

PLANNING JUSTIFICATION REPORT

November 2025

DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

White Squadron Development Corporation

Part of Lots 6 and 7, Concession 8 (Trafalgar)
Town of Milton

PREPARED FOR:
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The background of the image is an aerial photograph of a rural area. It features a winding road, likely a two-lane highway, with a yellow center line. To the left of the road is a large, well-maintained golf course with numerous green lawns and small lakes. To the right are several large, open fields, some of which appear to be agricultural land. The terrain is a mix of green and brown, indicating different types of vegetation and soil. The overall scene is peaceful and suggests a suburban or semi-rural setting.

1.0

INTRODUCTION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by White Squadron Development Corporation (Mattamy Homes) to prepare this Planning Justification Report in support of Zoning By-law Amendment and Draft Plan of Subdivision applications. The applications are required to permit development of the lands located east side of Trafalgar Road, north of Britannia Road (*Figure 1*), legally referred to as Part of Lot 6 and 7, Concession 8, New Survey (Trafalgar) (hereinafter the “subject lands”). Mattamy Homes has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed subdivision and zoning by-law amendment applications:

- Development Area Environmental Functional Servicing Study (DAEFSS)
- Transportation Impact Study
- Noise and Vibration Study
- Geotechnical Investigation
- Archaeological Assessment
- Tree Inventory, Analysis and Preservation Study
- Environmental Site Assessment
- DSEL
- TYLin
- HGC Noise Vibration Acoustics
- Shad & Associates Inc.
- Golder Associates
- Kuntz Forestry Consulting Inc.
- R.J. Burnside & Associates Limited

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to support the proposed Draft Plan of Subdivision, and associated Zoning By-law Amendment, for a mixed-use residential community. The report evaluates its merits in the context of the related planning policies of the Provincial Planning Statement and the Town of Milton.

1.2 BACKGROUND

The Trafalgar Secondary Plan was adopted by the Town of Milton Council on March 25, 2019. The Secondary Plan was appealed and subsequently settled on July 22, 2024, through mediation. As required by Section C.11.5.1 of the Secondary Plan, a Tertiary Plan has been prepared by SGL Planning & Design Inc. on behalf of the Milton P4 Trafalgar Landowners Group Inc. to implement

the Secondary Plan and inform development. The subject lands are located in the first phase of the Secondary Plan, as illustrated on Schedule C.11.D Trafalgar Secondary Plan Phasing Plan.

1.3 SITE DESCRIPTION AND CONTEXT

The subject lands are located on the east side of Trafalgar Road, north of Britannia Road as shown on Figure 1 – Aerial Photo. The subject lands are vacant. The property has an area of approximately

77.8 hectares with frontage of approximately 628 metres on Britannia Road and a cumulative 872 metres on Trafalgar Road.

The subject lands are located within the Trafalgar Secondary Plan area and are planned for residential, institutional, recreational, and commercial uses. Mattamy Homes owns additional lands east of the subject lands, adjacent to Eighth Line.

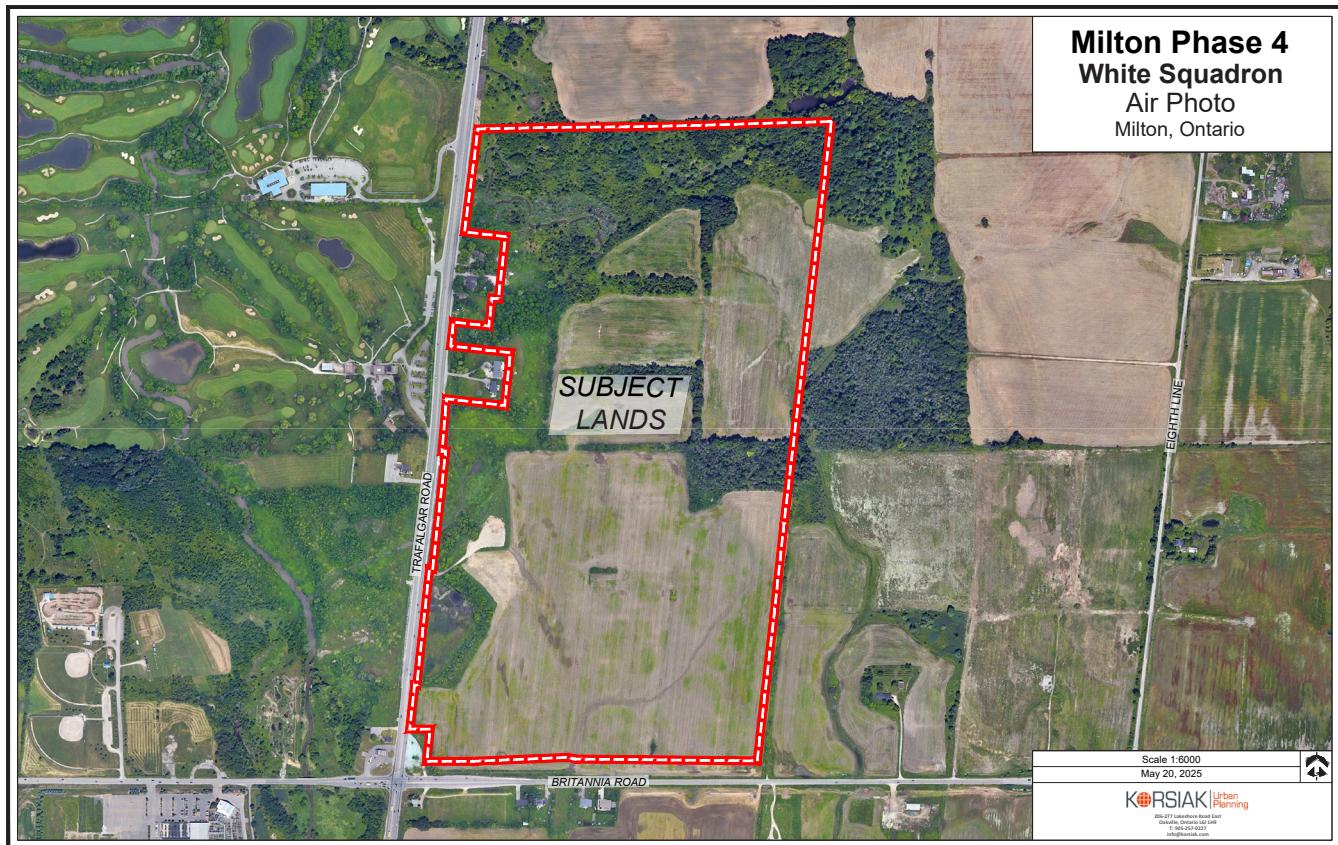


FIGURE 1 - AERIAL PHOTO



2.0
PROPOSED
DEVELOPMENT

2.0 PROPOSED DEVELOPMENT

Mattamy Homes is proposing to develop the property with residential uses, a school, parks, and future commercial uses per the Trafalgar Secondary Plan. As illustrated Figure 2 - Draft Plan of Subdivision, the proposed development includes 396 single detached dwellings (Lots 1-396), 155 street townhouse units (Blocks 397-426), two Medium Density Residential II blocks (Blocks 427, 428), one Medium Density Mixed Use blocks (Block 429), three Neighbourhood Centre Mixed Use II blocks (Blocks 430-432), one elementary school (Block 433), one Park Type 2 block (Block 434), two village squares (Blocks 435, 436), three

Natural Heritage System (NHS) blocks (Blocks 438-440), and one stormwater management pond (Block 441), all connected via a series of public roads. Access to the development is provided from Trafalgar Road and Britannia Road. An additional connection to properties east of the subject lands is proposed as per the Trafalgar Secondary Plan. The draft plan of subdivision contemplates an additional local road through Neighbourhood Centre Mixed Use II Block 430 if warranted by the future development, depicted with dashed lines.

As the subject lands are currently zoned Future Development (FD) and Natural Heritage System (NHS), a Zoning By-law Amendment is required to implement the Trafalgar Secondary Plan.

