



# The Corporation of the Town of Milton

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Report To: Council

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From: Barbara Koopmans, Commissioner, Planning and Development

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Date: March 25, 2019

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Report No: PD-017-19

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Subject: Town Initiated Official Plan Amendment - Agerton Secondary Plan (Town File: LOPA-03/19) - Preliminary Preferred Land Use Concept and Secondary Plan Framework

**Recommendation:** THAT the Preliminary Preferred Land Use Concept and Secondary Plan Framework dated March 2019 contained within 'Attachment 1' to PD-017-19 be endorsed in principle;

**AND THAT the Agerton Secondary Plan - Preliminary Preferred Land Use Concept and Secondary Plan Framework be forwarded to the Region of Halton as input into the Region's Municipal Comprehensive Review, to support the removal of the Employment Area overlay and to apply a policy framework to allow a fully integrated, transit supportive, mixed-use complete employment community;**

**AND THAT the lands owned by Canadian Pacific Railway, currently outside of the Urban Boundary, be considered for inclusion in the Agerton Secondary Plan through the Region's Municipal Comprehensive Review and Official Plan Review;**

**AND THAT Staff be directed to bring forward the Agerton Secondary Plan to Council for consideration upon the Provincial approval of Amendment 1 to the 2017 Growth Plan.**

## EXECUTIVE SUMMARY

- This report recommends Council endorsement of the Agerton Secondary Plan - Preliminary Land Use Concept and Secondary Plan Framework as input into the Region's Municipal Comprehensive Review (MCR).
- The Agerton Secondary Plan is envisioned to be developed as a mixed-use, higher density employment community with a new GO Station at its heart.

- The area is subject to the Employment Area overlay in the Region's Official Plan. The Region of Halton has indicated that mixed-use development of any portion of the Agerton lands requires a Regional employment needs analysis to be carried out as part of a Regionally-led MCR process.
- To support the development of a contiguous, complete mixed-use employment community, the inclusion of lands currently owned by Canadian Pacific (CP) Railway, situated outside of the Urban Boundary, would form a logical extension of the Agerton Secondary Plan boundary. As currently legislated, this also must be considered through the Region's MCR.
- Through proposed Amendment 1 to the 2017 Growth Plan, the Province is considering changes to enable more local decision making. The Town of Milton has expressed broad support of the proposed amendment (see report PD-11-19). Should the amendment be approved, the Agerton Secondary Plan could proceed, without the requirement for consideration through the Region's MCR process.

