

C.10 Boyne Survey Secondary Plan

C.10 BOYNE SURVEY SECONDARY PLAN

C.10.1 GENERAL

C.10.1.1 PURPOSE

The purpose of the Boyne Survey Secondary Plan is to establish a more detailed planning framework for the Boyne Survey Planning District in support of the general policy framework provided by the Official Plan.

It is a fundamental policy of this Secondary Plan that:

- i) the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized;
- ii) to the maximum extent possible and practical, the conveyance of lands for community facilities shall keep pace with growth in the Secondary Plan area to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;
- iii) to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure shall keep pace with the growth in the Secondary Plan area so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval; and,
- iv) overall development in the Secondary Plan area shall be phased in accordance with Schedule “C.10.D” Boyne Survey Secondary Plan Phasing Plan and the policies of Section C.10.6.1
- v) development in the Secondary Plan shall be in accordance with the requirements and recommendations of the Sixteen Mile Creek, Areas 2 and 7 Subwatershed Update Study (SUS), Functional Stormwater and Environmental Management Strategy (FSEMS), Conceptual Fisheries Compensation Plan (CFCP) and applicable Subwatershed Impact Studies (SIS) as approved to the satisfaction of the Town of Milton and the Region of Halton, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities; and,
- vi) the progression of development within the Secondary Plan is managed in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

C.10.1.2 In order to ensure the implementation of this policy, no applications for development shall be approved and no development shall proceed in the Secondary Plan area until:

- i) the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. As modified by Report CORS-063-12 is approved by Council.
- ii) the Town has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan area;
- iii) the recommendations of the Financial Plan are secured through agreements with affected parties to the satisfaction of Council in accordance with Section C.10.6.1 of this Plan; and
- iv) the recommendations of the Region's financial plan are secured through agreements with affected parties to the satisfaction of Regional Council in accordance with applicable Regional policies.

C.10.1.3 LOCATION

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

- a) North Louis St. Laurent Avenue;
- b) East James Snow Parkway (RR 4) right-of-way (James Snow Parkway);
- c) South Britannia Road (RR 6); and,
- d) West Tremaine Road (RR 22).

C.10.2 PLANNING DISTRICT CONCEPT

C.10.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a complete, safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:

- a) ensuring the maximum degree of physical connection with the Existing Milton Urban Area, within the Boyne Survey Planning District itself, and with other surrounding areas of the Town, particularly the Niagara Escarpment, Bruce Trail, and Greenbelt Plan - Protected Countryside to the north and west, and the Milton Education Village Neighbourhood planned for the area west of Tremaine Road;
- b) creating a natural heritage system and linked parkland system within the Planning District, which is connected to the Greenbelt, including the Niagara

Escarpment Plan Area and the natural heritage system and parkland in other areas of the Town;

- c) developing community facilities and mixed use nodes within the Planning District, including the extensions of two Secondary Mixed Use Nodes, which will serve as focal points not only for area residents, but also for all Town residents.
- d) ensuring that development is sensitive to the Greenbelt, including the Niagara Escarpment, given its proximity to these features, and that development is designed to maintain views to the Escarpment;
- e) ensuring a compact community and transit supportive densities through the achievement of an overall residential density of 40 units per net hectare and an overall density of approximately 70 residents and jobs combined per gross hectare exclusive of lands within the Natural Heritage System;
- f) ensuring a strong pedestrian orientation by creating development and a transportation/transit system which reflects the characteristics of the established Milton Urban Area and which is supportive of transit and pedestrian/bicycle movement; and,
- g) recognizing the unique character of the Omagh area both with respect to cultural heritage and natural heritage.

C.10.2.2 KEY DESIGN ELEMENTS

The Boyne Survey Secondary Plan Master Concept Plan in Appendix C.10.A forms the basis for the Secondary Plan. Key elements derived from the Master Concept Plan are outlined in Schedule “C.10.A”, Community Structure Plan and Schedule “C.10.B”, Active Transportation and Greenlands/Natural Heritage System Plan. They include:

- a) Natural Heritage System

A natural heritage system, consisting of habitat complexes, watercourse corridors and buffers is a central feature of the community and provides a strong connection to the Greenbelt Plan Protected Countryside, and the Niagara Escarpment Plan Area. The road pattern is aligned to give appropriate accessibility to the natural heritage system both physically and visually (e.g. single loaded roads at key locations and vistas in a manner that has regard to the urban design guidelines). Parks are used as central meeting places for neighbourhoods and sub-neighbourhoods and to the extent possible are located to complement the Natural Heritage System.

b) Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the Natural Heritage System buffers. In addition, sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All development shall have regard for the Town's Trail Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

c) Greenbelt Plan Protected Countryside and Niagara Escarpment Lands

The Plan has been designed to protect an appropriate interface with the Sustainable Halton Plan (SHP) lands through the location of mixed-use nodes at the intersections of Louis St. Laurent Avenue and Britannia Road (RR 6) with Tremaine Road (RR 22). Provision is also made for the potential of trail connections to the Greenbelt Plan Protected Countryside and the protection of views to the Niagara Escarpment.

d) Road System

The road system within the framework of the Active Transportation Plan shown on Schedule "C.10.B" will be designed with a modified grid pattern. The grid pattern reflects the historical pattern of the established urban area and the development pattern of the Boyne Survey. This ensures:

- i) maximum connections within the Planning District and with other areas of the Town and with the arterial road system;
- ii) maximum potential for provision of transit service;
- iii) ease of pedestrian/bicycle movement;
- iv) maintenance of views to the Niagara Escarpment; and,
- v) potential for the creation of views of key public facilities and landmark structures.

In addition, the alignment of the road pattern shall be designed in a manner which is respectful of and sensitive to the Natural Heritage System, particularly valleylands, to the extent possible.

e) Community Structure

The Planning District includes:

- i) significant portions of two secondary mixed use nodes (District Node designations on Schedule "C.10.A") which provide facilities for the District and the entire Milton Urban Area of the Town, including substantial commercial uses;
- ii) a range of opportunities for higher density mixed use development at key intersections (nodes) and in corridors (residential/office areas, nodes) along both arterial and local roads to provide for a wide range of housing, and commercial and other services for the community, as well as transit-supportive development densities;
- iii) five neighbourhoods, each of which is focused on a neighbourhood centre, which includes a range of park and community facilities and four of which are also located adjacent to the Natural Heritage System; and,
- iv) a number of sub-neighbourhoods focused on small parks known as "Village Squares".

f) Gateway Streets/Enhanced Streetscape Design

Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue represent significant corridors in and through the Boyne Survey and the Milton Urban Area, as well as being potential major transit corridors, and as such they require enhanced streetscape design. The design of Tremaine Road will also be critical to ensuring an appropriate interface with the future Sustainable Halton lands. An essential focus of its design in this area will be to mitigate any "barrier" effects.

Internal to Boyne Survey, an east/west system of collector roads consisting of "Community Connectors", a "Community Connector Link" and an "Active Transportation Link" will ultimately link the neighbourhoods in the Secondary Plan Area and provide opportunities for the full range of transportation modes. This system will be designed as a focal point for the community with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, public/private utilities, bike paths and boulevards having regard to the Urban Design Guidelines.

In addition, the Town shall through the subdivision, zoning by-law and site plan approval processes, control development along these roads to ensure both a high quality of site design and built form. In particular, buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.

g) Gateways

“Gateways” are recognized as key points of entry to the Milton Urban Area of the Town which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Gateway intersections are located at:

- a) Tremaine Road (RR 22) and Britannia Road (RR 6)
- b) Regional Road 25 and Britannia Road (RR 6); and,
- c) James Snow Parkway and Britannia Road (RR 6).

C.10.3 GOAL AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section 2 of the Official Plan, the following specific goal and objectives are applicable to the Boyne Survey Planning District.

C.10.3.1 GOAL

To create a safe, liveable, attractive complete and healthy community in Boyne Survey which is designed to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole.

C.10.3.2 OBJECTIVES

C.10.3.2.1 To create strong physical connections with the rest of the Milton Urban Area and planned future Sustainable Halton Plan expansion areas, particularly the Milton Education Village, to ensure maximum opportunities for integration of all components of the Urban Area.

C.10.3.2.2 To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.

C.10.3.2.3 To create, in consultation with the Region of Halton and Conservation Halton, a linked Natural Heritage System/natural heritage and open space system, including a trail system, connected with other areas of the Town, particularly the Greenbelt/Protected Countryside, and the Niagara Escarpment. This system will form a central feature of the community, protect and enhance key existing natural features, including woodlots, and be easily accessible and visible to residents and visitors.

C.10.3.2.4 To ensure that development is sensitive to the proximity of the area to the Greenbelt/Protected Countryside, including the Niagara Escarpment, by protecting views of the Escarpment and providing for the potential of environmental linkages and trail connections.

- C.10.3.2.5** To create a road system based on a modified grid pattern.
- C.10.3.2.6** To create secondary mixed use nodes at Bronte Street and Louis St. Laurent Avenue, and Thompson Road and Louis St. Laurent Avenue, which provide community facilities for both the District and the Town as a whole, including significant commercial facilities.
- C.10.3.2.7** To develop a residential community with its own special character which maintains the “small town” character of the established Milton urban area, while providing for a diverse range of housing options as well as employment opportunities, and transit-supportive development patterns and densities.
- C.10.3.2.8** To develop neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities for social, cultural, recreational, educational and religious purposes within neighbourhoods, with a particular emphasis on parks which are designed as “meeting” points for the immediate area.
- C.10.3.2.9** To ensure that the integrated street and path system is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit pedestrian, bicycle and other similar movement.
- C.10.3.2.10** To ensure the provision of an appropriate quantity of parkland to adequately respond to a broad range of recreational needs and functions as well as to support the achievement of the desired level of service for the Secondary Plan area, including the provision of a Community Park outside of the Secondary Plan area, widely accessible to the majority of residents and serving a Town-wide function.
- C.10.3.2.11** To recognize the special character of the Omagh area and to develop a detailed plan that will ensure that any development reflects its unique character based on a proposed Heritage Conservation District study, which will, in addition to other related issues, address transportation, cultural heritage and natural natural heritage.
- C.10.3.2.12** To protect and enhance existing natural heritage features as part of a linked natural heritage system in accordance with the SUS, FSEMS and CFCP.
- C.10.3.2.13** To preserve existing cultural heritage features which are designated or are on the Town’s register, “in situ” wherever possible, or if supported by an approved heritage study, on an alternative, appropriate site. Adaptive reuse of these features will be encouraged.
- C.10.3.2.14** To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that reverse lotting on major roads is prohibited, except where the Town, after consultation, with the Region and other agencies as applicable, is satisfied that there is no other feasible option.

