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# Planning Policy Directives Report

**Agerton Secondary Plan Area  
Town of Milton**

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# 1.0

## Introduction & Purpose

*The Town of Milton is undertaking a secondary planning process for the Agerton Secondary Plan to accommodate future population and employment growth. Malone Given Parsons Ltd. (MGP) has been retained by the Town of Milton to prepare a Planning Policy Directives Report, which summarizes the background studies, highlights key opportunities and constraints, and establishes a Secondary Plan process and policy framework.*

### 1.1 Introduction

In 2009, as part of Halton Region's growth management conformity exercise with the Growth Plan for the Greater Golden Horseshoe, 2006 ("2006 Growth Plan"), Regional Official Plan Amendment 38 (ROPA 38), also known as "Sustainable Halton", identified Urban Expansion Areas in the Town comprising both new community and new employment areas.

Comprehensive planning for the Urban Expansion Area required the Town of Milton to undertake several growth-related background studies to guide future secondary planning for these lands. These studies included the Land Base Analysis led by Malone Given Parsons Ltd. (MGP). The Land Base Analysis (LBA) provided necessary background information for the preparation of future Secondary Plans within the Town's Urban Expansion Area lands. Following the LBA, Watson & Associates Economists Ltd. undertook a Residential and Non-Residential Needs Analysis as part of the Town's Official Plan review, which provided updated population, housing, and employment forecasts for the Town, including the Agerton Secondary Plan Area.

The Urban Expansion Area must be planned to accommodate growth, achieving minimum density and employment targets established through the Town's recent Official plan review, and be consistent with the Municipal growth management strategy.

While initially undertaken in conjunction with the Trafalgar Secondary Plan, the Agerton Secondary Plan has, due to several factors, proceeded separately from it. Milton Council adopted the Trafalgar Secondary Plan on March 25, 2019. Halton Region approved the Trafalgar Secondary Plan on September 23, 2022, and it was subsequently appealed to the Ontario Land Tribunal. The Trafalgar Secondary Plan was fully approved by the Tribunal on July 22, 2024.

The Agerton Secondary Plan Preferred Land Use Concept and Secondary Plan Framework were endorsed in principle by Milton Council on March 25, 2019, as input into the Regional Municipal Comprehensive Review. Due to a variety of changes, particularly in Provincial policy and legislation, as well as updated forecasts through the Town's Official Plan review, adjustments have been made to the Preferred Land Use Concept and Secondary Plan Framework, which are detailed further in this Report.

To ensure proper coordination among the components of the Secondary Planning process, the Town and the Agerton New Urban Landowner Group (LOG) are adopting an integrated approach that combines the requirements of the Planning Act and the Environmental Assessment Act to develop a coordinated Secondary Plan and Transportation Master Plan for the Agerton SPA. While the LOG is undertaking the Transportation Master Plan, it is being prepared concurrently with the Secondary Plan. Based on this approach, Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) will be completed through the Secondary Plan process, with Phases 3 and 4 to follow.

## **1.2 Agerton Secondary Plan Process**

The Secondary Plan process uses a phased approach that integrates the findings and recommendations of the LBA and the more recent work undertaken through the Town's Official Plan review with the requirements of the Town of Milton Official Plan for preparing the Secondary Plan or Area Specific Plans for major growth areas. Figure 1 below illustrates the deliverables in the Secondary Plan process. The process was initiated by the Town of Milton and a consulting team led by Malone Given Parsons Ltd (MGP); however, the majority of the background work is now being undertaken by the LOG and a consultant team led by SGL Planning & Design Inc. (SGL), in collaboration with the Town of Milton and a peer review consulting team led by MGP.

The LOG's consulting team is comprised of the following team members and corresponding deliverables:

- TY Lin – Transportation Master Plan & Active Transportation Strategy and Municipal Class EA process (Phases 1 & 2)
- David Schaeffer Engineering Ltd. – Project Management / Project Lead; Area Servicing Plan
- RWDI Inc. – Land Use Compatibility Study, including Air Quality Assessment and Noise and Vibration Feasibility Study
- SGL Planning & Design Inc.– Parkland and Recreational Facility Strategy; Community Facility and Human Services Study; and Urban Design Guidelines
- DBH Soil Services Inc.– Agricultural Impact Assessment
- Irvin Heritage Inc. – Archeological Assessment
- Heritage Downtowns Ltd. – Cultural Heritage Resource Assessment

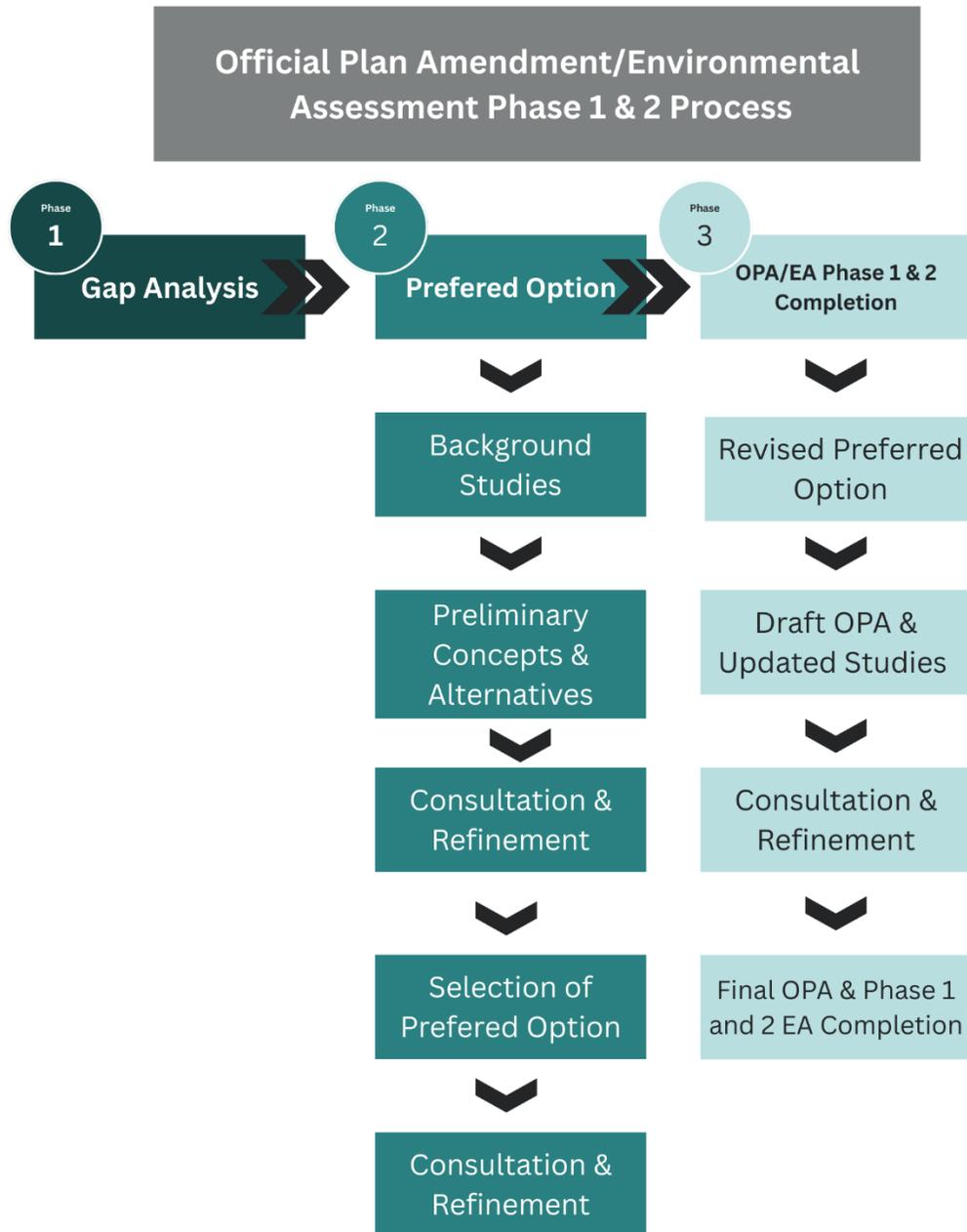
The Town's consulting team is comprised of the following team members and corresponding deliverables:

