



The Corporation of the
Town of Milton
**COUNCIL CONSOLIDATED
AGENDA**

July 18, 2022, 7:00 p.m.

Town Hall

150 Mary Street, Milton, ON L9T 6Z5

This meeting will be held as a hybrid meeting with Members of Council having the opportunity to participate in-person at Town Hall or electronically. At this time, members of the public are encouraged to continue to view the meeting by watching the live stream.

Should you wish to delegate to a Council meeting, all delegations will continue to be received electronically only. Please complete the online delegation form at <https://forms.milton.ca/Community/Delegate-Request-Application> by 12:00 p.m. (noon) two business days before the meeting is to be held.

	Pages
*5. <u>DELEGATIONS</u>	2
1. Items for Consideration #8.5	
Subject: DS-078-22 Technical Report: Oakridge Horticultural Farm	
Name(s): Glenn Wellings, Wellings Planning	
6. <u>PUBLIC MEETING</u>	
*6.2. DS-082-22 Britannia Secondary Plan Public Meeting (Town File LOPA 01-22)	4
Name(s): Dave McCann	
Ameen Walli-Attai	
Glenn Wellings, Wellings Planning	

Miranda Borris

Subject: FW: Website Delegation Request - Glenn Wellings - Oakridge Horticultural Farm Nursey Inc.

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Tuesday, July 12, 2022 4:18 PM

To: MB-townclerk@milton.ca <Townclerk@milton.ca>

Subject: Website Delegation Request - Glenn Wellings - Oakridge Horticultural Farm Nursey Inc.

Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Tuesday July 12th 2022 4:15 PM with reference number 2022-07-12-074.

<https://forms.milton.ca/Management/Response/View/8c83ad20-55e9-4595-96a7-a220cdf28e50>

Application Information

- **First Name:**
Glenn
- **Last Name**
Wellings
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Burlington
- **Postal Code:**
L7S 1V3
- **Are you representing a group?**
Yes
- **Group Name**
Oakridge Horticultural Farm Nursey Inc.

- **Street Address:**
11565 Guelph Line
- **Town**
Milton
- **Postal Code:**
L0P 1B0
- **Council Meeting Date**
7/18/2022
- **Please indicate how you intend to interact with the online Council Meeting**
Both audio and video
- **Please describe the issue you intend to present:**
Item No. 8.5 - Oakridge Horticultural Farm (Town File No. Z-25-21).
- **Please describe specific actions you want Council to take:**
That Town Council approve Application Z-25-21.
- **Staff Report Number (if known)**
DS-078-22
- **Please provide your comments in support of or in opposition to the staff recommendation:**
In support of staff recommendations in Report # DS-078-22.
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

, ON,

www.milton.ca



The Corporation of the Town of Milton

Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	July 18, 2022
Report No:	DS-082-22
Subject:	Britannia Secondary Plan Public Meeting Report LOPA 01-22

Recommendation: THAT Report DS-082-22, with respect to Town- initiated Local Official Plan Amendment - Britannia Secondary Plan Public Meeting, be received for information.

EXECUTIVE SUMMARY

- In accordance with the Planning Act, this Report presents the Draft Britannia Secondary Plan, attached as Appendix 1, for the purpose of a statutory public meeting.
- This Secondary Plan provides a policy framework and community structure for the Britannia Secondary Plan Area, which is a part the “Phase 4 Urban Expansion Lands” which accommodates Milton’s growth to 2031.

REPORT

Background

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 next Urban Expansion Area comprising of both new community and new employment areas. The Urban Expansion Area must be planned to accommodate growth through to 2031, to achieve conformity with the Growth Plan and to be consistent with both the Regional and Municipal growth management strategy.

The Town of Milton undertook several growth related background studies to guide future secondary planning of these 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 within the Town’s Urban Expansion Lands. Namely, the Agerton Employment Secondary Plan Area, the Trafalgar Corridor Secondary Plan Area, and the Britannia East/West Secondary Plan Area. The

Background

Town initiated the Britannia Secondary Plan process in June 2020. The Britannia Secondary Plan is generally bounded by:

- North - The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road
- East - The Provincial Greenbelt and Fifth Line
- South - The Phase 4 Settlement Area Boundary
- West - The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

The Britannia Secondary Plan includes approximately 904 gross developable hectares (2,234 gross developable acres) in the south-eastern part of the Town of Milton. As identified through the LBA, and as refined through the Secondary Plan process, the Britannia Secondary Plan Area is estimated to accommodate 46,450 residents and 10,730 population-related jobs and achieve an overall density of 60 people and jobs per hectare.

Discussion

The Secondary Planning process is being undertaken by the Town of Milton and a consulting team led by Malone Given Parsons Ltd (MGP). The process involves three phases.

Phase One was completed in Q2 2021. It included a gap analysis 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. Based on this Gap Analysis, a final scope of work was established for each technical study required to support the Secondary Plan. Additional detailed Terms of Reference were prepared in consultation with the Town and Region for the Area Servicing Plan and Transportation Study.

Phase Two is currently underway. It concludes with the draft technical background studies, a Preferred Land Use Option and preliminary Draft Official Plan Amendment which are presented at a Public Meeting for feedback and comments. To satisfy the requirements of the Halton Region and Town of Milton Official Plans, the following studies are being carried out as part of Phase Two of this process:

- Land Use Options and Preferred Land Use Option
- Population, Employment and Housing Analysis
- Community Facility and Human Services Impact Analysis
- Parkland and Recreational Facility Strategy
- Urban Design Guidelines
- Green Innovation Community Assessment
- Retail/Commercial Assessment

Discussion

- Cultural Heritage Plan
- Transportation Master Plan
- Real Estate Market Analysis
- Agricultural Impact Assessment
- Subwatershed Study
- Area Servicing Plan
- Air Quality Assessment

Additional studies being carried out by other consultants retained by the Town are to be undertaken concurrently with the Secondary Plan process, including the following:

- Master Environmental Servicing Plan (MESP)

As part of Phase One and Phase Two, two Public Information Centres (PICs) were held to receive input from the public and stakeholders. The first PIC was held virtually on March 11, 2021. It resulted in comments and feedback from members of the public on the Key Theme Areas presented for the vision of the Britannia Secondary Plan. This feedback, along with the findings of the technical background studies, was used to prepare three land use options for the Secondary Plan.

A second PIC was held on July 7, 2021, to present and gather public feedback on the land use options and Preliminary Policy Directions. The responses to polls and comments received at the PIC were used to refine the Preliminary Policy Directions and to inform the preparation of evaluation criteria and measures for the selection of a Preferred Land Use Option.

In general, the preliminary draft Britannia Secondary Plan maintains the intent of the Conceptual Structure Plan anticipated by the LBA. It plans for a scale and character of development similar to the adjacent Boyne Secondary Plan area. Places to shop, learn, obtain personal service, recreate, and worship are focused in and around walkable mixed use centres. Based on the input received through the Britannia Secondary Plan public consultation process, the Plan is envisioned to consist of complete neighbourhoods that each provide a range and mix of housing with walkable access to amenities and services.

The Britannia Secondary Plan consists of three main land uses designations: “Neighbourhood Commercial Mixed Use”; “Local Commercial Mixed Use”; and “Evolving Neighbourhoods”. In general, the Commercial Mixed Use designations are intended to function as the major focal points within each neighbourhood, and they are intended to provide a range and mix of uses including schools, parks, retail, service commercial and residential uses with greater densities than their immediate surroundings. The Evolving Neighbourhood designation is intended to accommodate a range and mix of grade-

Discussion

related residential dwellings, public service facilities and elements of the parks and open space system. Dwelling types are intended to be mixed throughout each neighbourhood to avoid conglomerations of a single dwelling type.

The Britannia Secondary Plan incorporates the southern portion of the Omagh Study Area. The northern part is incorporated in the Boyne Secondary Plan area. The comprehensive and detailed planning of this area is deferred to the Town's ongoing heritage study work.

Phase 3 of the Secondary Planning process is expected to be completed in Q1 2023. It will involve finalization of the required technical studies and refinement of the Land Use Plan. As a key component of the Secondary Plan, phasing and implementation policies will inform the Regional Allocation Program for area servicing and tertiary planning requirements. Finally, the implementing Official Plan Amendment (OPA) will be submitted for adoption by Council and forwarded to Halton Region for approval.

Following Halton Region's approval of the secondary plan, and once the plan is in full force and effect, a tertiary planning process led by the Britannia Landowners Group will commence. The resulting tertiary plan will be submitted to Town Council for endorsement. Prior to any development proceeding, a Draft Plan of Subdivision(s) will be required to be prepared in accordance with the Tertiary Plan and all other outlined application submission requirements, and any required agreements between the Town and landowners will need to be finalized and executed.

Financial Impact

There are no immediate financial impacts associated with 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 and pace of growth has a significant financial impact to the Town, as demonstrated through prior financial studies, the pressures identified in the annual budget process and the Town's existing infrastructure deficit.

The most recent comprehensive fiscal impact study presented to Council through CORS-056-21 assumed the expansion of existing service levels to new growth areas and was prepared based on information available in the early stages of the planning process for the Sustainable Halton Lands. The operating and capital costs are projected to translate into average annual tax rate increase of 4.3% to 2041, including 5.5% on average during the first 10 years due to the initial pressure of gradually reducing the Town's existing infrastructure deficit and investing in approved master plans for the fire and transit services.



The Corporation of the Town of Milton

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The densities and types of development within each secondary plan, as well as the capital investments and extent of non-residential development activity that occurs concurrent with residential growth, influence the financial pressures on the tax rates.

Consistent with the process currently being undertaken on the Trafalgar Secondary Plan, and as outlined in CORS-056-21, the assumptions for the Britannia Secondary Plan area that were incorporated into the most recent fiscal impact study will continue to be validated through the secondary and tertiary plan processes. Any significant deviations (if any) will require further analysis and update to the fiscal impact analysis before finalization of the tertiary plan.

