

C.X Agerton Secondary Plan

C.X **AGERTON SECONDARY PLAN**

PREAMBLE

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

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

C.X.1 **GENERAL**

C.X.1.1 **PURPOSE**

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

The Secondary Plan:

- i) Implements the objectives, policies and overall planning approach of the Town's Official Plan within the local context;
- ii) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;
- iii) Provides growth management policies to implement the 2031 planning horizon population of a minimum of 6,800 residents and 15,000 jobs over the span of 20 years;
- iv) Establishes a vision for growth in the Secondary Plan over the long-term, beyond the planning horizon of this Plan through over-arching themes, goals, strategic policies and a Community Structure Plan; and,
- v) Establishes a Master Plan Area and identifies the requirements for preparation of a more detailed (tertiary) land use plan required prior to submission of development applications.

C.X.1.2 LOCATION

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

- a) North Highway 401;
- b) East Eighth Line;
- c) South Derry Road; and,
- d) West Greenbelt Plan Area.

C.X.2 SECONDARY PLAN CONCEPT

C.X.2.1 COMMUNITY CHARACTER

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

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

C.X.3 GOALS AND OBJECTIVES

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

C.X.3.1 CREATE EMPLOYMENT OPPORTUNITIES

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

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

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

C.X.3.3 PROVIDE MOBILITY OPTIONS

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

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

C.X.3.4 ESTABLISH A LOGICAL ROAD NETWORK

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

C.X.3.5 BUILD COMPACT AND COMPLETE COMMUNITIES

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

C.X.3.6 CREATE HIGH-QUALITY URBAN SPACES

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

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

C.X.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 Agerton Secondary Plan.

C.X.4.1 NATURAL HERITAGE SYSTEM

The Natural Heritage System of the Agerton Secondary Plan will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of the Official Plan. The focus of the Natural Heritage System is to protect and enhance natural features and areas and their ecological functions. The Natural Heritage System is identified on Schedules C.X.A, C.X.B, and C.X.C and further detailed in Section C.X.6.5 of this Plan.

C.X.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.X.4.2.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of the Official Plan, and the Town of Milton Transportation Master Plan, the Town will ensure that the development of the Secondary Plan maximizes the potential for the provision of transit service, through the achievement of appropriate densities and the development of transit-supportive design criteria and standards in the Urban Design Guidelines.

C.X.4.2.2 Trails System

Schedule “C.X.B”, Active Transportation and Natural Heritage System Plan establishes the proposed multi-use trail system for the Secondary Plan, which will develop in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of the Official Plan. The trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels and its design will have regard for the Town of Milton Transportation Master Plan, Town of Milton Trails Master Plan Update, the Regional Road Right-of-Way Guidelines and the Regional Active Transportation Master Plan, as well as the Landscape Master Plan, required as part of the Master Plan process. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the required approval authority.

C.X.4.2.3 Road Network

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of the Official Plan, the road network for the Secondary Plan will be designed to accommodate all modes of travel while prioritizing

transit, cycling, and walking; the planned road network is intended to balance the needs of all users, including pedestrians, cyclists, transit users and motorists.

The conceptual street hierarchy is identified on Schedule “C.X.B”, with the exception of local roads, which will be established as part of the Master Plan and development approval process. The final location, configuration, width and alignment of public streets shall be determined through the Master Plan, Environmental Assessment and development approval processes, subject to the recommendations of the Subwatershed Study, Master Environmental Servicing Plan (MESP) and traffic impact studies prepared by individual applicants.

C.X.4.3 SERVICING

C.X.4.3.1 Water and Wastewater Infrastructure

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

C.X.4.3.2 Stormwater Management

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

The location of the stormwater management facilities (including green infrastructure and low impact development practices) are to be more specifically delineated in the Master Plan in accordance with the Master Environmental Servicing Plan (MESP), and may be further refined through the development approval process. Where possible, green infrastructure and Low Impact Development techniques, such as permeable paving, infiltration trenches, rain gardens and other stormwater management techniques, shall be considered in the design of new development and implemented to the extent feasible, as determined by the Town in consultation with Conservation Halton. Consideration shall also be given to account for storm water management as it pertains to drainage from public property, including Regional roadways.

Stormwater management facilities are permitted in all land use designations on Schedule “C.X.C” except the Major Transit Station Area (MTSA), Neighbourhood Centre Mixed Use II designations where only facilities integrated into a mixed use format (e.g. storage tanks under buildings or parks) shall be permitted. The intent of this policy is to prohibit the location of standalone stormwater management facilities (e.g. ponds) in mixed use areas where they would undermine transit supportive densities within walking distance of higher-order transit. Stormwater management facilities shall only be permitted in the Natural Heritage System and Protected Countryside of the Greenbelt if determined there are no negative impacts through an Environmental Impact Study.

C.X.4.3.3 Utilities

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

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

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

C.X.4.4 HOUSING

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

C.X.4.5 URBAN DESIGN

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

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

- a) incorporates the key design elements of Section C.X.2.2;
- b) reflects the goal and objectives of this Secondary Plan in Section C.X.3; and,
- c) has regard to the Agerton & Trafalgar Secondary Plans Urban Design Guidelines.