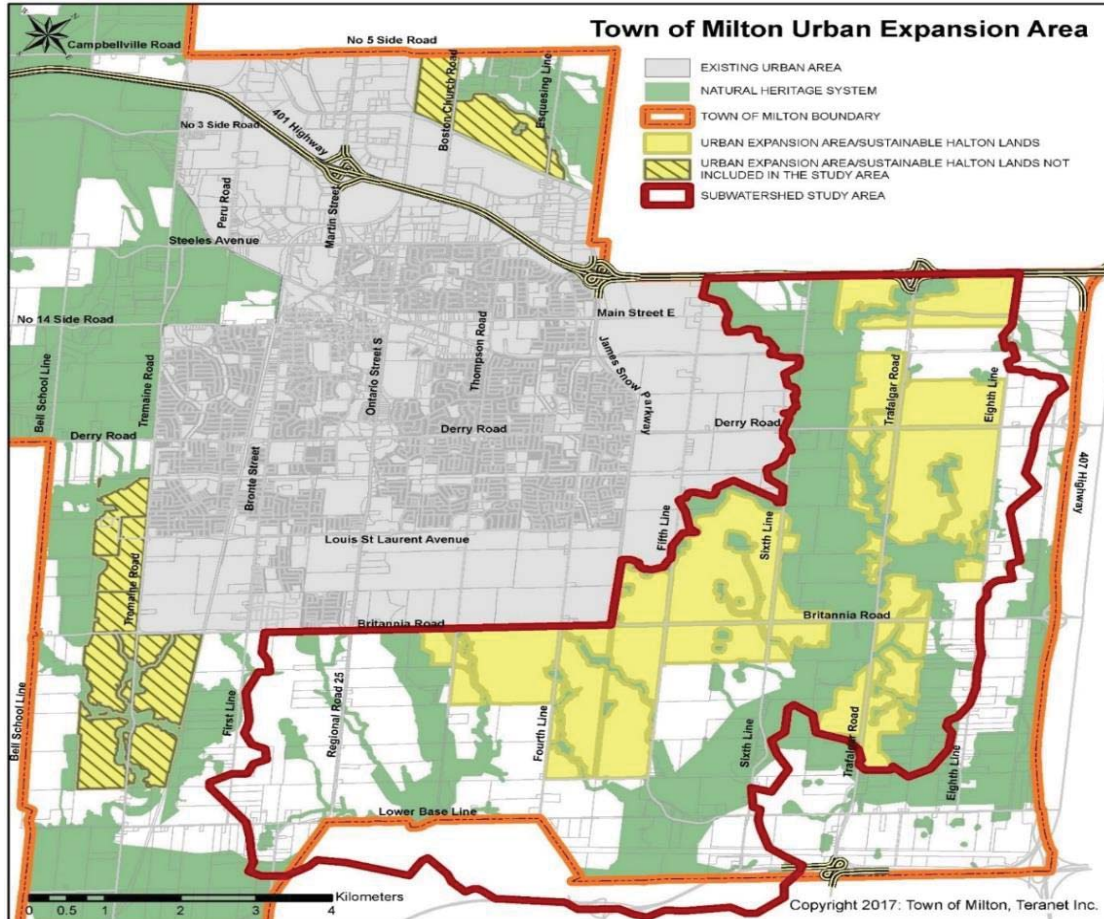
## REPORT

### Background

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

As part of the approval of Regional Official Plan Amendment (ROPA) #38, additional lands were identified in the Town of Milton to accommodate population and employment growth from 2021 through to 2031. Shown on Figure 1, the lands identified for growth will serve as Milton's next urban expansion area and next major Secondary Plan Areas. Referred to as the "Sustainable Halton Lands" or "Milton Phase 4", these lands are located in the south-eastern portion of the Town and encompass approximately 2000 hectares (5000 acres). Comprehensive planning of these lands will enable the Town to achieve the required minimum population target of 238,000 persons and employment target of 114,000 jobs by 2031.

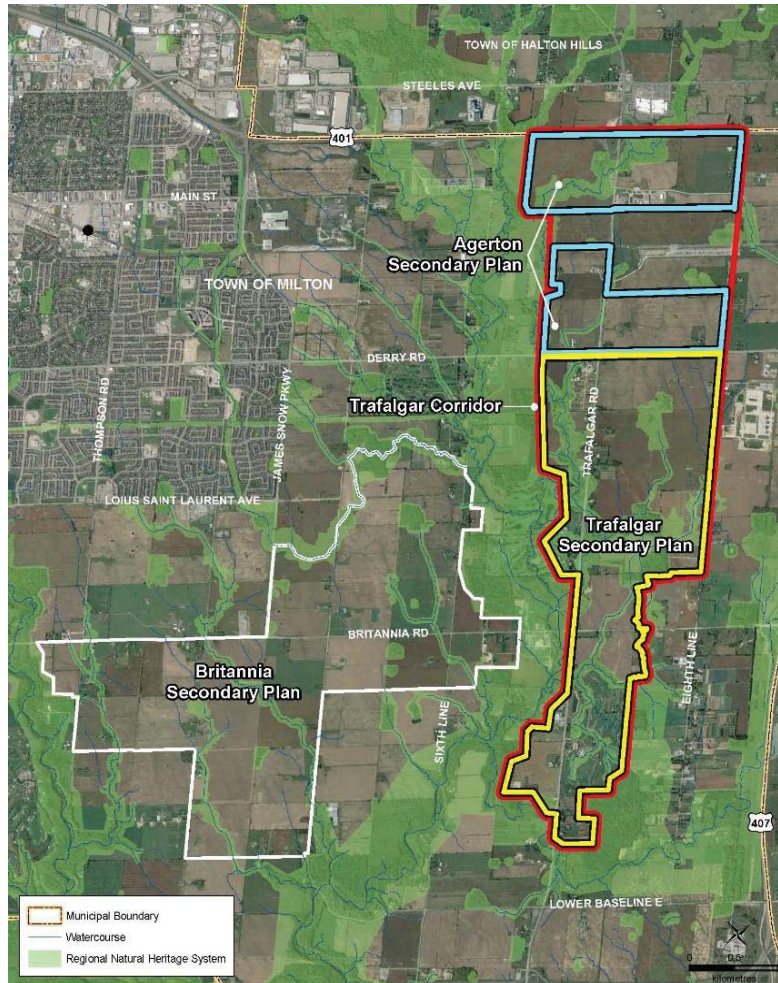
Figure 1:



To gain a better understanding of opportunities and constraints to developing this area, the Town of Milton initiated two key background studies in 2016 - a Subwatershed Study and a Land Base Analysis (LBA). The LBA identified the key opportunities and constraints to development, as well as inform and provide direction to the planning process. Staff Report PD-048-17 provided an overview of the key findings and recommendations of the Land Base Analysis (LBA), as well as the next steps for the Town as it relates to the Secondary Plan program for the Sustainable Halton Lands (SHLs). Town Council endorsed, in principle, the draft LBA. Among other things, the LBA provided a number of recommendations related to the delineation of three Secondary Plan Areas, a high-level community/neighbourhood area structure plan, as well as criteria for prioritizing the sequencing of each Secondary Plan Area.