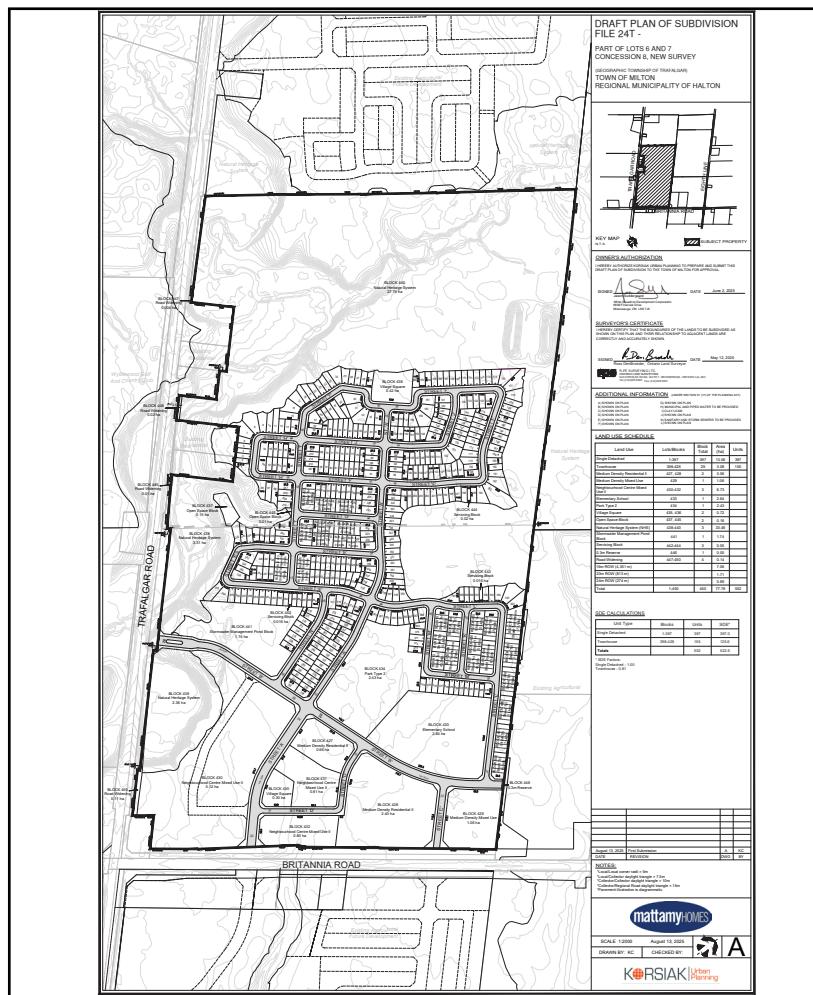


FIGURE 2 - DRAFT PLAN OF SUBDIVISION

2.1 SUPPORTING STUDIES

The Transportation Impact Study prepared by T.Y. Lin International Canada Inc. (TYLin) reviewed the requirements on rights-of-way, road bends and horizontal curvature, intersection spacing, intersection angle, daylight triangle/rounding and minimum tangent length at intersections and deemed the design of the subdivision acceptable. The draft plan unit counts yielded 22 and 38 less trips in the AM and PM than assumed in the Tertiary Plan Road Network Assessment. The report details the active transportation network, including a multi-use path on one side of Street B and Street C, connecting to the paths on Trafalgar Road and Britannia Road. Bike lanes are proposed for Street A south of Street B.

The Environmental Noise Feasibility Study, prepared by HGC Noise Vibration Acoustics, analyzed transportation noise sources from Trafalgar Road, Burnhamthorpe Road, and Street B. The sound level predictions indicate

that sound levels will be within MECP guidelines inside the proposed dwellings. Warning clauses are recommended to be included in purchase agreements for noise sources including roads, schools, and mixed-use blocks, and dwellings nearest Trafalgar Road and the few on Street B should be designed to have air-conditioning added by occupants. Further assessment will be required for the Neighbourhood Centre, Medium Density/Mixed-Use, and Elementary School to determine the acoustic requirements when details are available.

The Phase 2 Environmental Site Assessment performed by R.J. Burnside & Associates Limited confirmed that the site conditions are suitable for the proposed development.

Stage 4 archaeological assessment work by Golder Associates fully mitigated the subject property.

The background of the image is an aerial photograph of a rural area. It shows a mix of green fields, some with crops, and others in a fallow or tilled state. A two-lane road runs diagonally across the frame, with a sign that partially reads 'Tatagay Rd'. To the left of the road is a large, well-maintained golf course with numerous green lawns and water features. The overall scene is a mix of agricultural and recreational land use.

3.0 POLICY FRAMEWORK

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

Plan of Subdivision s. 51

A Draft Plan of Subdivision is being applied for under Section 51 of the Planning Act.

Section 51 (24) of the Planning Act, states that:

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- (a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) *whether the proposed subdivision is premature or in the public interest;*
- (c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) *the suitability of the land for the purposes for which it is to be subdivided;*
- (d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- (e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) *the dimensions and shapes of the proposed lots;*

(g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

(h) *conservation of natural resources and flood control;*

(i) *the adequacy of utilities and municipal services;*

(j) *the adequacy of school sites;*

(k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

(l) *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

(m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

The proposed draft plan of subdivision was evaluated under Section 51(24) of the Planning Act and demonstrates regard for the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, facilitating a range of housing options, providing transit supportive densities and promoting a well designed built form;
- The proposal is not premature as it located within a Settlement Area and along a Regional

Intensification Corridor which is identified for future higher densities and mixed uses;

- The proposal conforms to the official plan;
- The proposal does not develop upon any natural features, and conserves the natural resources through Natural Heritage System blocks;
- The proposal connects to the existing road network and facilitates the development of the planned road network;
- The proposal provides the dimensions, locations, uses and shapes of the proposed roads and blocks;
- The proposed lots and uses reflect the proposed site-specific zoning;
- The proposal makes efficient use of land and existing and planned infrastructure and services;
- The proposal facilitates the development of a stormwater management (SWM) pond with appropriate stormwater control;
- The proposal includes an elementary school block per school board requirements;
- The proposal includes a road widening block to be conveyed to the Region of Halton for Trafalgar Road;
- The proposal reflects compact and efficient neighbourhood and building design; and
- Five medium-high density and mixed-use blocks will be subject to site plan approval.

described in *Appendix A*, including: Section 2.2 for 'Housing', Section 2.3 for 'Settlement Areas and Settlement Area Boundary Expansions', Section 2.9 for 'Energy Conservation, Air Quality and Climate Change', 3.6 'Sewage, Water and Stormwater', Section 3.9 'Public Spaces, Recreation, Parks, Trails and Open Space', and Section 4.1 'Natural Heritage'.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Planning Statement, 2024 for the following reasons:

- The proposal provides new development and growth within the Settlement Area;
- The proposal is compact and minimizes land consumption and servicing costs;
- The proposal anticipates a mix of uses within the Neighbourhood Centre Mixed Use II blocks (Blocks 430-432) to help meet the needs of the community locally;
- The proposal supports future transit and will promote active transportation;
- The proposed development will be serviced municipally;
- The proposed development provides village squares (Blocks 435, 436) and a park (Block 434) that support the achievement of healthy and active communities by fostering recreation and social interaction; and
- The proposed development recognizes and protects the NHS (Blocks 438-440).

3.2 PROVINCIAL PLANNING STATEMENT, 2024

PPS policies applicable to the proposal are

Map 1 *Regional Structure*

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.

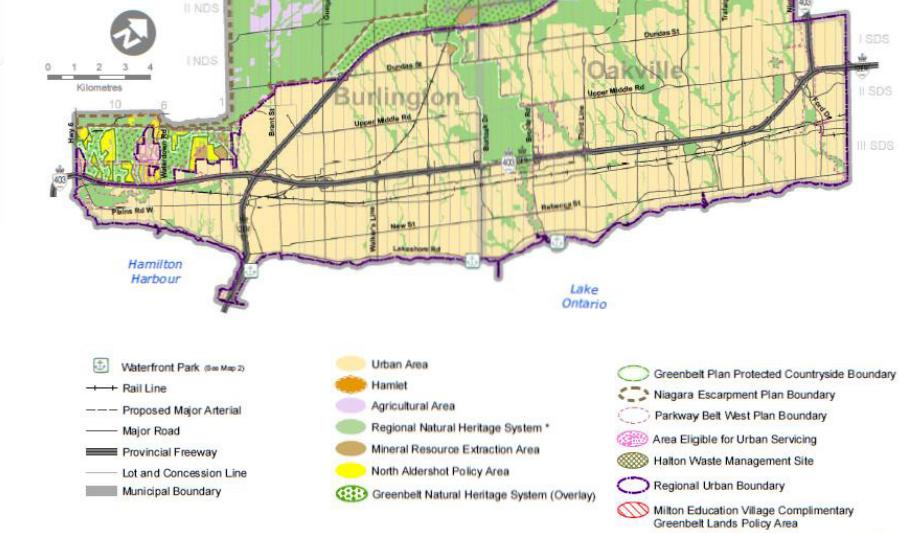


FIGURE 3 - HALTON REGION OFFICIAL PLAN - MAP 1 REGIONAL STRUCTURE

3.3 REGION OF HALTON OFFICIAL PLAN

As of July 1, 2024, the Regional Plan is no longer an official plan for the Regional Municipality of Halton and instead is considered an official plan of Town of Milton until such time as it is revoked or amended. A Town of Milton Official Plan Amendment incorporating Regional direction has been adopted by Council to replace the Regional Official Plan and awaits Provincial approval.