C.X.4.5.2 Further to the policies of Section C.X.4.5.1, development shall also be designed in accordance with the following high-level guidelines:

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All roads within the secondary plan shall be designed as complete streets;
- c) The design of a modified grid pattern within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400 metres to achieve a 5-minute walk across a block. The local road pattern should be designed to prevent car movement across blocks to eliminate non-residential traffic within neighbourhoods;

- d) Arterial streets, including Trafalgar Road and Derry Road, shall be designed with generous “green” boulevards. These spaces shall be well vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists;
- e) The Trafalgar Road Corridor shall generally support the location of a mix of residential and retail commercial uses, all of which should be designed to animate and engage the public realm with regard to their facades on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but featuring street trees and other plants as appropriate;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and natural spaces abutting neighbourhood and district parks. Built form along these streets shall be of special quality and slightly greater intensity than what will be found on interior local streets. Streetscape design shall include special features to acknowledge their importance as framing the open space system with an attractive built form;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar Road, Derry Road, and Eighth Line). These may include modestly increased building height, architectural, landscape or public art features;
- h) All tall and mid-rise buildings in the Secondary Plan shall be subject to the Milton Tall and Mid-Rise Building Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open space;
- j) There shall be a diverse and fine-grained network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary;
- k) New development shall be sensitive to adjacent cultural heritage landscapes or buildings. This shall include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, d) utilizing complementary materials and design;
- l) Community uses shall be combined as part of mixed use buildings in centres where possible to achieve a compact development form;
- m) A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a complete community; and,
- n) All new projects shall comply with the most recent Provincial, Region and Town green Initiatives.

C.X.4.6 CULTURAL HERITAGE AND ARCHEOLOGY

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

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

C.X.4.7 PUBLIC SERVICE FACILITIES AND INFRASTRUCTURE

A range of *public service facilities* and infrastructure will be permitted in all land use designations on Schedule “C.X.C”. A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Agerton Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities may be located in any land use designation other than the Natural Heritage System designation, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

C.X.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.X.A” is an overall framework for the Agerton Secondary Plan. Key Community Structure elements include Major Transit Station and Major Transit Station Area, Employment Area, Neighbourhood Centre, Natural Heritage System, and Road and Trail Networks.

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

C.X.5.1 MAJOR TRANSIT STATION AND MAJOR TRANSIT STATION AREA

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

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

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

C.X.5.1.1 MASTER PLAN AREA

The Secondary Plan requires the preparation of one Master Plan Area (also referred to as a Tertiary Plan) in the southern portion of Agerton to provide more detailed planning that will be endorsed by Council prior to the submissions of development applications in the Secondary Plan. As per Section B.5.4.3.6 of the Town's Official Plan, Master Plans are conceptual development plans which indicate general concepts with respect to specific areas within the Town. The Master Plan shall generally indicate development concepts with respect to the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access. A Master Plan cannot be prepared until the location of the GO Station has been determined to the satisfaction of the Town, in consultation with Metrolinx and other implementing agencies.

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

C.X.5.2 EMPLOYMENT AREA

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

C.X.5.3 NEIGHBOURHOOD CENTRES

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

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

C.X.5.4 NATURAL HERITAGE SYSTEM

The Natural Heritage System (NHS) consists of the Regional Natural Heritage System that is delineated on Schedule M of the Town's Official Plan. This includes wetlands, woodlands, valleylands, watercourses, habitats of endangered or threatened species, areas of natural and scientific interest, enhancements to key features,

C.X.5.5 ROAD AND TRAIL NETWORKS

The Road and Trail Networks have been identified on Schedule "C.X.A" and "C.X.B" 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.

The final location, configuration, width and alignment of public roads shall be determined through the Master Plan, Environmental Assessment and development approval processes, subject to the recommendations of the Subwatershed Study, Master Environmental Servicing Plan (MESP) and traffic impact studies prepared by individual applicants.

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

C.X.6 LAND USE POLICIES

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

C.X.6.1 MAJOR TRANSIT STATION – MIXED USE AREA

The Major Transit Station – Mixed Use Area designation generally applies to lands in southern Agerton, south of the CP rail line. In general, the designation is comprised of three sub-areas: Major Transit Station Area, Mixed Use Area – Residential Neighbourhood, and

Mixed Use Employment – Office Priority; which each have a distinctive character outlined below.

The location and delineation of each sub-area will be determined through the Master Plan process, where a Master Plan cannot be prepared until the location of the GO Station has been determined to the satisfaction of the Town, in consultation with Metrolinx and other implementing agencies.

The Master Plan shall demonstrate that 150 residents and jobs per hectare can ultimately be achieved within the Major Transit Station – Mixed Use Area. Further, the Master Plan shall ensure that density is organized in a transit-supportive manner particularly emphasizing the Major Transit Station Area and Trafalgar Road.

C.X.6.1.1 Major Transit Station Area

The Major Transit Station Area is planned to be an employment focused urban area that will serve as the highest concentration of jobs in the Secondary Plan forming a new office node and employment cluster in this part of the Region. Accordingly, this area shall ensure that opportunity to accommodate a minimum of 85,000 square meters of office space is provided and within walking distance of the GO Station as a priority in Council's decision on any planning approvals. The Major Transit Station Area shall be immediately recognizable as the urban core. To be successful, the area should also accommodate an appropriate range and mix of uses integral to a vibrant urban area which prioritizes transit and active transportation.

