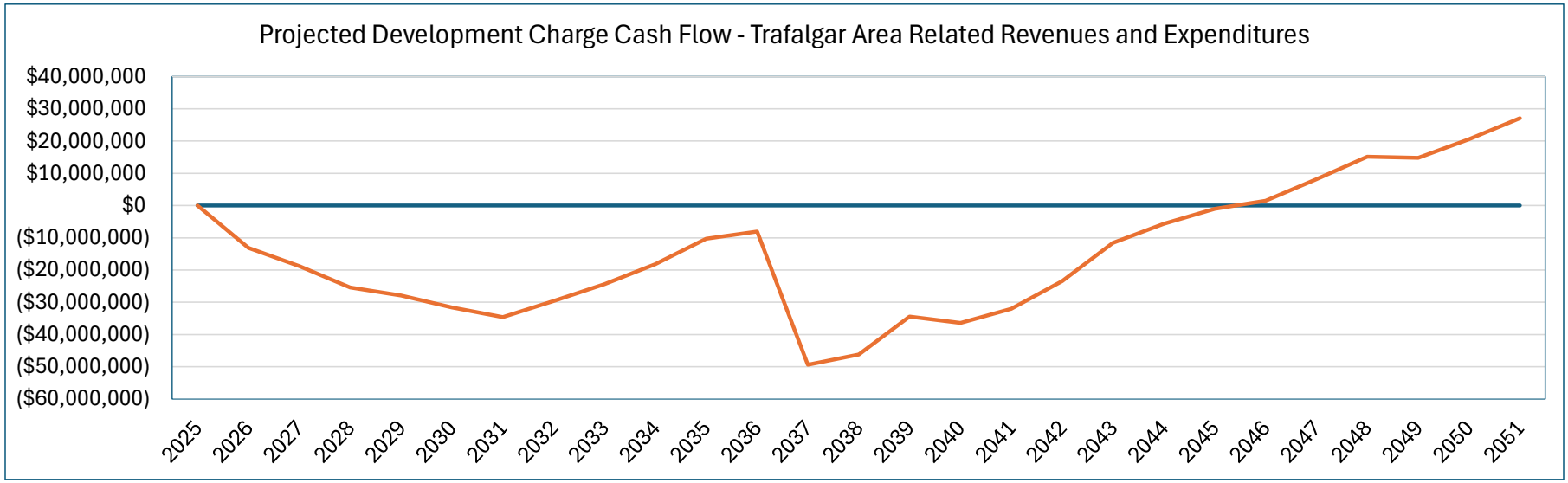
* Note: Some of the financial impacts of growth to 2051 are not fully annualized until 2056. The 2051 column reflects the full annualization of growth through 2051.

Appendix F: Infrastructure Value - Agerton Secondary Plan Area Portion of Constructed and Assumed Assets ($2026)

	2025	2030	2035	2040	2045	2051
Assumed Assets						
Roads						
Collector Roads	$ -	$ -	$ -	$ 7,565,435	$ 22,999,340	$ 51,534,063
Local Roads	-	-	170,198	5,258,691	14,196,111	31,474,006
Laneways	-	-	-	407,694	1,239,411	2,777,118
Structures	-	-	-	-	1,788,825	3,577,650
SWM Ponds	-	-	8,292,526	24,877,577	49,755,154	91,217,783
Subtotal	$ -	$ -	$ 8,462,723	$ 38,109,396	$ 89,978,842	$ 180,580,620
Constructed Assets						
Transportation	$ -	$ 7,685,563	$ 13,766,277	$ 22,405,054	$ 30,774,180	$ 41,974,030
Stormwater	-	-	-	-	-	-
Transit	-	5,525,966	6,416,616	7,243,844	7,952,598	8,460,246
Recreation	-	2,138,534	5,468,121	59,285,961	63,832,286	64,961,244
Library	-	14,269	14,269	7,444,991	7,444,991	7,444,991
Fire	-	4,973,513	5,033,341	5,828,406	6,582,637	7,655,292
Public Works / Operations	-	487,970	1,709,949	6,646,574	7,092,933	7,096,658
Other	-	883,972	883,972	883,972	883,972	883,972
Subtotal	$ -	$ 21,709,786	$ 33,292,544	$ 109,738,802	$ 124,563,596	$ 138,476,432
Total	$ -	$ 21,709,786	$ 41,755,267	$ 147,848,199	$ 214,542,438	$ 319,057,052

Note 1: The above figures exclude land values as they do not affect lifecycle replacement contributions.

Appendix G: Projected DC Cash Flow - Agerton Secondary Plan Area Related Revenues and Expenditures ($2026)



Note: Based on approved development charge rates effective December 31, 2026 and service levels as of 2025.

Appendix H: Estimated Operating Budget Impact ($2026)

	2025	2030	2035	2040	2045	2051*
Gross Operating Expenditures	$ -	$ 1,526,177	$ 3,031,075	$ 6,677,952	$ 9,921,288	$ 11,843,646
Less: Non-Tax Revenues	-	(76,317)	(852,078)	(2,575,621)	(3,974,066)	(4,376,702)
Net Operating Expenditures	$ -	$ 1,449,860	$ 2,178,996	$ 4,102,331	$ 5,947,223	$ 7,466,944
Lifecycle Costing for New Infrastructur	$ -	$ 667,157	$ 1,179,333	$ 4,262,490	$ 5,473,890	$ 7,174,950
Transfer for DC Exemptions	-	437,350	437,350	437,350	437,350	437,350
General Tax Levy Requirement	$ -	$ 2,554,367	$ 3,795,679	$ 8,802,171	$ 11,858,463	$ 15,079,243
Tax Revenue (2025 Tax Rates)	-	(290,411)	(1,884,519)	(7,618,240)	(13,882,153)	(22,264,851)
(Surplus)/Shortfall	$ -	$ 2,263,957	$ 1,911,159	$ 1,183,930	$ (2,023,691)	$ (7,185,608)

* Note: Some of the financial impacts of growth to 2051 are not fully annualized until 2056. The 2051 column reflects the full annualization of growth through 2051. The above table is based on existing property tax rates and service levels as of 2025, as well as continuation of the Town's existing financial policies with respect to the lifecycle funding for infrastructure.