<table>
<thead>
<tr>
<th>Urban Structure Component: Trafalgar Corridor</th>
<th>Vision:</th>
<th>Attributes:</th>
<th>Dependencies:</th>
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</thead>
</table>
| ![Trafalgar Corridor diagram](image) | • Higher order transit corridor – BRT or LRT  
• Mid to high density mixed use corridor  
• Taller buildings oriented to major transit station area and nodes  
• Full integration of knowledge-based employment with residential and retail uses to support live work relationship and attract employees  
• Complete employment community and innovation district to attract higher density knowledge-based employment uses particularly surrounding the proposed Major Transit Station Area  
• Nodes with tallest buildings sited at regular intervals along corridor to support access to transit | • Ability to accommodate higher proportion of Growth Plan population and employment in a high-density format  
• Connections/interchanges with QEW, 407 and 401  
• Connects Milton to Oakville and Halton Hills  
• Provides connection to Lakeshore, Milton and Kitchener GO lines  
• Physically separated by Sixteen Mile Creek Valley affording opportunity for taller, denser urban neighborhoods and built form with minimal requirements for transition | • Two-way, all day GO service  
• New GO Station at Derry Road and Trafalgar Road  
• Market demand for built-form  
• Revisions to Regional Official Plan through municipal comprehensive review to allow seamless integration of employment uses with residential and retail uses  
• Resolution of Major Transit Station Area policies and Employment overlay policies in Regional Plan  
• Extension of Louis St Laurent Boulevard and Main Street  
• Completion and approval of Secondary Plan and supporting background studies  
• Regional allocation program  
• Implications of changes through Bill 73 |

For more information on the Town’s Future Urban Structure refer to staff report [PD-049-17 Future Urban Structure](#)