The Major Transit Station Area shall be delineated through the Master Plan to identify, to the maximum extent possible, those lands generally within 500 metres of the Major Transit Station (GO Station). The Major Transit Station Area shall achieve the Intensification Area policies, in particular Section B.2.1.6.3 k) and l) of the Town's Official Plan. Accordingly, the designation will establish the major focal point within the Secondary Plan that is intended to achieve the highest residential and employment densities to support the planned Major Transit Station and higher-order transit along Trafalgar Road. To achieve this, detailed planning of this area should be based on an urban grid pattern and ensure that the long-term achievement of a gross density of 300 residents and jobs per hectare through multi-storey buildings with structured and underground parking is not precluded by initial phases of development.

- a) Permitted uses are encouraged in a mixed use format and include:
 - i. Apartment dwellings;
 - ii. Offices, including business and professional offices;
 - iii. Retail Commercial;
 - iv. Personal Services;
 - v. Community Uses; and,
 - vi. Places of Worship.

- b) Development will be planned to:
 - i. Support major transit infrastructure and multi-modal access to the Major Transit Station with active transportation infrastructure and connections to nearby destinations, such as community uses;
 - ii. Accommodate a significant share of population and employment growth in the Agerton Secondary Plan, achieving a minimum density of 300 residents and jobs combined per gross hectare;
 - iii. Achieve approximately a minimum of 3,000 people and 7,000 jobs within the Major Transit Station Area;
 - iv. Serve as a mid- to high-rise employment centre, providing a minimum 85,000 m² net floor area of office employment;
 - v. The majority of required parking shall be provided in a structured parking garage or underground. Where surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be eliminated and/or incorporated into parking structures;
 - vi. Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
 - vii. Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge; and,
 - viii. Development shall be designed to facilitate access to public transit.

C.X.6.1.2 Mixed Use Area – Residential Neighbourhood

The Mixed Use Area – Residential Neighbourhood generally applies to the lands abutting or adjacent to the Major Transit Station Area and proximal to the Neighbourhood Centre. Mixed Use Area – Residential Neighbourhood is intended to provide a range and mix of higher density housing types and local serving retail commercial. It is intended to locate more intensive residential development along arterial roads, major collectors proximal to transit stops/stations, and the Neighbourhood Centre. As part of the Master Plan process, a Local Centre shall be identified which includes Convenience Retail, District Park, elementary school, and place of worship.

- a) Permitted uses include:
 - i. Residential Uses such as Street townhouses, Stacked townhouses, Back-to-Back Townhouses, and Multiplexes;
 - a. A minimum density of 35 units per hectare and a maximum density of 60 units per hectare is required;
 - ii. Convenience Retail, uses in accordance with Sections B.3.4.4 of the Town's Official Plan and the following:
 - a. Convenience Retail uses are generally small-scale retail commercial development (20,000 to 40,000 ft²) anchored by convenience retail

- commercial, pharmacy, financial institution, personal service uses or small-scale community uses;
- b. Convenience Retail uses are generally developed in accordance with Section B.3.4.4 of the Town's Official Plan. However, notwithstanding Section B.3.2.3.7.c), commercial uses are permitted a maximum total gross floor area of 40,000 ft²;
- c. Further, per Section B.3.4.1.4 of the Town's Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional commercial gross floor area, Council shall require the preparation of a Market Impact Study;
- d. The size, location, and configuration of Convenience Retail uses within the Mixed Use Area – Residential Neighbourhood shall be determined at the Master Plan stage; and,
- iii. Community Uses and Places of Worship in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.X.6.3:
 - a. A District Park, school and place of worship should be co-located with Convenience Retail. These elements are located at the intersection of key collector roads in order to optimize walkability for residents of the surrounding neighbourhoods that will rely on these uses on a daily basis. It is also intended these centres be a focus for concentrations of more intense forms of grade-related housing within walking distances of potential local transit stops.

C.X.6.1.3 Mixed Use Employment – Office Priority

The Mixed Use Employment– Office Priority generally applies on the balance of lands within the Major Transit Station – Mixed Use Area. Mixed Use Employment – Office Priority is intended to provide a range and mix of employment and District Retail uses to support the Major Transit Station Area and Neighbourhood Centre.

- a) Permitted uses include:
 - i. All types of business and professional offices;
 - ii. Light industrial uses, including research and development facilities, communications facilities, and manufacturing and processing operations deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations;
 - iii. Private sector commercial or trade schools;
 - iv. Apartment dwellings are permitted within mixed use buildings, where the non-residential gross floor area must comprise a minimum of 50% of the total gross floor area;
 - v. District Retail uses in accordance with Sections B.3.4.4 of the Town's Official Plan and the following:

- a. District Retail uses are generally large sized retail commercial developments (300,000 to 500,000 ft²) anchored by a larger tenant such as general merchandise stores or supermarkets;
- b. Further, per Section B.3.4.1.4 of the Town's Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional commercial gross floor area, Council shall require the preparation of a market impact study;
- c. The size, location, and configuration of District Retail uses within the Mixed Use Area – Office Priority shall be determined during the Master Plan process;
- d. Generally, standalone retail commercial uses will be located at major arterial road intersections with strong vehicular and transit access, as well as good visibility. District Retail uses are also permitted and encouraged in mixed use formats;
- e. Within the Agerton Secondary Plan, the only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail commercial stores ancillary to the gas station use;
- vi. Community Uses and Places of Worship;
- vii. In addition to the permitted uses above, hotels and hotel/convention centres and, ancillary retail commercial and service uses and restaurants only where internally integrated as a component of a hotel, hotel/convention centre or any permitted office use may also be permitted;
- viii. Land-intensive uses with minimal jobs such as warehousing and logistics are not permitted; and,
- b) Development will be planned to:
 - i. Achieve appropriate separation from residential uses which should be determined through the Master Plan process; and,
 - ii. Mixed use buildings are encouraged, where appropriate.