Respectfully submitted,

Jill Hogan
Commissioner, Development Services

For questions, please contact: Megan Lovell, Senior Planner, Policy Phone: 905-878-7252 Ext. 2398

Attachments

Appendix 1 - Draft Britannia Secondary Plan June 2022 LOPA 01-22

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.

C.X Britannia Secondary Plan

C.X BRITANNIA SECONDARY PLAN

C.X.1 GENERAL

C.X.1.1 PURPOSE

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

The Secondary Plan:

- a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;
- b) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;
- c) Provides growth management policies to implement the 2031 planning horizon for a minimum target of 46,400 residents and 10,700 jobs
- d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of five neighbourhoods; and,
- e) Establishes Tertiary and Neighbourhood Design Plan requirements prior to final approval of development applications.

C.X.1.2 LOCATION

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

- a) North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road
- b) East – The Provincial Greenbelt and Fifth Line
- c) South – The Phase 4 Settlement Area Boundary
- d) West – The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

C.X.2 SECONDARY PLAN VISION

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

C.X.2.1 COMMUNITY CHARACTER

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

- a) **A Complete Community**
A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses.
- b) **A Well-Serviced Community**
A 15-minute community that provides activity centres to maximize active transportation access to shopping, recreation, institutional, and leisure choices.
- c) **An Environmentally Sustainable Community**
A community that provides a Natural Heritage System (NHS) and linked open space system within the Secondary Plan which is sensitive and connected to the Greenbelt.
- d) **A Connected Community**
A community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.
- e) **An Attractive Community**
A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

C.X.2.2 COMMUNITY DESIGN ELEMENTS

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

- a) Five distinct neighbourhoods with neighbourhood nodes as centres of non-residential activity in each neighbourhood to provide opportunities to recreate, learn, shop, work, and worship within a 15-minute walk;
- b) A range of retail commercial opportunities, including options which maximize walkability for residents;
- c) A range of parks and village squares providing sub-neighbourhood focal points, opportunities for placemaking, and access to recreation within a five-minute walk to most residents;
- d) A range and mix of housing options, primarily grade-related, will be provided in each neighbourhood to promote inclusiveness and create dynamic streetscapes;

- e) A central active transportation spine will generally run along the pipeline easement and combined with a collector road along the north edge of the pipeline easement will create a central “Green Avenue” and provide residents with an attractive, off-road active transportation option across the Secondary Plan from east to west.
- f) A community node, central to the Secondary Plan area, serves as the primary focus of activity and community uses, including Community Mixed Use Commercial, a Community Park and a Secondary School;
- g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- h) A complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community and to connections in adjacent neighbourhoods or the Greenbelt.

C.X.3 GOALS AND OBJECTIVES

Further to, and in accordance with, the Goals and Objectives of Section B.2 of this Official Plan, the following goals and objectives are applicable to the Britannia Secondary Plan:

C.X.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for retail commercial and community services within reasonable walking distance from most of the population;
- b) Identify strategic locations for a regional-serving retail/commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and placemaking;
- c) Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Britannia Secondary Plan;
- d) Identify a housing mix that provides for a range of housing options including affordable and assisted housing within each neighbourhood;
- e) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with active transportation as one of the main organizing features of the community;
- f) Identify the Public Service Facilities needs and opportunities for places of worship; and,
- g) Encourage best practices for sustainable development such as low impact development, energy efficient housing, active transportation and increased mobility options.

C.X.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

- a) Protect or enhance Key Features of the NHS by ensuring that there will be no negative impacts on the natural features and areas or their ecological functions through the development process;
- b) Create, in consultation with the Region and Conservation Authority, a combined natural heritage and off-street trail system as a central feature of the community that is easily accessible and visible to residents and visitors;
- c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open space adjacent to, or near, the NHS where possible; and,
- d) Establish an urban form that reduces reliance on auto trips and encourages walking and active transportation.

C.X.3.3 PROVIDE MOBILITY OPTIONS AND A LOGICAL ROAD NETWORK

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

C.X.3.4 ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH SENSE OF PLACE

- a) Create community identity and sense of place through the establishment of a high-quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.);
- b) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- c) Recognize the unique nature and opportunity to celebrate the Omagh Settlement and integrate it with the broader community;
- d) Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place;

- e) Require well coordinated and thought-out streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and,
- f) Consider sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.

C.X.3.5 ENSURE FISCAL RESPONSIBILITY

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

C.X.4 STRATEGIC POLICIES

Further to, and in accordance with, the Strategic Policies of Section B.2 of this Official Plan, the following policies are applicable to the Britannia Secondary Plan.

C.X.4.1 NATURAL HERITAGE SYSTEM (NHS)

The NHS will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of this Official Plan. The focus of the NHS is to preserve and enhance the biological diversity and ecological functions. The NHS is identified on Schedules “C.X.A” to “C.X.D” and further detailed in Section C.X.6.5 of this Secondary Plan.

C.X.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.X.4.2.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of this Official Plan and with regard for the Town’s Transportation Planning, the Town will ensure that the development of the Secondary Plan maximizes the potential for the provision of transit service, through the achievement of appropriate densities and transit-supportive design.

C.X.4.2.2 Trails System

Schedule “C.X.B”, Active Transportation and Natural Heritage System Plan identifies a conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Official Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels, having regard for the Region and Town’s Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the Region, where appropriate. Where possible, trails are encouraged to be located in proximity to parks.

Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the trails will be subject to review based on recommendations of the Subwatershed Study (SWS) and Master Environmental Servicing Plan (MESP) and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

All trail system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.

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

C.X.4.2.3 Road Network

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule “C.X.B”, Active Transportation and Natural Heritage System Plan. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned development of the area. Any proposed changes to the intersections with Regional Roads identified on Schedule “C.X.B” will require an amendment to this Official Plan.

C.X.4.2.4 Regional Road Network

Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of major arterial roads for the transport of goods and people in a safe and efficient manner, in accordance with the Region’s Transportation Master Plan, Regional Official Plan, Development Charges Background Study, the Region’s Financing Policies for Growth Infrastructure as well as the Region’s Mobility Management Strategy. The Regional Road network is comprised of Major Arterial Roads which include the Britannia Road (Regional Road 6) and James Snow Parkway (Regional Road 4) corridors within the Secondary Plan. Access to Regional Roads shall be in accordance with the most current Halton Region Access Management Guidelines and by-laws.

The Town will work with the Region to ensure that Regional roads, including Britannia Road and James Snow Parkway function efficiently as major routes through the Secondary Plan area. The Town and Region will develop a staging and monitoring plan through the Tertiary Plan process (as detailed in Section C.X.5.1 and C.X.7.5.2), to identify and monitor the need for network improvements.

C.X.4.2.5 Proposed Minor Arterial

Within the Secondary Plan, a new east-west Minor Arterial road is identified on Schedule “C.X.B”, Active Transportation and Natural Heritage System Plan north of Britannia Road. The continuation of this road east of Sixth Line will be protected for the potential future connection with the existing Trafalgar Secondary Plan.

The need and function of the potential east-west Minor Arterial road extension will be further assessed through a Town-wide Transportation Master Plan.

C.X.4.3 SERVICING

C.X.4.3.1 Water and Wastewater Infrastructure

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

The Region is responsible for the development of water treatment and water distribution as well as wastewater collection and wastewater treatment infrastructure. All water treatment, water distribution, wastewater collection and wastewater treatment infrastructure servicing the Britannia Secondary Plan Area shall be developed in accordance with the Water and Wastewater Master Plan, Regional Official Plan, Development Charges Background Study and the Region’s Financing Policies for Growth Infrastructure or as further refined by the Area Servicing Plan to the satisfaction of the Region.

C.X.4.3.2 Stormwater Management

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

The location of the stormwater management facilities (including green infrastructure and Low Impact Development (LID) techniques) are to be more specifically delineated in the Tertiary Plan in accordance with the MESP. Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new development and implemented to the extent feasible, as determined by the Town in consultation with the Conservation Authority. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including Regional roadways.

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations (i.e., Britannia Road and James Snow Parkway).

Stormwater management facilities are permitted in all land use designations on Schedule “C.X.C” except the Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use, and NHS unless such facilities are considered essential infrastructure.

Stormwater management systems (including LID techniques and green infrastructure) shall only be permitted in the NHS if demonstrated that there will be no negative impacts on key features or their ecological functions through a MESP, Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment (EIA) or equivalent study.

C.X.4.3.3 Utilities

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of this Official Plan, Federal, Provincial, Regional and Town-owned and/or operated essential transportation and utility facilities are permitted to be located within any land use designation and, where required, subject to the completion and approval of an EA.

Essential transportation and utility facilities may be located within the Natural Heritage System designation, in accordance with Section C.X.6.5.1 of this Secondary Plan.

C.X.4.4 HOUSING

C.X.4.4.1 The Britannia Secondary Plan will require a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section B.2.7.

C.X.4.4.2 The Britannia Secondary Plan establishes a target for affordable and assisted housing in accordance with Section B.2.7.3.1, where the target in the Britannia Secondary Plan is that a minimum of 18% of all new residential units shall be affordable housing, assisted housing or higher-density townhouses, apartments or secondary units.

C.X.4.4.3 To contribute to the delivery of affordable and rental housing a minimum of 10% of single and semi-detached units shall include an option to purchasers to include a secondary unit on a lot during the initial development of the community.

C.X.4.5 URBAN DESIGN

C.X.4.5.1 Section B.2.8 of this Official Plan establishes a detailed urban design strategy for the Town which is applicable to the Britannia Secondary Plan.

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

- a) Reflects the goal and objectives of this Secondary Plan in Section C.X.3; and,
- b) Has regard for the Britannia Secondary Plan Urban Design Guidelines.