The Region of Halton Official Plan provides direction as to how physical development should take place in Halton to meet the current and future needs of its residents. As shown on Map 1– Regional Structure (*Figure 3*), the subject lands are designated ‘Urban Area’ and ‘Regional Natural Heritage System’, as well as ‘Regional Intensification Corridor’ on Map 1H.

The Regional policies applicable to this proposal are further described in *Appendix B*, which include ‘Urban Area’ (Sections 74, 77); ‘Regional Intensification Corridor’ (Section 82.4, 82.7); ‘Housing’ (Section 84); ‘Natural Heritage System’ (Section 114); ‘Environmental Quality’ (Section 140); and ‘Transportation’ (Section 172).

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development is within the Urban Area where urban services are planned to accommodate future development;
- The proposed development will support the Trafalgar Road Regional Intensification Corridor through development of the

Neighbourhood Centre Mixed Use II blocks;

- The proposed development is supportive of future transit and active transportation;
- The proposed development contributes to the regional density target for Milton’s Designated Greenfield Area;
- The proposed development recognizes and protects the NHS; and,
- By providing mix of unit types including townhouse units and through future site plan approval, the proposed development supports the achievement of the Regional housing target for new housing units produced annually in the form of townhouses or multi-storey buildings.

3.4 TOWN OF MILTON OFFICIAL PLAN

As shown on Schedule B-Urban Area Land Use Plan (*Figure 5*) the subject lands are designated ‘SHP Growth Area’ and ‘Natural Heritage System’. They are subject to the policies and schedules of the Trafalgar Secondary Plan.

3.5 TOWN OF MILTON – TRAFALGAR

SECONDARY PLAN

On July 22, 2024, the Consolidated Trafalgar Secondary Plan was settled by the Ontario Land Tribunal and is now in full force and effect. The Trafalgar Secondary Plan applies to lands bound by Derry Road to the north, Eighth Line to the East, and Greenbelt Plan area to the South/West. The purpose of this plan is to provide more