Three Secondary Plan Areas have been identified for the SHLs (see Figure 2), including the 'Agerton Secondary Plan', the 'Trafalgar Secondary Plan', and the 'Britannia Secondary Plan'.

Figure 2:



On February 26, 2018, Town Council received Staff Report PD-009-018, wherein staff was directed to commence the Trafalgar and Agerton Secondary Plans. The Trafalgar Corridor (which encompasses both the Agerton Secondary Plan Area and the Trafalgar Secondary Plan Area) is envisioned to be developed as a mixed-use, higher density corridor which supports the extension of higher order transit. Through ROPA 38, a proposed major transit station was identified in the vicinity of the intersection of Derry and Trafalgar Roads.

The Agerton Secondary Plan is being planned concurrently with the Trafalgar Secondary Plan to the south. The Trafalgar and Agerton Secondary Plans are collectively referred to as the Trafalgar Corridor.

## Discussion

## **Process:**

The Secondary Plan process involves a phased approach that integrates the findings and recommendations of the LBA with the requirements of the Halton Region and the Town of Milton Official Plans, for the preparation of Secondary Plans. The Secondary Plan process is being managed by Town of Milton staff and Malone Given Parsons Ltd. (MGP) on behalf of a consulting team.

The phases for each Secondary Plan area are as follows:

- Phase 1 - Gap Analysis
- Phase 2 - Preliminary Land Use Concepts/Preferred Land Use Plan and Policy Framework
- Phase 3 - Finalization of the Secondary Plans and Supporting Studies

To ensure proper coordination between the different components of the Secondary Planning process, the Town is adopting an integrated approach which combines the requirements of the Planning Act and the Environmental Assessment Act to create a coordinated Secondary Plan and Transportation Master Plan for both the Agerton and Trafalgar planning areas. Based on this approach, Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) will be completed through the Secondary Plan process, with Phases 3 and 4 to be completed at the tertiary planning level.

Phase 1 was completed in Q2 2018 and included an analysis of the gap between work that was completed as part of the LBA with work that was required to be completed to satisfy Halton Region and Town of Milton policy requirements for Secondary Plans or Area Specific Plans. Through the recommendations of the Gap Analysis, a final scope established a Terms of Reference for each technical study required to support the Secondary Plans.

Phase 2 involved the completion of draft technical background studies in support of three preliminary Land Use Options and a Preferred Land Use Option that were presented to the public and stakeholders for feedback.

## **Background Studies:**

Based on the policy requirements of the Halton Region and Town of Milton Official Plans, the following studies were carried out as part of Phase 2 of this process:

- Policy Directives Report
- Population, Employment and Housing Analysis
- Community Facility and Human Services Impact Analysis
- Parkland, Recreational and Library Gap Analysis
- Retail/Commercial Assessment

- Office Market Analysis
- Cultural Heritage Plan
- Transportation Master Plan
- Real Estate Market Analysis
- Agricultural Impact Assessment
- Archaeological Assessment
- Subwatershed Study
- Area Servicing Plan
- Urban Design Guidelines

Additional studies being undertaken concurrently with the Tertiary Plan process, include the following:

- Master Environmental Servicing Plan
- Air Quality Assessment
- Fiscal Impact Study

### **Engagement:**

As part of Phase 2, two Public Information Centres (PICs) were held (June 26, 2018 and December 4, 2018) to garner comments and feedback from the public and stakeholders on the Agerton and Trafalgar Secondary Plans. 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 refined and presented to Council and the public at a statutory public meeting held under the Planning Act on February 11th, 2019. A detailed comment matrix, including responses to the public and commenting agencies will be included in a future Technical Report.

### **Land Use Concept and Secondary Plan Framework:**

The Preliminary Preferred Land Use Concept for Agerton generally consists of two land use designations (Major Transit Station - Mixed Use Area and Employment Area - Office Priority) and two major urban structure components (Major Transit Station Area (MTSA) and Neighbourhood Centre). The Major Transit Station - Mixed Use Area is identified in light purple on the Land Use Concept and consists of three sub areas; MTSA, Mixed Use Area - Residential Neighbourhood, and Mixed Use Employment - Office Priority. It is envisioned that the lands south of the Hydro Corridor will be developed as a high density mixed use community while the lands north of the Hydro Corridor will be developed as an office employment area, prohibiting large scale employment uses such as warehousing.