C.X.6.2 NEIGHBOURHOOD CENTRE MIXED USE II

The Neighbourhood Centre Mixed Use II designation on Schedule "C.X.C" is conceptual, except where bounded by existing major roads or the Natural Heritage System. They are generally located at major arterial road intersections along the Trafalgar Road Corridor to serve the surrounding community and optimize access to planned higher-order transit service. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the Master Plan as required in Section C.X.7.5 of this Plan.

Neighbourhood Centre Mixed Use II designation is intended to be a focus of intensification within the Secondary Plan. The designation serves as a community focal point and should serve the retail commercial needs of the surrounding neighbourhood. It is the intent of this plan that the lands within this designation are the focus of major retail uses and in the longer

term, higher density residential uses in a mixed-use setting. Stand-alone retail is discouraged but may be contemplated as an interim use.

The Neighbourhood Centre Mixed Use II designation permits the following in a standalone or mixed use building format:

- a) Residential Uses such as Street townhouses, Stacked townhouses, Back-to-back townhouses, and Multiplexes;
 - i) A minimum density of 60 units per hectare and a maximum density of 100 units per hectare is required
- b) District Retail uses in accordance with Sections B.3.4.2 of the Town's Official Plan and the following:
 - i) District Retail uses are generally large sized retail commercial developments (300,000 to 500,000 ft²) anchored by a larger tenant such as general merchandise stores or supermarkets;
 - ii) Further, per Section B.3.4.1.4 of the Town's Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional commercial gross floor area, Council shall require the preparation of a market impact study;
 - iii) The size, location, and configuration of District Retail uses within the Mixed Use Employment – Office Priority shall be determined during the Master Plan process;
 - iv) Generally, standalone retail commercial uses will be located at major arterial road intersections with strong vehicular and transit access, as well as good visibility. District Retail uses are also permitted in mixed use formats;
 - v) Within the Agerton Secondary Plan, the only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail commercial stores ancillary to the gas station use; and,
- c) Community uses in accordance with Section C.X.6.3.; and,
- d) Development will be planned to achieve a minimum density of 100 residents and jobs combined per gross hectare is required.

C.X.6.3 EMPLOYMENT AREA – OFFICE PRIORITY

Lands designated "Employment Area – Office Priority" on Schedule "C.X.B" shall generally reflect the "Business Park Area" designation in accordance with the policies of Section 3.8 of the Town's Official Plan.

- a) Permitted uses include:
 - i. All types of business and professional offices;
 - ii. Light industrial uses, including research and development facilities, communications facilities, and manufacturing and processing operations

- deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations;
- iii. Private sector commercial or trade schools;
 - iv. Community Uses including public parks and open space linkages, day nurseries and places of worship;
 - v. In addition to the permitted uses above, hotels and hotel/convention centres and, ancillary retail commercial and service uses and restaurants only where internally integrated as a component of a hotel, hotel/convention centre or any permitted office use may also be permitted; and,
 - vi. Land-intensive uses such as warehousing and logistics are not permitted.
- b) Development will be planned to achieve approximately 36 jobs per gross hectare.

C.X.6.4 PUBLIC SERVICE FACILITIES AND PLACES OF WORSHIP

Further to, and in accordance with, the policies of Section B.2.5 of this Plan, development of *public service facilities* such as parks and schools, as well as places of worship on Schedule “C.X.C” shall be subject to the following policies:

C.X.6.4.1 General Parks and Open Spaces

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

The Parks and Open Space System consists of a District Park and a Trail Network (per Section C.X.4.2), as identified on Schedules “C.X.A” to “C.X.C”. The Parks and Open Space System also includes Village Squares.

The locations of these elements are conceptual and intended to identify general potential locations for these facilities. The exact location and configuration may be modified without amendment to this Plan and established through the development of the Master Plan, as required in Section C.X.7.5 of this Plan, and development approval process.

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

C.X.6.4.2 Parkland Dedication

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

The following shall not be counted towards parkland dedication:

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

C.X.6.4.3 District Parks

District Parks are intended to serve the Secondary Plan and should include major sports facilities such as sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. Generally, District Parks will be approximately 6 hectares in size and should have access along an arterial or collector road.

One (1) District Park shall be included in the Secondary Plan, distributed to equally serve the population. It is encouraged that District Parks are co-located with an institutional or other community use (i.e. community centre, library).

C.X.6.4.4 Village Squares

Village Squares are intended to serve sub-neighbourhoods within a Secondary Plan and primarily expected to provide passive recreation areas. Generally, Village Squares will be approximately 0.2 hectares in size and the location will be determined through the Master Plan process.

Village Squares shall be distributed throughout the Secondary Plan in a residential area that does not have good access to other park facilities. They shall have significant frontage along a public street, generally along two sides of the property.

Privately Owned Public Spaces (POPS) will also form a key part of the public realm network by providing passive open space and complementing planned parks and natural areas.

C.X.6.4.5 Schools

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

The Secondary Plan requires 1 Elementary School.