- WSP – Peer Review of the Transportation Master Plan & Active Transportation Strategy; Peer Review of the Area Servicing Plan; and Peer Review of the Land Use Compatibility Study
- Malone Given Parsons Ltd. – Project Management / Project Lead; Land Use Concepts; Policy Directives Report; Population, Employment and Housing Report; Peer Review of the Community Facility and Human Services Study; and Peer Review of the Urban Design Guidelines
- Monteith Brown Planning Consultants – Peer Review of the Parkland and Recreational Facility Strategy
- Tate Research – Retail/Commercial Market Analysis, Office Market Analysis, and Economic Development Analysis
- Colville Consulting Inc.– Peer Review of the Agricultural Impact Assessment
- Archeoworks Inc. – Peer Review of the Archeological Assessment
- MHBC – Peer Review of the Cultural Heritage Resource Assessment

The phases for the Secondary Plan are detailed in Figure 1.1 and are as follows:

- Phase 1 – Gap Analysis and Background Reporting
- Phase 2 – Preliminary Land Use Concepts, Preferred Land Use Plan
- Phase 3 – Revised Preferred Land Use Plan and Updated Supporting Studies, Policy Framework, Finalization of the Secondary Plan and Supporting Studies, and Phases 1 and 2 of the Municipal Class EA

Figure 1: Agerton Secondary Plan Study Process



Phase 1 was completed in Q2 2018 and included an analysis of the gap between work completed under the LBA and the work required to satisfy Halton Region and Town of Milton policy requirements for Secondary Plans or Area Specific Plans. Based on the Gap Analysis recommendations, a final scope was established for the Terms of Reference for each technical study required to support the Secondary Plans.

Phase 2 concluded in Q1 2019, with draft technical background studies supporting three preliminary Land Use Options and a Preferred Land Use Option presented to the public and stakeholders for feedback and comments. Based on the policy requirements of the Halton Region and Town of Milton Official Plans, the following studies were carried out as part of Phase 2 of this process:

- Preliminary Land Use Options and Preferred Land Use Option
- Planning Policy Directives Report
- Population, Employment, and Housing Analysis
- Community Facility and Human Services Impact Analysis & Community Infrastructure Plan
- Parkland and Recreational Facility Strategy
- Urban Design Guidelines
- Retail/Commercial Assessment
- Cultural Heritage Resource Assessment
- Transportation Plan & Active Transportation Strategy
- Municipal Class Environmental Assessment Phase 1 and 2
- Real Estate Market Analysis
- Agricultural Impact Assessment
- Archaeological Assessment

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

- Subwatershed Study and MESP
- Fiscal Impact Study

As part of Phase 2, two Public Information Centres (PICs) were used to gather comments and feedback from the public and stakeholders. Three Land Use Options and a Preferred Land Use Option were prepared based on the findings of the technical background studies and initial feedback from Town staff, along with feedback from the public and stakeholders resulting from PIC#1. Based on comments received at PIC#2, the Preferred Land Use Option was presented to and endorsed by Council on March 25, 2019.

Following the completion of Phase 2 of the Agerton Secondary Plan process in November 2021, Halton Region Official Plan Amendment 48 (ROPA 48) was approved as a part of the Halton Region Official Plan Review and Municipal Comprehensive Review process. ROPA 48 implemented an employment land conversion for the “south-west quadrant” of the Secondary Plan (south of the rail corridor, west of Trafalgar Road). It also confirmed the identification of a proposed MTSA.

Following this initial employment land conversion, Halton Region continued to explore additional employment land conversion opportunities to support the intended vision and functionality of the Agerton Secondary Plan and the Milton-Trafalgar GO Station. In June 2022, Halton Region Council approved Regional Official Plan Amendment 49 (ROPA 49), which additionally proposed to convert a portion of the Secondary Plan Area south of the rail corridor and east of Trafalgar Road. Further, ROPA 49 delineated an MTSA designation in this area. The MTSA designation within the Agerton Secondary Plan fully encompasses all of the land converted from the employment land designation within the Secondary Plan Area through ROPAs 48 & 49.

Following the approval of ROPAs 48 and 49, the Secondary Plan was updated to reflect the urban boundary expansion and employment conversions. A Public Meeting was held on July 18, 2022, to present a draft of the Agerton Secondary Plan to the public and receive comments.

Since the 2022 Public Meeting, several fundamental changes have occurred. As a result, Phase 3 involves the preparation of a new set of technical background studies that will address the following context changes:

- Policy Changes
  - o Changes to the Planning Act which provide direction/requirements for planning Major Transit Station Areas.
  - o The new Provincial Planning Statement (2024) (PPS 2024) came into effect on October 20, 2024, replacing both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe (2020).
    - The PPS 2024 included changes to the definition of Employment Areas, which will influence how employment lands are designated and protected.
  - o Introduction of Bill 97
    - Amended the Planning Act definition of “area of employment”.
  - o Land use planning responsibilities were removed from Halton Region on July 1, 2024.
    - The Halton Region Official Plan is now an Official Plan of the Town.
    - The Town consolidated the relevant policies of the Halton Region Official Plan into the Town’s Official Plan through OPA 92.
  - o The new Milton Official Plan was adopted by Council on March 17, 2025 (OPA 92).
    - The new Milton Official Plan incorporates the relevant Halton Region Official Plan policies and implements the Milton Official Plan review.
    - Updated residential and non-residential forecasts were prepared by Watson & Associates Economists Ltd. as part of the Official plan review.

- Secondary Plan Changes
  - o An increase in the population and employment targets in both the Agerton and Trafalgar Secondary Plans.
  - o Prescription of land uses and densities to meet the Planning Act requirements for a PMTSA, and as a result, removing the tertiary plan requirement.
  - o Discretization of the Employment Area to support economic development objectives.
  - o Removal of some lands from the Employment Area to accommodate a wider range (specifically for commercial, institutional, and office uses) of employment than is permitted in the Employment Area in response to the legislation and policy changes regarding Employment Areas.
  - o A boundary change to include Urban Expansion Lands.
  - o The expansion of the mixed-use component to include Node and Corridor structural elements.

Phase 3 is now being recommenced and is expected to be completed in Q2 2026 and involves the preparation of the Agerton Secondary Plan through the implementation of the Official Plan Amendment (OPA), refinement of the Land Use Plan, and the preparation of the new background technical studies to reflect feedback received at the 2026 Statutory Public Meeting and the changes described above. It is anticipated that Town Council will adopt the Agerton Secondary Plan Official Plan Amendment.