The Secondary Plan Framework proposes densities required to support the realization of a new GO Station in Milton and provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options and community uses.

## **Regional Municipal Comprehensive Review (MCR):**

The Agerton Secondary Plan Area is currently subject to the Employment Area overlay in the Region's Official Plan. The Region of Halton has indicated that mixed-use development of any portion of the Agerton lands requires a Regional employment needs analysis to be completed as part of a Regionally-led MCR process as the proposed range of land uses under current legislation is technically considered a conversion of employment lands. Despite this, it is significant to note that the proposed range of land uses will result in the creation of more jobs than the development of more traditional employment uses. This work has commenced as part of the Region's Official Plan Review.

To support the development of a contiguous, complete mixed-use employment community, the inclusion of lands currently owned by Canadian Pacific (CP) Railway, situated outside of the Urban Boundary, would form a logical extension of the Agerton Secondary Plan boundary. As currently legislated, this also may only be considered through the Region's MCR.

## **Next Steps:**

Undertaking the necessary background planning work concurrently for both the Agerton and Trafalgar Secondary Plan Areas enables Town staff and Council to have informed participation in the Region's MCR and Official Plan Review processes, specifically as it relates to the Agerton Secondary Plan. Although the Town will need to await the outcomes of the Region's MCR process before adopting a Secondary Plan for Agerton, the Trafalgar Secondary Plan can proceed as a stand-alone plan.

Contingent upon Council endorsement of this report, staff would forward the Agerton Preliminary Concept Plan and Secondary Plan Framework to the Region of Halton as input into the Region's MCR.

As outlined in staff report PD-011-19, the Province is contemplating changes to the 2017 Growth Plan (proposed Amendment 1) that would enable more local decision making. Milton has expressed broad support for the changes. It is recommended in this report that staff be directed to forward the Agerton Secondary Plan to Council for consideration pending the Provincial approval of Amendment 1 as the proposed Secondary Plan would no longer be required to be reviewed through the Region's MCR.



### Financial Impact

There are no immediate financial impacts arising from this report; however, consideration of the financial implications of development is essential in the management of growth to ensure Milton's long-term financial sustainability. The rate, pace, and type of growth has a significant financial impact to the Town, as demonstrated through prior financial studies, the pressures identified through the annual budget process and the Town's existing infrastructure deficit. Because of the anticipated employment densities within the plan area, growth in Agerton is very important to balancing residential and non-residential growth within Milton.

The most recent comprehensive fiscal impact study presented to Council through CORS-062-17 was the first study to incorporate the development of the Sustainable Halton Lands. The study assumed the expansion of existing service levels to new growth areas and was prepared based on the preliminary information available in the early stages of the planning process. The results suggested that for the period 2017 to 2036 a town-wide capital investment of \$2.0 billion would be required as well as average annual tax rate increases of 5.26%.

A more detailed fiscal impact analysis of the Agerton Secondary Plan will be completed in conjunction with the Tertiary Plan process. The analysis is expected to provide recommendations on the orderly, affordable and sustainable rate of growth within the development area, including a financial impact assessment that reflects the key principles of growth and financial management.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO  
Commissioner, Planning and Development

For questions, please contact: Megan Lovell Phone: Ext. 2338  
Senior Policy Planner

### Attachments

Attachment 1 – Agerton Preliminary Preferred Land Use Concept and Secondary Plan Framework

CAO Approval  
William Mann, MCIP, RPP, OALA, CSLA, MCIF, RPF  
Chief Administrative Officer



***Agerton Secondary Plan Framework***

## **AGERTON SECONDARY PLAN FRAMEWORK**

### **PREAMBLE**

The Agerton Secondary Plan is envisioned to be developed as a mixed use employment and higher density residential community which supports the extension of higher order transit. The Agerton Secondary Plan is being planned concurrently with the Trafalgar Secondary Plan to the south. Through ROPA 38, a proposed major transit station was identified in the vicinity of the intersection of Derry and Trafalgar Roads within the Agerton Secondary Plan area. The area is physically separated from the balance of the urban area by the Sixteen Mile Creek Valley and, as such, is afforded an opportunity to accommodate higher density development and taller built form in a manner which contributes positively to the overall urban structure.