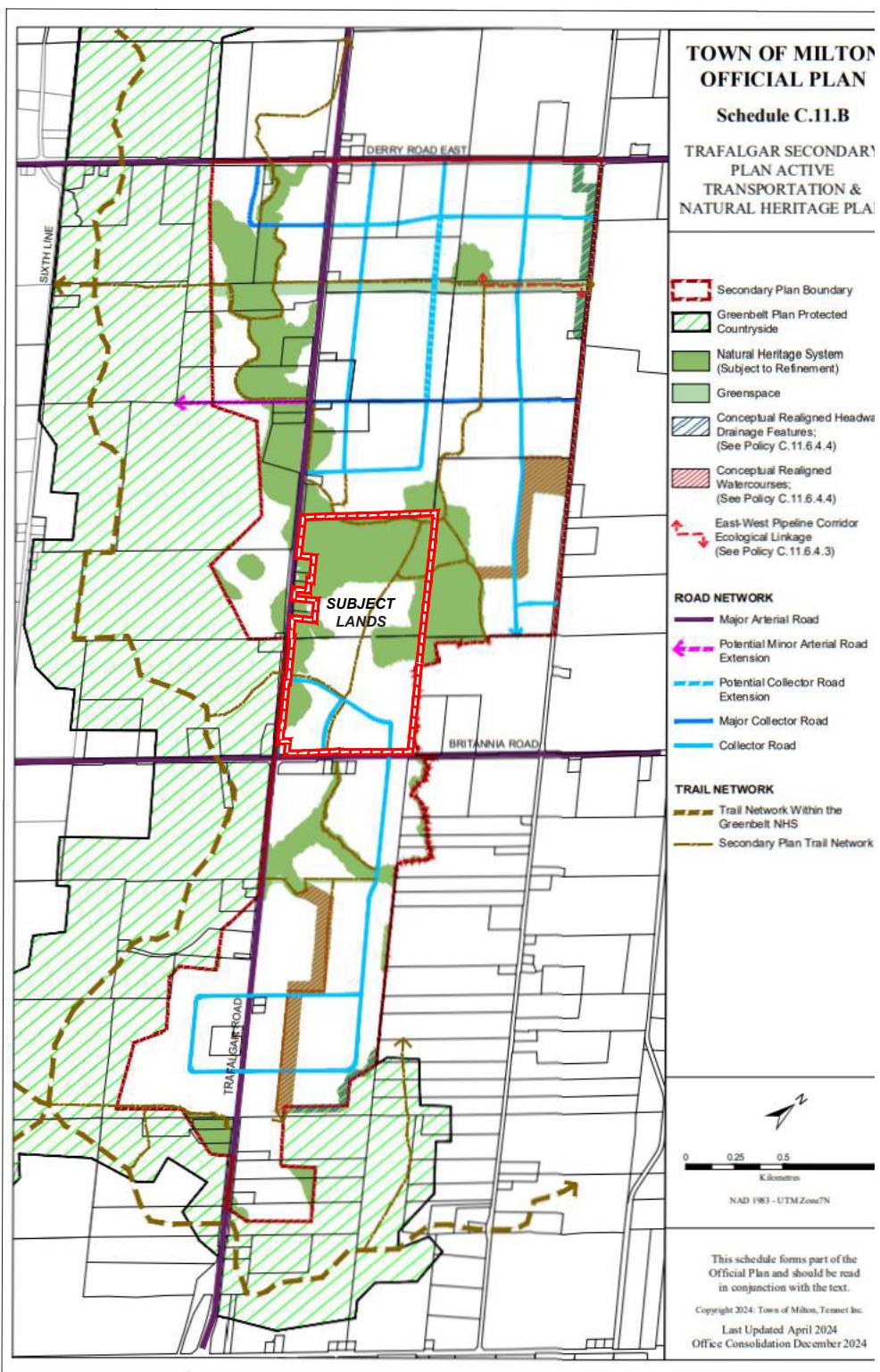


FIGURE 7 - TRAFALGAR SECONDARY PLAN - ACTIVE TRANSPORTATION AND NATURAL HERITAGE SYSTEM PLAN

Map 1h
Regional Urban Structure

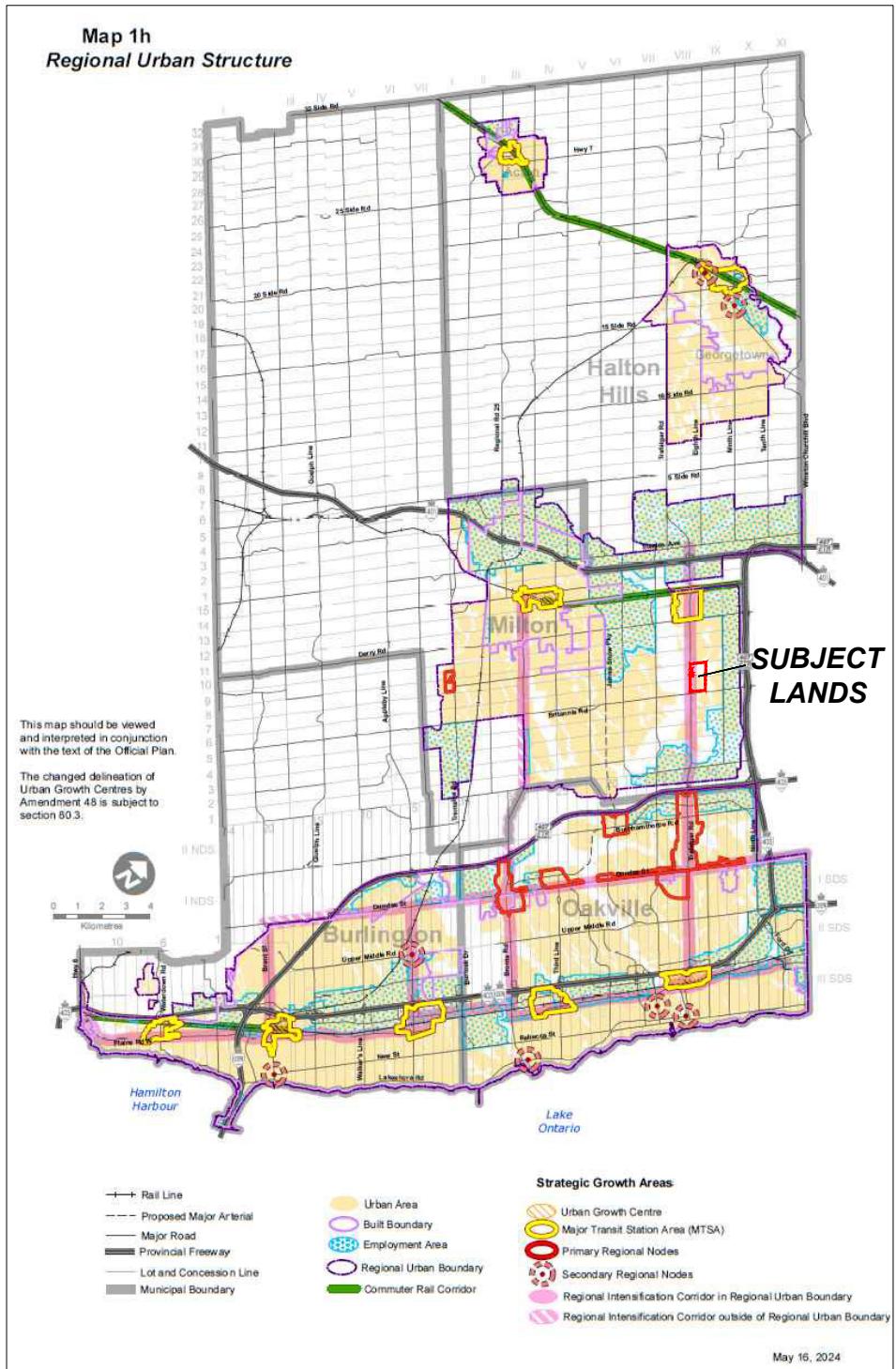


FIGURE 4 - HALTON REGION OFFICIAL PLAN - MAP 1H URBAN REGIONAL STRUCTURE

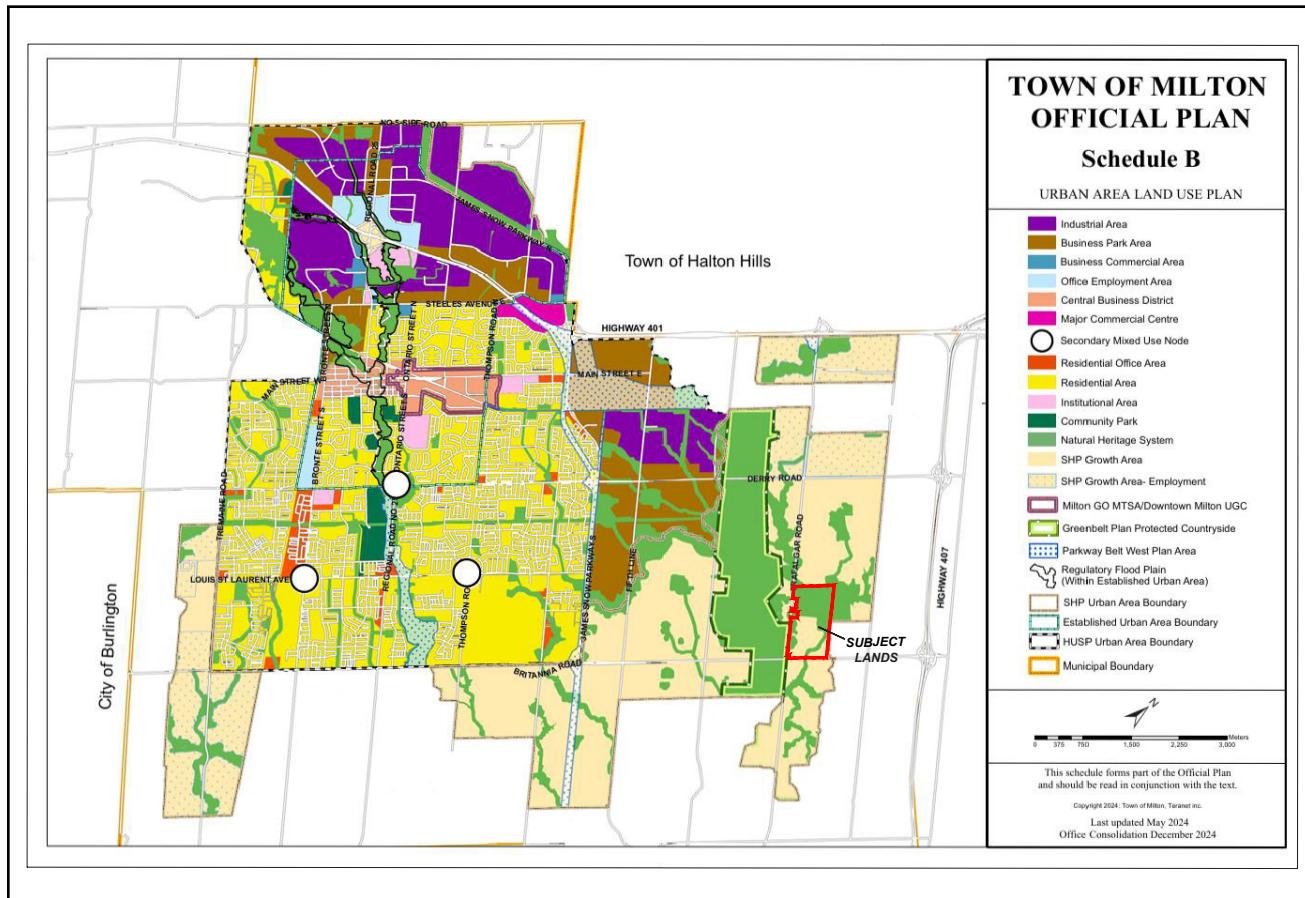


FIGURE 5 - TOWN OF MILTON OFFICIAL PLAN - SCHEDULE B URBAN AREA LAND USE PLAN

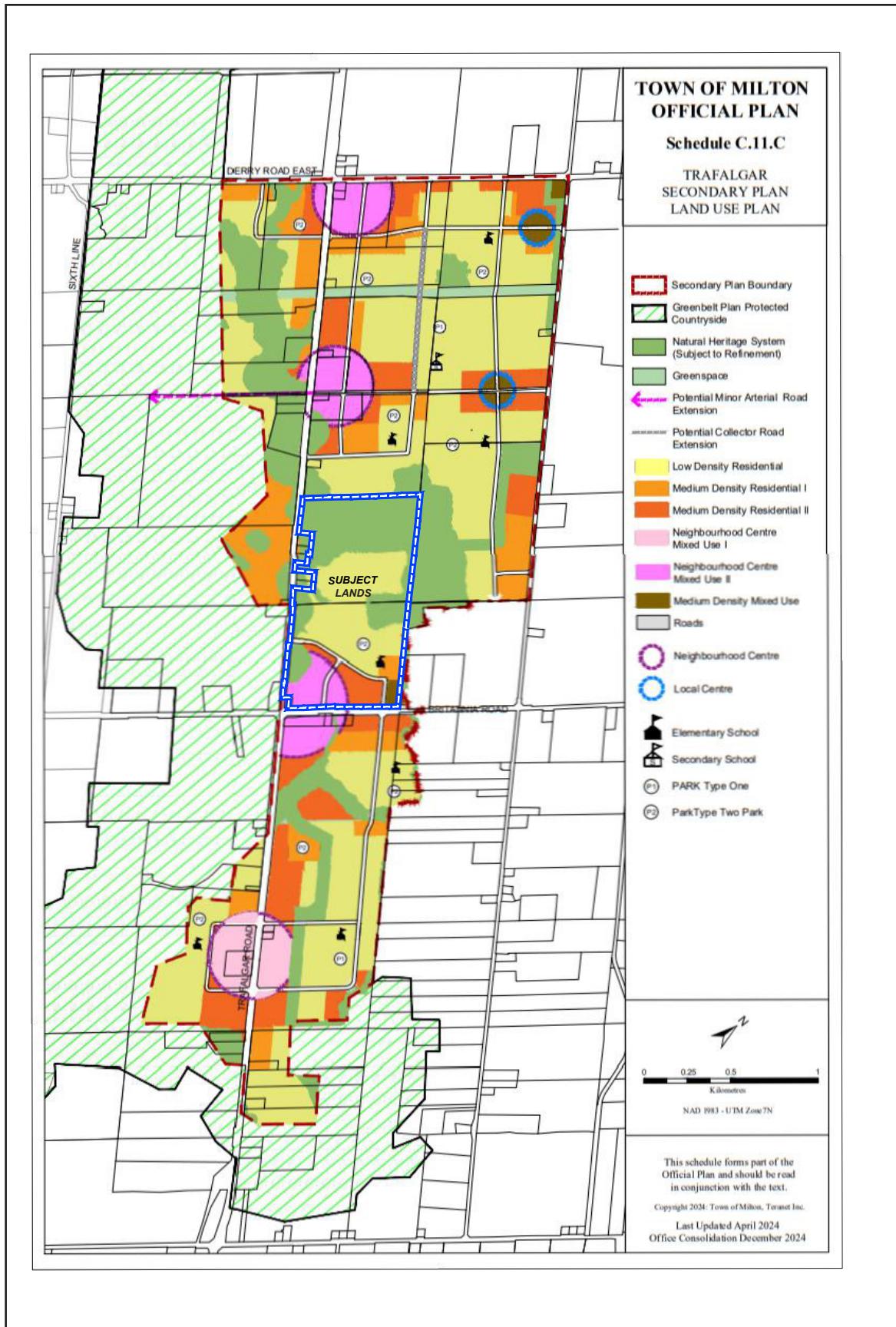


FIGURE 6 - TRAFALGAR SECONDARY PLAN - LAND USE PLAN

detailed policies for within the Trafalgar corridor to support the creation of a healthy, sustainable, and interconnected community. As per Schedule C.11.C – Land Use Plan (Figure 6), the subject lands are designated ‘Low Density Residential’, ‘Medium Density Residential I’, ‘Medium Density Residential II’, ‘Neighbourhood Centre Mixed Use II’, ‘Medium Density Mixed Use” and ‘Natural Heritage System’. Collector roads and trails are identified on Schedule C.11.B (Figure 7).

General relevant policies include:

C.11.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.11.4.2.2 Trails System

Schedule “C.11.B”, Active Transportation and Natural Heritage System Plan identifies a conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels, having regard for the Region and Town’s Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with any other appropriate Public Agency. Where possible, trails are encouraged to connect to parks.

Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on

recommendations of the Subwatershed Study (SWS) and Master Environmental Servicing Plan (MESP) and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

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

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

Refer to the DAEFSS and Transportation Impact Study for preliminary trail design and an overview of the active transportation network.

C.11.4.2.3 Road Network

In conformity with Sections B.2.6.3.5 to B.2.6.3.14 of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule “C.11.B”. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned development of the area. Any proposed deletions to arterial or collector roads identified on Schedule “C.11.B” will require an amendment to this Official Plan. Any proposed additions

of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Official Plan.

The collector roads are provided in accordance with Schedule C.11.B. More information on road cross-sections can be found in the Transportation Impact Study.

C.11.4.4.1 Housing

The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Official Plan. In this regard, no more than 50% of the residential units within the overall Secondary Plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are family-sized with at least 2 bedrooms, as demonstrated through the Tertiary Plan. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each Stage.

C.11.4.4.2 The Trafalgar Secondary Plan establishes a target for affordable and assisted housing in accordance with Section B.2.7.3.1 of this Official Plan, where the target in the Trafalgar Secondary Plan is that 30% of all new residential units shall be affordable housing, assisted housing, stacked townhouses, back-to-back townhouses or apartments.