Based on the policy requirements of the Town of Milton Official Plan and the changes described above, the following studies are being carried out as part of Phase 3 of this process:

- Revised Preferred Land Use Option
- Planning Policy Directives Report (this Report)
- Population, Employment, and Housing Analysis
- Parkland and Recreational Facility Strategy and Community Facility and Human Services Impact Analysis
- Urban Design Guidelines
- Retail/Commercial, Office, and Employment Analysis
- Cultural Heritage Resource Assessment
- Transportation Plan & Active Transportation Strategy
- Municipal Class Environmental Assessment Phase 1 and 2
- Agricultural Impact Assessment
- Archaeological Assessment
- Area Servicing Plan

- Land Use Compatibility Assessment

Terms of Reference have been prepared for each of these studies. Additional studies being carried out by other consultants retained by the Town were undertaken concurrently with the Secondary Plan process, including the following:

- Subwatershed Study and MESP
- Fiscal Impact Study

### **1.3 Study Purpose**

This Policy Directives Report compiles background studies completed to date and relevant planning policies to support the preparation of the Agerton Secondary Plan. The background studies, implementing policy directives, and guidance from Town Staff form the basis for this Report, which provides the overall vision and establishes the planning framework for the Secondary Plan, guiding development of the lands.

The purpose of this Report is to:

- Confirm the existing policy framework and update where necessary;
- Include a general statement of the intended character of the area along with detailed objectives for the development of the area;
- Identify location, types, and density of uses and how they contribute to healthy communities;
- Analyse compatibility of development in accordance with Provincial and local planning documents;
- Provide a synopsis of the background technical studies;
- Identify development timing of the Secondary Plan Area;
- Formulate Official Plan policies for the implementation of the Secondary Plan with input from supporting background studies;
- Develop policy and vision for the PMTSA; and,
- Present the three land use options, the original preferred land use option, and recommend a revised preferred land use option.

This Report should be read in conjunction with the technical background studies, which should be referenced for further details on the various components of the Secondary Plan.

### **1.4 Approach**

The following describes the major components of the study approach:

#### ***Review of Existing Background & Context***

An overview of existing background and context that informs the Secondary Plan process

and establishes baseline assumptions and facilities standards for future development lands.

### ***Planning Policy Review***

A review of the relevant policies at the Provincial and Municipal levels to establish the planning framework to support an Official Plan Amendment for the Secondary Plan. A summary of how the Agerton Secondary Plan will be consistent with or conform to, as the case may be, the relevant policy framework.

### ***Summary of Technical Background Studies***

A summary of the technical background studies prepared to date in support of the Agerton Secondary Plan to provide an overview analysis for the preparation of the Revised Preferred Land Use Option and the ultimate Secondary Plan.

### ***Summary of Consultation***

A summary of the consultation conducted with stakeholders and the public, completed to date, is presented to provide an overview of the comments and feedback received as part of the consultation process.

### ***Land Use Option and Preferred Land Use Option***

A summary of the three Land Use Options and the 2019 Preferred Land Use Option are identified based on the findings of the original technical background studies and initial feedback from Town staff, the public, and other stakeholders.

### ***2022 Draft Land Use Plan***

A summary of the 2022 Draft Land Use Plan, prepared for the 2022 Statutory Public Meeting, is based on the findings of the updated technical background studies and feedback from Town staff, the public, and other stakeholders.

### ***2026 Draft Land Use Plan***

A summary of the 2026 Draft Land Use Plan is identified based on the findings of the updated technical background studies and feedback from Town staff, the public, and other stakeholders.

### ***Policy Directives and the Agerton Secondary Plan***

A set of policy directives is established to guide the development of the Secondary Plan and the implementation of secondary plan policies. An overview of the general vision and detailed objectives for the Agerton Secondary Plan is provided, including the location, types, and densities of uses, as well as the development timing of the Agerton SPA.

### ***Planning Opinion***

A planning opinion is provided regarding the 2026 Draft Land Use Plan and the Draft Agerton Secondary Plan consistency or conformity, as the case may be, with the relevant policy documents.

## **1.5 Secondary Plan Process**

While the Britannia and Trafalgar Secondary Plans have a Tertiary Plan component, the Agerton Secondary Plan is being developed as a detailed, Tertiary Plan-level Secondary Plan. As a result, planning is being conducted in a single stage, whereby development can proceed directly after the Secondary Plan takes effect.

An MTSA Design Plan may be prepared and approved through Council endorsement to change the locations of land-use designations within the PMTSA without amending the Secondary Plan.

# 2.0

## Secondary Plan Background & Context

*The Agerton Secondary Plan includes approximately 359 gross developable hectares (887 gross developable acres) in the southeastern part of the Town of Milton. As a result of recent planning framework and policy changes, the Agerton Secondary Plan is now estimated to accommodate 14,100 residents and 17,500 jobs and achieve an overall density target of 180 people and jobs per hectare in the PMTSA.*

### 2.1 Study Area Context

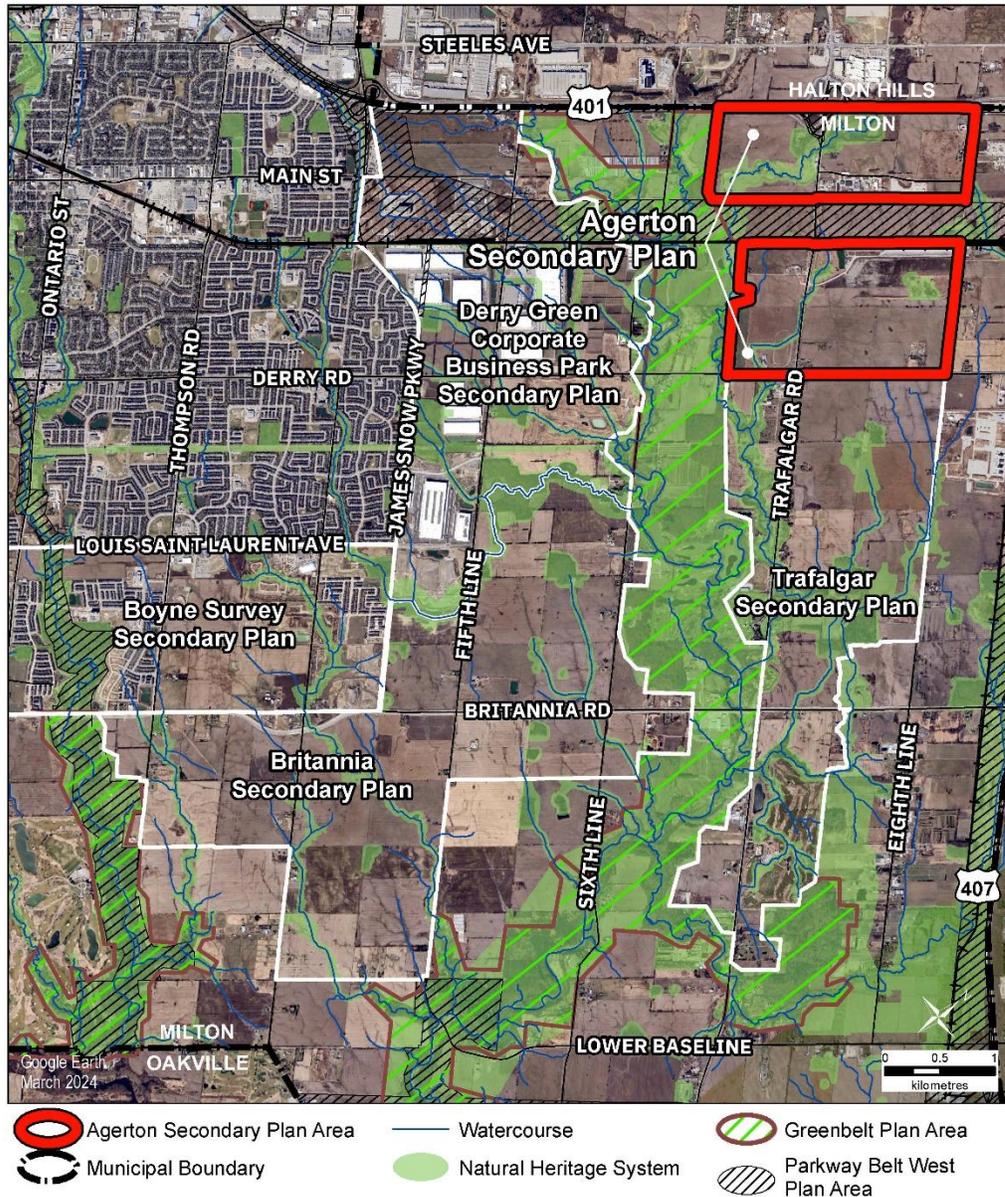
The Agerton Secondary Plan Area (“SPA”) is located within the southeast part of Milton and is identified as a New Complete Neighbourhood (the Protected Major Transit Station Area) and a New Employment Area, as per Schedule 2 of the Milton Official Plan. The Agerton SPA encompasses approximately 359 gross developable hectares and is intended to accommodate a significant portion of the Town’s next phase of residential and employment growth.