A key planning objective for the Trafalgar Corridor (which encompasses both the Agerton Secondary Plan and Trafalgar Secondary Plan) is to support the delivery of key transportation and higher-order transit service along the Trafalgar Road (inter- and intra-regional). It will also support the realization of a major transit station, facilitate expedited servicing delivery to the employment areas and support the achievement of employment forecasts in the Town of Milton.

### **1. PURPOSE**

The Agerton Secondary Plan will provide detailed policies to facilitate the development of a Major Transit Station Area with an abutting medium- to high-density mixed use community and employment lands between the hydro corridor and Derry Road, as well as an office-priority Employment Area in the northern portion of the plan, between Highway 401 and the hydro corridor.

The Secondary Plan will:

- i) Implement the objectives, policies and overall planning approach of the Town's Official Plan within the local context;
- ii) Establish 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) Provide growth management policies to implement the 2031 planning horizon population of a minimum of 6,800 residents and 15,000 jobs over the span of 20 years;
- iv) Establish a vision for growth in the Secondary Plan over the long-term, beyond the planning horizon of this Plan through over-arching themes, goals, strategic policies and a Community Structure Plan; and,
- v) Establish a Tertiary Plan Area and identify the requirements for preparation of a more detailed land use plan prior to submission of development applications.

## 2.0 LOCATION

The Agerton Secondary Plan is located in the Town of Milton's Urban Expansion Area as shown on Schedule "B" of the 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.

## 3.0 SECONDARY PLAN CONCEPT

### 3.1 Community Character

The community characteristics that provide direction for development in the Agerton Secondary Plan are:

- a) **An Employment Focused Complete Community**  
A community that provides appropriate 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 commercial, an appropriate range of higher density housing and supporting community uses.
- b) **A Well-Serviced Community**  
A community that is transit-supportive with optimal access to jobs, shopping, recreation, institutional and leisure choices, with sufficient servicing infrastructure to accommodate long-term growth potential.
- c) **An Environmentally Sustainable Community**  
A community that provides a natural heritage system and linked parkland system within the Secondary Plan, which is sensitive and connected to the Greenbelt.
- d) **A Connected Community**  
A community that provides a multi-modal transportation network of complete streets and an active transportation and goods movement network accessible to all users, organized around a Major Transit Station with connections to future higher-order transit on Trafalgar Road that integrates with the Town and Region's transportation system.
- e) **An Attractive Community**  
A community that provides high quality public and private spaces with design standards that create attractive and vibrant places.

## 4.0

## GOALS AND OBJECTIVES

Further to, and in accordance with the goals and objectives of Section 2 of the Town's Official Plan, the following goals and objectives will be applicable to the Agerton Secondary Plan:

### 4.1 Create Employment Opportunities

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

### 4.2 Protect and Enhance the Natural Heritage System

- a) Protect and where possible enhance key features of the existing Natural Heritage System, and ensure there will be no negative impacts on the natural features and areas or their ecological functions;
- b) Create, in consultation with the Region of Halton and Conservation Halton, a combined natural heritage and off-street trail system that is easily accessible and visible to residents and visitors; and,
- c) Encourage vistas and view corridors that result in visibility of the Natural Heritage System.

### 4.3 Provide Mobility Options

- a) Create a multi-modal transit hub centred around a Major Transit Station that serves to connect people and goods within the Secondary Plan, other areas of the Town and surrounding urban areas in the Region;
- b) Foster a connected and accessible on-road and off-road pedestrian and cycling path network which promotes a culture of active transportation;
- c) Provide the opportunity for a local transit network that can support higher-order transit service on Trafalgar Road;
- d) Realize a network of complete streets that meet the needs of all road users and prioritizes the needs of pedestrians, cyclists, and transit users over motorists on collector and local roads;

- e) Provide a land use structure and distribution of density that is transit supportive within walking distance of transit stops; and,
- f) Extend public transit services to the Agerton Secondary Plan in order to support greater mobility options for its residents and employees.

#### **4.4 Establish a Logical Road Network**

- a) Identify a modified grid pattern of collector roads that provide connectivity within the Secondary Plan and other areas of the Town; and,
- b) Recognize Trafalgar Road as the main corridor of the Secondary Plan, that is intended to accommodate all modes of transportation and serves as the main connection to surrounding urban areas in the Region.