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

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

C.X.6.4.6 Places of Worship

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

C.X.6.5 NATURAL HERITAGE SYSTEM

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

C.X.6.5.1 Key Features

The lands in the Natural Heritage System on Schedules "C.X.A" to "C.X.C" consist of the following key features and functions:

- a) wetlands;
- b) woodlands;
- c) valleylands;
- d) watercourses;
- e) habitats of endangered or threatened species;
- f) environmentally significant areas and areas of natural and scientific interest;
- g) enhancements to Key Features;
- h) linkages; and,
- i) buffers.

C.X.6.5.2 Permitted Uses

The Natural Heritage System designation on Schedules "C.X.A" to "C.X.C" permit the following uses subject to the policies of Section B.4.8 and B.4.9 of the Town's Official Plan. Notwithstanding, the following additional uses are permitted:

- a) transportation and public infrastructure in accordance with Section C.X.4.1; and,
- b) stormwater management facilities in accordance with Section C.X.4.2.2.

C.X.6.5.3 Criteria for Buffers

Buffers shall generally 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);
- b) Woodlots: 10 metres from the drip line; and,

- c) 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.

Reduced or additional buffer requirements may be determined as part of the Subwatershed Study, Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Studies or other applicable environmental study as part of the development process and implemented without amendment to this Plan, subject to the completion and Council endorsement of a Master Plan.

C.X.6.5.4 Natural Heritage System Policies

- a) The Natural Heritage System shall be implemented, enhanced, restored or modified in accordance with the recommendations of the approved Subwatershed Study, Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Studies or other applicable environmental study, through the Master Plan process, without amendment to this Plan; and,
- b) 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 Halton Region, the Town of Milton or the Conservation Authority in accordance with the policies of Section C.X.7.2.2 of this Plan.

C.X.6.5.5 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 Development Area Environmental Functional Servicing Study (DAEFSS), 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 MESP and DAEFSS or other applicable environmental study.

C.X.6.6 EXISTING AGRICULTURAL OPERATIONS

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

C.X.7 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section B.5.0 of the Town's Official Plan, the following policies are applicable to the Agerton Secondary Plan.

C.7.1 PHASING AND FINANCE

Development in the Agerton Secondary Plan shall proceed in multiple phases, as determined through the Master Plan process. It is the intent of this Plan that growth is controlled through the Master Plan process to ensure that:

- a) there is availability and efficient use of public infrastructure and services;
- b) development proceeds in a manner that is supportive of transit services; and,
- c) the progression of development will follow a logical sequence generally north to south.

C.X.7.1.2 All new urban development in the Agerton Secondary Plan 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.X.1.1 applications for development in the Secondary Plan shall only be approved, and development shall only proceed when:

- a) Landowners within the Secondary Plan have entered into an agreement or agreements with the Town for the provision of funds or the provision of service or both. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan, 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;
- b) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- c) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- d) An Area Servicing Plan for the Agerton Secondary Plan has been prepared to the satisfaction of the Region of Halton;
- e) The applicable Master Plan has been endorsed by Town of Milton Council;

- f) The Air Quality Assessment, Master Phasing and Servicing Plan, Subwatershed Study, and Master Environmental Servicing Plan (MESP) and Development Area Environmental Functional Servicing Study (DAEFSS), have been approved to the satisfaction of the Town of Milton and the Region of Halton, and in consultation with Conservation Halton; and,
- g) Any additional requirements of the Town and/or Regional Municipality of Halton are satisfied.

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

C.X.7.2.1 Building Permits beyond 25% build out of the gross developable area of participating lands within a phase, as determined through the Master Plan, shall only be issued when the following criteria are satisfied:

- a) The District Park Area on Schedule “C.X.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 the applicable phase;
- b) 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-neighbourhoods as identified in the Master Plan;
- c) *Public service facilities* lands shall be provided at or prior to 25% build out of the lands in each Phase as identified in Schedule “C.X.A”; and,
- d) 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.X.7.2.2 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 they 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.X.7.3 ZONING BY-LAW

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

C.X.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Agerton Secondary Plan. Consents may be permitted in accordance with the provisions of Section 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.X.7.5 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.

C.X.7.5.1 Application Submission Requirements

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

- a) the Subwatershed Study has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton;
- b) the Air Quality Assessment has been completed to the satisfaction of Town of Milton and the Region of Halton;
- c) the Master Phasing and Area Servicing Plan has been completed to the satisfaction of Town of Milton and the Region of Halton;
- d) the MESP and DAEFSS or other applicable environmental study has been completed to the satisfaction of Town of Milton and the Region of Halton, in consultation with Conservation Halton;
- e) the Municipal Class EA has been approved by Provincial Authorities; and,
- f) a Master Plan has been endorsed by Council for the development area.