The lands are generally located south of Highway 401, north of Derry Road, west of Eight Line, and east of the Greenbelt Plan area, as shown in Figure 1. The Agerton SPA is adjacent to the Trafalgar Secondary Plan and is envisioned to be planned with a compatible land use structure, while taking into account the policy direction regarding the PMTSA.

The Agerton SPA is envisioned as a complete community where people can live, work, recreate, learn, shop, and worship. The vision focuses on creating a complete, walkable Protected Major Transit Station Area (PMTSA) that provides a range and mix of uses, including a range of housing options and access to amenities and services to complement the employment area.

The Secondary Plan is estimated to accommodate a population of approximately 14,100 residents, 6,600 dwelling units, with a total employment potential of 17,500 jobs. The Plan will achieve an overall density target of 180 residents and jobs combined per hectare within the PMTSA.

Figure 2: Agerton Secondary Plan Area



Source: Malone Given Parsons, 2025

## 2.2 Official Plan Review

The Town of Milton is undertaking an Official Plan review. Commencing in 2019 and still in progress, the review will ultimately culminate in a new Official Plan. On December 19, 2025, the Ministry of Municipal Affairs and Housing made a decision to approve OPA 92, with modifications. This amendment implements the first set of changes that have been proposed through the We Make Milton Official Plan review. OPA 92 includes a population and employment growth forecasts, growth phasing, and a new land use structure for urban and rural areas.

The population and employment forecasts are included in the Phase 1 Residential and Non-Residential Needs Analysis Study and are intended to inform land use planning, infrastructure planning, and service delivery. These forecasts serve as the basis for planning through 2051 across the municipality and are essential to achieving the new urban structure.

The Phase 1 Residential and Non-Residential Needs Analysis Study provided the following population and employment forecasts for 2051 for the Agerton Secondary Plan Area, as demonstrated in the table below.

*Table 1: 2051 Population and Jobs Forecasts by Area*

	Population	Jobs
Trafalgar MTSA	14,100	6,700
Agerton Employment Area (N)	0	5,900
Agerton Employment Area (S)	0	5,000
<b>Total</b>	<b>14,100</b>	<b>17,500</b>

Notes:

Source: *Watson and Associates Economists Ltd., 2024*

However, due to changes to the Planning Act and the introduction of the Provincial Planning Statement, non-industrial jobs are no longer permitted within Employment Areas. As such, MGP has revised the employment forecasts to focus only on industrial, manufacturing, and logistics jobs in the Employment Areas, as demonstrated in the table below.

*Table 2: Revised 2051 Employment Forecasts by Area*

	Jobs <sup>1</sup>
Trafalgar MTSA	4,200
Business Commercial Area (outside of MTSA) <sup>1</sup>	5,800
Agerton Employment Area (N)	3,100
Agerton Employment Area (S)	2,800
No Fixed Place of Work	1,600
<b>Total</b>	<b>17,500</b>

Notes:

1. *Jobs rounded to nearest 100*

Source: *Watson and Associates Economists Ltd., 2024, Tate Research, 2026, and Malone Given Parsons Ltd., 2026*

The Agerton Secondary Plan must plan for the projected population and jobs to ensure the Town overall can achieve its population and employment targets. Any major deviations from the residential unit assumptions or employment by type will require a revisit to the distribution throughout the Town.

Additionally, the Phase 1 Residential and Non-Residential Needs Analysis Study provided population and employment forecasts for the Trafalgar Secondary Plan Area to 2051. The following table identifies the 2051 population and employment projections for both the Agerton and Trafalgar Secondary Plan Areas.

Table 3: 2051 Population and Employment Forecasts by Secondary Plan Area

	Population	Jobs
Agerton	14,100	17,500
Trafalgar	41,000	8,400
<b>Total</b>	<b>55,100</b>	<b>25,900</b>

Source: Watson and Associates Economists Ltd., 2024

As the total population and jobs forecasted for the Trafalgar Secondary Plan Area have increased from 26,000 residents and 4,000 jobs in 2031 to 41,000 residents and 8,400 jobs in 2051, the background studies for the Agerton Secondary Plan must consider this increase to ensure that the entirety of the Trafalgar Corridor is planned to accommodate the population and employment targets outlined in Table 3.

### 2.2.1 Conceptual Structure Plan

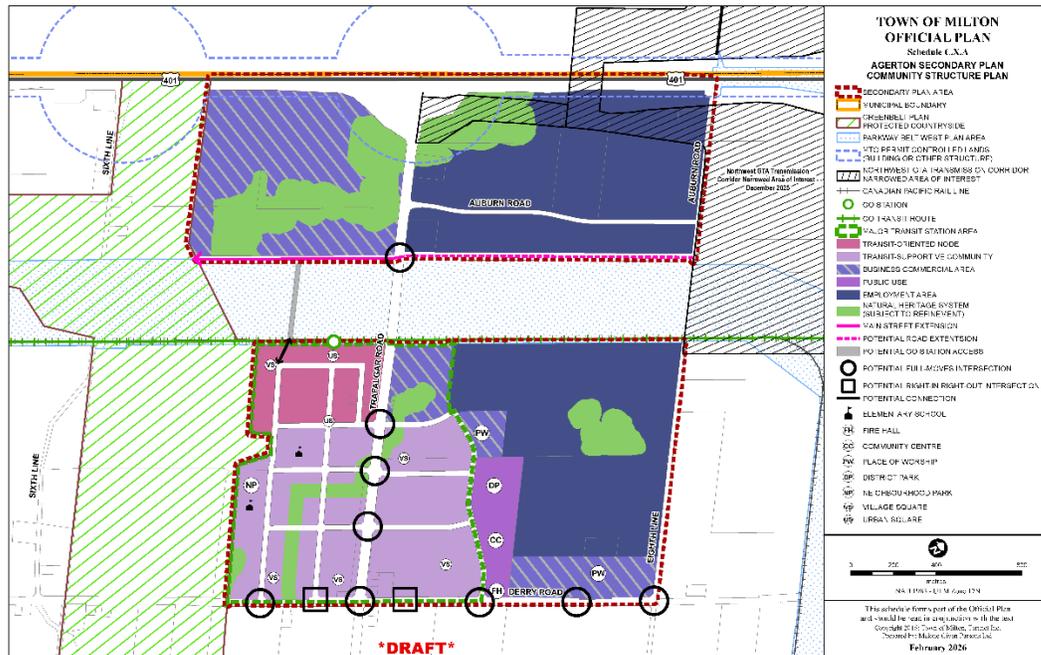
A revised structure plan has been prepared as part of the Agerton Secondary Plan to reflect forecasts and intent for the Secondary Plan as detailed in the 2025 Milton Official Plan, as well as recent changes to Provincial legislation. The revised structure for the Agerton Secondary Plan is premised on the principle of creating a complete community that facilitates a range of transportation options and protects lands for employment uses (see Figure 3).