C.10.3.2.15 To design Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue to reflect their role as major “gateways” to the Milton Urban Area, and to design the proposed Community Connector System as a focal point for the Boyne Survey.

C.10.3.2.16 To ensure the coordination of design and placement of utility infrastructure for all utilities (including telecommunications, cable, hydro, gas, and Canada Post) required for any part of the Secondary Plan area through the subdivision process.

C.10.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 2 of this Plan, the following policies are applicable to the Boyne Survey Planning District.

C.10.4.1 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

Transportation infrastructure shown on the Schedules attached to the Boyne Survey Secondary Plan may be subject to Environmental Assessments at both Regional and Town levels, recognizing that this Secondary Plan together with the “Boyne Survey Secondary Plan and Milton Education Village Traffic Operations Assessment” (April 2012) and the “Halton Region Transportation Master Plan (2031) – The Road to Change” satisfy Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations of transportation infrastructure are conceptual and will only be finally determined upon completion of any required Environmental Assessments or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the natural heritage system and open space system. The Town, at its sole discretion, may require additional lands for right-of-way purposes where the approved right-of-way design is required to be modified to minimize impacts on the natural heritage system.

The location and alignment of roadways as illustrated on the Schedules to this Secondary Plan are conceptual and subject to study as may be required by the Town or Region. All roadway and driveway spacing shall conform to standard roadway engineering practices and is to be approved by the respective roadway jurisdiction.

C.10.4.1.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.20 of the Official Plan, the Town will ensure that the development of the Boyne Survey maximizes the potential for the provision of transit service, through the achievement of appropriate densities and the development of transit-supportive design criteria and standards in the Urban Design Guidelines. The extension of public transit services to the Secondary Plan Area is encouraged in order to support greater mobility options for its residents.

C.10.4.1.2 Connector System

a) An east/west collector road system designated as “Community Connector” and “Community Connector Link” on Schedule “C.10.B” is intended to provide a focal point for the community integrating urban design, active transportation and transit-oriented development objectives with its transportation function. The design of the Community Connector System shall have regard to the Boyne Survey Urban Design Guidelines. The Community Connectors shall be developed as continuous collector roads, one of which shall have a 24 metre right-of-way, the other of which shall have a 26 metre right-of-way. The greater right-of-way width shall be determined through the Tertiary Plan process, with the 26 metre right-of-way being aligned to the frontages of the majority of public spaces within the Neighbourhood Centres. The Community Connector Link shall consist of a 26 metre right-of-way, with additional lands as may be required within the Sixteen Mile Creek buffer to protect for any required structures or active transportation connections as identified through the environmental assessment process. The lands required for this link shall be conveyed to the Town.

b) Sixteen Mile Creek Community Connector Study Area

The alignment of the Community Connector Link, as shown on Schedules “C.10.A”, “C.10.B”, “C.10.C” and Schedule 2 to this OPA within the “Community Connector Study Area”, will be evaluated and determined through the completion of an Environmental Assessment for the Area or through a comprehensive process undertaken to the satisfaction of the Town, Region and Conservation Authority. The alignment shall be determined prior to any development approvals being granted to the adjacent lands.

C.10.4.1.3 Planned Active Transportation Link

As shown on Schedule “C.10.B”, a grade-separated Planned Active Transportation Link shall be provided across the CN Rail line. The purpose of this link is to provide continuous non-vehicular east-west connectivity. The design of the link shall incorporate appropriate control measures to ensure the safety of those utilizing the link.

C.10.4.1.4 Future and Existing Grade Separations

Grade separations are designated on Schedule “C.10.B”. The design of development shall protect for the construction of the grade separations..

C.10.4.1.5 Driveway Access

The Town will work with the Region to ensure that direct access to Regional roads is restricted and/or controlled and where access to a Regional Road is required; safe solutions shall be found to provide an alternative to direct access, particularly to Tremaine Road (Regional Road 22), Britannia Road (RR 6) and Regional Road 25.

C.10.4.1.6 Roundabouts

- a) Roundabouts shall be the preferred method for intersection traffic control over all-way stop and traffic signals;
- b) Roundabouts shall be designed to incorporate pedestrian crossovers on each approach to the satisfaction of the Town. Additionally roundabouts shall include bicycle bypasses on approaches with bike lanes;
- c) Roundabouts shall be implemented at locations identified to operate under roundabout control in the Road Network Assessment unless deemed otherwise by the Town;
- d) Additional roundabouts may also be required by the Town where it is determined through the review of specific development applications that traffic signals or all-way stops are warranted at an intersection that was not identified for a roundabout in the Road Network Assessment;
- e) Where the Town has identified the need for single or multi-use roundabouts, the Town may require the conveyance of additional lands for right-of-way purposes. Such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

C.10.4.2 TRAILS SYSTEM

Schedule "C.10.B", Active Transportation and Natural Heritage System Plan establishes the proposed recreational pedestrian/bicycle trail system for the Boyne Survey Secondary Plan area. The trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels and its design will have regard for the Town of Milton Trails Master Plan Update, the Regional Road Right-of-Way Guidelines and the Regional Active Transportation Master Plan. Schedule "C.10.B" also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Separate pathways will only be required on arterial roads.

C.10.4.3 SIXTEEN MILE CREEK, AREAS 2 AND 7 SUBWATERSHED UPDATE STUDY

- C.10.4.3.1** All new development within the Boyne Survey shall be in accordance with the recommendations of the applicable SUS, including the use of Low Impact Development Practices. Functional recommendations derived from the SUS principles and specifically focused on the Boyne Survey Secondary Plan Area will also apply as outlined in the respective FSEMS and CFCP. No amendments to the Secondary Plan shall be required to implement the recommendations of the applicable SUS, FSEMS or

CFCP. Such functional recommendations will be implemented through the applicable SIS as approved by the Town in consultation with Conservation Halton, the Region and any other relevant public agencies. In particular, where the applicable SUS, FSEMS or CFCP supports the realignment, relocation, elimination, replication or other modification of watercourse corridors or other key features including wetlands and restoration areas or changes in the locations of drainage facilities in accordance with the policies of Section C.10.5.14 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

C.10.4.3.2 All new development within Boyne Survey shall comply with the recommendations of the applicable subwatershed study or update study including the use of Low Impact Design Standards. Functional recommendations, derived from the subwatershed plan principles and specifically focused on the Boyne Survey Secondary Plan Area will also apply as outlined in the respective Functional Stormwater and Environmental Management Strategies (FSEMS) and compendium documents titled “Conceptual Fisheries Compensation Plan” (CFCP). No amendments to the Secondary Plan shall be required to implement the recommendations of the applicable subwatershed plan study or update study, FSEMS or CFCP. In particular, where the applicable subwatershed study or update study, FSEMS or CFCP support the realignment or other modification of streams or changes in the locations of drainage facilities in accordance with the policies of Section C.10.5.15 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

C.10.4.3.3 Subwatershed Impact Studies are required for Sub-watershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. These will guide and inform the development of tertiary plans as required in Section C.10.6.5 of this Plan. The study/tertiary plan areas can be modified or consolidated subject to the approval of the Town, in consultation with Conservation Halton and the Region of Halton. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The Terms of Reference for the Subwatershed Impact Study must be adhered to and can be found in the FSEMS.

C.10.4.4 HOUSING MIX

Boyne Survey is designed to provide for a diverse range of housing options and transit-supportive development. To assist in achieving these objectives, the following housing mix target, which anticipates a higher percentage of medium and high density development than in other parts of the Urban Expansion Area, is established:

| | | |
|----|----------------|-----|
| a) | low density | 48% |
| b) | medium density | 35% |
| c) | high density | 17% |

C.10.4.5 URBAN DESIGN

C.10.4.5.1 Section B.2.8 of this Plan establishes a detailed urban design strategy for the Town which is applicable to the Boyne Survey Secondary Plan Area.

C.10.4.5.2 Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the Boyne Survey Planning District shall be designed in a manner which:

- a) incorporates the key design elements of Section C.10.2.2;
- b) reflects the goal and objectives of this Secondary Plan in Section C.10.3; and,
- c) has regard to the Boyne Survey Urban Design Guidelines

C.10.4.5.3 Further to the policies of Section C.10.4.5.2, development shall also be designed in accordance with the following:

- a) Significant views of, and accessibility to, public spaces including parks, schools, stormwater management facilities and other community facilities will be provided in strategic locations through the use of single loaded roads adjacent to such spaces or through the use of other approaches having regard to the Boyne Survey Urban Design Guidelines.
- b) Vistas of the Natural Heritage System will be incorporated strategically into development to afford views and managed public access
- c) A hierarchy of community facilities will be directed to locations which allow them to serve as focal points for the Planning District as a whole, neighbourhoods and sub-neighbourhoods.
- d) The Urban Design Guidelines establish four types of streets with respect to design treatment:
 - i) Gateway Streets – Arterials/Collectors/Community Connectors

Gateway streets will provide a symbolic function to identify the entrance to the Milton Urban Area in a manner which reflects its historic character and natural environmental features, as well as the distinct nature of the Boyne Survey Planning District. Gateway streets will have the highest form of design treatment, and may include such features as special signage and central medians.
 - ii) Primary Streets – Arterials/Collectors/Community Connectors/Local Roads

Primary Streets connect neighbourhoods to the major focal points of the Planning District. They also link sub-neighbourhoods, provide access to parks, schools (with secondary schools being located on arterials and elementary schools on collectors and local roads) and the trail system. In addition, they define the boundaries of the Planning District and the neighbourhoods, and in the case of the Community Connectors, serve as focal points for Boyne Survey.