As six blocks (Blocks 427-432), totalling 10.91 hectares, will be subject to future site plan approval, the total number of units is unknown at present time, but the yield of these blocks is anticipated to well exceed the number of single detached lots and freehold street townhouse dwellings on the draft plan of subdivision. The Medium Density Residential II (Blocks 427, 428) and Medium Density Mixed Use (Block 429) blocks are anticipated to consist of condo dual-front townhouses, back-to-back townhouses, and street townhouses, with potential for stacked back-to-back dwellings.

Additionally, stacked back-to-back dwellings, and mid- and high-rise residential and mixed-use buildings are being explored for the Neighbourhood Centre Mixed Use II blocks (Blocks 430-432). This mix of built forms provides missing middle housing in the community and accommodates a range of household sizes and incomes.

C.11.5.4 NEIGHBOURHOOD CENTRES

Neighbourhood Centres are intended to be major focal points for the Secondary Plan, and shall have the greatest intensity of uses, height and density within the Secondary Plan. These Centres shall have greater height and density than their immediate surroundings, being occupied by tall and mid-rise buildings. Generally, these elements are located at major intersections along Trafalgar Road in order to optimize access to higher-order transit service.

Neighbourhood Centres are strategic intensification areas within the Secondary

Plan, and each is intended to provide a full mix and range of uses at transit-supportive densities between 100 and 160 residents and jobs per hectare at a minimum. Neighbourhood Retail sites are to be located within these areas to serve the residents of multiple neighbourhoods and the travelling public in transit accessible locations. Underlying designations generally include Neighbourhood Centre Mixed-Use I and Neighbourhood Centre Mixed Use II.

It is intended that flexibility is permitted to determine the location and configuration of Neighbourhood Centres through the Tertiary Plan process without the need for amendment to this Official Plan, provided the intent of the Neighbourhood Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Neighbourhood Centre is located. A Neighbourhood Centre shall be planned to generally accommodate 11,000 m² of non-residential floor area and a minimum of 1,500 people. [...]

The Neighbourhood Centre located at Britannia Road and Street A is explored in the Tertiary Plan. The Neighbourhood Centre development will be subject to site plan approval.

C.11.6.1 Residential Area

C.11.6.1.1 Permitted Uses

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule “C.11.C” together with

the uses permitted in Section B.3.2.2 e) to h), j) and k) [which permit the proposed local institutional uses and parks]:

a) Low Density Residential uses consisting of low-rise residential uses such as single detached dwellings, semi-detached dwellings, street townhouses, and back-to-back townhouses excluding stacked townhouses, in accordance with the policies of Section C.11.6.1.2;

C.11.6.1.2 Low Density Residential

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.a) of this Official Plan, the following requirements apply:

i) The housing mix is predominantly single-detached and semi-detached housing. To achieve 2031 population projections, a maximum of 25% street townhouses and back-to-back townhouses, excluding stacked townhouses, are permitted provided that back-to-back townhouses are dispersed as demonstrated in the Tertiary Plan in accordance with C.11.7.5.2 e); and,

ii) A minimum density of 27 units per net hectare is required.]