C.X.4.5.2 Further to the policies of Section C.X.4.5.1, *development* shall be consistent with the following guidelines:

- a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure most residents (90%) can access a park or village square within a 5-minute walk from their home;
- b) Schools are encouraged to co-located with parks to create neighbourhood focal points and land use efficiencies;
- c) Special design consideration shall be given to the relationship between the collector road proposed adjacent to the north side of the lands designated Greenspace and the multi-use path proposed within to create a grand “Green Avenue.” This “Green Avenue” will service as primary active transportation spine through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;
- d) Five Neighbourhood Nodes shall support retail commercial uses either in single use or mixed-use developments. Neighbourhood Nodes shall be pedestrian oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;
- e) Within each neighbourhood, sub-neighbourhood and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;
- f) The street network shall be in the form of a highly connected, modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- g) All roads within the Secondary Plan shall be designed as Complete Streets;
- h) The local road pattern should be designed to prioritize active transportation;
- i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the Town and / or Region;
- j) Arterial roadways, including Britannia Roads and James Snow Parkway, shall be designed with boulevards that will be vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists. Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;
- k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through short block lengths and off-road options such as trails, multi-use paths and mid-block connectors;
- l) All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;

- m) Wherever possible, single-loaded streets shall be used to maximize physical and visual access to parks and open spaces;
- n) New buildings shall be positioned to define the shape and function of open spaces and streetscapes;
- o) All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;
- p) New development shall be sensitive to adjacent built cultural heritage resources.;
- q) Consideration shall be given to the exposure of residential and other sensitive land uses to odour, noise and other contaminants caused by transportation, industrial, and utility sources in accordance with the policies of Section B.2.3.3.16 to B.2.3.3.22 of this Official Plan and the recommendations of the Air Quality Assessment; and,
- r) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

C.X.4.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

A range of infrastructure, including Public Service Facilities, will be permitted in all land use designations on Schedule “C.X.C”, except where not permitted in the NHS.

C.X.4.6.1 General Parks and Open Space

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through a mix of passive and active spaces that support the strategic objectives of the Town of Milton Community Services Master Plan. The intent is to provide for a variety of parks distributed throughout the Neighbourhoods of the Secondary Plan to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on active forms of parkland does not diminish the importance of the broader system of passive/undevelopable parks and open spaces.

Within the Britannia Secondary Plan, the parks and open space system consists of Greenspace, Community Park, District Park, Neighbourhood Park, Village Squares and the Trail Network (per Section C.X.4.2), as identified on Schedules “C.X.A” to “C.X.C” and further detailed in Section C.X.6.4 of this Secondary Plan.

The locations of these elements are conceptual. The exact location and configuration may be modified without amendment to this Official Plan and established through the development of the Tertiary Plan, as required in Section C.X.7.5 of this Secondary Plan, and development approval process. The Tertiary Plan and Neighbourhood Design Plans will achieve a distribution that maximizes access to residents within a five-minute walk to a park or village square

C.X.4.6.2 Places of Worship

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

At a minimum, five (5) major place of worship sites shall be identified in the Tertiary Plan as stand-alone worship sites, generally distributed one per Neighbourhood. These sites should be developed in accordance with Section C.X.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan.

Minor places of worship maybe accommodated within the Neighbourhood Commercial Mixed Use, Community Commercial Mixed Use, or the Evolving Neighbourhood designation in accordance with Section C.X.6.1, C.X.6.2 and C.X.6.3 of this Secondary Plan.

C.X.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Official Plan, emergency response facilities are permitted in any land use designation other than the NHS designation and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

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

C.X.4.6.4 Schools

The intent is to provide sufficient education opportunities in proportion to residents and to maximize walk to opportunities by equally distributing schools throughout the Neighbourhoods and in consideration of major roads. Schools shall be provided in accordance with Section C.X.6.4.7.

C.X.4.6.5 Co-Location

Schools, Libraries, Community Centres and Parks shall co-locate where possible.

C.X.4.7 ARCHEOLOGICAL RESOURCES

In accordance with the policies of Sections B.2.10.3.29 and B.2.10.3.30 of this Official Plan, the Town has determined the potential for impacts to archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Engagement with First Nations must be undertaken prior to commencement of

tertiary planning or additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.

C.X.4.8 EXISTING AGRICULTURAL OPERATIONS

Within the Britannia Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. Where feasible, development should be staged through the Tertiary Plan to maintain prime agricultural lands and associated operations as interim uses. An Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with Minimum Distance Separation formulae does not apply within the Britannia Secondary Plan.

C.X.4.9 GREEN INNOVATION PLAN

C.X.4.9.1 In accordance with the Town of Milton Green Innovation Plan, the Town will encourage inclusion of zero carbon housing in the Britannia Secondary Plan and residential buildings that exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

C.X.4.9.2 The installation of on-street and off-street Electric Vehicle charging stations is strongly encouraged.

C.X.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.X.A”, Neighbourhood Plan is an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, Neighborhood Nodes, Omagh Study Area, NHS, and Road and Active Transportation Network.

Discrete land use designations are shown on Schedule “C.X.C”, Land Use Plan and detailed in Section C.X.6 of this Secondary Plan.

C.X.5.1 TERTIARY PLAN AREA

A Tertiary Plan will be prepared for the entire Secondary Plan, which provides for a more detailed level of planning and is to be endorsed by Council prior to the submission of development applications in the Secondary Plan. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.X.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans. The Tertiary Plan will be developed in consultation with the Region and Conservation Authority.

The Tertiary Plan is intended to implement the Secondary Plan, and provide more detail than the Secondary Plan to inform development. The Tertiary Plan will demonstrate how development will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard protection, natural heritage protection, impacts on the Regional and local road networks, parks and open space, linkages, and staging, to the satisfaction of the Town in consultation with the Region. It provides a framework for coordinating neighbourhood subdivision development that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia Secondary Plan Urban Design Guidelines are achieved. Where the Tertiary Plan is not consistent with the intent of the Secondary Plan an amendment to the Secondary Plan will be required.

C.X.5.2 NEIGHBOURHOODS

Five distinct Neighbourhoods are identified on Schedule “C.X.A” Community Structure Plan are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types.

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

	Population	Employment	Density (residents + jobs per hectare)
Neighbourhood 1	9,200	2,100	60
Neighbourhood 2	6,500	2,400	60
Neighbourhood 3	10,100	2,200	60
Neighbourhood 4	10,000	1,900	70
Neighbourhood 5	10,600	2,100	70

The distribution of land uses and housing types will be further articulated through the preparation of the Tertiary Plan and a Neighbourhood Design Plan in accordance with the land use policies and housing mix goals identified in Section C.X.6 of this Secondary Plan. The Neighbourhood Design Plan will demonstrate how each Neighbourhood will, at minimum, achieve the assigned targets, as well as the distribution of land uses, community

facilities, the local road network, active transportation network and open space system and are further defined in Section C.X.7.6.1.

Within each Neighbourhood, at least one (1) stand-alone major place of worship shall be provided in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.

Within each Neighbourhood, one (1) Local Commercial site shall be provided adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.X.6.1.

Beyond the horizon of this Official Plan, it is expected that the neighbourhoods will continue to evolve to accommodate additional growth through appropriate forms of grade-related intensification within the planned intent of the land use designations of this Official Plan. All permitted residential unit types within a land use designation are considered inherently compatible. In this regard, proposals for intensification shall be encouraged for the full range of permitted residential uses within the applicable land use designation, without the need to demonstrate unit type compatibility.

C.X.5.3

NEIGHBOURHOOD NODES

Five (5) Neighbourhood Nodes are intended as the central focal points of activity for each of the Neighbourhoods, and are to accommodate the retail commercial, institutional and recreation uses that serve the Neighbourhood. Generally, these elements are located at the intersection of key arterial and collector roads central to each Neighbourhood in order to optimize walkability for residents of the surrounding Neighbourhoods that will rely on these uses daily. It is also intended these centres be a focus for concentrations of more intense forms of housing within walking distance of potential local transit stops. They are to be designed with consideration for a longer-term evolution.

The underlying land use designations in Neighbourhood Nodes are Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use.

The central Neighbourhood Node at the intersection of Britannia Road and James Snow Parkway is envisioned as a major centre of activity and focal point, serving the immediate Neighbourhood, the broader Secondary Plan community and beyond. It is a strategic location intended to provide the greatest opportunity for intensity of uses, heights and densities in the Secondary Plan.

The other Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local neighbourhoods.

C.X.5.4

OMAGH STUDY AREA

Omagh has a special character which reflects its significant cultural heritage and its relationship to the NHS. The Omagh Study Area designation on Schedules "C.X.A" and

“C.X.C” is an overlay designation. No development shall be permitted in this general area, until a detailed study relating to a potential Character Area is carried out by the Town.

C.X.5.5 NATURAL HERITAGE SYSTEM (NHS)

The NHS is delineated on Schedules “C.X.A” to “C.X.D” of this Official Plan. Components of the NHS are outlined in Sections B.4.9.1.2 and B.4.9.1.3 of this Official Plan.

In accordance with Section B.4.9.3.12 of this Official Plan, refinements to the NHS including additions, deletions and/or boundary adjustments, may occur through a Planning Act process, without amendment to this Plan where they are supported by either a MESP, a DAEFSS, an EIA or equivalent study accepted by the Region.

C.X.5.6 ROAD AND ACTIVE TRANSPORTATION NETWORK

The Road and Active Transportation Networks have been identified on Schedule “C.X.B” to ensure that the integrated street and path network is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit.

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

C.X.6 LAND USE POLICIES

The applicable land use policies of Sections B.3 and B.4 of this Official Plan, together with the additional policies in this section, shall apply to the lands in the Britannia Secondary Plan in accordance with the land use designations on Schedule “C.X.C”, Land Use Plan.

C.X.6.1 EVOLVING NEIGHBOURHOOD DESIGNATION

C.X.6.1.1 It is the intent of this Secondary Plan to provide for a broad range of housing forms throughout each Neighbourhood. Within the Evolving Neighbourhoods Designation shown on Schedule “C.X.C” the following uses are permitted

- a) Residential uses including primarily single detached dwellings, semi-detached dwelling, secondary units, townhouses, back-to-back townhouses, and may include stacked back-to-back townhouses, and multiplexes in accordance with the policies of Section C.X.4.4.3, C.X.5.1, C.X.5.2 and C.X.6.1.2;
- b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan, provided the use is located adjacent to a Village Square and does not exceed the typical size of a local commercial use (approximately 930m²);

- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and provided they are stand-alone sites, are generally located adjacent to a Neighbourhood Commercial Mixed Use or Community Commercial Mixed Use designation to allow for shared parking arrangements and to minimize disruption in residential areas and on the local road network, can take access from a major collector or arterial road, and where there is access from active transportation and transit routes.; and,
- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use is adjacent to a Village Square and does not exceed the typical size of a local commercial use (approximately 930m²).