The Primary Streets, particularly the Community Connectors, which connect neighbourhoods to major focal points or which act as boundaries to the Planning District, will have a higher order of design than the Secondary Streets, through the extended use of tree and feature planting, paving, lighting and signage design.

iii) Secondary Streets – Collector/Local Roads

Secondary Streets do not have a symbolic role, but are designed to support transportation needs while recognizing that streets are used as key neighbourhood socialization spaces. The design requirements for secondary streets are less substantial than for primary streets.

iv) Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, lanes and service roads may be considered. The design requirements of such facilities will be much more limited than for local streets. At the same time, certain minimum technical and design standards will be required to address pavement width, relationship to parking areas and other operational considerations including winter control

e) A range of alternatives will be encouraged to ensure a high quality of streetscape design which:

i) provides for an attractive and safe streetscape for pedestrians, cyclists and drivers as well as attractive and safe links for all users of the transportation system within the Boyne Survey Planning District and to the surrounding community; and,

ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety.

f) All development, including low and medium density residential development shall be encouraged to front on and have access to public roads; however, where development fronts on arterial or collector roads, vehicular access may be provided from lanes subject to the approval of the Town in consultation with

the Region. Service roads will be discouraged, but may be considered as an alternative, subject to review by the Town. Reverse lotting shall not be permitted, except where the Town after consultation, where applicable, with the Region and other agencies, is satisfied that there is no other feasible option.

- g) Development shall be designed to support and facilitate access to public transit
- h) A mix of lot sizes, building types and architectural styles with high quality building materials will be encouraged on a street-by-street basis to reinforce the character of the existing community. In particular, dwellings shall be designed to reduce the impact of garages, and garages shall generally not project beyond the main wall of a unit without significant mitigating design elements.
- i) Consideration shall be given to the location of public utilities within public rights-of-way as well as on private property. Utilities will be grouped/clustered or combined where possible to minimize visual impact. The Town will encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, lighting standards and transit shelters.

C.10.4.6 EMERGENCY RESPONSE FACILITIES AND PUBLIC INFRASTRUCTURE AND SERVICES

A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Boyne Survey. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities may be located in any land use designation other than The Natural Heritage System designation, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

C.10.4.7 PUBLIC INFRASTRUCTURE AND SERVICES

- a) Federal, Provincial, Regional and Town-owned and/or operated public infrastructure and services are permitted to be located within any land use designation, except the Natural Heritage System designation, subject to the completion and approval of an Environmental Assessment or where such public infrastructure and services are required as a condition of approval under the *Planning Act*.
- b) Notwithstanding the foregoing, public infrastructure such as roads, above and below ground utilities including water and wastewater mains, storm sewers, gas lines, underground telecommunications infrastructure and stormwater

management outlets may be located within the Natural Heritage System designation subject to the satisfactory demonstration of the following:

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

C.10.5 LAND USE POLICIES

The applicable land use policies of Sections B.3 and B.4 of the Official Plan together with the additional policies in this section shall apply to the lands in the Boyne Survey Planning District in accordance with the land use designations on Schedule “C.10.C”, Land Use Plan.

C.10.5.1 RESIDENTIAL AREA

C.10.5.1.1 Permitted Uses

The following uses shall be permitted in the Residential Area designation on Schedule “C.10.C” together with the uses permitted in Section B.3.2.2 d), e), f), i) and j):

- a) Medium Density Residential I uses consisting of low rise residential units such as single detached dwellings, duplex and semi-detached dwellings, townhouses, triplexes and quattropexes and similar grade-related multiple attached housing forms with a density range of 31 to 45 units per net hectare in accordance with the policies of Section B.3.2.3.1 and C.10.5.1.2.
- b) Medium Density Residential II uses consisting of mid-rise multiple attached residential units such as stacked townhouses and apartments with a density range of greater than 45 to 100 units per net hectare in accordance with the policies of Section B.3.2.3.2 and C.10.5.1.3;
- c) High Density Residential uses consisting of apartment buildings with a density range of greater than 100 to 200 units per net hectare in accordance with the policies of Section C.10.5.1.4.;
- d) Local Institutional Uses, which by their activity, scale and design are compatible with residential uses and which serve adjacent residential areas, including elementary schools that are in addition to those located within the Neighbourhood Centre Areas, libraries, places of worship, day care facilities and community centres, in accordance with the policies of Sections B.3.2.3.6 and B.3.2.3.7.
- e) Coach houses on public and condominium lanes or service roads.

C.10.5.1.2 Medium Density Residential I

a) Street Oriented Medium Density Residential Uses

Where street-oriented medium density residential uses, such as street townhouses, are interspersed with single and semi-detached dwelling units in blocks of 15 to 30 units, the policies of Sections B. 3.2.3.1 a), b) i) and e) of this Plan shall not be applicable. However, such development shall be evaluated through the development review process, to the satisfaction of the Town, to ensure appropriate integration with the adjacent low density dwelling units having regard to the Boyne Survey Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

b) Minimum Density Requirements

Notwithstanding the minimum density requirement for Medium Density Residential I uses, consideration may be given by the Town in areas abutting or across a road from the Natural Heritage System to allowing limited areas of housing at a minimum density of 20 units per net hectare. However, the Town shall be satisfied that the total number of units which would have been required had the subdivision been developed at minimum density of 31 units per net hectare is maintained. Density shall be calculated on the basis of individual plans of subdivision. Where the registration of a draft plan of subdivision is phased, prior to registration of the first phase, a phasing plan for the entire subdivision shall be submitted and approved by the Town demonstrating the manner in which the overall density requirements are achieved across the entire subdivision area.

C.10.5.1.3 Medium Density Residential II

Medium Density Residential II development shall be permitted in accordance with the policies of Section B.3.2.3.2. Such development shall be encouraged to locate adjacent to arterial, and Community Connector roads to facilitate access to public transit. Furthermore, Medium Density Residential II development shall be evaluated through the development review process, to the satisfaction of the Town, to ensure appropriate integration with the adjacent lower density residential development having regard to the Boyne Survey Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

C.10.5.1.4 High Density Residential Uses

Applications for development of apartment buildings in the High Density Residential use category shall be evaluated based on conformity with all of the following criteria:

a) Site:

- i) The area of the site is sufficient to provide appropriate on-site recreation and/or open space amenities, adequate parking facilities and landscaping.
 - ii) The site is generally located abutting an arterial road to facilitate access to public transit.
- b) Mixed Use Development:

The residential uses may form part of a mixed use building or be located in a purposely designed building.
- c) Height and Density:
 - i) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, with a maximum height of 15 storeys and a maximum FSI of 3.0; and,
 - ii) The height or bulk of the proposal will not unduly overshadow any adjacent low and medium density residential uses. Shadow studies may be required from the applicant to satisfy this criterion.

C.10.5.2 RESIDENTIAL/OFFICE AREA

C.10.5.2.1 The Residential/Office Area designation on Schedule “C.10.C” is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan(s) as required in Section C.10.6.5 of this Plan. Where the approval of the Subwatershed Impact Study(s) results in the realignment of a watercourse corridor or the location of a stormwater management facility such that the lands within the designation no longer have frontage on and direct access to an arterial road, the adjacent land use designation will be deemed to apply to such lands without amendment to this Plan.

C.10.5.2.2 The main permitted uses in the Residential/Office Area shall be office uses in accordance with the policies of subsection B.3.3.3.6, high density residential uses in accordance with the policies of Section C.10.5.1.4, medium density residential II uses in accordance with the policies of Section C.10.5.1.3, and the other uses permitted in Section B.3.3.2. However, notwithstanding the policies of Section C.10.5.1.4, a maximum height of 15 storeys and a maximum FSI of 3.0 shall be permitted. Office uses shall have a minimum FSI of 1.0 and minimum height of two storeys, with a maximum height of 15 storeys and a maximum FSI of 3.0. Furthermore, development in the Residential/Office Area designation:

- a) fronting on Regional Road 25 will reflect the significance of this gateway location in accordance with the policies of Section C.10.4.5, Urban Design;

- b) adjacent to Fourth Line shall be designated to be integrated with the adjacent Neighbourhood Centre Area and transition appropriately to the Natural Heritage System with a minimum FSI of 1.0 and a minimum height of two storeys and with a maximum height of 8 storeys and a maximum FSI of 2.5. Such development may include mid-rise multiple attached residential uses categorized as Medium Density Residential II such as stacked townhouses and apartment with a density range of greater than 45 to 100 units per net hectare in accordance with the polices of Section B.3.2.3.2; and,
- c) located between Bronte Street and the CN Rail Line shall reflect the following directions
 - i) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
 - ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to Bronte Street;
 - iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
 - iv) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
 - v) Development shall be designed to facilitate access to public transit.

C.10.5.3 NEIGHBOURHOOD CENTRE AREA

C.10.5.3.1 Purpose

The Neighbourhood Centre Area designation on Schedule "C.10.C" is intended primarily for community uses and public/private facilities which serve the neighbourhood as a whole, and to a limited extent, for compatible high density residential development. These areas are designed to support the community structure as established in Schedule "C.10.A" by providing focal points for each neighbourhood. The Neighbourhood Centre Area designations on Schedule "C.10.A" and "C.10.C" are conceptual, except where bounded by existing major roads or the Natural Heritage System or where sized to support drainage diversion techniques. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan(s) as required in Section C.10.6.5 of this Plan.

C.10.5.3.2 Permitted Uses

The Neighbourhood Centre Area designation on Schedule "C.10.C" means that the main uses permitted shall be uses which by their activity, scale and design are compatible with adjacent residential uses and which primarily serve the adjacent neighbourhood, including elementary schools, transit stops, postal outlets, parks and open space systems including trails, community recreational and leisure facilities, places of worship, day care facilities and convenience commercial and office uses and other similar local institutional and commercial uses. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited, accessory or ancillary uses not specifically identified as permitted, if required to ensure their viability. Provided that the main permitted uses form the great majority of uses within a Neighbourhood Centre Area, the Neighbourhood Centre Area may be rounded out by the following additional uses:

- a) High density residential uses in accordance with the policies of Section C.10.5.1.4;
- b) Medium Density Residential II uses such as stacked townhouses and apartments in accordance with the policies of Sections C.10.5.1.1b), C.10.5.1.3 and B.3.2.3.2; and,
- c) Assisted and special needs housing for seniors and people requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan;

C.10.5.3.3 Notwithstanding the foregoing, it is recognized that the location of neighbourhood parks and designation of elementary schools on Schedule "C.10.A" is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites will be established in conformity with the policies of this Plan during the evaluation of the tertiary plan as required in Section C.10.6.5 of this Plan, and; specifically with respect to the school locations, in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with provincial, Regional and Town policy.