#### **4.5 Build Compact and Complete Communities**

- a) Identify appropriate locations for transit-supportive mixed use centres that provide a focus of retail commercial and community uses within reasonable walking distance for the majority of the population;
- b) Achieve an overall minimum density of 70 residents and jobs combined per gross hectare across the Agerton Secondary Plan (with higher densities in the Major Transit Station Area (MTSA) and neighbourhood centre as prescribed in subsequent sections of this plan);
- c) Achieve employment uses that make efficient use of land and accommodate jobs;
- d) Identify a housing mix that provides for a range of medium and high-density housing types of varied tenure, including opportunities for affordable and shared housing;
- e) Identify an interconnected parks and open space system as one of the main organizing elements of the community including parks and open spaces, elements of the Natural Heritage System, and multi-use trails and pathways;
- f) Identify the public service facilities needs of the community through a community infrastructure plan; and,
- g) Provide opportunities for places of worship.

#### **4.6 Create High-Quality Urban Spaces**

- a) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- b) Create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (distinctive built form, streetscapes, parks and open space, landmarks and views, public art, etc.); ensure communities are designed to be accessible by all, regardless of age or physical ability; and,

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

#### **4.7 Fiscal Responsibility**

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

### **5.0 STRATEGIC DIRECTIONS**

#### **5.1 Natural Heritage System**

The Natural Heritage System of the Agerton Secondary Plan will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of the Official Plan. The focus of the Natural Heritage System is to protect and enhance natural features and areas and their ecological functions.

#### **5.2 Active Transportation and Road Network**

##### **Public Transit**

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of the Official 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 and the development of transit-supportive design criteria and standards in the Urban Design Guidelines.

##### **Trails System**

The trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels and its design will have regard for the Town of Milton Transportation Master Plan, Town of Milton Trails Master Plan Update, the Regional Road Right-of-Way Guidelines and the Regional Active Transportation Master Plan. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the required approval authority.

##### **Road Network**

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of the Official Plan, the road network for the Secondary Plan will be designed to accommodate all modes of travel. The planned road network is intended to balance the needs of all users, including pedestrians, cyclists, transit users and motorists.

### **5.3 Servicing**

#### **Water and Wastewater Infrastructure**

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

#### **Stormwater Management**

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

#### **Utilities**

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of the Official Plan, Federal, Provincial, Regional and Town-owned and/or operated public infrastructure and services are permitted to be located within any land use designation, and where required subject to the completion and approval of an Environmental Assessment.

Public infrastructure should not be located within the Natural Heritage System designation, and may only be permitted subject to the satisfactory demonstration of the following:

- there are no feasible alternatives to the proposed location; and,
- the degree of intrusion is minimized to the extent possible.

### **5.4 Housing**

The Agerton Secondary Plan will permit higher density forms of grade-related and apartment housing within the Major Transit Station – Mixed Use Area and Neighbourhood Centre Mixed Use II. It is generally intended that the remainder of the Secondary Plan be preserved for employment and retail commercial uses. A range and mix of medium- and high-density housing will be encouraged within each neighbourhood.

### **5.5 Urban Design**

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

Further to, and in accordance with the policies of Section B.2.8 of the Official Plan, all development within the Agerton Secondary Plan should be designed in a manner which supports the goals of the Secondary Plan and has regard to the Agerton and Trafalgar Urban Design Guidelines.

### **5.6 Cultural Heritage and Archeology**

In conformity with Section B.2.10.3.18 to B.2.10.3.24 of the Official Plan, the Town shall conserve significant cultural heritage resources and protect cultural heritage resources designated under Parts IV and V of the Ontario Heritage Act.

The Town shall require the applicant to prepare a Heritage Impact Assessment, where deemed necessary by the Town, that shall demonstrate to the satisfaction of the Town that the proposal will not adversely impact the cultural heritage significance of the property.

## **5.7 Public Service Facilities and Infrastructure**

A range of *public service facilities* and infrastructure will be permitted in all land use designations. 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 Plan, emergency response facilities may be located in any land use designation other than the Natural Heritage System designation, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

## **6.0 COMMUNITY STRUCTURE**

The Preliminary Land Use Concept Plan is an overall framework for the Agerton Secondary Plan. Key Community Structure elements include Major Transit Station and Major Transit Station Area, Employment Area, Neighbourhood Centre, Natural Heritage System, and Road and Trail Networks.

### **6.1 Major Transit Station and Major Transit Station Area**

The Major Transit Station Area is a contiguous urban area within an approximate 500 metre radius of the Major Transit Station along the CP Rail Line. The Major Transit Station has been identified in multiple levels of policy, including the Halton Region Official Plan, Halton Region Transportation Master Plan, and Town of Milton Official Plan, and Milton Transportation Master Plan.