The Agerton Secondary Plan Area presents an economic development opportunity due to its unique locational advantages as an area that is served by a young, highly skilled and educated workforce pool, will be anchored by a future GO station, and is proximal to both arterial roads and highways, particularly:

- it is traversed by Trafalgar and Derry Roads providing north-south and east-west inter- and intra- Regional connectivity, and
- it is at the Trafalgar 401 intersection, close to the Derry 407 intersection, and at the terminus of the 413, connected by the Main Street extension.

The plan identifies the Major Transit Station Area, including the Transit-Oriented Node and the Transit-Supportive Community, as well as the Employment Area, the Agerton Business Commercial Areas, the Public Use block, the Regional Natural Heritage System, and the Parkway Belt West Plan Area. To understand the population distribution and housing mix of the Secondary Plan Area, the Structure Plan anticipates a Community Area (the PMTSA and adjacent public use and commercial areas) which will function similarly to the “neighbourhood” building blocks of the Trafalgar Secondary Plan, providing residential uses, schools, parkland, offices, and commercial shopping; however, the outcome will be a higher-density community, reflecting a transit-supportive built form and density. To accommodate the forecasted industrial, office, and retail jobs, the Structure Plan includes Business Commercial Areas and an Employment Area.

Figure 3: Agerton Structure Plan



Source: Malone Given Parsons, 2026

## 2.2.2 Housing and Employment Mix

The Residential and Non-Residential Needs Analysis, prepared as part of the Official Plan review, generated estimated unit yield, population, and employment forecasts to anticipate population and employment distribution and unit mix, as summarized in the tables below. These assumptions have informed the supporting background studies and will be implemented through the Secondary Plan policies and schedules.

The Agerton Secondary Plan is planned at a higher density. It anticipates a more diverse unit mix than the surrounding Secondary Plan Areas, reflecting the objective of achieving transit-supportive uses near the proposed higher-order transit. The Agerton Secondary Plan is also planned to accommodate a significant number and range of jobs.

Table 4: Agerton Secondary Plan Area Population & Unit Growth Assumptions

Housing Type	Population <sup>3</sup>	Units <sup>4</sup>	Housing Mix	Persons Per Unit (PPU)
Low Density	-	0	0%	3.950
Medium Density <sup>1</sup>	5,200	1,650	25%	3.149
High Density <sup>2</sup>	8,900	4,920	75%	1.801
<b>Total</b>	<b>14,100</b>	<b>6,570</b>	<b>100%</b>	

Notes:

1. Includes townhouses and apartments in duplexes
2. Includes all bachelor, 1- to 3-bedroom+ apartments
3. Population rounded to the nearest 100
4. Final unit count & mix will be determined through the Secondary Plan process

Source: Watson and Associates Economists Ltd., 2024 and Malone Given Parsons Ltd., 2025

Table 5: Agerton and Trafalgar Secondary Plan Areas Employment Growth Assumptions

Employment Type	Agerton Jobs	Trafalgar Jobs	Total Jobs
Work at Home	900	2,600	3,500
Population-Related Employment	8,200	3,300	11,500
Institutional	1,000	1,500	2,500
Industrial	5,900	-	5,900
No Fixed Place of Work	1,600	900	2,500
<b>Total</b>	<b>17,500</b>	<b>8,400</b>	<b>25,900</b>

Source: Watson and Associates Economists Ltd., 2024

The Secondary Plan’s land use schedule will need to ensure sufficient land is provided to accommodate the projected medium- and high-density units, as well as the forecasted population-related (retail and office), institutional, and employment land jobs.

### 2.3 Subwatershed Study, Stormwater Master Plan, and Master Environmental Servicing Plan

The Town of Milton initiated a Subwatershed Study (SWS) for the Urban Expansion Area in January 2016. This comprehensive study assesses the environmental features and heritage functions for the Urban Expansion Area lands and provides input to the Secondary Plans and/or supporting studies. Final outcomes of the SWS include recommendations for protecting and managing features to guide development in the Urban Expansion Area. The SWS was conducted under the *Environmental Assessment Act* to satisfy the requirements of the Class EA process.

The purpose of the SWS is to:

- Inventory, characterize, and assess natural hazard, natural heritage and water resource features and functions within the study area (i.e., constraints to development);
- Provide recommendations for the protection, conservation, and management of natural hazards, natural heritage, and water resource features within the study area;

- Provide sufficient detail to support the designation of a Natural Heritage System, through refinement of the Regional Natural Heritage System, as well as identifying areas for future development; and,
- Provide recommendations for a management strategy, implementation, and monitoring plan to be implemented through the Secondary Plans and future site/area-specific studies.

The management recommendations provided in the Subwatershed Study are to be verified and/or refined as appropriate as part of the Master Environmental Servicing Plans. MESP). The initial MESP for the Trafalgar Corridor is anticipated to be completed in Q1 2026. This MESP does not cover the full scope of work for the Agerton Secondary Plan because the land use plan was not finalized when the MESP was completed. Therefore, a MESP Annex must be completed to support the Agerton Secondary Plan prior to development application approvals. The MESP Annex will include supporting technical analyses, including hydrology, hydraulics, hydrogeology, geotechnical investigations, and fluvial geomorphology, and will integrate the evaluation of aquatic habitat and terrestrial features. The MESP-Annex will be undertaken by the LOG and peer-reviewed by the Town, in consultation with Conservation Halton.

## **2.4 Town of Milton Transportation Master Plan Update (2025)**

WSP prepared the Town of Milton Transportation Master Plan Update (TMP Update) in February 2025, which builds on the 2018 TMP to provide a long-range, integrated transportation guide to support decision-making within the Town over a 10+ year horizon. The TMP Update builds upon existing plans, policies, and strategies to address future growth and development, responds to emerging transportation trends and interests, enhances sustainable modes of transportation, connects the Town with the surrounding areas, and provides staff with direction to pursue future transportation improvements. In particular, the TMP Update was undertaken to align transportation planning and policy in the Town with the latest provincial, regional, and local planning policy as well as Milton's growth management strategy and Transit Five-Year Service Plan, including accounting for undeveloped areas in the Town that will become urban in the next 30 years, like the Agerton SPA.