C.X.6.1.2 Building heights should not exceed 4 storeys.

C.X.6.1.3 All development within the Evolving Neighbourhoods designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.

C.X.6.2 COMMUNITY COMMERCIAL MIXED USE DESIGNATION

C.X.6.2.1 The Community Commercial Mixed Use Designation on Schedule “C.X.C” is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.

In accordance with Section C.X.5.3, the Community Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:

- a) Residential uses including stacked back-to-back townhouses, multiplexes, apartments, and live-work units;
- b) Retail and Commercial uses; and,
- c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m²).

C.X.6.2.2 The maximum height of buildings shall not exceed 15 storeys.

C.X.6.2.3 The combined area of Community Commercial Mixed Use areas shall provide a minimum of 18,500 m² of non-residential gross floor area.

C.X.6.2.4 If an amendment to this Official Plan is required to increase the area of the Community Mixed Use Area or provide less than the minimum non-residential gross floor area, Council may require the preparation of a market impact study.

C.X.6.2.5 All development within the Community Commercial Mixed Use designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.

C.X.6.3 NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION

C.X.6.3.1 The Neighbourhood Commercial Mixed Use designation on Schedule “C.X.C” is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.

In accordance with Section C.X.5.3, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:

- a) Residential uses including stacked back-to-back townhouses, multiplexes, apartments, and live-work units;
- b) Retail and Commercial uses; and,
- c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use does not exceed the typical size of a local commercial use (approximately 930m²).

C.X.6.3.2 The maximum height of buildings shall not exceed 8 storeys.

C.X.6.3.3 The combined area of Neighbourhood Commercial Mixed Use, within each Neighbourhood, shall provide a minimum of 9,300 m² of non-residential gross floor area, except the Neighbourhood Commercial Mixed Use area at Britannia Road and James Snow Parkway shall provide a minimum of 4,600 m² non-residential gross floor area.

C.X.6.3.4 If an amendment to this Official Plan is required to increase the area of the Neighbourhood Mixed Use Area or provide less than the minimum non-residential gross floor area, Council may require the preparation of a market impact study.

C.X.6.3.5 All development within the Neighbourhood Commercial Mixed Use designation shall have regard for the Britannia Secondary Plan Urban Design Guidelines.

C.X.6.4 PUBLIC SERVICE FACILITIES

Notwithstanding the policies of Section B.2.5, development of Public Service Facilities such as parks, greenspace, and schools identified on Schedule “C.X.C”, shall be subject to the policies of this subsection.

C.X.6.4.1 Community Park Symbol

Community Parks are intended to serve all residents in the Town and should include a range of indoor and outdoor recreation facilities such as arenas, community centres, sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and spectator facilities, in addition to park facilities including

playgrounds, spray pads etc. Generally, Community Parks will be approximately 21 hectares in size, located central to the community with frontage on an arterial road.

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

C.X.6.4.2 District Park Symbol

District Parks are intended to serve multiple neighbourhoods within the Secondary Plan and should include major outdoor recreation facilities such as sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and limited spectator facilities, in addition to park facilities including playgrounds, spray pads etc. Generally, District Parks will be approximately 10.5 hectares in size, located in proximity to mixed use areas such as Neighbourhood Commercial Mixed Use and Community Commercial Mixed Use designations, and should have access along an arterial or collector road.

Three (3) District Parks shall be included in the Secondary Plan and distributed to equally serve the population. It is encouraged that District Parks are co-located with an institutional or other community use such as a secondary school or elementary school.

C.X.6.4.3 Neighbourhood Park Symbol

Neighbourhood Parks are intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, as well as park facilities including playgrounds, spray pads etc. Generally, Neighbourhood Parks will be approximately 4.5 hectares in size and distributed to allow and approximate 10- to 15-minute walk from most residents in the Secondary Plan.

Four (4) Neighbourhood Parks shall be included and distributed throughout the neighbourhoods. It is encouraged that Neighbourhood Parks are co-located with an elementary school, and have significant frontage along a minimum of one public street.

C.X.6.4.4 Village Squares Symbol

Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and are primarily expected to provide park facilities including playgrounds and open, active recreation areas. Generally, Village Squares will be approximately 0.4 hectares in size and distributed to all a 5- to 10-minute walk from most residents in the Secondary Plan.

Fifteen (15) Village Squares shall be included and distributed throughout the residential areas of the Secondary Plan in areas of the neighbourhoods that do not have good access to other recreation and park facilities. Village Squares should have significant frontage along a public street, generally along two side of the square.

C.X.6.4.5 Privately Owned Public Spaces (POPS)

Privately Own Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes to provide passive open space and complementing planned parks and natural areas.

C.X.6.4.6 Greenspace Designation

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

Greenspaces are generally intended for passive recreational uses and to support the establishment of the Trail Network.

C.X.6.4.7 Schools Symbols

Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Official Plan.

The Secondary Plan requires twelve (12) Elementary Schools and four (4) Secondary Schools.

Schools are generally permitted in all land use designations except the NHS. It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, joint use of buildings, parking areas, and open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements.

Elementary Schools are preferably located on a collector road and Secondary Schools are preferably located at the intersection of an arterial road and collector road, to encourage transit utilization and active transportation. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (e.g., public library).

It is recognized that the location of schools on Schedule “C.X.C” is conceptual and is intended to identify general potential locations for these facilities.

C.X.6.5 NATURAL HERITAGE SYSTEM (NHS) DESIGNATION

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Britannia Secondary Plan, the NHS is

depicted on Schedules “C.X.A” to “C.X.D” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan.

The lands within the NHS designation are a crucial part of the proposed NHS and open space system intended for the Milton Urban Area and shall be acquired by the Town or the Conservation Authority in accordance with the policies of Section C.X.7.2 of this Secondary Plan.

As per Section B.4.9.3.12 of this Official Plan, refinements to the NHS including additions, deletions and/or boundary adjustments, may occur through a Planning Act process, without amendment to this Plan where they are supported by either a MESP, a DAEFSS, EIA or equivalent study accepted by the Region.

C.X.6.5.1 Permitted Uses

The NHS designation on Schedules “C.X.A” to “C.X.D” permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan. Notwithstanding, the following additional uses are permitted:

- a) Essential transportation and utility facilities, in accordance with Section B.4.9 of this Official Plan provided:
 - It is necessary to the public interest after all alternatives have been considered; and,
 - It is demonstrated that there will be no negative impacts on key features or their ecological functions.

C.X.6.5.2 Criteria for Buffers

The NHS as shown on Schedules “C.X.A” to “C.X.D” includes buffers that have been established in an effort to protect key natural features and ecological functions by mitigating the impacts of proposed development or site alteration.

Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.

The final buffer width is to be determined through the MESP and/or DAEFSS, building upon the guidance from the SWS, when additional information is available to determine the nature of adjacent uses and related impacts on the system. Consideration shall also be given to enhancement and mitigation opportunities such as fencing and vegetative planting. In all cases, buffer widths must be sufficient to protect the NHS key features and their ecological functions in the long term.

C.X.7 IMPLEMENTATION

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

C.X.7.1 PHASING AND FINANCE

C.X.7.1.1 Development in the Britannia Secondary Plan shall proceed in multiple phases, shown on Schedule “C.X.D”. The Phases are generally consistent with the estimated delivery of water and wastewater servicing infrastructure. Development Stages within each Phase shall be detailed within the Tertiary Plan.

C.X.7.1.2 It is the intent of this Secondary Plan that the sequencing of growth is controlled through the Tertiary Plan process to ensure that within each phase:

- a) There is availability and efficient use of public infrastructure and services, where each development stage shall be delineated to result in the population (generally 10,000 people) required to support a school, park and retail commercial uses;
- b) Development proceeds in a manner that is supportive of transit services;
- c) The staging of development in the Britannia Secondary Plan occurs in a manner that supports timing and availability of planned, water and wastewater infrastructure in accordance with the Region’s Water and Wastewater Master Plan, the Development Charges Background Study, and the Region’s Financing Policies for Growth Infrastructure;
- d) Services and required infrastructure are provided as part of each Stage in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with all applicable legislation and which does not impose a financial burden on the Town or the Region beyond that planned for and approved by Council;
- e) The progression of development will follow a logical sequence generally east to west and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,
- f) 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.7.1.3 Prior to the approval of any development applications, the following must be satisfied:

- a) For Stage 2 and any subsequent Stage, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the Town’s financial and landowner cost sharing agreement) of the previous Stage shall have draft plan or site plan approval;

- b) Regional municipal water and wastewater services are extended to the lands in the subject Stage and adequate local water and wastewater servicing capacity has been confirmed by the Region;
- c) Satisfactory arrangements have been made with the Town to ensure the early delivery of projected Public Service Facilities, off-street trails and components of the active transportation network and transit facilities to support growth;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared and approved by Town Council;
- e) The Town has in full force and effect, and not subject to appeal for changes applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;
- f) The recommendations of the Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of Council in accordance with Section C.X.7.1 of this Official Plan;
- g) The recommendations of the Region's financial plan are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of Regional Council in accordance with applicable Regional policies; and,
- h) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation are satisfied.

C.X.7.1.4 Notwithstanding the foregoing:

- a) Public infrastructure such as roads, parks fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing infrastructure and other requirements both at the local and Regional levels;
- b) Notwithstanding the phasing policies above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the Town's sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the Town and in consultation with the Region, that there are no negative impacts on the Town or Region, including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program; and,
- c) The Town may, at its sole discretion, determine to accept and approve an application for development in subsequent stages, notwithstanding Section C.X.7.1.3.a), if it is determined by Council that the development for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in

consultation with the Region, that there are no negative impacts on the Town or Region, including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program.