C.X.7.5.1 Master Plan Submission Requirements

Further, prior to making of any application for draft plan approval within any Master Plan area as identified on Schedule C.X.A or a portion of a Master Plan area approved by the Town, a Master 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 and received endorsement from Council. Prior to draft approval, a subdivision application must reflect the results of the Master Plan, or be supported by justification for changes to the tertiary plan satisfactory to the Town. In accordance with Town requirements, a Master Plan shall be prepared in conjunction with the required Master Environmental Servicing Plan (MESP) and Development Area Environmental Functional Servicing Study (DAEFSS) which shall also be required prerequisite to the granting of draft plan approval. The Master Plan for lands in Agerton Secondary Plan shall address and demonstrate:

- a) the sequencing of phases, if required;
- b) the location and configuration of schools, District Park, Places of Worship, and village squares;
- c) the location, size and general configuration of stormwater management facilities;
- d) 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;
 - vi) transit service routes; and,
 - vii) Transportation Demand Management (TDM) initiatives;
- e) the location of transit facilities;
- f) the boundaries of proposed development blocks delineating the extent of land use designations of this Plan;
- g) concept plans for Major Transit Station Area and Neighbourhood Centre 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;
- h) any refinements to the Natural Heritage System based on the studies and policies of this Plan;
- i) regard for the Agerton & Trafalgar Secondary Plans Urban Design Guidelines including addressing the relationship of development to Regional roads;
- j) 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,
- k) The Master Plan shall not be endorsed by Council prior to the final determination of the Major Transit Station location.

C.X.7.6 ROADS ENVIRONMENTAL ASSESSMENT

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.

Transportation infrastructure shown on the Schedules attached to the Agerton Secondary Plan may be subject to Environmental Assessments at both Regional and Town levels, recognizing that this Secondary Plan and concurrent Municipal Class Environmental Assessment (Municipal Class EA) satisfy Phases 1 and 2 of the EA processes. The proposed locations of transportation infrastructure 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, or the Region where applicable at their 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.

C.X.8 INTERPRETATION

Further to, and in accordance with, the existing definitions of Section 5.10 of the Official Plan, the following interpretation policies are applicable to the Agerton Secondary Plan.

C.X.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules “C.X.A”, “C.X.B”, and “C.X.C” are intended to be approximate only, in accordance with Section B.5.10.2.1 of the Town’s Official Plan.

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

C.X.8.2 SYMBOLS

Symbols for parks, schools, and places of worship are conceptual and intended to show the approximate location of these elements on Schedule “C.X.C”. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Plan.

C.X.8.3 DEFINITIONS

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

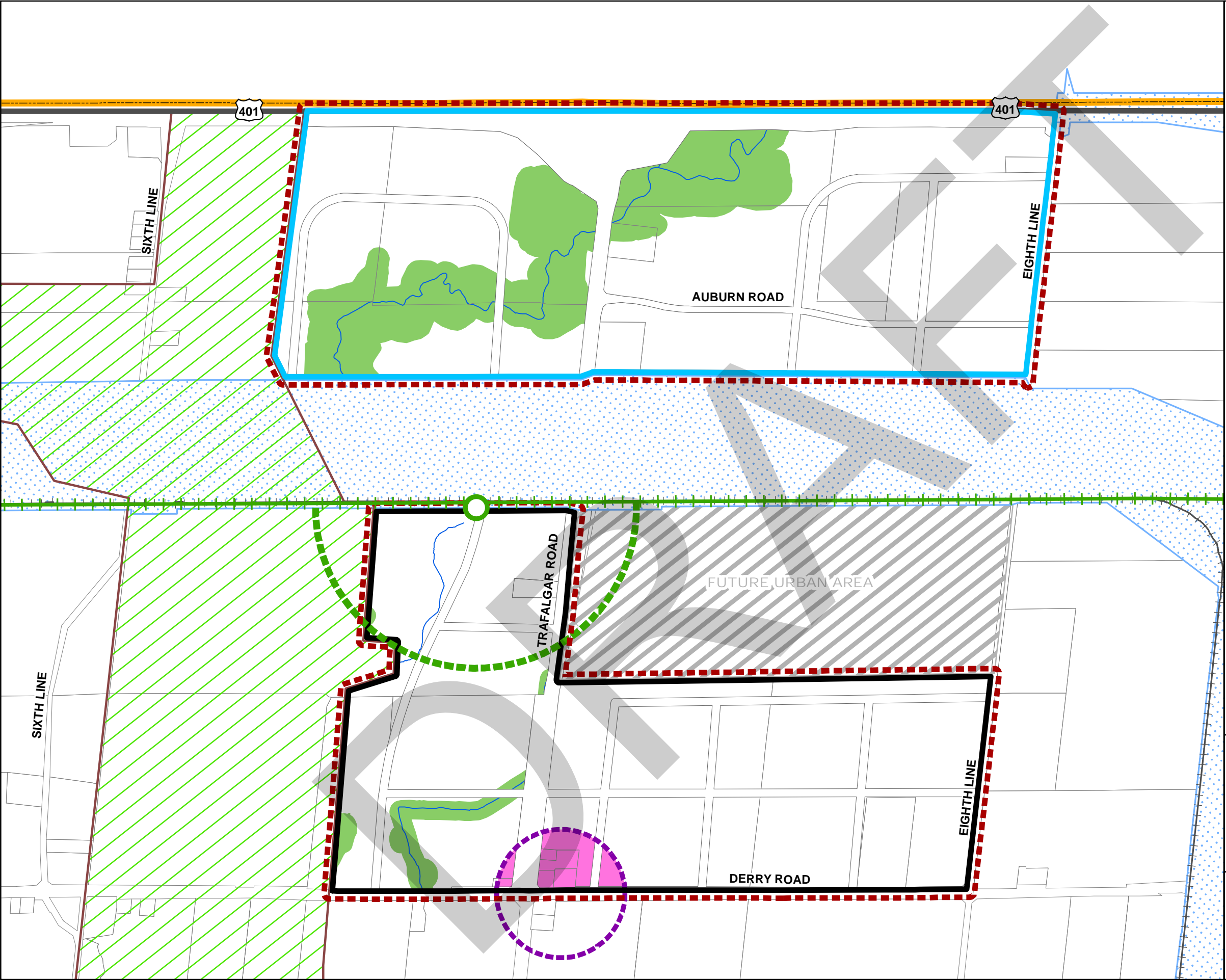
Public Service Facilities means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure