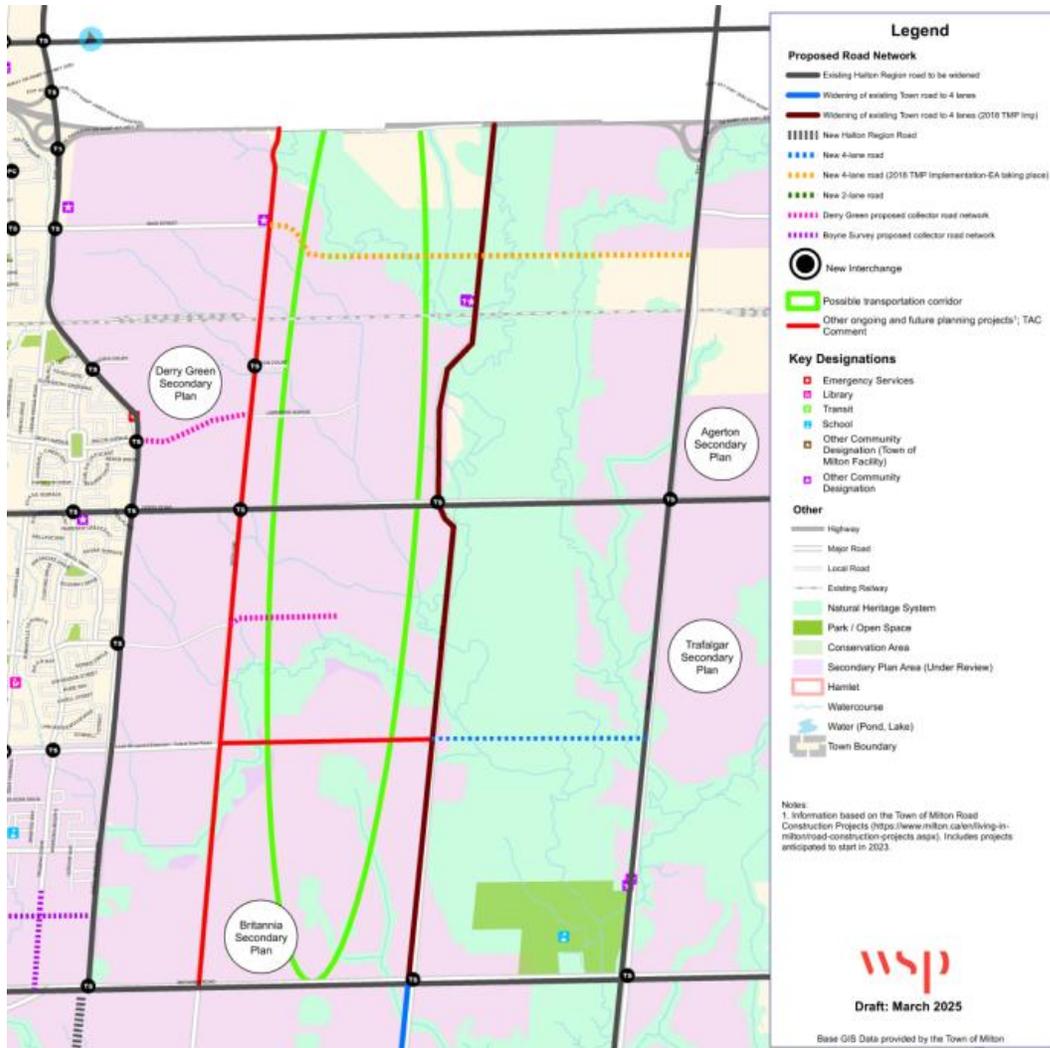
Given the timing of the Agerton Secondary Plan's development, the next Transportation Master Plan is likely to include more recommendations directly relevant to the SPA.

Relevant to the Agerton Secondary Plan, the TMP Update recommends:

- A 4-lane extension on Main Street East from Fifth Line to Trafalgar Road.
- Working alongside Metrolinx and Halton Region to support the development of transit priority infrastructure that would be desirable to implement the Priority Bus network identified in the 2041 Regional Transportation Plan. These include:
  - Derry Road (Bronte Street to eastern Town limits) Priority Bus service (RTP Project #57).
  - Trafalgar Road (CPR Tracks to southern Town limits) Priority Bus service

(RTP Project #60).

Figure 4: Excerpt of Proposed Road Network (Urban Area)



Source: Town of Milton Transportation Master Plan Update, 2025, Figure 47

## 2.5 Milton Transit Master Plan (2024)

Arcadis prepared the Milton Transit Five-Year Service Plan & Transit Master Plan Update (the “Transit Master Plan”) in June 2024 with the Town of Milton and Milton Transit. The study assesses Milton Transit services and updates Milton’s 5-year Transit Master Plan through 2029. The Transit Master Plan sets out a strategic vision and re-designed transit network to guide transit planning and operation to 2029 and beyond, emphasizes the importance of increased transit investment to support communities, and serves as a roadmap to identify key requirements to help the Town realize its transit vision over the next five years and with a long-term strategic perspective to 2051. Given the timing of the Agerton Secondary Plan, the next Transit Master Plan Update will likely include additional updates applicable to the Agerton SPA.

The Town of Milton operates a hub-and-spoke transit service centred on the Milton GO Station, comprising local routes, one inter-municipal route, school-oriented routes, a flexible On-Demand transit service, and an accessible transit service. Recently, Milton Transit has set all-time ridership records since the COVID-19 pandemic, with ridership growth outpacing population growth. It is expected that, in addition to population growth, the Town's accommodation of post-secondary campuses will continue to increase demands on Milton's transit services.

### **Urban Expansion Area Services**

The Transit Master Plan acknowledged that new transit services will be required to serve growth in the Town's expansion areas, including the Britannia Secondary Plan, with some services scheduled to begin in 2027 (e.g., Milton Education Village) and allocated service hours accordingly. However, the plan includes flexibility in the event of development delays in the urban expansion areas. The Transit Master Plan further recommends that routes serving urban expansion areas be planned to provide potential connections to terminals in adjacent municipalities, such as Oakville and Mississauga.

As part of the 10-year capital forecast, a terminal was identified to serve the emerging Britannia and Trafalgar Secondary Plan areas and to support the aforementioned connections to adjacent municipalities. The terminal is planned to be located at the intersection of James Snow Parkway and Britannia Road. The Transit Plan envisages a transition to transit terminals serving the new expansion areas. The new Milton OP, which plans for growth beyond the timeframe of the Transit Master Plan, proposes that Agerton should be a transit-focused centre

As Milton's urban boundary grows towards Mississauga and Oakville, it is expected that the need for cross-boundary services will increase. It is recommended that routes serving urban expansion areas be planned to provide potential connections to terminals in Mississauga and Oakville. Potential terminal locations include:

- Meadowvale Town Centre (Mississauga)
- City Centre / Square One (Mississauga)
- Erin Mills Transitway Station (Mississauga)
- Trafalgar Road & Highway 407 GO Park & Ride (Oakville)
- Palermo Terminal (Oakville, planned)
- Oakville Trafalgar Memorial Hospital (Oakville)

## **2.6 Milton Trafalgar GO Station**

In 2020, Metrolinx released an Initial Business Case (IBC) for a new station in the Milton Trafalgar area. The IBC concluded that the location of the proposed station suggests a high potential to develop an exemplary transit-oriented community if it is built in conjunction with the new developments. However, the IBC also concluded that the societal benefits are insufficient to offset the capital and operating costs required to build and operate the proposed station over a 60-year evaluation period. As a result, the IBC assumes that the Proponent will bear the land acquisition costs, construction costs, and

any parking lot maintenance expenditures.