C.X.7.1.5 Prior to final approval of each plan of subdivision, all requirements of the Town and the Region shall be satisfied, and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

C.X.7.1.6 All new urban development in the Britannia Secondary Plan shall be connected to the municipal water and wastewater systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.X.1.1 applications for development in the Secondary Plan area shall only be approved by Council, and development shall only proceed when:

- a) Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the Town may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the development of the Secondary Plan to proceed as planned. In order to reflect circumstances that may apply to an individual Phase or Stage of development within the Secondary Plan, the Town may require a separate agreement or agreements with the landowners within such Phase or Stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any development applications by any non-original landowners, the Town shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;
- b) Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities;
- c) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the Region addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the Town to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;

- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- f) An Area Servicing Plan for the Britannia Secondary Plan has been completed to the satisfaction of the Region;
- g) Development staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plan has been endorsed by Town Council and is consistent with this Secondary Plan;
- i) The Air Quality Assessment, Area Servicing Plan, MESP and DAEFSS or other applicable environmental study have been completed to the satisfaction of the Town and, where appropriate, the Region, and based on technical input from the Conservation Authority;
- j) The Town will establish a monitoring program, in consultation with the Region, to track and report on the status of built Single Detached Equivalent units on an annual basis;
- k) To facilitate the development of an effective local road network the Town and/or Region may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the Town to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,
- l) Any additional requirements of the Town and/or Region are satisfied.

C.X.7.1.7

This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the Town, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the Town, Policy No. 110, Financial Management-Financial Principles, as adopted by Council and as may be amended or replaced by Council in the future. In order to ensure the implementation of this policy, the Secondary Plan:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan;
- b) Requires, to the maximum extent possible and practical, the conveyance of lands for Public Service Facilities to keep pace with growth in the Secondary Plan to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;
- c) Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure to keep pace with the growth in the Secondary Plan so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;

- d) Shall proceed in sequential Phases shown on Schedule “C.X.D”. Development Stages within each phase shall be detailed through the Tertiary Plan in accordance with the policies of Section C.X.7.1 of this Secondary Plan; and,
- e) Shall manage the progression of development in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

C.X.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.X.7.2.1 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.

The following shall not be counted towards parkland dedication:

- Private outdoor amenity space including privately owned public spaces (POPS);
- Landscape buffers and vistas;
- NHS;
- Greenspace lands;
- *Active transportation* network lands (unless approved within a park);
- Stormwater management lands and associated *buffers*; and,
- Green roofs and sustainability features (unless approved within a park).

C.X.7.2.2 Conditions of draft plan approval or site plan approval, whichever is applicable, shall include, but are not limited to, the following criteria to be effected upon registration of a subdivision agreement or site plan agreement:

- a) Any Community Park, District Park, Neighbourhood Park or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the Town’s Engineering and Parks Standards and conveyed to the Town;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.X.6.5, have been dedicated to the Town, or to the Conservation Authority if so, directed by the Town;
- d) Stormwater management facilities have been constructed and dedicated to the Town, provided that the Town may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the Town approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities; and,

- e) Lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

C.X.7.3 ZONING BY-LAW

This Secondary Plan shall be implemented by an appropriate amendment(s) to the Town's Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Official Plan.

C.X.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Britannia Secondary Plan. Consents may be permitted in accordance with the provisions of Section B.5.7 of this Official Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. Consents may be permitted which result in the assembly of land which is a size and configuration which will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

C.X.7.5 REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS

C.X.7.5.1 Pre-Application Submission Requirements

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

- a) The Town has substantially completed a MESP in consultation with the Conservation Authority;
- b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,
- c) A Tertiary Plan has been endorsed by Council for the development area.

C.X.7.5.2 Tertiary Plan Submission Requirements

Prior to making of any application for draft plan approval, a Tertiary Plan shall be prepared in consultation with applicable agencies and submitted in accordance with the policies of Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan and endorsed by Council. Prior to draft approval, a Draft Plan of Subdivision shall be prepared in accordance with the Secondary Plan and Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the Town. A Tertiary Plan shall be prepared in conjunction with the required MESP. The Tertiary Plan for lands in the Britannia Secondary Plan shall address and demonstrate:

- a) The Development Stages within each Phase, as outlined in Schedule “C.X.D”, including the breakdown of anticipated dwellings by type including affordable and/or assisted housing, non-residential uses by area and type and the associated population and employment that could occur for each phase;
- b) The location and configuration of schools, Community Parks, District Parks, Neighbourhood Parks and Village Squares;
- c) The potential location of libraries, community centres, emergency services and five (5) places of worship;
- d) The preliminary location, size and general configuration of stormwater management facilities;
- e) A road network assessment including a conceptual local road network and the location, configuration, width and alignment of collector roads, addressing the requirements of the EA process, and a high-level traffic modelling to provide arterial road intersection improvements commensurate with phasing or staging of development;
- f) The active transportation system (including off-road trails and pathways);
- g) The location of possible transit routes and transit facilities for dedication to the Town;
- h) The outcomes of the SWS and MESP that are to be implemented through a Planning Act process in accordance with policy B.4.9.3.12 of this Official Plan and in accordance with this Secondary Plan;
- i) General consistency with the Britannia Secondary Plan Urban Design Guidelines; and,
- j) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

C.X.7.6 COMPLETE APPLICATION REQUIREMENTS

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

- a) Neighbourhood Design Plan;
- b) Development Area Environmental Functional Servicing Study (DAEFSS); and,
- c) Any other appropriate studies identified as part of the complete application and pre-consultation process.

C.X.7.6.1 Neighbourhood Design Plan

The Neighbourhood Design Plan shall generally address the urban design considerations outlined in Section B.5.3.4 of this Official Plan.

The urban design policies of this Secondary Plan, and the Britannia Secondary Plan Urban Design Guidelines set out general criteria and guidance for the development of both the

public realm and private lands. These policies and guidelines provide the basis for the more detailed work to be carried out by the development proponents within a Neighbourhood Design Plan, where these plans shall be consistent with the Britannia Secondary Plan and Tertiary Plan and have regard for the Britannia Secondary Plan Urban Design Guidelines.

A Neighbourhood Design Plan shall be prepared for each separate neighbourhood identified on Schedule “C.X.B”. The Neighbourhood Design Plan shall include all lands within each neighbourhood and shall form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control. The Neighbourhood Design Plan may also form the basis for any cost sharing or other agreements among the development proponents.

Each Neighbourhood Design Plan shall include urban design rationale regarding the following components:

- a) A detailed street, block and land use plan;
- b) A comprehensive streetscape and open space plan; and,
- c) Urban design and architectural control manual.

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

The comprehensive streetscape and open space plan will identify the function, design and treatment of all the street types and will identify the trails network and the location of all public sidewalks. The Neighbourhood Design Plan will also include detailed layouts and descriptions of the proposed parks, village squares, schools, and storm water management facilities, including preliminary design schemes for each.

The urban design and architectural control manual will provide more details with regards to the built form proposed including proposed building heights, massing, form, setbacks, façade details, architectural style, the arrangement of buildings on lots, and the treatment of required parking. In addition, the urban design and architectural control manual will identify the location and design treatment of landmark architectural features such as gateways and priority lots, and architectural design requirements and landscape elements for all buildings. Lastly, the NDP will provide details with regards to the architectural control process and administration of design review.

C.X.7.6.2 Development Area Environmental Functional Servicing Study (DAEFSS)

DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis.

C.X.7.6 ROADS ENVIRONMENTAL ASSESSMENT

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

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

For Regional roads, Halton Region establishes road related infrastructure improvements outside the Secondary Plan Process through the Municipal Class Environmental Assessment Process, including the Regional Transportation Master Plan and subsequent Schedule C Municipal Class EA Studies.

C.X.8 INTERPRETATION

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

C.X.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules "C.X.A", "C.X.B", "C.X.C", "C.X.D" are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan.

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

C.X.8.2 NUMERICAL STANDARDS

Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the Town.

C.X.8.3 SYMBOLS

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

C.X.8.4 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section B.5.10.6 of this Official Plan, the following definitions are applicable to the Britannia Secondary Plan.

Complete Streets means streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

Development Area Environmental Functional Servicing Study (DAEFSS) means an integrated environmental and engineering study supporting Draft Plans of Subdivision that provides a greater level of detail than the MESP, where required, on matters such as Natural Heritage System modifications, Natural Heritage System boundaries, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, and direction to detailed designs and monitoring. A DAEFSS will be scoped based on area specific matters and Master Environmental Servicing Plan recommendations. It is not intended to re-study Master Environmental Servicing Plan matters but will include matters not addressed or finalized in the Subwatershed Study or Master Environmental Servicing Plan and provide a greater level of detail than the Master Environmental Servicing Plan where required. The DAEFSS study area will be determined based on draft plan limits and the extent of drainage areas within the draft plan(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

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

Environmental Impact Assessment (EIA) means an environmental study that assesses matters such as Natural Heritage System modifications, Natural Heritage System boundaries, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, and direction to detailed designs and monitoring. An EIA may be required for areas where a DAEFSS requires amendment(s) or additional level of detail, and where a DAEFSS Addendum is not warranted. It will address only those outstanding matters identified by the DAEFSS or scoping of typical DAEFSS content if a development concept is substantially altered since completion of the DAEFSS.

Master Environmental Servicing Plan (MESP) means an integrated environmental and engineering study supporting the Tertiary Plan and providing coordination of Draft Plans of Subdivision on matters such as Natural Heritage System modifications, Natural Heritage System boundaries, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, approaches to monitoring and identification of future study needs. A MESP will be scoped based on area specific matters and Subwatershed Study recommendations. It is not intended to re-study all Subwatershed Study matters but will include matters not addressed or finalized in the Subwatershed Study, provide a greater level of detail than the Subwatershed Study where required, and cover a smaller more focussed area than the Subwatershed Study.

Public Service Facilities means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services.