C.10.5.3.4 Site Design

Development in the Neighbourhood Centre Area designation shall be reviewed by the Town having regard to the Boyne Survey Urban Design Guidelines. In particular, development shall be designed to:

- a) maximize multiple use of lands and facilities;
- b) eliminate barriers between facilities, particularly between parks and schools;
- c) ensure that buildings are oriented to public streets and accessible to public transit;

- d) maximize public service and safety; and,
- e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.10.5.4 Institutional Area

Further to, and in accordance with, the policies of Section B.3.10 of this Plan, development on lands designated “Institutional Area” on Schedule “C.10.C” shall be subject to the following policies:

C.10.5.4.1 Purpose

This Institutional Area designation on Schedule “C.10.C” is intended primarily for major public and quasi-public uses which serve the Boyne Survey Secondary Planning District, although uses which serve a Town-wide function may also be permitted.

C.10.5.4.2 Permitted Uses

The Institutional Area designation on Schedule “C.10.C” means that the main permitted uses shall be public, quasi-public and private non-profit uses including secondary schools, large religious facilities and places of worship, which serve the Boyne Survey Planning District, or which have a Town-wide function on sites which generally exceed one hectare in area. Quasi-public uses include places of worship, service clubs and organizations and similar charitable and/or philanthropic services which serve broader community needs but are not owned or operated by a public agency. In addition, accessory residential uses such as a rectory, manse and/or caretaker’s residence, accessory service commercial uses, retail uses and office functions shall be permitted as well as:

- a) High density residential development in accordance with the policies of Sections C.10.5.1.1 c) and C.10.5.1.4 in conjunction with institutional uses or on separate sites; and,
- b) Assisted and special needs housing for people such as seniors or individuals requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan, in conjunction with institutional uses or on separate sites.

C.10.5.4.3 Site Design

Development in the Institutional Area designation shall be reviewed by the Town having regard to the Boyne Survey Urban Design Guidelines. In particular, development shall be designed to:

- a) Maximize multiple uses of lands and facilities;
- b) Eliminate barriers between facilities, particularly between parks and schools;
- c) Ensure that buildings are oriented to public streets;
- d) Maximize public service and safety; and
- e) Ensure that parking, loading and access areas are designed in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.10.5.4.4 Alternative Uses

Lands within the Institutional Area designation are identified to provide opportunity for the development of a range of public and quasi-public uses in conjunction with the development of the surrounding neighbourhood. If, however, such uses are not developed concurrently with the balance of the neighbourhood, the adjacent land use designation as determined by the Town shall be deemed to apply and the site may be developed accordingly, without amendment to this Plan.

C.10.5.5 SECONDARY MIXED USE NODE

C.10.5.5.1 The Secondary Mixed Use Nodes shall generally develop in accordance with the policies of Section B.3.6, however:

- a) Single storey commercial buildings may be permitted; however, commercial development with additional height and density is strongly encouraged;
- b) Residential development shall be limited predominately to high density residential uses in accordance with the policies of Section C.10.5.1.4;
- c) Assisted and special needs housing shall also be permitted in buildings which satisfy the policies of C.10.5.3.2 c);
- d) In addition to the policies of B.3.6.3.4, development shall reflect the following:
 - i) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
 - ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;
 - iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
 - iv) For mixed use buildings, pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations;

- v) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
- vi) Development shall be designed to facilitate access to public transit;
- e) Notwithstanding the policies of C.10.5.5.1 b), the Town will consider permitting a limited extent of grade-related multiple-attached housing forms such as townhouses and back-to-back townhouses within the Secondary Mixed Use Nodes subject to the policies of Section C.10.6.5 f) and the following:
 - i) the size and configuration of the node is sufficient to accommodate the planned concentration of land uses and built form;
 - ii) the node has sufficient frontage to provide safe and direct access from the adjoining road system;
 - iii) the total number of grade-related dwelling units does not exceed 20 percent of the total number of dwelling units within the specific quadrant of the node in which it is proposed;
 - iv) a concentrated massing of taller buildings is located at key intersections with grade-related forms being located interior to the site such that a transition in heights is created that respects the context of the surrounding lower density neighbourhood;
 - v) generally continuous street walls are provided along major corridors to provide pedestrian-friendly, visually connected and coherent streetscapes;
 - vi) the proposed introduction of grade-related housing maintains the nodal hierarchy established by the Secondary Plan;
 - vii) the grade-related housing form supports and enhances the balance of the existing or planned development within the node; and
 - viii) it has been demonstrated to the satisfaction of the Town that the initial phases of development will not preclude the achievement of the ultimate vision for the 'Secondary Mixed Use Node in accordance with the policies of this Plan, having regard to the Boyne survey Urban Design Guidelines.
- f) Notwithstanding any policies of Section B.3.6.2.1 of this Plan to the contrary, within the Boyne Survey Secondary Plan, the only automotive-related uses permitted shall be gas stations with or without car washes and convenience retailers stores ancillary to the gas station use.
- g) Drive through service facilities and gas stations may only be permitted subject to the following:

- i) such uses shall not be located at the intersections of arterial roads with other arterial roads,
 - ii) such uses shall be orientated away from pedestrian traffic generating activities including main entrances and sidewalks and shall be designed in a manner which prioritizes pedestrian comfort and safety and minimizes conflicts between pedestrian and vehicular traffic;
 - iii) the appearance of large expanses of pavement is minimized through the use of landscaping and setbacks; and
 - iv) such uses shall require a detailed design review having regard to the Boyne Survey Urban Design Guidelines and shall be subject to a site-specific amendment to the zoning by-law through the process detailed design considerations can be appropriately evaluated;
- h) There are two Secondary Mixed Use Nodes located within the Boyne Survey Secondary Plan Area, including that portion of the node located north of Louis St. Laurent Avenue (as currently exists within either the Bristol Survey or Sherwood Survey Secondary Plan Areas as applicable). Each of the nodes shall include a maximum of approximately 29,728 square metres of commercial uses.

Within the Secondary Mixed Use Node located at the intersection of Louis St. Laurent Avenue and Thompson Road, the commercial gross floor area available to the lands within the Boyne Survey shall be distributed equally between the southwest and southeast quadrants of the Node, subject to the provisions of high density residential uses on an equivalent area of each quadrant of the node. Such high density residential uses may be developed within purpose-designed and/or mixed use buildings in accordance with Sections C.10.5.5 b) and d) of this Plan and shall be zoned for that purpose at the time of the approval of the first development application or any phase thereof within each quadrant of the node.

Notwithstanding the policies of Sections C.6.5.5 and C.8.5.5, the two secondary Mixed Use Nodes may also aggregate accommodate an additional 13,935 sq. metres of commercial uses of which approximately half shall be allocated to the Secondary Mixed Use Node at the intersection of Louis St. Laurent Avenue and Thompson Road and shall be distributed equally between the south west and south east quadrants of the node.

A market impact study will not be required unless these maximums are proposed to be exceeded. Further, the Town shall review the distribution of retail space in each of the nodes through the tertiary plan process in conjunction with the review of the overall concept plan for the nodes.

C.10.5.5.2 The Secondary Mixed Use Node designations on Schedule "C.10.C" are conceptual, except where bounded by existing major roads. The exact configuration shall be

established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.

C.10.5.6 MAJOR NODE AREA

C.10.5.6.1 Purpose

The Major Node Area designation on Schedule “C.10.C” identifies integrated concentrations of mixed uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for surrounding residential neighbourhoods, be pedestrian-oriented and maximize the use of public transit.

C.10.5.6.2 Permitted Uses

The Major Node Area designation on Schedule “C.10.C” means that the main uses permitted may include a variety of high density residential, institutional and office uses and community facilities. The following additional uses may also be permitted:

- a) Medium Density Residential II uses in accordance with the policies of Section B.3.2.3.2, C.10.5.1.1b), and C.10.5.1.3;
- b) Limited grade-related multiple attached housing forms subject to the policies of Section C.10.5.5.1.e);
- c) Assisted and special needs housing for seniors and people requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan;
- d) Local Institutional uses in accordance with the policies of Section C.10.5.1.1.d).
- e) Retail and service commercial uses, generally not exceeding a combined total gross floor area of 2,787 square metres within a single node, located on the main floor of a multi-storey building. A market impact study will not be required unless this maximum is proposed to be exceeded; and,
- f) Drive through service facilities and gas stations with or without car washes and convenience retail stores ancillary to the gas station use and subject to the policies of Section C.10.5.5.1 g).

C.10.5.6.3 The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. In addition, the following policies apply:

- a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;

- b) A variety of building heights and forms is encouraged with the highest buildings being orientated to the primary intersection, and stepped back or terraced abutting development outside of the Node;
- c) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, however development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. For the purposes of this policy, the FSI shall be calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be zoned to ensure the achievement of the FSI at the time of the approval of the first development application or any phase thereof;
- d) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
- e) Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;
- f) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
- g) Development shall be designed to facilitate access to public transit.

C.10.5.6.4 Notwithstanding the foregoing, the Major Node Area designation on Schedule “C.10.C” is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.

C.10.5.7 MINOR SUB-NODE AREA

C.10.5.7.1 Purpose

The Minor Sub-Node Area designation on Schedule “C.10.C” identifies smaller concentrations of mixed uses and higher residential densities at secondary intersection locations. These areas are intended to support the overall neighbourhood structure and, in particular, the use of public transit.

C.10.5.7.2 Permitted Uses

Permitted uses shall be in accordance with Section C.10.5.6 (Major Node Area), however, retail and service commercial uses shall not exceed a combined total gross floor area of 450 square metres within each of the minor sub-nodes.

Notwithstanding the foregoing, the Minor Sub-Node Area designation on Schedule “C.10.C” is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.

C.10.5.8 NATURAL HERITAGE SYSTEM

C.10.5.8.1 Purpose

Within the Boyne Secondary Survey Plan, the “Greenlands A Area”, “Greenlands B Area” and “Greenlands Restoration Area”, designations as established in the Official Plan are collectively designated “Natural Heritage System” in order to better reflect the systems approach taken to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed.