The Province of Ontario has provided direction that it will no longer fund the construction of GO Stations, and that landowners and/or the local municipality are expected to bear the cost. As a result of this change, the Province of Ontario enacted the GO Transit Station Funding Act in December 2023, followed by enabling Regulations (O. Reg. 207/25) in September 2025 to provide municipalities with the opportunity to charge a fee (Transit Station Charge) to benefitting landowners to help pay back the debt associated with new GO Station infrastructure.

The Town does not currently intend to fund the majority of the costs associated with the Milton Trafalgar GO Station. The Town may implement a Transit Station Charge to help fund the Milton Trafalgar GO Station.

# 3.0

## Policy Context

*This section provides an overview of the general land use planning policies that relate to the various components of the Secondary Plan at the Provincial and Local Municipal levels. The information presented herein includes a number of specific policies and strategies/objectives outlined in the Provincial Planning Statement and the Town of Milton Official Plan, as well as other relevant municipal planning documents and studies.*

Provincial and Local Municipal policies and regulations provide a framework for the development of the Agerton Secondary Plan. The proposed OPA must be consistent with the Provincial Planning Statement and conform to the Greenbelt Plan and the Milton Official Plan. This section of the report provides an analysis of the applicable policy framework, which the proposed Secondary Plan will be consistent with or conform to, as the case may be, for the following Provincial and municipal documents:

- Provincial Planning Statement (2024);
- Greenbelt Plan (2017);
- Milton Official Plan (Adopted March 17, 2025); and,
- Milton Green Innovation Plan (2018).

### 3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (“2024 PPS”) was issued under Section 3 of the Planning Act and came into effect on October 20, 2024. The 2024 PPS provides a streamlined provincial-wide planning document that replaces the 2020 Provincial Policy Statement and 2020 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, providing a simplified, integrated land-use planning policy framework that combines and updates elements from both the PPS and the Growth Plan. The province also filed a regulation that revokes the Growth Plan, which came into effect on the same date.

The 2024 PPS is a province-wide housing-focused document, generally consisting of policies grouped under five pillars: generate increased housing supply, make land available for development, provide infrastructure to support development, and balance housing with resources. It enables municipalities to plan for and support development and increase the housing supply across the province; align development with

infrastructure to build a strong and competitive economy that is investment-ready; foster the long-term viability of rural areas; and protect agricultural lands, the environment, and public health and safety. All decisions shall be consistent with the 2024 PPS.

### **3.1.1 Forecasting and Land Supply**

The policies of the 2024 PPS require sufficient land to be made available to accommodate an appropriate range and mix of land uses to meet projected needs for 20-30 years as well as sufficient lands to accommodate residential growth for a minimum of 15 years to provide for an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents of the regional market area (Sections 2.1.3. and 2.1.4 a)).

Planning authorities must base population and employment growth forecasts on the Ontario Population Projections published by the Ministry of Finance (Section 2.1.1).

### **3.1.2 Housing and Complete Communities**

It is the intent of Sections 2.1 and 2.2 of the 2024 PPS to ensure that an appropriate range and mix of land uses and housing options are provided to support the achievement of complete communities and meet the projected needs of current and future residents. It requires establishing minimum targets for affordable housing, and permitting and facilitating all housing options needed to meet the social, health, economic, and well-being needs of current and future residents, including additional-needs housing and housing needs arising from demographic changes and employment opportunities (Section 2.2.1). Planning authorities are also required to promote densities for new housing which efficiently use land, resources, infrastructure, and public service facilities and support the use of active transportation (Section 2.2.1 c)). Transit-supportive development in proximity to transit, including corridors and stations, is also required (Section 2.2.1 d)).

The policies of the 2024 PPS promote healthy, active, and inclusive communities through the promotion of safe streets and open spaces, which meet the needs of pedestrians, foster social interaction, and facilitate community connectivity. This includes the planning and provision of recreational facilities, parks, and public open space, trails, and linkages (Section 3.9.1).

### **3.1.3 Settlement Areas**

The policies of the 2024 PPS identify settlement areas as the focus of growth and development, particularly strategic growth areas, including major transit station areas, and promote land use patterns based on densities and a mix of land uses that efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; and support active transportation, transit, and freight (Sections 2.3.1.1 and 2.3.1.2).

Large and fast-growing municipalities are encouraged to plan for a target of 50 residents

and jobs per gross hectare in designated growth areas (Section 2.3.1.5). Phasing policies should be established and implemented to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities (Section 2.3.1.6).

### **3.1.4 Strategic Growth Areas**

The 2024 PPS encourages directing growth and development to strategic growth areas, major transit stations in particular (Sections 2.4.1.1 and 2.4.2.3). These areas are intended to support the achievement of complete communities, a range and mix of housing options, intensification, and more mixed-use development and should be planned to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network; and support affordable, accessible, and equitable housing (Section 2.4.1.2).

Section 2.4.1.3 further encourages planning authorities to prioritize planning and investment for infrastructure and public service facilities; identify the appropriate type and scale of development and the transition of built form to adjacent areas; and permit development and intensification to support the achievement of complete communities and a compact built form (Sections 2.4.1.3 a), b), and c)).

Major transit station areas must be delineated within an approximately 500-800-metre radius of a transit station, be planned for a minimum density target of 150 residents and jobs combined per hectare for those served by commuter or regional rail, and be designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators (Section 2.4.2.1, Section 2.4.2.2 c), and Section 2.4.2.6).

### **3.1.5 Employment**

Section 2.8.1 promotes economic development and competitiveness through the provision of an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; providing opportunities for a diversified economic base; and addressing land use compatibility (Section 2.8.1.1 a), 2.8.1.1 b), and 2.8.1.1 e)).

The 2024 PPS directs industrial, manufacturing, and small-scale warehousing uses that can be located adjacent to sensitive land uses without adverse effects to strategic growth areas and major office and major institutional development to major transit station areas (Section 2.8.1.2 and Section 2.8.1.4). Further, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines (Section 2.8.1.3).

The policies of the 2024 PPS also promote the protection and preservation of employment areas, particularly those located in proximity to major goods movement

facilities and corridors (Section 2.8.2). Employment areas are to be designated, protected, and planned for by planning for employment area uses over the long-term that require those locations, while prohibiting residential uses, commercial uses, public service facilities and other institutional uses, retail and office uses not associated with the primary employment use, and other sensitive land uses that are not ancillary to permitted employment area uses, and including an appropriate transition to adjacent non-employment areas (Section 2.8.2.3).

Planning authorities are required to assess and update employment areas identified in official plans to ensure the appropriateness of this designation to the planned function of employment areas, as well as to ensure that land use compatibility is maintained between sensitive land uses and employment areas to maintain the long-term operational and economic viability of the planned uses and function of these areas (Section 2.8.2.4).

Section 2.8.2.5 states that land may be removed from employment areas only where it has been demonstrated that:

- there is an identified need for the removal, and the land is not required for employment area uses over the long term;
- the proposed uses would not negatively impact the overall viability of the employment area by:
  - o avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;
  - o maintaining access to major goods movement facilities and corridors;
- existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
- The municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

### **3.1.6 Infrastructure and Transportation**

The policies of the 2024 PPS promote the efficient use and optimization of existing and planned infrastructure and transportation services while accommodating projected needs (Section 3.1).

The 2024 PPS also states that planning for infrastructure and public service facilities must be coordinated and integrated with land use planning and growth management so that they are financially viable over time, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs (Section 3.1.1 a), 3.1.1 b), 3.1.1 c)).