List of Schedules

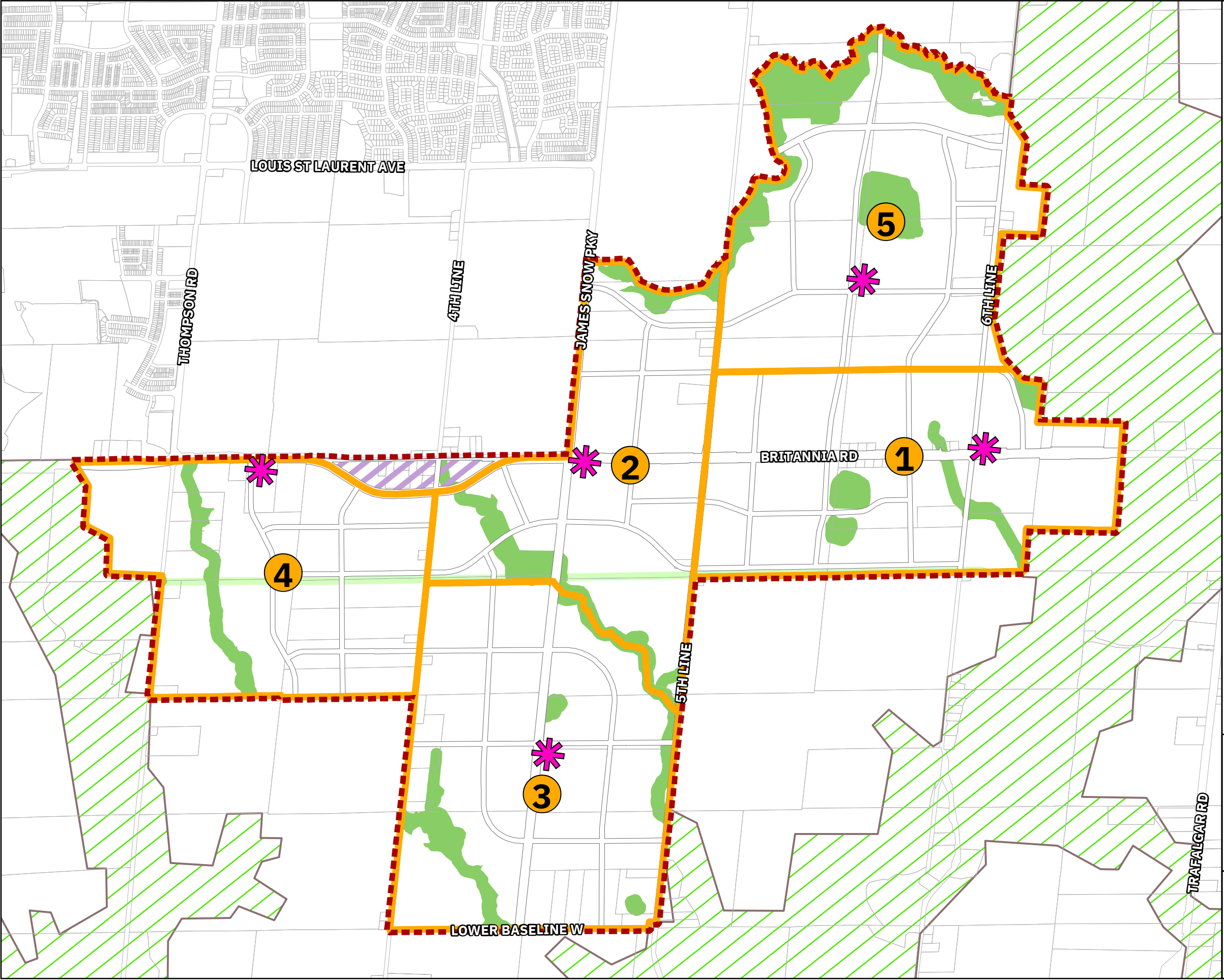
Schedule C.X.A Community Structure Plan

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

Schedule C.X.C Land Use Plan

Schedule C.X.D Phasing Plan

DRAFT



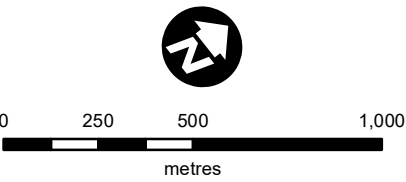
**TOWN OF MILTON
OFFICIAL PLAN**

Schedule C.X.A

**BRITANNIA SECONDARY PLAN
COMMUNITY STRUCTURE PLAN**

-  SECONDARY PLAN AREA
-  GREENBELT PLAN
PROTECTED COUNTRY
-  **1** NEIGHBOURHOOD
-  NEIGHBOURHOOD NODE
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  OMAGH STUDY AREA

*** DRAFT ***

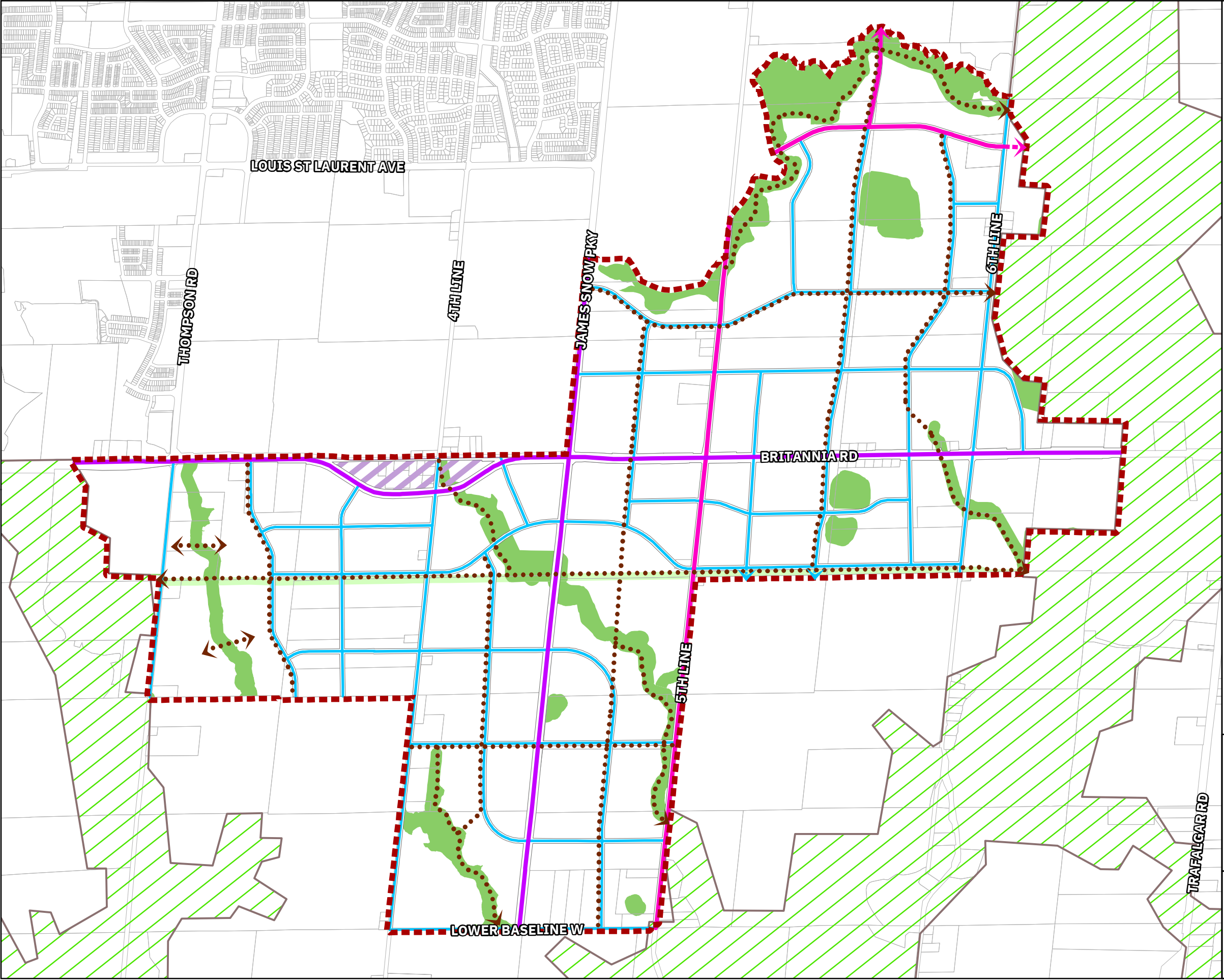


NAD 1983 - UTM Zone 17N

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

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Prepared by: Malone Given Parsons Ltd.

JUNE 2022



**TOWN OF MILTON
OFFICIAL PLAN**

Schedule C.X.B

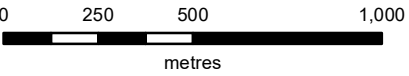
BRITANNIA SECONDARY PLAN

**ACTIVE TRANSPORTATION &
NATURAL HERITAGE
SYSTEM PLAN**

-  SECONDARY PLAN AREA
-  GREENBELT PLAN PROTECTED COUNTRY
-  NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
-  GREENSPACE
-  OMAGH STUDY AREA
-  ACTIVE TRANSPORTATION ROUTE (TRAIL NETWORK)
- ROAD NETWORK**
 -  MAJOR ARTERIAL ROAD (WITH ON-ROAD BIKE LANE OR MULTI-USE PATH)
 -  MINOR ARTERIAL ROAD (WITH ON-ROAD BIKE LANE OR MULTI-USE PATH)
 -  POTENTIAL MINOR ARTERIAL ROAD EXTENSION
 -  COLLECTOR ROAD (WITH ON-ROAD BIKE LANE)
 -  POTENTIAL COLLECTOR ROAD EXTENSION

NOTE: FIFTH LINE IS ASSUMED AS A COLLECTOR ROAD FOR THE PROPOSED ACTIVE TRANSPORTATION NETWORK (ASSUMING FIFTH 1/2 LINE IS BUILT).