The purpose of the Natural Heritage System designation in the Boyne Survey Secondary Plan Area is:

- a) to protect areas which have been identified as having environmental significance based on the functional recommendations of the SUS, the FSEMS and CFCP for the Boyne Survey Secondary Plan Area; and,
- b) to establish a Natural Heritage System achieving enhanced natural habitat areas and ecological functions that will be resilient to the impacts of the adjacent urban development.

C.10.5.8.2 Criteria for Designation

The lands in the Natural Heritage System on Schedules “C.10.B” and “C.10.C” consist of the following key features and functions:

- a) habitat complexes consisting of valleylands, forest, thicket, meadow, wetland and associated restoration areas;
- b) watercourse corridors; and,
- c) buffers.

C.10.5.8.3 Permitted Uses

The Natural Heritage System designation on Schedules “C.10.B” and “C.10.C” mean that only the following uses may be permitted subject to the policies of this Section:

- a) recreation trails and similar non-intensive recreation uses;
- b) forest, wildlife and fisheries management;

- c) archaeological activities in accordance with Provincial Ministry requirements;
- d) transportation and public infrastructure in accordance with Section C.10.4.6, and
- e) stormwater management facilities in accordance with Section 10.5.8.6 c) (iii).

C.10.5.8.4 Criteria for Habitat Complexes

The FSEMS identifies the location of habitat complexes consisting of valleylands, forest, thicket, meadow and wetland and associated restoration areas. The boundaries of habitat complexes shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a) key NHS areas as defined in the FSEMS;
- b) goals and conservation priorities in the FSEMS; and
- c) implementation details in the FSEMS.

C.10.5.8.5 Criteria for Watercourse Corridor Design

The FSEMS and CFCP identify the approach for watercourse corridor design to be followed in the SIS. The dimensions and locations of watercourse corridors, exclusive of the required buffers set out in C.10.5.8.6, measured from stable top of bank to stable top of bank, shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a) Meander belt width for natural channel design, including 10% safety factor, and all required fisheries compensation/habitat;
- b) Maintenance of existing riparian storage volumes;
- c) Watercourse corridors identified to contain Regional Storm storage shall be sized accordingly;
- d) Establishment of a stable valley wall from the toe of the valley wall to the proposed finished grade at the top of the valley wall; and,
- e) Provision of flood protection for adjacent properties up to and including the Regional storm event.

C.10.5.8.6 Criteria for Buffers

Buffers shall be provided in accordance with the following:

- a) Watercourse Corridors:

10 metres from the greatest hazard (Regional Storm flood plain or stable top of bank), except where a trail is planned to be located within the buffer, in which case an additional 5 metres will be added to the buffer

width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule "C.10.B".

Notwithstanding the foregoing, where a trail is located within a stormwater management facility adjacent to a watercourse buffer, an additional 5 metre buffer width will not be required. In addition, no buffer will be required in connection with the realignment of Reach I-NE-IB-2 or in connection with the treatment of Reaches I-NE-2A-4 and SWS-2A-1 as depicted in the SUS and FSEMS.

b) Woodlots:

10 metres from the drip line except where a trail is planned to be located within the buffer in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule "C.10.B". Where a trail is located within an existing utility easement or an adjacent stormwater management facility, an additional 5 metre buffer width shall not be required.

c) Sixteen Mile Creek:

- i) 30 metres from the greater of the existing physical top of bank or the stable top of bank limit along both sides of the main valley.
- ii) 10 metres from the drip line of the tableland wooded area in the east-central portion of the valley where top-of-bank setbacks do not apply except where a trail is planned to be located within the buffer in which case an additional 5 metres will be added to the buffer width and the trail will be located within the out 5 metre portion of the buffer;
- iii) notwithstanding (ii) above, where a trail is located within an existing utility easement or an adjacent stormwater management facility, an additional 5 metre buffer width shall not be required; and,
- iv) notwithstanding any policies within this Plan, stormwater management is permitted within the 30 metre buffer for Sixteen Mile Creek provided that it is located no closer than 15 m to the stable top-of-bank.

d) Wetlands:

- i) 30 metres from the boundary of all Provincially Significant Wetlands of any size; and,
- ii) 15 metres from the boundary of all other wetlands.

e) Hedgerows

10 metres from the drip line of the east-west hedgerow between Regional Road 25 and the Sixteen Mile Creek valley and from the drip line of the hedgerow associated with Omagh Woods. Trails may be located within these buffers without augmentation of the 10 metre buffer.

C.10.5.8.7 Natural Heritage System Policies

- a) The boundaries of the Natural Heritage System designations on Schedules “C.10.B” and “C.10.C” have been delineated based on the functional recommendations of the “Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study” and FSEMS for the Boyne Survey Secondary Plan Area.
- b) The Natural Heritage System shall be implemented, enhanced restored or modified in accordance with the recommendations of the approved “Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study”, FSEMS, CFCP, and applicable SISs.
- c) Endangered and threatened species are identified in the Boyne Survey Secondary Plan Area through the SUS. Prior to site alteration, subdivision registration and/or site servicing, the proponent will be required to address impacts to endangered and threatened species through consultation with the Ministry of Natural Resources.
- d) The lands within the Natural Heritage System designation are considered to be a crucial part of the proposed Natural Heritage System and Open Space System intended for the Milton Urban Area and shall be acquired by the Town of Milton in accordance with the policies of Section C.10.6.2.2 of this Plan.

C.10.5.8.8 Implementation – Lands Adjacent to Natural Heritage System

Prior to development of lands adjacent to the Natural Heritage System and subsequent to the preparation of the required Subwatershed Impact Study, as a condition of draft plan approval or prior to site plan approval where necessary, the Town may require the preparation of a detailed implementation plan which defines mitigation plans including matters such as maintenance of clean surface water contributions to watercourses, and wetlands, grading, edge management, acceptable construction practices and building placement on each development site. The implementation plan will reflect the recommendations of the approved Subwatershed Impact Study.

C.10.5.9 DISTRICT PARK AREA

Two District Park Areas have been designated within the Boyne Survey Secondary Plan Area. These parks are intended to serve one or more Planning Districts and may be developed with indoor and outdoor sports facilities.

C.10.5.10 NEIGHBOURHOOD PARK AREA

The Neighbourhood Park Area designated on Schedule "C.10.A" represents the general location of parks which are intended to serve neighbourhoods within a Planning District. These parks are located centrally within Neighbourhood Centre Areas together with schools and other community facilities and are planned to accommodate a range of outdoor park facilities and athletic fields. The location and configuration of the Neighbourhood Parks shall be further refined through the preparation of the tertiary plan(s), as required in Section C.10.6.5 of this Plan; however, any such refinement, must be conducive to the accommodation of the range of active playing fields and athletic facilities intended to be provided.

C.10.5.11 VILLAGE SQUARE AREA

The Village Square designation on Schedule "C.10.A" represents the general locations of primarily passive open space areas which are intended to serve as focal points for a sub-neighbourhood in accordance with the policies of Section B.2.5.3 and Table 1 of this Plan. The location and configuration of the Village Squares shall be further refined when the tertiary plans, as required in Section C.10.6.5 of this Plan, are prepared and these sites will generally include tot lots and other passive recreation features such as gazebos and seating areas. Village Square sites may be relocated without an amendment to this Plan provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan, including maintenance of a general distribution through the Secondary Plan Area. In determining the ultimate location and distribution of Village Square sites, consideration should be given, where possible, to their strategic alignment with the Natural Heritage System to support its long term viability and sustainability, to manage public access and to achieve urban design objectives through the provision of important vistas and views. However, regardless of the location, such sites must have significant frontage on a public street, generally on two sides of the property.

C.10.5.12 OMAGH STUDY AREA

Omagh has a special character which reflects its significant cultural heritage and its relationship to the Natural Heritage System. The Omagh Study Area designation on Schedules "C.10.A" and "C.10.C" is an overlay designation. No development shall be permitted in this general area, until a detailed study relating to a potential Heritage Conservation District designation is carried out by the Town, in consultation with the Region, the Conservation Authority and Heritage Milton. The study will be designed to develop a detailed plan which ensures any development reflects the unique character of this area and addresses transportation, cultural heritage and natural heritage issues.

C.10.5.13 EXISTING AGRICULTURAL OPERATIONS

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

C.10.5.14 STORMWATER MANAGEMENT FACILITY/LOW IMPACT DEVELOPMENT PRACTICES

C.10.5.14.1 Stormwater Management Facility Location and Low Impact Development Practices

The Stormwater Management Facility designation on Schedule "C.10.A" represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities are more specifically delineated in the FSEMS. They will be further refined through the applicable Subwatershed Impact Study and through Stormwater Management Plans prepared in support of individual development applications. Through these studies and plans careful consideration shall also be given to the use of low impact development (LID) practices for stormwater management including the design of impervious surfaces and other factors that impact on stormwater management. Through these studies, consideration shall also be given to account for storm water management as it pertains to drainage from public property, including Regional roadways.

C.10.5.14.2 Relocation of Stormwater Management Facility Designations

Stormwater Management Facility sites can be relocated or consolidated without amendment to this Plan, subject to the approval of the Town and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the applicable FSEMS.

C.10.5.14.3 Location Permitted in all Land Use Designations

Stormwater management facilities shall be permitted in all land use designations on Schedule "C.10.C". Notwithstanding the foregoing, stormwater management facilities shall not be permitted in the Natural Heritage System except in accordance with the policies of Section C.10.5.8.6 c) iii). Low impact development (LID) practices shall also be permitted in all land use designations in accordance with an approved SIS. Stormwater management facilities and LID practices shall be designed, where possible, to be linked with the natural heritage system and open space system.

C.10.6 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section B.5.0 of this Plan, the following policies are applicable to the Boyne Survey Planning District.

C.10.6.1 PHASING AND FINANCE

C.10.6.1.1 Development in the Boyne Survey Planning District shall proceed in two phases, Phase 3A and Phase 3B as designated on Schedule "C.10.D". Prior to the approval of any applications for development in Phase 3B, building permits must have been issued by the Town for a minimum of 4,000 dwelling units in Phase 3A.

C.10.6.1.2 Notwithstanding the foregoing:

- a) Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time in Phase 3B, subject to the availability of servicing infrastructure and other requirements both at the Local and Regional levels;
- b) Council may, at its sole discretion, determine to accept and approve an application for development in Phase 3B, prior to the issuance of building permits for 4,000 dwelling units in Phase 3A, if it is determined by Council that the development for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the Region, that there are no negative impacts on the Town or Region, including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program.