LIST OF SCHEDULES

Schedule C.X.A Community Structure Plan

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

Schedule C.X.C Land Use Plan



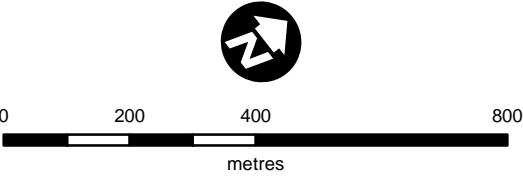
TOWN OF MILTON OFFICIAL PLAN

Schedule A

AGERTON SECONDARY PLAN COMMUNITY STRUCTURE PLAN

- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRY
- PARKWAY BELT WEST PLAN AREA
- WATERCOURSE
- CANADIAN PACIFIC RAIL LINE
- GO TRANSIT ROUTE
- MAJOR TRANSIT STATION
- MAJOR TRANSIT STATION AREA
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- MASTER PLAN AREA
- EMPLOYMENT AREA
- NEIGHBOURHOOD CENTRE

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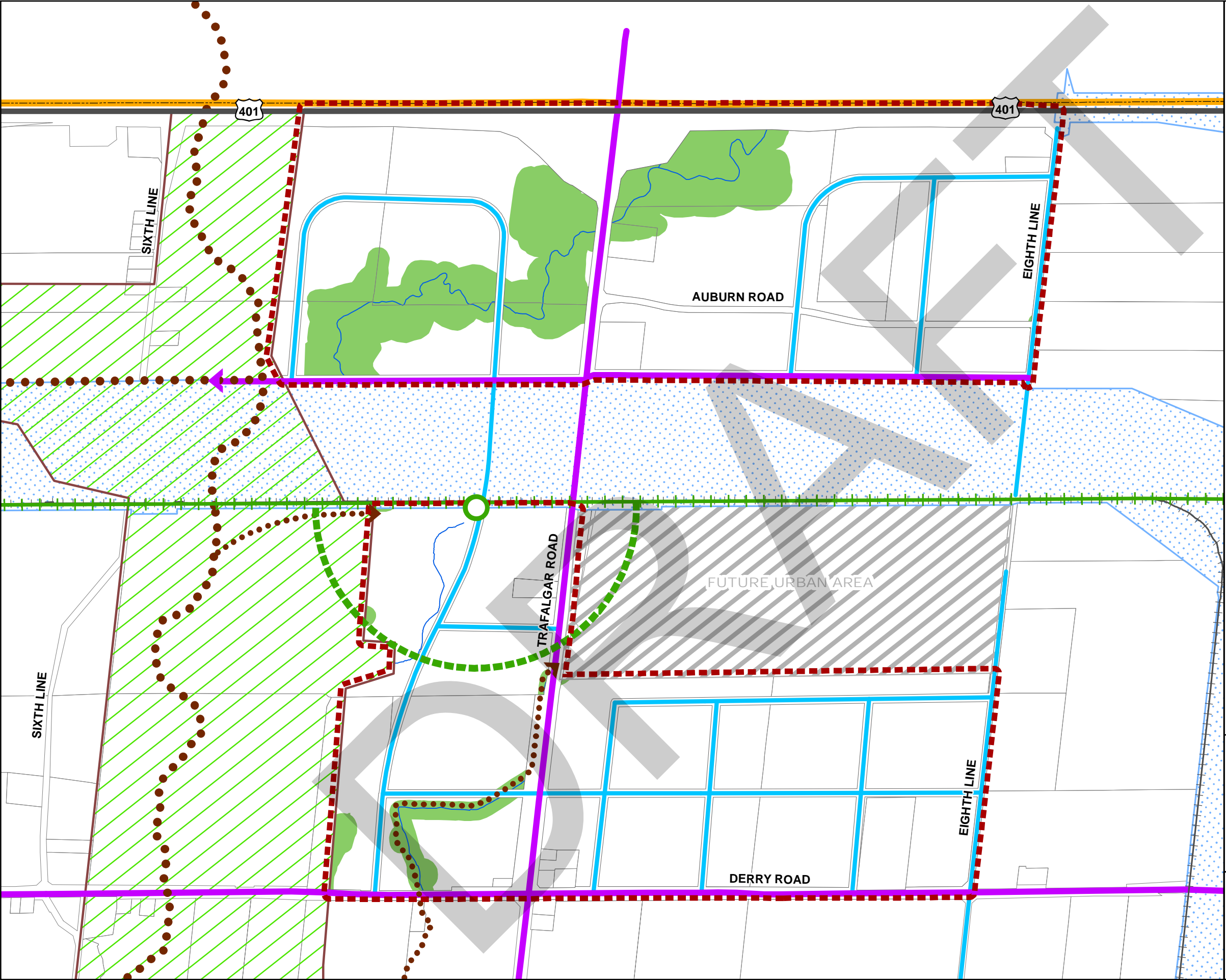