*** DRAFT ***

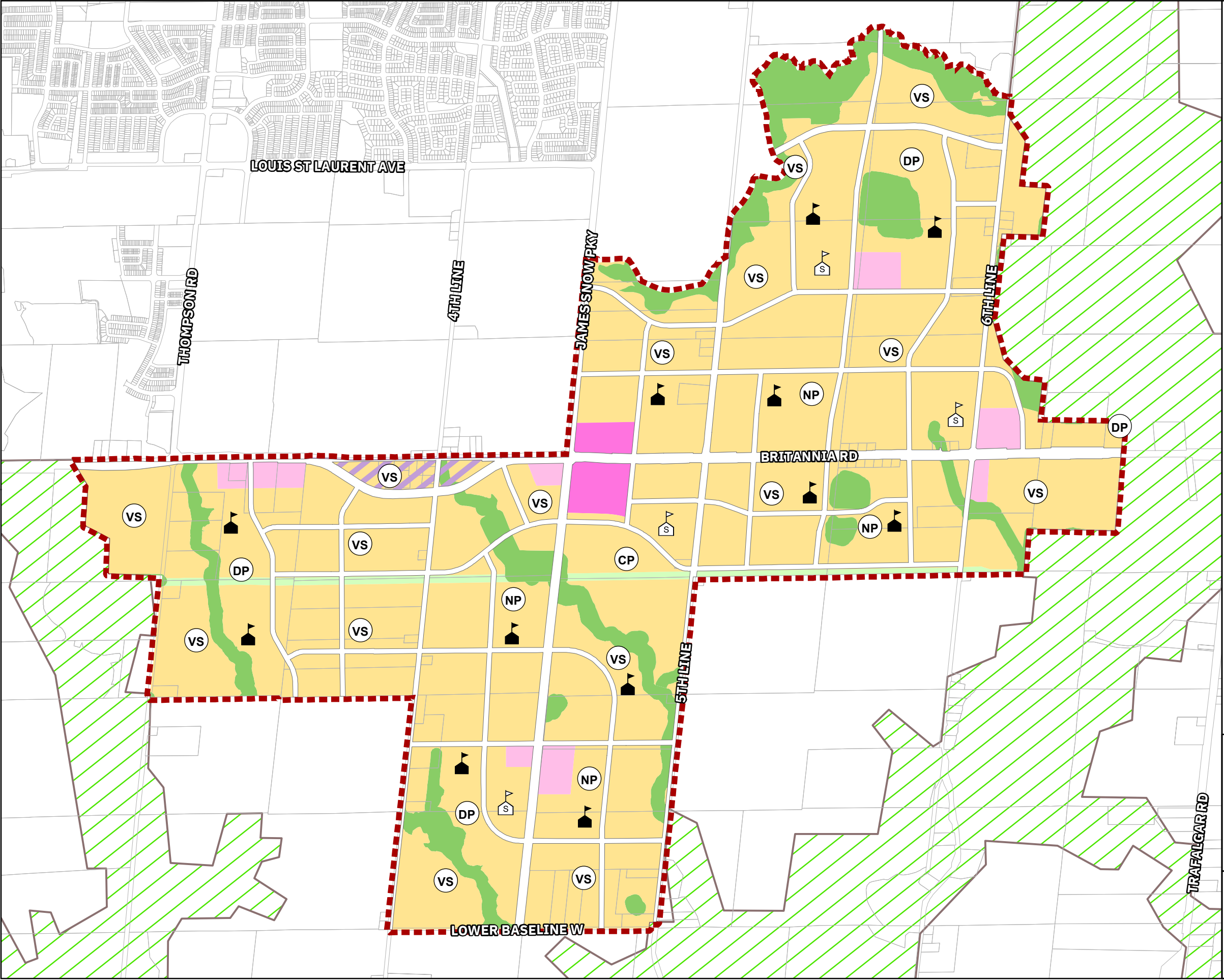


NAD 1983 - UTM Zone 17N

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JUNE 2022

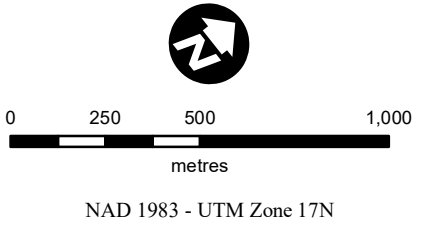


TOWN OF MILTON OFFICIAL PLAN

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

-  SECONDARY PLAN AREA
-  GREENBELT PLAN
PROTECTED COUNTRY
-  EVOLVING NEIGHBOURHOOD
-  NEIGHBOURHOOD COMMERCIAL
MIXED USE
-  COMMUNITY COMMERCIAL MIXED USE
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  OMAGH STUDY AREA
-  COMMUNITY PARK
-  DISTRICT PARK
-  NEIGHBOURHOOD PARK
-  VILLAGE SQUARE
-  ELEMENTARY SCHOOL
-  SECONDARY SCHOOL

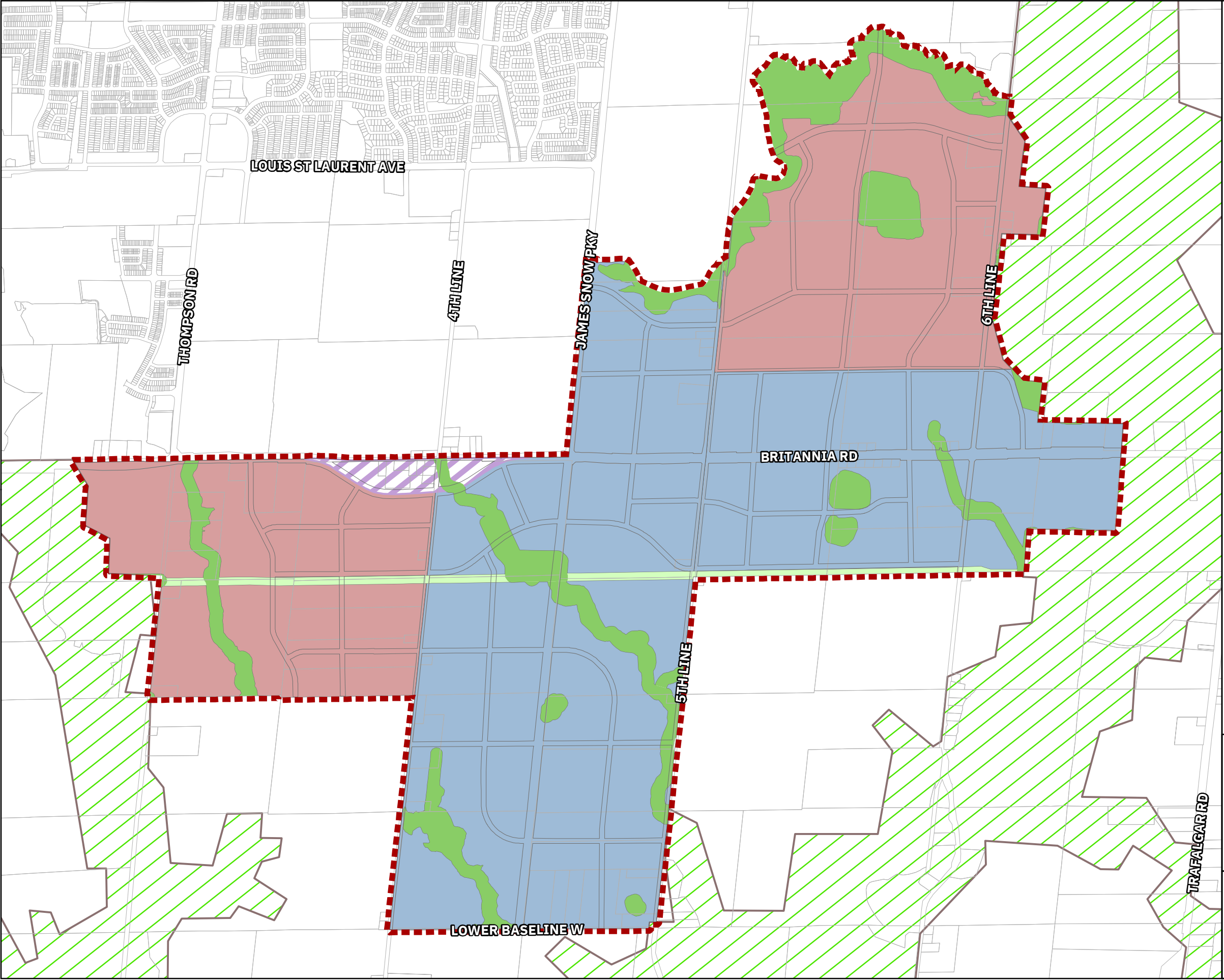
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JUNE 2022



TOWN OF MILTON OFFICIAL PLAN

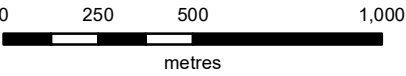
Schedule C.X.D BRITANNIA SECONDARY PLAN PHASING PLAN

-  SECONDARY PLAN AREA
-  GREENBELT PLAN
PROTECTED COUNTRY
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  OMAGH STUDY AREA

PHASES

-  PHASE 1
-  PHASE 2

*** DRAFT ***



NAD 1983 - UTM Zone 17N

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

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Prepared by: Malone Given Parsons Ltd.

JUNE 2022

Miranda Borris

Subject: Website Delegation Request - Dave McCann -

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Saturday, July 9, 2022 9:13 AM

To: MB-townclerk@milton.ca <Townclerk@milton.ca>

Subject: Website Delegation Request - Dave McCann -

Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Saturday July 9th 2022 9:09 AM with reference number 2022-07-09-005.