The Major Transit Station Area is a strategic intensification area within the Secondary Plan that is intended to provide a full mix and range of uses at a transit-supportive minimum overall density of 300 residents and jobs per hectare.

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

### **6.2 Employment Area**



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

### **6.3 Neighbourhood Centres**

The Neighbourhood Centre is intended to be a major focal point for the Secondary Plan, secondary to the Major Transit Station Area, and shall have greater height and density than their immediate surroundings. This element is generally located at the intersection of arterial roads along Trafalgar Road in order to optimize access to higher-order transit service.

The Neighbourhood Centre is a strategic intensification area within the Secondary Plan and intended to provide a range and mix of uses at transit-supportive densities of 160 residents and jobs per hectare. Within the Neighbourhood Centre, residential and office buildings shall incorporate retail commercial or other active uses at grade. District Retail may be located within this area to serve residents and commuters in transit accessible locations, subject to coordination with District Retail within the balance of the Secondary Plan as part of the Master Plan. The underlying designation generally includes Neighbourhood Centre Mixed Use II.

### **6.4 Natural Heritage System**

Within the Agerton Secondary Plan, the “Natural Heritage System” reflects the Regional Natural Heritage System which is intended to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed. Preliminary refinements to the NHS have been incorporated into this plan through input from the South East Milton Subwatershed Study and ROPA 38 Minutes of Settlement. The NHS will continue to be refined through subsequent levels of study.

### **6.5 Road and Trail Networks**

The Road and Trail Networks should be designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit.

The final location, configuration, width and alignment of public roads shall be determined through the Master Plan, Environmental Assessment and development approval processes,

subject to the recommendations of the Subwatershed Study, Master Environmental Servicing Plan (MESP) and traffic impact studies prepared by individual applicants.

The intent is to provide a well-connected and continuous grid-pattern street network, while recognizing constraints such as the Natural Heritage System that limit the achievement of a completely connected street network.

## **6.6 General Parks and Open Spaces**

It is the goal of this Secondary Plan to create a desirable and high-quality Parks and Open Space System through a mix of passive and active spaces that support the strategic objectives of the Town of Milton Community Services Master Plan. The intent is to provide for a variety of parks distributed throughout the Agerton Secondary Plan.

Community Parks that serve Agerton residents may be located outside of the Secondary Plan, where appropriate.

## **6.7 Parkland Dedication**

Parkland dedication shall be in accordance with the provisions outlined in the Milton Official Plan and the Ontario Planning Act, R.S.O. 1990, c.P.13, as amended, as well as, Milton By-law No. 128-2001 and Policy No. 48.

The following shall not be counted towards parkland dedication:

- Private outdoor amenity space including privately owned public spaces (“POPS”);
- Landscape buffers and vistas;
- Natural Heritage Network lands and associated Vegetation Protection Zones (“VPZ”);
- Stormwater management lands and associated buffers; and
- Green roofs and sustainability features.

## **6.8 Schools**

Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of the Town’s Official Plan.

The Secondary Plan will require 1 Elementary School.

Schools are generally permitted in all land use designations. Elementary Schools are preferably located on a collector road. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (i.e. public library).

## **6.9 Places of Worship**

Places of Worship will generally be located in proximity to District Parks and Schools and developed in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of the Town's Official Plan.