The majority of the residential blocks north of Street B are considered low-density residential and consist of 397 single detached lots and 155 townhouse units (28%). The net residential density is 34 units per hectare, exceeding the minimum density for this designation.

b) Medium Density Residential I uses consisting of low-rise residential units such as single detached dwellings, semi-

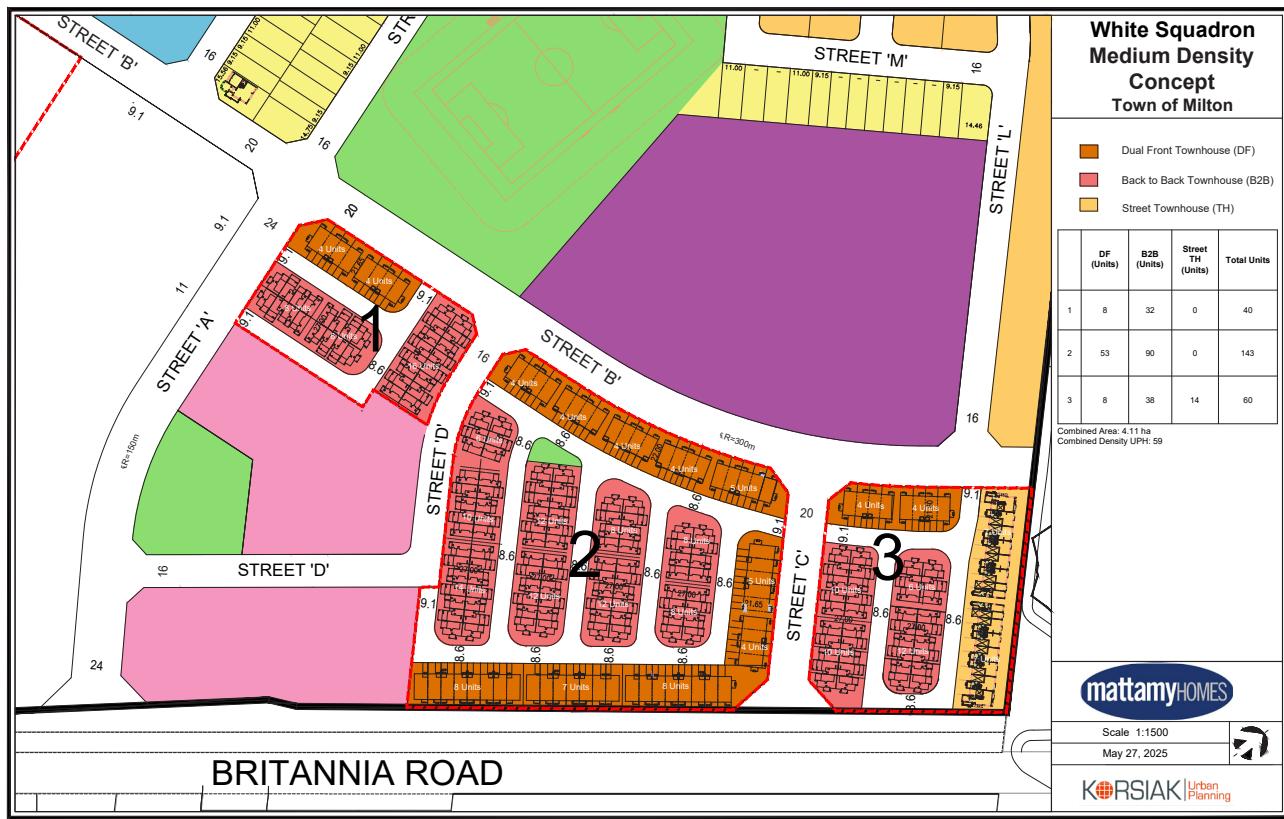


FIGURE 8 - CONCEPT PLAN (BLOCKS 427, 428 & 429)

detached dwellings, and townhouses (i.e., stacked and back-to-back townhouses), where higher density forms of townhouses will be directed to arterial roads, in accordance with the policies of Sections B.3.2.3.1 and C.11.6.1.3; and,

[C.11.6.1.3 Medium Density Residential I]

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.b) and B.3.2.3.1 of this Official Plan, the following requirements apply:

- i) *The housing mix is predominantly street, back-to-back and stacked townhouses. To achieve 2031 population projections, a maximum of 20% single and semi-detached units are permitted;*
- ii) *A minimum density of 35 units per net hectare and maximum density of 100 units per net hectare is required; and,*
- iii) *A maximum building height of 4 storeys.]*

The Medium Density Residential I designation is located generally between Street A and the east property line, between the woodlot and Street B, on the Trafalgar Tertiary Plan (Figure 9). The residential blocks are street townhouses (Blocks 398-412; 98 units). The net residential density is 50.5 units per hectare, within the required density range of 35-100 units per net hectare.

c) Medium Density Residential II

uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the policies of Sections B.3.2.3.2 and C.11.6.1.4.

[C.11.6.1.4 Medium Density Residential II]

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.b) and B.3.2.3.1 of this Official Plan, the following requirements apply:

Notwithstanding Section B.3.2.2.c) and B.3.2.3.2 of this Official Plan, the following requirement applies:

- i) *The housing mix is predominantly medium density units such as street townhouses, stacked townhouses, back-to-back townhouses, and multiplexes;*
- ii) *apartments may be permitted if generally located adjacent to collector or arterial roads and if the height does not exceed 8 storeys;*
- iii) *a minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes; and*
- iv) *a maximum density generally up to 3.0 Floor Space Index (FSI) for apartment buildings provided that the height does not exceed 8 storeys.]*

Two Medium Density Residential II blocks (Blocks 427, 428) are located on the south side of Street B (Figure 8). The blocks are intended to consist of a dense mix of common element condominium units, including dual-front townhouses, back-to-back townhouses, and street townhouses, with potential for stacked back-to-back dwellings. Excluding private roads, these blocks achieve a net density of 81 units per hectare which exceed the

minimum required density for this designation. The blocks currently include private roads that may ultimately be shared with the adjacent Neighbourhood Centre Mixed-Use II blocks as the concepts evolve. The net density for these two blocks is 81 units per hectare, exceeding the minimum required density for this designation (60 units per net hectare). The blocks will be subject to site plan approval and the minimum density will be achieved.

C.11.6.2 Mixed Use

C.11.6.2.1 Medium Density Mixed-Use

The Medium Density Mixed-Use designation on Schedule “C.11.C” is generally located at arterial and collector road intersections in proximity to Local Centres in order to optimize opportunities for access to local transit service, local serving retail commercial, and community uses.

In accordance with Section C.11.5.3, the Medium Density Mixed-Use designation permits the following in a stand-alone or mixed-use building format:

- a. Residential uses in accordance with the Medium Density Residential II designation, except single and semi-detached units shall not be permitted;*
- b. Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan and the following:*
- i. Notwithstanding Section B.3.2.3.7.c) of this Official Plan, Local Commercial uses are generally small-scale retail commercial development up to approximately 2,000 m² anchored by retail commercial, pharmacy,*

financial institution, personal service uses, or small-scale community uses;

- ii. The size, location, and configuration of Local Commercial development blocks shall be determined at the Tertiary Plan stage; and,*
- c. Local Institutional in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.*

One Medium Density Mixed Use block (Block 429) is located south of Street B, adjacent to Britannia Road and the eastern property line. The block is intended to consist of a dense mix of common element condominium units, including dual-front townhouses, back-to-back townhouses, and street townhouses, with potential for stacked back-to-back dwellings. Excluding private roads, this block achieves a net density of 75 units per hectare, within the permitted Medium Density Residential II density range. The block will be subject to site plan approval.

The Medium Density Mixed Use Block 429 is intended solely for residential, as there is no requirement for commercial and it is located within walking distance of the Neighbourhood Centre Mixed Use area. It is an outlier in that respect – other Medium Density Mixed Use designations on Schedule C.11.C are located where there is no commercial area in proximity.

C.11.6.2.3 Neighbourhood Centre Mixed-Use II

The Neighbourhood Centre Mixed-Use II designation identified on Schedule “C.11.B” is conceptual, except where bounded by existing major roads or the NHS. The designation is generally located at major arterial or major collector road intersections along Trafalgar Road

to serve the surrounding community and optimize access to planned higher-order transit service.

The Neighbourhood Centre Mixed-Use II designation is intended to be the 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 Secondary Plan that the lands within this designation are the focus of retail uses and in the longer term, higher density residential uses in a mixed-use setting.

In accordance with Section C.11.5.4, the Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within each Neighbourhood Centre and permits the following in a stand-alone or mixed-use building format:

- a. Residential uses including multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:
 - i. A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
 - ii. A maximum Floor Space Index (FSI) density generally of 6.0 for apartment and mixed-use buildings; and,
 - iii. The height of the buildings is not to exceed 25 storeys;
- b. Neighbourhood Retail in accordance with

the following:

- i. Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 m² and are generally anchored by a larger tenant such as a food store or pharmacy;
- ii. Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
- iii. The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;
- iv. The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
- v. Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
 - a. Obscure or where necessary minimize visibility to the travelling public;
 - b. Support walkability by minimizing pedestrian and automobile interactions; and,
 - c. Be accommodated at-grade within a multi-storey mixed-use building;
 - c. Local institutional uses in accordance with

Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

Three Neighbourhood Centre Mixed Use II blocks (Blocks 430-432) are located south of Street B, and generally adjacent to Trafalgar Road and Britannia Road. These blocks will be planned in conjunction with the development to the south to ensure the required neighbourhood retail uses are accommodated in this designation. While a conceptual site plan is not yet available, the draft zoning bylaw allows for standalone commercial and mixed-use buildings, and apartment, stacked, and townhouse dwellings in a compact form. Refer to Section 4.0 for more design direction for these blocks.