<https://forms.milton.ca/Management/Response/View/6dfc1487-f752-45af-8681-602a111f6d70>

Application Information

- **First Name:**
Dave
- **Last Name**
McCann
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
L9E 0L4
- **Are you representing a group?**
No

- **Council Meeting Date**
7/18/2022
- **Please indicate how you intend to interact with the online Council Meeting**
Audio
- **Please describe the issue you intend to present:**
water rights minimum distance planning
- **Please describe specific actions you want Council to take:**
ensure water rights and planning for a working farm beside a development and ensure all public roadways and buildings remain on developer land
- **Please provide your comments in support of or in opposition to the staff recommendation:**
unsure of recommendations
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

, ON,

www.milton.ca

Miranda Borris

Subject: FW: Website Delegation Request - Ameen Walli-Attai -
Attachments: Britannia Secondary Plan Opinions V2.pdf

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Wednesday, July 13, 2022 6:43 PM

To: MB-townclerk@milton.ca <Townclerk@milton.ca>

Subject: Website Delegation Request - Ameen Walli-Attai -

Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Wednesday July 13th 2022 6:38 PM with reference number 2022-07-13-088.

<https://forms.milton.ca/Management/Response/View/15ba347f-4901-43fe-b5b6-456d8151ac5f>

Application Information

- **First Name:**
Ameen
- **Last Name**
Walli-Attai
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
L9T 6X3
- **Are you representing a group?**
No
- **Council Meeting Date**
7/18/2022

- **Please indicate how you intend to interact with the online Council Meeting**
Both audio and video
- **Please describe the issue you intend to present:**
I would like to delegate in the Britannia Secondary Plan Public Meeting. I like the town plans but I am worried about implementation and the specific studies related to the Britannia Secondary Plan. Regarding my opinions of the studies, I would like to see:
 - I. A complete cycling network made up of separated facilities plus local streets
 - II. More missing middle and higher density housing to promote environmentally friendly transport options
 - III. Separation of pedestrians, cyclists, cars, and transit vehicles for safety
 - IV. Less roadway space for cars (and/ or grade separation for pedestrians and cyclists at major intersections)
 - V. Studies into the feasibility of higher order transit, car sharing, and bike share
- **Please describe specific actions you want Council to take:**
These are covered in my presentation.
- **Please provide your comments in support of or in opposition to the staff recommendation:**
I oppose all plans to include bike lanes in the Britannia_TMP Report_220602 FULL.pdf. Some of these are planned by Halton Region such as in "Figure 2.3 Halton ATMP Proposed Improvements," and some by the town in "Figure 5.11: Proposed Active Transportation Network." All bike lanes proposed by the region (Figure 2.3) do not follow the OTM Book 18: Cycling Facilities (2021), and should be replaced or retrofitted with cycle tracks. For the bike lanes proposed by the town on Minor Arterial and Collector Roads, they should all be replaced with segregated (off-road) cycle tracks, with bicycle crossings at all intersections. Further, any multi use trails should have separated pedestrian and bicycle crossings at all intersections.
- **Optional: Upload the written submission that you wish to share with Council (single document, maximum 15 MB)**
 - 1. [Britannia Secondary Plan Opinions V2.pdf \[2.0 MB\]](#)
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission

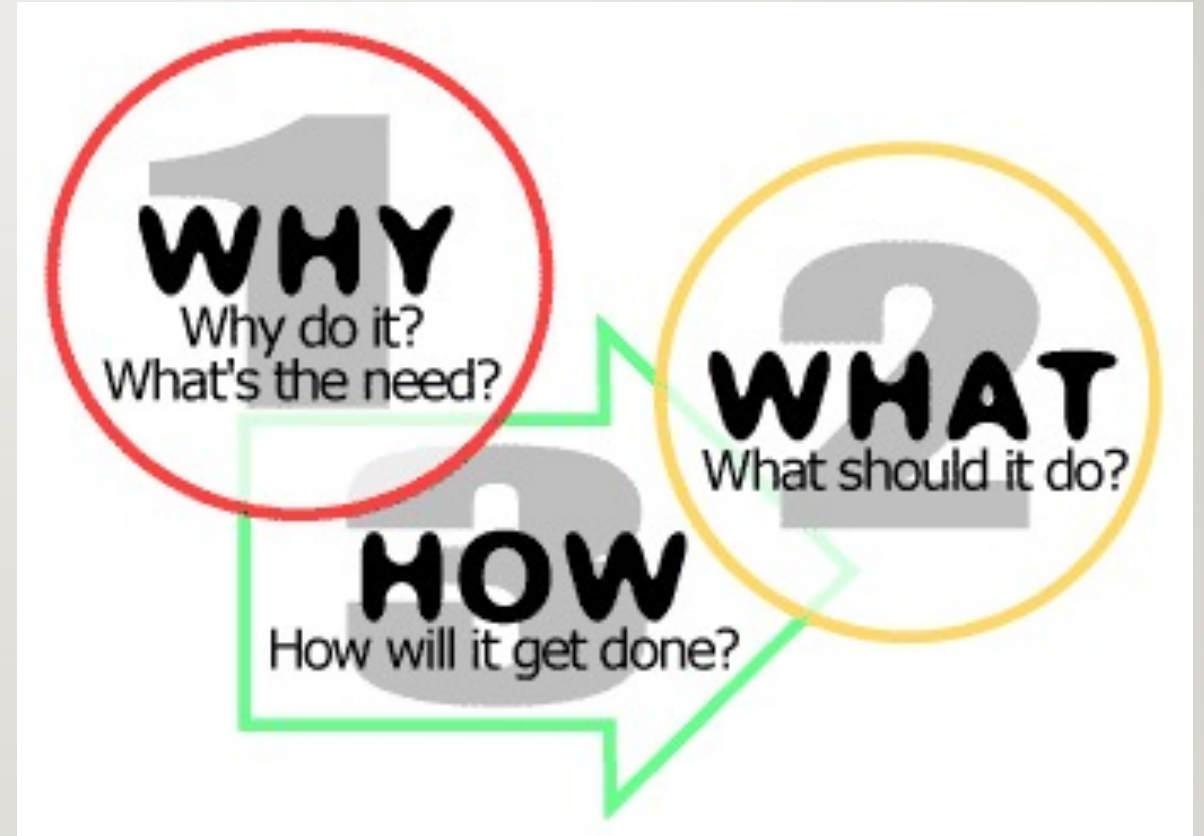
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BRITANNIA SECONDARY PLAN

OPINIONS BY AMEEN WALLI-ATTAEI

MY OPINIONS

- I am proud and applaud all the effort that went into the detailed studies
- I like how staff have answered the “why” and “what”
- I am concerned about “how” we will create a livable community



I. TREAT CYCLISTS LIKE PEDESTRIANS

- Dedicated cycleways, just like we have walkways
- There should be NO on-street cycle lanes
- All intersections should have dedicated crossings for pedestrians and cyclists
- A complete cycling network made up of:
 - Segregated facilities plus
 - Quiet, narrow streets with traffic calming and
 - 20km/h speed limit and no bike lanes or
 - 30km/h speed limit and (advisory) bike lanes



II. ACHIEVING WALKABILITY

- Proximity to destinations is important in making a place walkable
- I would like to see (1) more housing density and (2) lots less space taken up for cars
 1. There should be NO single or semi detached homes, with townhouses being the minimum density allowed
 2. Each family or dwelling should have a maximum of ONE permanent car parking space (either on their property or on-street)



III. CREATING A PLEASANT EXPERIENCE

- Cities aren't loud, cars are loud!
- We need more space dedicated to walking and cycling
- More separation from cars is more pleasant for everyone
- Limit on-street parking. There should not be 2 sides of on-street parking on roadways.
- More bicycle parking spots than car parking spots.
1 car space = 10 bicycle spaces



IV. LEARNING FROM PAST MISTAKES & BOYNE SECONDARY PLAN

- In already developed areas, cycling infrastructure is inadequate. Most people cycle on the sidewalk.
- Some examples of poor designs and policies:
 - Bike lanes squeezed between car travel lane and on-street parking
 - Roundabouts in Milton were not designed well for pedestrians and cyclists
 - Lots of destinations in Milton have limited cycling connections and inadequate bicycle parking facilities



V. ROAD NETWORK

- Minimizes interactions between different forms of traffic (along a roadway, and at intersections)
- Pedestrians and cyclists should only cross at grade with roadways slower than 50 km/h, and with a max. of 2 lanes
- For other crossings, grade separation is needed to separate pedestrians and cyclists. See:

<https://www.youtube.com/watch?v=QJ4jVje3dTw>



VI. TRANSIT

- Transit Lanes should support at least 15-minute transit frequencies
- More research into feasibility of higher order transit projects is needed
- Research should be done for implementation of car sharing and bicycle sharing services



THANK YOU!

- Thank you to all town staff for your amazing work!
- I would like to see more ambitious plans
- See Culdesac's plan to create a livable (car-free) community in North America:
<https://culdesac.com>
- Questions? Comments?

Miranda Borris

Subject: FW: Website Delegation Request - Glenn Wellings - Willis Family Fruit Farm

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>

Sent: Thursday, July 14, 2022 11:58 AM

To: MB-townclerk@milton.ca <Townclerk@milton.ca>

Subject: Website Delegation Request - Glenn Wellings - Willis Family Fruit Farm

Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Thursday July 14th 2022 11:52 AM with reference number 2022-07-14-039.

<https://forms.milton.ca/Management/Response/View/b80bd11b-1695-4929-959b-8f57d3def909>

Application Information

- **First Name:**
Glenn
- **Last Name**
Wellings
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Burlington
- **Postal Code:**
L7S 1V3
- **Are you representing a group?**
Yes
- **Group Name**
Willis Family Fruit Farm

- **Street Address:**
6063 Fifth Line
- **Town**
Milton
- **Postal Code:**
L9T 2X8
- **Council Meeting Date**
7/18/2022
- **Please indicate how you intend to interact with the online Council Meeting**
Both audio and video
- **Please describe the issue you intend to present:**
DS-082-22 Britannia Secondary Plan Public Meeting (Town File LOPA 03-19).
- **Please describe specific actions you want Council to take:**
Approve Staff's recommendation that the Town-Initiated Local Official Plan Amendment -Britannia Secondary Plan Public Meeting be received for information.
- **Staff Report Number (if known)**
DS-082-22
- **Please provide your comments in support of or in opposition to the staff recommendation:**
In support of Staff's recommendation in Report No. DS-082-22.
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

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www.milton.ca