C.10.6.1.3 Prior to the commencement of the development in each phase, all requirements of the Town and the Region shall be satisfied and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

C.10.6.1.4 All new urban development in the Boyne Survey Secondary Plan area shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.10.1.1 applications for development in the Secondary Plan area shall only be approved, and development shall only proceed when:

- a) The *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modified by Report CORS-063-12 is approved by Council;
- b) The Town has in force and effect and not subject to appeal a Development Charges by-law under the Development Charges Act, 1997

or successor legislation, identifying the charges applicable to the lands in the Secondary Plan area;

- c) Landowners within the Secondary Plan area have entered into an agreement or agreements with the Town for the provision of funds or the provision of service or both in accordance with The *Long-Term Fiscal Impact Assessment of Growth*. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the Town may require a separate agreement or agreements with the landowners within such phase or phases. In addition, landowners who are not parties to the original agreement or agreements referred to herein shall enter into an agreement with the Town assuming all the rights and obligations of the agreements, as applicable, as if such landowners had been original signatories to that agreement;
- d) Landowners within the Secondary Plan area have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- f) An Area Servicing Plan for the Boyne Survey Secondary Plan area has been prepared to the satisfaction of the Region of Halton;
- g) The SUS, FSEMS and CFCP have been approved to the satisfaction of the Town of Milton and the Region of Halton, and in consultation with Conservation Halton; and,
- h) Any additional requirements of the Town and/or Regional Municipality of Halton are satisfied.

C.10.6.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.10.6.2.1 Building Permits beyond 25% build out of the areas specified below shall only be issued when the criteria in subsection B.5.2.3.15 and C.10.6.1.1 of this Plan and the following criteria are satisfied:

- a) The District Park Area in Phase 3A on Schedule B to the Official Plan and Schedule "C.10.A", shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in Phase 3A;
- b) The portion of the District Park Area in Phase 3B on Schedule "C.10.A" owned by the landowners who have signed the Financial Agreement

required pursuant to Section C.10.6.1.4 c) shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the town at or prior to 25% build out of the lands in Phase 3B;

- c) Neighbourhood Parks which serve the various neighbourhoods shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in each Phase as identified in Schedule "C.10.D".
- d) Village Squares shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the town at or prior to 25% build out of the lands in the respective sub-neighbourhood as identified in Schedule "C.10.A"; and,
- e) School sites for each neighbourhood shall be shown as block(s) on an approved draft plan of subdivision at or prior to 25% build out of the applicable neighbourhood.

C.10.6.2.2 In addition to the foregoing, building permits for individual plans of subdivisions/site plans or phases hereof shall only be issued when the following criteria are satisfied, with each criteria to be included as a condition of draft plan approval or site plan approval, whichever is applicable, and to be effected upon registration of a subdivision agreement or site plan agreement:

- a) lands designated Natural Heritage System as may be refined through the subdivision/site plan approval process have been dedicated to the Town , or to Conservation Halton if so directed by the Town;
- b) stormwater management facilities have been constructed and dedicated to the Town, provided that the Town may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the Town approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities; and,
- c) lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

C.10.6.3 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 Plan.

C.10.6.4 CONSENTS

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

C.10.6.5 COMPLETE APPLICATION REQUIREMENTS

All privately initiated planning applications, except those under Section 45 of the Planning Act, shall satisfy the requirements of Section B.5.3.4 of this Plan with respect to the requirements of a complete application. In addition, the SUS, FSEMS and CFCP must have been completed to the satisfaction of the Town and the Region of Halton, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities. Further, prior to making of any application for draft plan approval within any neighbourhood as identified on Schedule C.10.A or a portion of a neighbourhood approved by the Town, a tertiary plan shall be prepared and submitted in accordance with the policies of Section B.5.4.3.6 and B.5.4.3.7 of this Plan. Prior to draft approval, a subdivision application must reflect the results of the tertiary plan, or be supported by justification for changes to the tertiary plan satisfactory to the Town. In accordance with Town requirements, a tertiary plan shall be prepared in conjunction with the required Subwatershed Impact Studies which shall also be required prerequisite to the granting of draft plan approval. The tertiary plan for lands in Boyne Survey shall address and demonstrate:

- a) the location and configuration of schools, neighbourhoods parks, and village squares;
- b) the location, size and general configuration of stormwater management facilities;
- c) through a traffic impact assessment to be undertaken to the satisfaction of the Town of Milton and the Region of Halton:
 - i) intersection configuration;
 - ii) a traffic control plan;
 - iii) detailed road pattern;
 - iv) on and off road active transportation system (including sidewalks, trails, pathways);
 - v) anticipated traffic operations at major intersections;

- vii) transit service routes; and
 - viii) Transportation Demand Management (TDM) initiatives.
- d) the location of transit facilities;
 - e) the boundaries of land use categories;
 - f) concept plans for secondary mixed use nodes, major nodes, minor sub-nodes and residential office areas which may include elevations and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density development;
 - g) any refinements to the Natural Heritage System based on the studies and policies of this Plan;
 - h) regard for the Boyne Survey Urban Design Guidelines including addressing the relationship of development to Regional roads;
 - i) the recommendations of any supporting technical studies including the noise, vibration and safety impact mitigation measures for development adjacent to the railway right-of-way and noise and vibration impact measures for development adjacent to arterial roads; and
 - j) the recommendations of the Omagh Study, carried out in accordance with Section C.10.5.12 of the Secondary Plan. If the Omagh Study is not complete at the time of the tertiary plan approval, the tertiary plan shall be updated upon completion of the Study.

C.10.6.6 ENVIRONMENTAL ASSESSMENT

C.10.6.6.1 The water, wastewater and roads projects identified by this Secondary Plan are subject to the provisions of the Municipal Engineers Association Class Environmental Assessment, 2000, as updated 2007, or its successors.

C.10.6.6.2 The provisions of the Class Environmental Assessment must be met in this Secondary Plan or as outlined in the following:

- a) Water and Wastewater Projects Halton Urban Structure Plan, Sustainable Halton Water and Wastewater Master Plan (2011), or as amended;
- b) Transportation Projects – This Secondary Plan together with the Transportation Master Plan To 2031 –The Road to Change;
- c) Sixteen Mile Creek, Areas 2 and 7, Subwatershed Update Study, 2010.

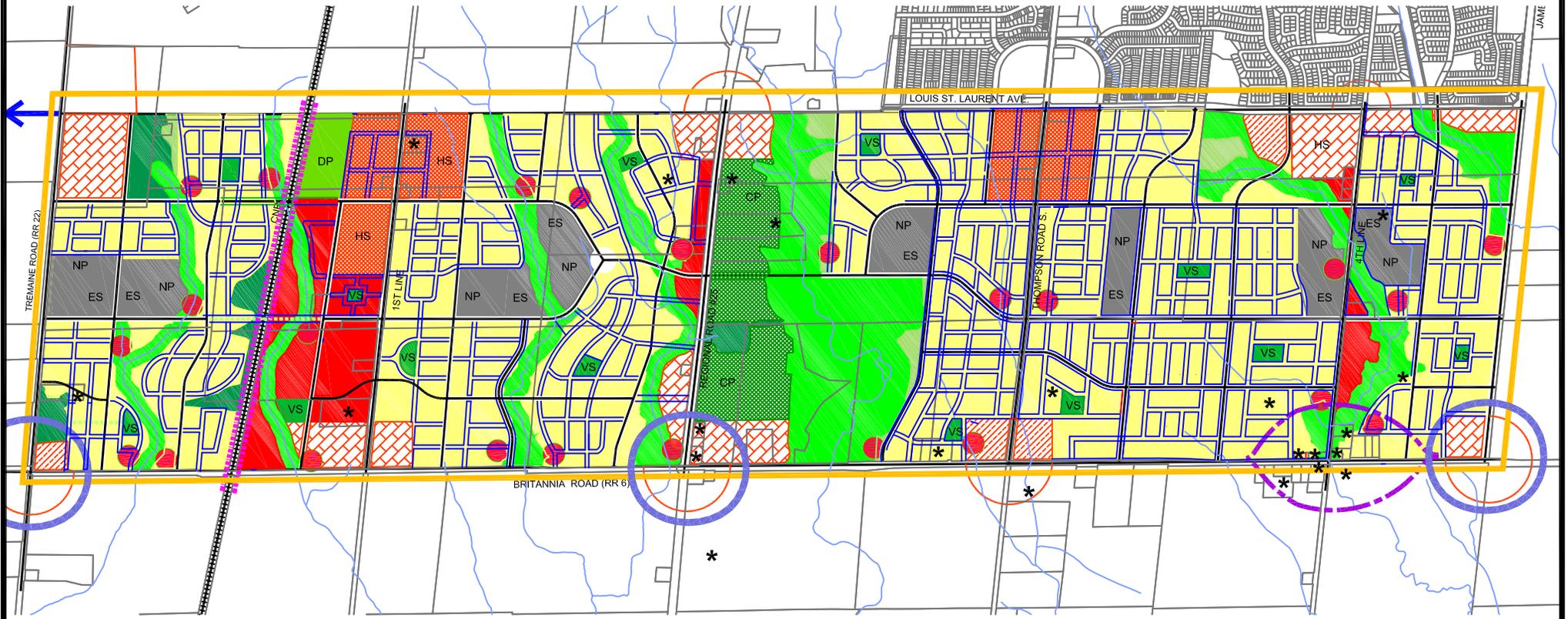
APPENDIX C.10.A

**BOYNE SURVEY
MASTER CONCEPT PLAN**

TOWN OF MILTON OFFICIAL PLAN

Appendix C.10.A BOYNE SURVEY SECONDARY PLAN MASTER PLAN

- | | | | |
|---|-------------------------------------|---|-------------------------|
|  | COMMUNITY PARK AREA |  | MAJOR NODE AREA |
|  | DISTRICT PARK AREA |  | MINOR SUB-NODE AREA |
|  | NEIGHBOURHOOD CENTRE |  | SECONDARY PLAN BOUNDARY |
|  | GREENLANDS A AREA |  | OMAGH STUDY AREA |
|  | GREENLANDS B AREA |  | GATEWAY |
|  | GREENLANDS RESTORATION AREA |  | HERITAGE PROPERTIES |
|  | ENVIRONMENTAL LINKAGE / LINEAR PARK | | |
|  | RESIDENTIAL AREA | | |
|  | RESIDENTIAL / OFFICE AREA | | |
|  | SECONDARY MIXED USE NODE AREA | | |