C.11.6.3 Public Service Facilities and Places of Worship

C.11.6.3.4 Park Type 2

Park Type 2 is intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, as well as park facilities including playgrounds, spray pads, etc. Generally, Park Type 2 will be approximately 2.5 hectares in size and distributed to allow an approximate 5-to 10-minute walk from most residents within the Secondary Plan.

[...] It is encouraged that Park Type 2's are co-located with elementary schools or places of worship and have significant frontage along a minimum of one public street.

The proposed Park Type 2 block (Block 434) is

2.43 hectares in size and is located at a prominent intersection of two collector roads central to the development. It is co-located with an elementary school (Block 433) to the east.

C.11.6.3.6 Village Squares

Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and are primarily expected to provide park facilities including playgrounds and open, active recreation areas. Generally, nine (9) Village Squares at approximately 0.2 hectares in size will be provided in the more urban portions of the Secondary Plan. The locations of Village

Squares will be determined through the Tertiary Plan process.

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

Privately Owned Public Spaces (POPS) are encouraged to be integrated into the public realm network by providing passive open space and complementing planned parks and natural areas.

Two Village Square blocks (Blocks 435, 436) are proposed. Block 435 is 0.30 hectares and is located at the intersection of Streets A and D within the Neighbourhood Centre Mixed Use II area. At the north end of the development, Block 436 (0.42 hectares) abuts the NHS, has frontage on Street F, and provides a view terminus for Street A.

C.11.6.3.8 Schools

[...] Schools are generally permitted in all land use designations except the NHS. It is strongly

encouraged that compact schools and school sites be achieved where possible through multi-

storey buildings, joint use of buildings, parking areas, and open space, the use of adjacent

roads for visitor parking, and other means to reduce land requirements.

Elementary Schools are preferably located on a collector road and Secondary Schools are

preferably located at the intersection of two collector roads, to encourage transit utilization

and active transportation. Where feasible, schools are encouraged to be co-located with public

parks and/or other community uses (e.g., public library).

It is recognized that the location of schools on Schedule "C.11.C" is conceptual and is intended to identify general potential locations for these facilities.

The elementary school (Block 433) is located on a collector road and is co-located with a public park (Block 434) to the west.

C.11.6.4 Natural Heritage System

The NHS is to be integrated in settlement

areas to preserve and enhance biological diversity and ecological functions. Within the Trafalgar Secondary Plan, the NHS is depicted on Schedules "C.11.A" to "C.11.D" and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan. Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the SWS and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments may occur without amendment to this Official Plan where they are supported by either a SWS, MESP, a DAEFSS, and/or EIA or equivalent study and approved by the Town, in consultation with any appropriate Public Agency, including the Conservation Authority where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a Planning Act process.

The lands within the NHS designation shall be acquired by the Town in accordance with the policies of Section C.11.7.2.1 of this Secondary Plan.

The DAEFSS determined the limits of the NHS within the proposed development. These limits have been used to create three blocks that incorporate a buffer to adjacent uses, to protect and preserve the NHS. These blocks will be conveyed to the Town of Milton at registration.



The background of the image is an aerial photograph of a rural area. It shows a mix of agricultural fields, some in shades of green and others in light brown, indicating different stages of crop growth or fallow land. A two-lane road runs diagonally across the frame. On the left side of the road, there is a large, well-maintained green space, likely a golf course, with numerous small green plots and winding paths. The overall scene is a blend of natural and human-made environments.

4.0

DESIGN DIRECTION

4.0 DESIGN DIRECTION

C.11.4.5 Urban Design

C.11.4.5.2 Further to the policies of Section

C.11.4.5.1, 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 grid system of collector roads within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400-metres to achieve a 5-minute walking distance across a block. The local road pattern should be designed to promote active transportation and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods;
- d) [...]
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to

the satisfaction of the Region;

- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
- h) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open spaces;
- j) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The “Special Character” collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines;
- k) Special consideration shall be given to the relationship between the Trafalgar corridor and the parallel north-south “Special Character” collector road. Development between Trafalgar Road and this road should reflect its active transportation focus and shall be designed accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the collector road;

- l) *There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary. All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;*
- m) *New development shall be sensitive to adjacent built cultural heritage resources. This may include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, and/or d) utilizing complementary materials and design;*
- n) *Public Service Facilities shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a compact development form;*
- o) *A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a complete community; and*
- p) *The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.*

The proposed development will contribute to the creation of a vibrant and complete community as it is compact in form, incorporates a school and a

neighbourhood park, and preserves and protects the NHS through delineation of features and buffers.

The proposed development will be designed to adhere to a high standard of urban design and create a human-scaled environment. The proposed development follows a modified grid network, consistent with the Trafalgar Secondary Plan Active Transportation and Natural Heritage Plan, which promotes an active street network and mutually supportive relationships between the urban form and open spaces. More details pertaining to the design of the development will be provided at the detailed design stage.

The Trafalgar Secondary Plan Urban Design Guidelines will be considered in the development of the Neighbourhood Centre and adjacent medium density blocks through the site plan approval process. Reverse frontages will be avoided on the arterial roads. Three medium density residential blocks are located between Street B and Britannia Road and have been conceptually identified for a mix of condominium townhouse dwelling types. The Neighbourhood Centre Mixed Use II blocks are anticipated to accommodate a mix of uses and higher densities. The design and unit count for these blocks will be determined through the Site Plan Approval process. The preliminary massing illustrates one potential layout of these blocks, focusing height and density on arterial and collector roads, however standalone commercial such as a grocery-anchored plaza may also be considered.



A large, solid orange circle is positioned in the center of the image, partially overlapping the background aerial view. Inside the circle, the text '5.0' is displayed in a large, white, sans-serif font. Below '5.0', the words 'TERTIARY PLAN' are written in a slightly smaller, white, sans-serif font.

5.0

TERTIARY PLAN

5.0 TERTIARY PLAN

The Tertiary Plan (*Figure 9*) prepared SGL Planning & Design Inc. on behalf of the Milton P4 Trafalgar Landowners Group Inc. refined the locations of the Secondary Plan designations (i.e. the Medium Density Residential I), uses (i.e. the elementary school and Park Type 2

campus), and connections to the surrounding community (i.e. trailheads). Lots and Blocks 1-426 and Medium Density Mixed Use Block 429 are considered Phase 1 Stage 1 in the Tertiary Plan for development in the near-term due to sufficient Regional servicing allocation.