NAD 1983 - UTM Zone 17N

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January 2019

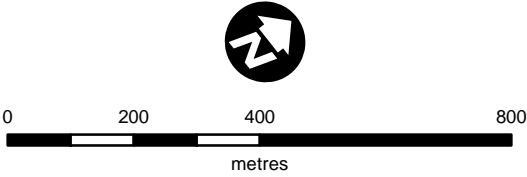


TOWN OF MILTON OFFICIAL PLAN

Schedule B

AGERTON SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM

- SECONDARY PLAN AREA
 - MUNICIPAL BOUNDARY
 - GREENBELT PLAN PROTECTED COUNTRY
 - PARKWAY BELT WEST PLAN AREA
 - WATERCOURSE
 - CANADIAN PACIFIC RAIL LINE
 - GO TRANSIT ROUTE
 - MAJOR TRANSIT STATION
 - MAJOR TRANSIT STATION AREA
 - NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- ROAD NETWORK**
- PROVINCIAL FREEWAY
 - MAJOR ARTERIAL ROAD
 - COLLECTOR ROAD
- TRAIL NETWORK**
- TRAIL NETWORK WITHIN THE NATURAL HERITAGE SYSTEM
 - SECONDARY PLAN TRAIL NETWORK
- *DRAFT***

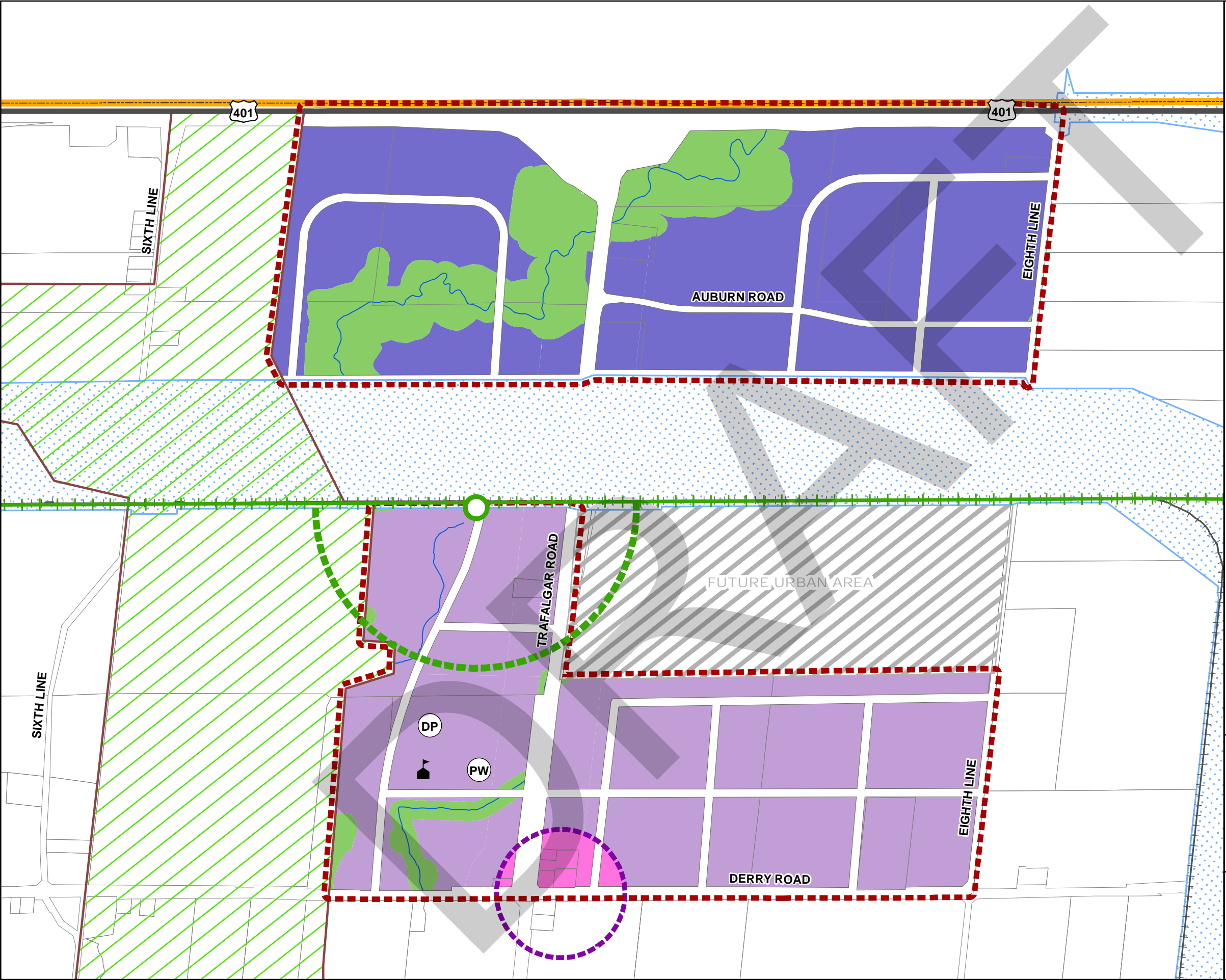


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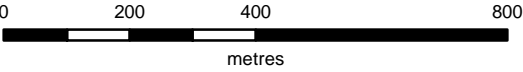
TOWN OF MILTON OFFICIAL PLAN

Schedule C

AGERTON SECONDARY PLAN LAND USE PLAN

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

DRAFT



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