APPENDIX C.10.B

**BOYNE SURVEY
STATISTICAL SUMMARY**

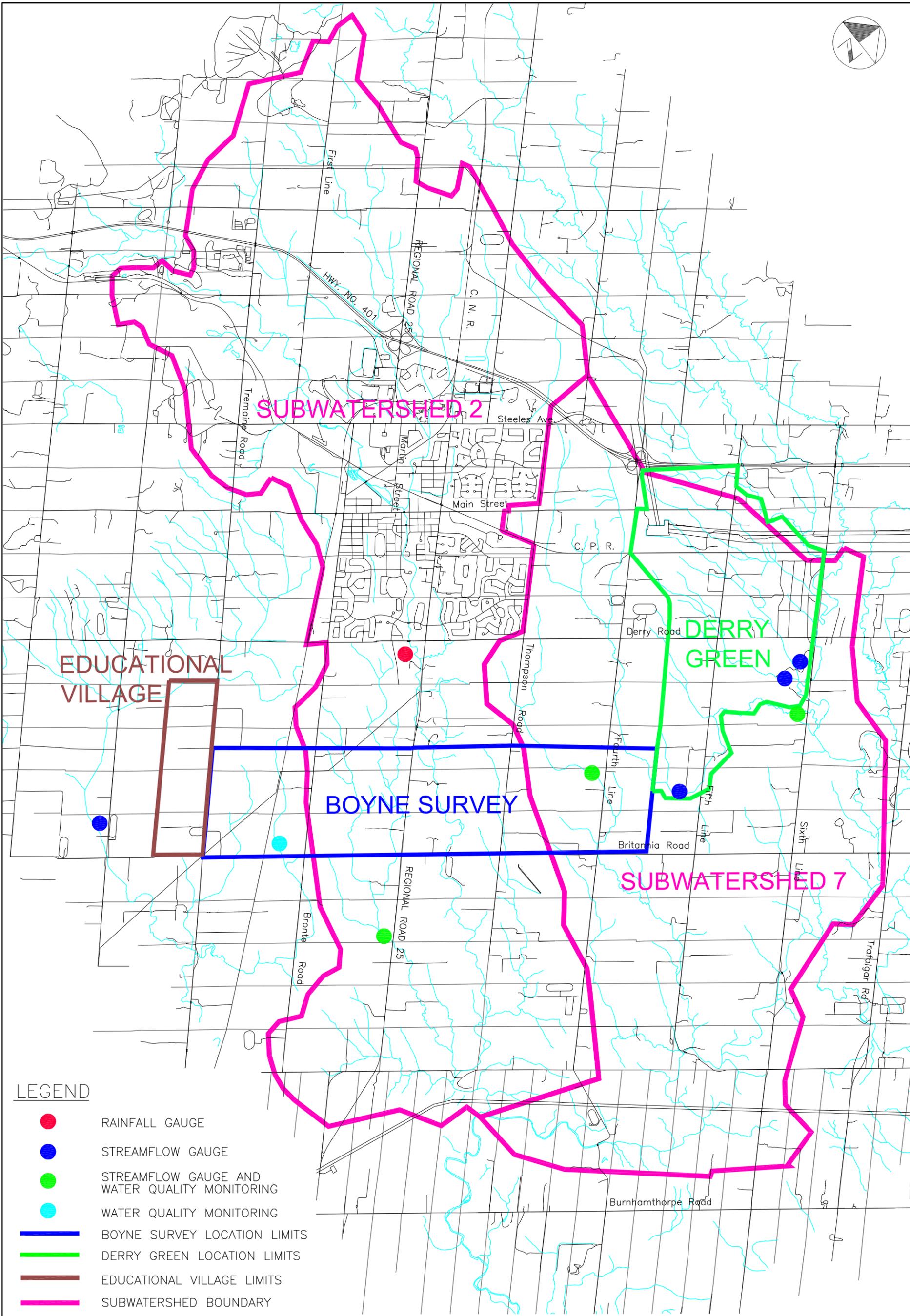
APPENDIX C.10.B

BOYNE SURVEY STATISTICAL SUMMARY

| Land Use | Gross Area (ha) | Takeouts of Gross Area (ha) | | Net Area (ha) |
|------------------------------------|--------------------|--------------------------------|-------------|------------------|
| | | Local Road | SWM Ponds | |
| NODES | | | | |
| Secondary Mixed Use Nodes | 25.7 | 0.3 | 1.7 | 23.7 |
| Major Nodes | 32.6 | 0.3 | 2.2 | 30.1 |
| Minor Sub-nodes | 16.9 | 0.2 | 1.1 | 15.6 |
| | | | | |
| Residential | 470.0 | 70.5 | 31.0 | 368.5 |
| Residential/Office | 13.5 | 0.1 | 0.9 | 12.5 |
| | | | | |
| Total Developable Land Area | 558.7 | 71.4 | 36.8 | 450.5 |
| | | | | |
| Natural Heritage System | 186.0 | | | |
| Institutional Area | 4.0 | | | |
| Elementary School Sites | 19.3 | | | |
| High School Sites | 22.9 | | | |
| Roads | | | | |
| Local | 71.4 | | | |
| Collector | 46.4 | | | |
| Community Connector | 34.1 | | | |
| Arterial | 5.2 | | | |
| Existing + Road Widening | 25.1 | | | |
| Canadian National Railway | 4.8 | | | |
| Village Squares | 3.23 | | | |
| Neighbourhood Parks | 14.5 | | | |
| District Parks | 24.3 | | | |
| Stormwater Management Ponds | 36.8 | | | |
| | | | | |
| Total Land Area | 948.5 | | | |

APPENDIX C.10.C

**INDIAN CREEK SUBWATERSHED AREA AND SIXTEEN MILE CREEK SUBWATERSHED
AREAS 2 AND 7**



LEGEND

- RAINFALL GAUGE
- STREAMFLOW GAUGE
- STREAMFLOW GAUGE AND WATER QUALITY MONITORING
- WATER QUALITY MONITORING
- ▬ BOYNE SURVEY LOCATION LIMITS
- ▬ DERRY GREEN LOCATION LIMITS
- ▬ EDUCATIONAL VILLAGE LIMITS
- ▬ SUBWATERSHED BOUNDARY
- ▬ WATERCOURSE

**SIXTEEN MILE CREEK
 SUBWATERSHED UPDATE STUDY**
 TOWN OF MILTON
**SURFACE WATER MONITORING
 LOCATION PLAN**

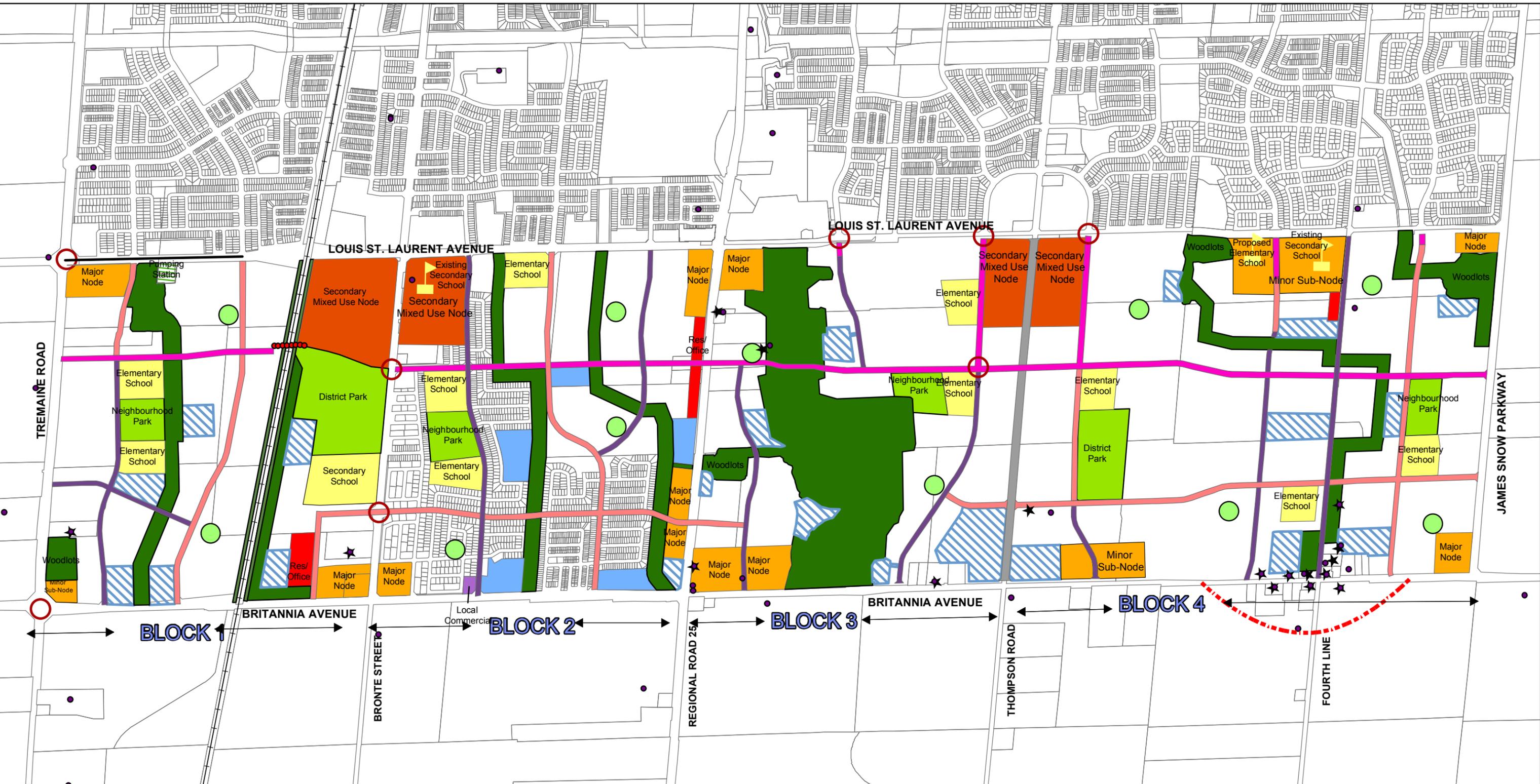


| | |
|-------------|-----------|
| Project No. | 107092 |
| Date | JUNE 2009 |
| Scale | 1:50,000 |
| Drawing No. | 1 |