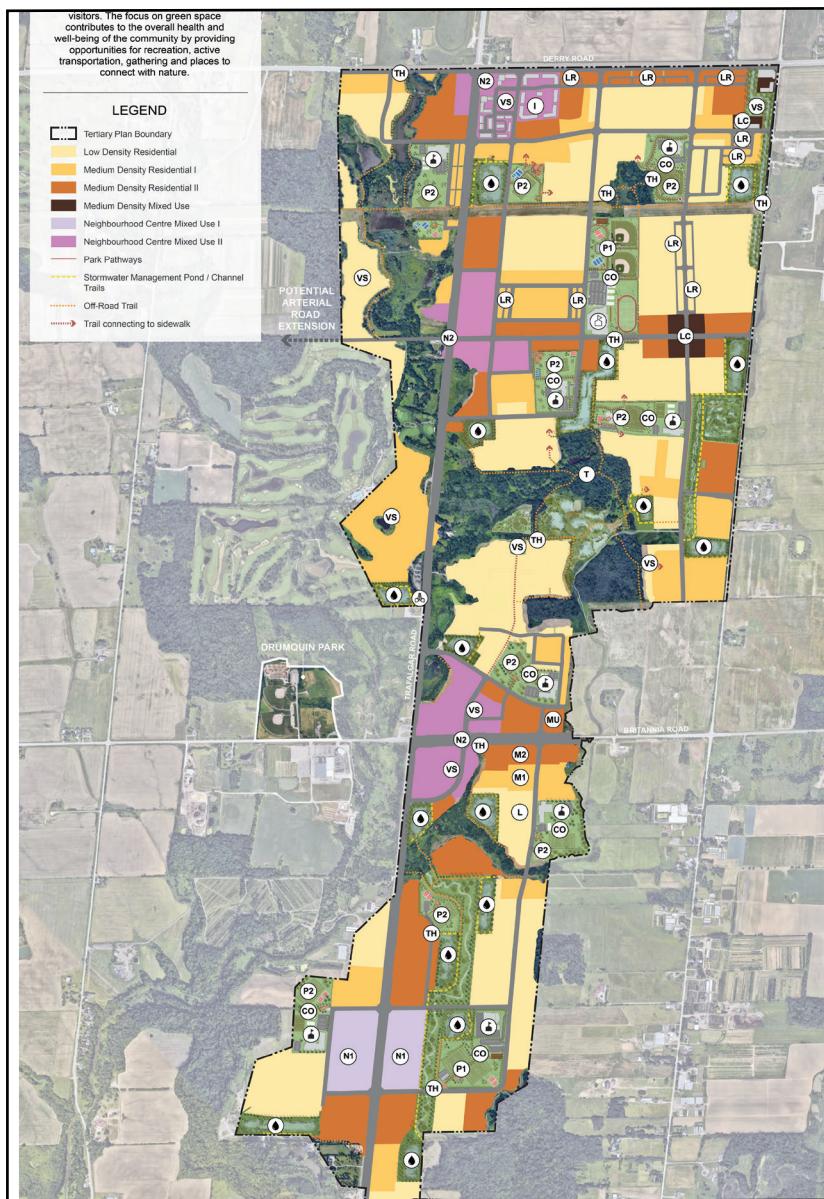


FIGURE 9: TERTIARY PLAN



An aerial photograph of a rural area. The top half shows a large, light-colored field, likely a cornfield, with a winding path or irrigation system. Below it is a green field with a small cluster of buildings. The bottom half shows a mix of green fields and some developed land with houses and roads. A road labeled 'Talgar Rd' runs vertically through the center of the image. In the bottom left corner, there are small road signs for '6' and '3'.

6.0

ZONING

6.0 ZONING

Existing Zoning

The subject lands are zoned Future Development (FD) and Natural Heritage System (NHS). As per Section 12.1 of the Town of Milton Zoning By-law 016-2014, only uses that legally existed on the date the by-law came into effect are permitted on lands zoned FD. As such, as Zoning By-law Amendment is required to permit the proposed development.

Proposed Zoning

The proposal seeks to amend the Zoning By-law to rezone the subject lands to a site-specific Residential Medium Density I Special Zone (RMD1-AAA), Residential Medium Density II Special Zone (RMD2-BBB), Mixed Use Special Zone (MU-CCC), Open Space (OS), Stormwater Management (OS-2), Minor Institutional (I-A), and Natural Heritage System (NHS) to implement the Trafalgar Secondary Plan.

The draft amending zoning by-law is appended to this as *Appendix C*.



The background of the image is an aerial photograph of a rural area. It shows a mix of green fields, some with agricultural patterns, and areas of green vegetation. A road or highway is visible in the center-left, with a sign that partially reads 'Talgar Rd'. In the top-left corner, there is a large, well-maintained golf course with numerous green lawns and water features. The overall scene is a mix of agricultural land and recreational areas.

7.0 PUBLIC ENGAGEMENT STRATEGY

7.0 PUBLIC ENGAGEMENT STRATEGY

Notice signs will be installed on the subject property along Trafalgar Road and Britannia Road.

Notification will then be circulated to surrounding residents to inform the public of the development proposal and Statutory Public Meeting. An agent of the landowner will be present at the public meeting to provide further information, answer questions and take notes on resident comments and feedback. These comments will be considered and addressed by White Squadron Development Corporation, Korsiak Urban Planning, and by Town staff.



The background of the image is an aerial photograph of a rural area. It shows a mix of agricultural fields in various stages of cultivation, some green and some brown. A two-lane road runs diagonally across the center. To the left of the road is a large, well-maintained golf course with numerous green lawns and water features. To the right are more fields and some small clusters of houses. A street sign for 'Balagar Rd' is visible on the left side of the road. In the bottom left corner, there are small white boxes with the numbers '6' and '3'.

8.0

PLANNING OPINION

8.0 PLANNING OPINION

The proposed Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal has regard for the criteria in Planning Act section 51(24);
2. The proposal is consistent with the Provincial Planning Statement and conforms to the Town of Milton Official Plans and the Trafalgar Secondary Plan;
3. The subject property is located within a Settlement Area and Designated Greenfield Area, and along an Intensification Corridor, and will help to achieve the minimum density targets identified by the Province, Region and Town;
4. The proposal aligns with the Trafalgar Tertiary Plan;
5. The proposal provides a range and mix of housing options in the form of low-, medium-, and high-density development;
6. The proposed development makes efficient use of planned hard and soft services;
7. The SWM pond has been designed in accordance with the DAEFSS;
8. The NHS is protected through the delineation of blocks to be conveyed to the Town of Milton;
9. The density of development and road fabric is supportive of transit use and active transportation;
10. The modified grid street network will

establish an efficient and safe pedestrian movement system via sidewalks and multi-use off-road paths, connecting residents to two village squares and a neighbourhood park; and,

11. The proposed development accounts for expected growth beyond the property limits by providing connections to adjacent properties intended for future development.

Respectfully submitted,

KORSIAK URBAN PLANNING



Constance Ratelle, MPlan, RPP

APPENDICES

APPENDIX A: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL PLANNING STATEMENT (PPS), 2024

The following sections and policies of the PPS 2024 are applicable to this proposal:

Policies outlined in Section 2.2, 'Housing' include:

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: [...]
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

Policies outlined in Section 2.3, 'Settlement Areas and Settlement Area Boundary Expansions,' include:

2.3.1 General Policies for Settlement Areas

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a. efficiently use land and resources; [...]
 - c. support active transportation;
 - d. are transit-supportive, as appropriate.

Policies outlined in Section 2.9, 'Energy Conservation, Air Quality and Climate Change,' include:

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
 - a) support the achievement of compact, transit-supportive, and complete communities;
 - b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

Policies outlined in Section 3.6, 'Sewage, Water and Stormwater,' include:

1. Planning for sewage and water services shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to

support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

8. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- d) mitigate risks to human health, safety, property and the environment;
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Policies outlined in Section 4.1, 'Natural Heritage,' include:

1. Natural features and areas shall be protected for the long term.
2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Policies outlined in Section 3.9, 'Public Spaces, Recreations, Parks, Trails and Open Space,' include:

1. Healthy, active, and inclusive communities should be promoted by:

APPENDIX B: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

Region of Halton Official Plan

There are a number of Regional Policies that pertain to this proposal, including:

Urban Area

The subject lands are designated 'Urban Area' on Map 1 – Regional Structure (Figure 3).

74. The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities.

77. It is the policy of the Region to:

(2.4) Require development occurring in Designated Greenfield Areas to:

- a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;*
- b) contribute to creating healthy communities;*
- c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;*
- e) create high quality parks and open spaces with site design*

standards and urban design guidelines that support opportunities for transit and active transportation.

Regional Intensification Corridors

[...]

82.4 The Regional Intensification Corridors as identified conceptually on Map 1H are:

(1) Trafalgar Corridor, Oakville/Milton/Halton Hills;

[...]

82.7 It is the policy of the Region to:

(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.

(2) Encourage the Local Municipalities to:

- a) identify the Regional Intensification Corridors in their official plans;*
- b) develop detailed policies or Area-Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;*
- c) identify and plan for Local Nodes along the Regional Intensification Corridors, where appropriate; [...]*

Housing

84. *The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.*

1.1 *To ensure development is designed to support active transportation and public transit. [...]*

10. *To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.*

Natural Heritage System

114. *The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.*

Environmental Quality

140. *The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.*

Transportation

172. *The objectives of the Region are:*

2. *To develop a balanced transportation system that:*
 - a) *reduces dependency on automobile use;*
 - b) *includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and*
 - c) *promotes active transportation.*

APPENDIX C: DRAFT ZONING BY-LAW AMENDMENT