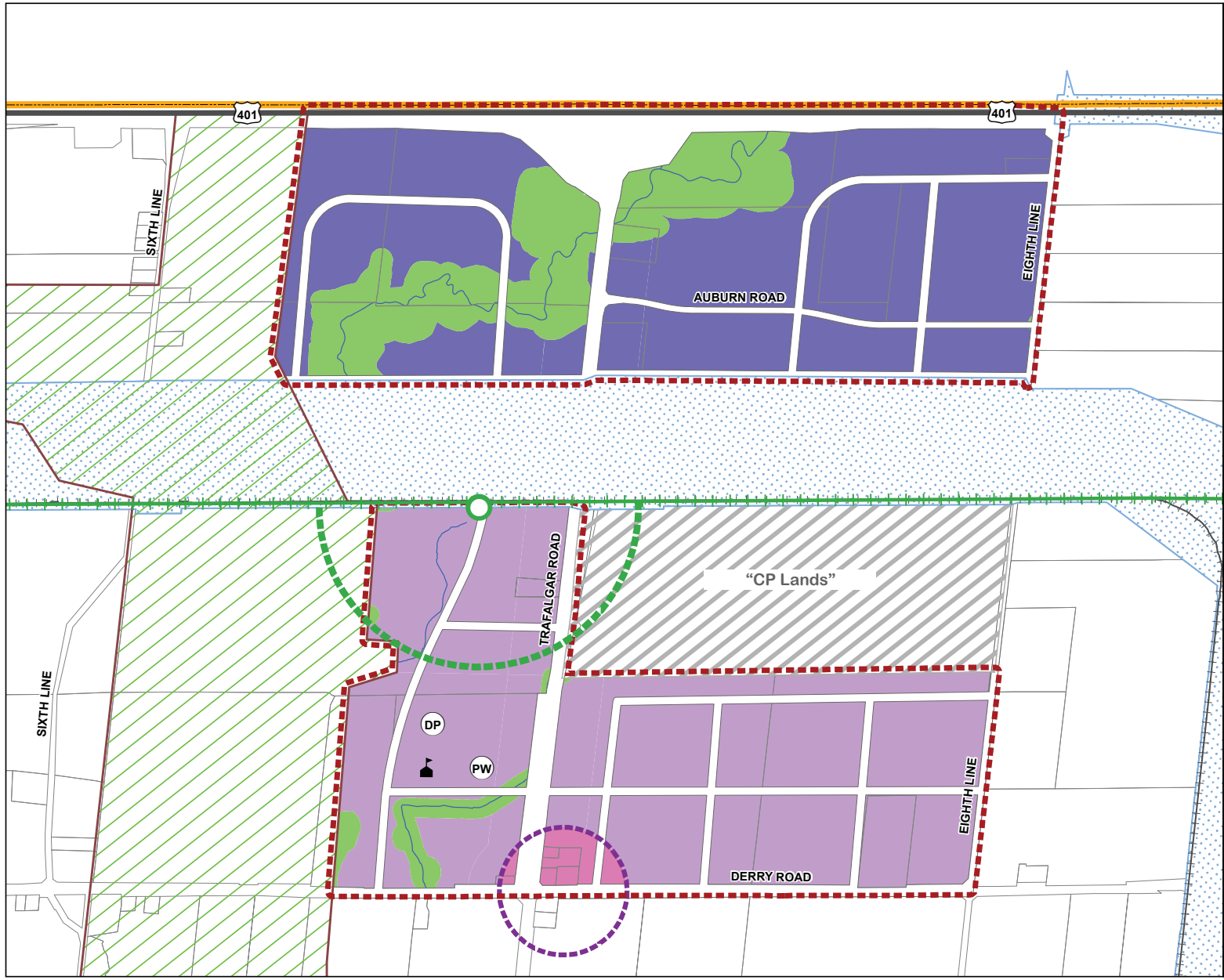
#### **6.10 Existing Agricultural Operations**

Within the Agerton Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Plan. Development should have regard to existing agricultural operations. Potential impacts will be minimized.

### **7.0 TERTIARY PLAN AREA**

The Secondary Plan will require the preparation of one Tertiary Plan in the southern portion of Agerton to provide more detailed planning that will be endorsed by Council prior to the submissions of development applications in the Secondary Plan. As per Section B.5.4.3.6 of the Town's Official Plan, Tertiary Plans are conceptual development plans which indicate general concepts with respect to specific areas within the Town. A Tertiary Plan cannot be prepared until the location of the GO Station has been determined to the satisfaction of the Town, in consultation with Metrolinx and other implementing agencies.

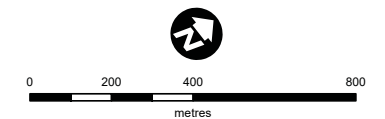
The Tertiary Plan provides more detail than the Secondary Plan and represents the final policy planning layer between the Secondary Plan and development. The Tertiary Plan will guide how development will proceed in a coordinated manner with regard to matters such as infrastructure servicing, natural hazard protection, heritage protection, transportation networks, parks, and open space linkages and phasing. It provides a framework for coordinating neighbourhood subdivision development that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan are achieved through coordinated development.



# Preliminary Preferred Land Use Concept

## AGERTON SECONDARY PLAN

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRY
- PARKWAY BELT WEST PLAN AREA
- WATERCOURSE
- CANADIAN PACIFIC RAIL LINE
- GO TRANSIT ROUTE
- MAJOR TRANSIT STATION
- MAJOR TRANSIT STATION AREA
- NEIGHBOURHOOD CENTRE MIXED USE II
- MAJOR TRANSIT STATION - MIXED USE AREA
- EMPLOYMENT AREA - OFFICE PRIORITY
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- NEIGHBOURHOOD CENTRE
- DISTRICT PARK
- ELEMENTARY SCHOOL
- PLACE OF WORSHIP



NAD 1983 - UTM Zone 17N

**MARCH 2019**