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APPENDIX C.10.D

Boyne Survey Tertiary Plan



- 35m ROAD
- 26m ROAD
- 24m ROAD
- 20m ROAD
- ACTIVE TRANSPORTATION LINK

- ★ HERITAGE FEATURE
- ROUNDABOUT
- VILLAGE SQUARE - CONCEPTUAL SUBJECT TO FINAL APPROVAL BY THE TOWN OF MILTON*

- SWMP - CONCEPTUAL SUBJECT TO FINAL APPROVAL BY CONSERVATION HALTON & THE TOWN OF MILTON**
- SWMP - SUBJECT TO FURTHER REVIEW**

- OMAGH BY-PASS TO BE CONSTRUCTED IN ACCORDANCE WITH BRITANNIA EA

Boyne Survey Tertiary Plan Appendix C.10.D

July 2017

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*VILLAGE SQUARE FINAL DISTRIBUTION TO BE 5 ON EACH SIDE OF SIXTEEN MILE CREEK

**CHANNEL WIDTHS & STORM WATER MANAGEMENT POND CONFIGURATION SUBJECT TO FINAL APPROVAL OF SUBWATERSHED IMPACT STUDIES

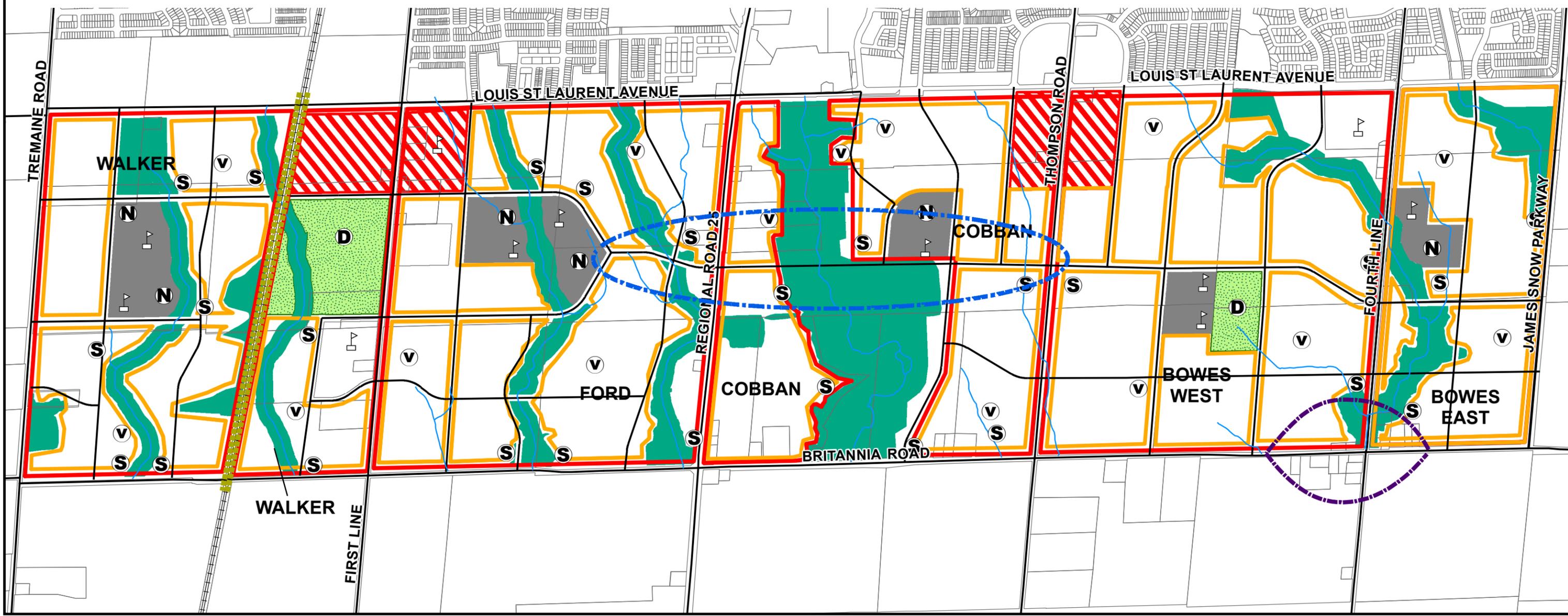
***ALL ROAD AND ROADABOUT LOCATIONS TO BE IMPLEMENTED IN ACCORDANCE WITH BOYNE ROAD NETWORK ASSESSMENT SEPTEMBER 2016

**** NOT TO SCALE

TOWN OF MILTON OFFICIAL PLAN

Schedule C.10.A BOYNE SURVEY SECONDARY PLAN COMMUNITY STRUCTURE PLAN

-  DISTRICT PARK
-  NEIGHBOURHOOD PARK
-  SCHOOL
-  STORMWATER POND
-  VILLAGE SQUARE
-  NOISE, VIBRATION, AND VISUAL BARRIER
-  WATERCOURSE
-  DISTRICT NODE
-  NEIGHBOURHOOD
-  SUB-NEIGHBOURHOOD
-  NEIGHBOURHOOD CENTRE AREA
-  NATURAL HERITAGE SYSTEM
-  OMAGH STUDY AREA
-  SIXTEEN MILE CREEK COMMUNITY CONNECTOR STUDY AREA



TOWN OF MILTON OFFICIAL PLAN

Schedule C.10.B BOYNE SURVEY SECONDARY PLAN ACTIVE TRANSPORTATION AND NATURAL HERITAGE SYSTEM PLAN



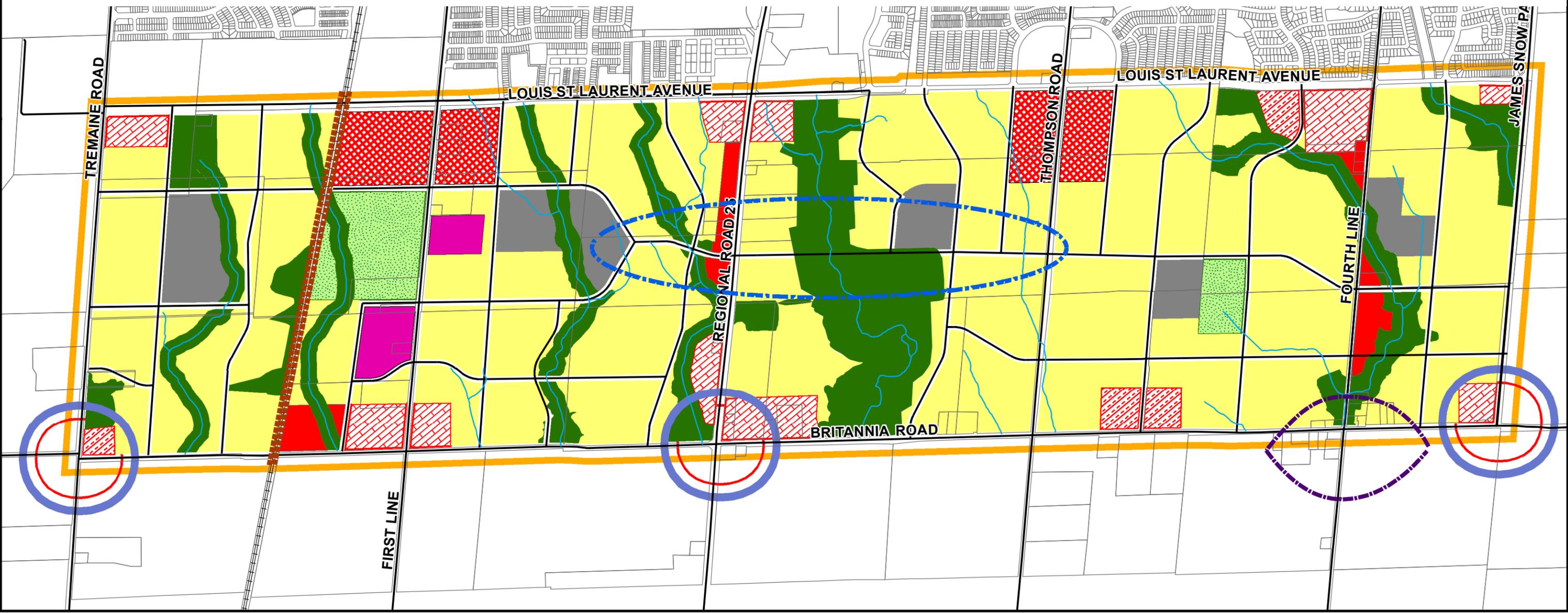
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- COMMUNITY CONNECTOR
- ENHANCED STREETScape DESIGN
- RAIL
- COMMUNITY CONNECTOR LINK
- ON STREET BIKE PATH
- TRAILS
- GRADE SEPARATION
- NATURAL HERITAGE SYSTEM
- SECONDARY PLAN BOUNDARY
- PLANNED ACTIVE TRANSPORTATION LINK
- OMAGH STUDY AREA
- SIXTEEN MILE CREEK COMMUNITY CONNECTOR STUDY AREA



TOWN OF MILTON OFFICIAL PLAN

Schedule C.10.C BOYNE SURVEY SECONDARY PLAN LAND USE PLAN

-  DISTRICT PARK
-  NEIGHBOURHOOD CENTRE AREA
-  NATURAL HERITAGE SYSTEM
-  RESIDENTIAL AREA
-  RESIDENTIAL / OFFICE AREA
-  INSTITUTIONAL AREA
-  SECONDARY MIXED USE NODE
-  MAJOR NODE AREA
-  MINOR SUB-NODE AREA
-  SECONDARY PLAN BOUNDARY
-  OMAGH STUDY AREA
-  SIXTEEN MILE CREEK COMMUNITY CONNECTOR STUDY AREA
-  GATEWAY



TOWN OF MILTON OFFICIAL PLAN

Schedule C.10.D BOYNE SURVEY SECONDARY PLAN PHASING PLAN

-  PHASE 3A
-  PHASE 3B
-  NATURAL HERITAGE SYSTEM