### **3.1.7 Land Use Compatibility**

The 2024 PPS directs major facilities and sensitive land uses to be planned and developed to avoid, or where avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and

safety, and to ensure the long-term operational and economic viability of major facilities in accordance with Provincial guidelines, standards, and procedures (Section 3.5.1).

### **3.1.8 Natural and Cultural Environment**

The policies of the 2024 PPS promote the protection and conservation of natural and significant cultural features and landscapes (Sections 4.1 and 4.6). These features are to be maintained, and where possible, improved to protect their significance and long-term functionality. Planning authorities also shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting, and managing archaeological resources, built heritage resources, and cultural heritage landscapes (Section 4.6.5).

## **3.2 Greenbelt Plan (2017)**

The Greenbelt Plan 2017 was released on May 18, 2017, and came into effect on July 1, 2017. The 2017 Greenbelt Plan represented a comprehensive update to the 2005 Greenbelt Plan and introduced changes to the 2017 Greenbelt Plan relating to the agriculture/agricultural system, natural heritage and water, climate change and the urban river valley designation. The changes are intended to maintain the interconnections and diversity of natural features and areas, and to ensure that water quality and water quantity is maintained across the Greater Golden Horseshoe. Further, the 2017 Greenbelt Plan places greater emphasis on planning at a watershed and subwatershed scale, as well as provides increased flexibility for agricultural, recreational (parks) and municipal land uses within the Greenbelt Plan area.

Greenbelt lands are located immediately west of the Agerton SPA. The lands are designated “Protected Countryside – Natural Heritage System” in the Greenbelt Plan. The Protected Countryside – Natural Heritage System designation includes core areas and linkage areas of the Protected Countryside with the highest concentration of sensitive and/or significant natural features and functions. These areas build upon the surrounding natural systems to create a connected natural heritage system. Permitted uses in the Natural Heritage System include a full range of existing and new agricultural uses (Section 3.2.2.1), as well as existing, expanded, or new infrastructure that is approved under the *Environmental Assessment Act* or the *Planning Act* (Section 4.2.1.1).

New development or site alteration in the Protected Countryside - Natural Heritage System is required to demonstrate that no negative impacts on key natural heritage features or key hydrologic features or their functions will occur (Section 3.2.2.3.a). A proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside requires a natural heritage evaluation to demonstrate the required vegetative protection zone and that no adverse impacts are anticipated (Section 3.2.5.5). In the case of wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, the minimum vegetation protection zone shall be a minimum of 30 metres measured from the outside

boundary of the key natural heritage feature or key hydrologic feature (Section 3.2.5.4).

While there are no Greenbelt lands within the Agerton SPA, it will be necessary to consider the proposed land uses and their interface with the adjacent Greenbelt lands.

### **3.3 Town of Milton Official Plan**

The Town of Milton Official Plan, March 2025 (Milton OP) is Milton’s guiding document for land use planning. It is intended to serve as the basis for making land use decisions and sets out the vision for long-term development and the policies to achieve this vision (Section 1.1.2). The Milton OP clearly facilitates growth to shape neighbourhoods, while being flexible to respond to future emerging opportunities (Section 1.1.2).

Milton’s vision is “In 2051, Milton offers a diversity of options for how and where we live, work, move, and grow. As we evolve, choice is what shapes us” (Section 1.2.1). The following guiding principles have been established as a basis to implement this vision (Section 1.2.2):

- Be Creative and Provide Choice;
- Mix Uses;
- Move Efficiently and Safely;
- Diversify and Prosper;
- Prioritize the Public Realm
- Support Arts, Culture and Recreation
- Make Connections
- Protect our Environment
- Promote the Countryside
- Encourage Good, Green Design
- Collaborate
- Think Local

In addition to these guiding principles, the Town is committed to intentionally ensuring that the following policy pillars are embedded in all aspects of growth management and development (Section 1.3):

- Complete Communities
- Equitable Communities
- Healthy Communities
- Resilient Communities
- Attractive Communities

The Town of Milton Official Plan, March 2025, is a new Official Plan, implementing the Town’s recent Official Plan Review. This new Official Plan directs growth and development to the 2051 horizon and includes the relevant policies of the former Region of Halton Official Plan.

It should be noted that the Town approved an amendment to the Milton OP on March 17,

2025, that amended the employment policies to ensure consistency with the 2024 PPS; however, it was subsequently appealed. Although these policies are not in force and effect, their review is included in the following section to ensure that the most current vision and policy directions are being considered through the Agerton Secondary Plan process.

### **3.3.1 Urban Structure**

As identified on Schedule 3 – Municipal Structure Plan, the Agerton SPA is designated “Urban Area”.

Within the Urban Area designation, the Milton OP outlines an urban structure comprising the Major Urban Centre, Urban Village Centres, Community Hubs, Complete Neighbourhoods, Employment Areas, the Environmental System, and the Transportation System. The Urban Area is intended to accommodate the majority of population and employment growth through a mix of land uses and mobility options, while conserving and enhancing the natural environment (Sections 2.2.1 and 2.3). The following components make up the urban structure relevant to the Agerton lands:

- Urban Village Centres (Milton Trafalgar GO Village) – are distinctive destinations and gathering areas that contribute to creating a strong sense of place. They are primary centres focused around a unique feature such as an academic institution, an inter-regional transit facility, or a retail and service road. Residential, retail, and service commercial uses, public service facilities, related employment uses, public squares, and open spaces are integrated to promote walkability and social interaction and contribute to the vitality of the area.
- Complete Neighbourhoods – which represent primarily Residential Areas with associated services and facilities and compatible retail uses. Development within Complete Neighbourhoods will be managed to recognize the opportunities to improve the quality of life of residents, while reinforcing and complementing the predominant neighbourhood character.
- Employment Areas – which will accommodate a cluster of businesses and economic uses such as manufacturing, research and development, warehousing, and goods movement. Employment Areas provide jobs for residents and longer-term development opportunities in support of the local and regional economy.
- Environmental System – which represents the interconnected network of green and blue spaces that runs through the Urban Area and Rural Area.
- Transportation System – which crosses the Urban Area and Rural Area and is critical to the delivery of services and for the movement of people and goods, supporting the Town’s growth and economic prosperity.

### 3.3.2 Growth Management & Intensification

The policies of the Milton OP are intended to plan and manage growth and promote intensification to support the development of compact, efficient, and vibrant communities using the population and employment targets (Section 2.1.1.7). Within the 2051 planning horizon of the Milton OP, the Town is forecasted to experience significant growth, increasing from 137,000 residents and 47,800 jobs in 2021 to 400,000 residents and 156,300 jobs in 2051 (Section 2.1.1).

Table 6: Town of Milton Population and Employment Forecast to 2051

Population		Employment	
2021	2051	2021	2051
137,000	400,400	47,800	156,300

Source: Town of Milton Official Plan, Table 1a

The Milton Trafalgar GO Village is required to achieve a density target of 180 residents and jobs combined per hectare with a mix of 60% residents and 40% jobs (Section 2.1.1, Table 2). The minimum development density targets in Table 2 applying to Strategic Growth Areas and Protected Major Transit Station Areas are to be achieved by 2051 (Section 2.1.1.8).

New Employment Areas and Future Employment Areas are expected to accommodate 13,700 and 5,300 jobs, respectively, between 2022 and 2051, while Urban Village Centres and New Complete Neighbourhoods are expected to accommodate 29,700 jobs by 2051 (Section 2.1.1, Table 3b).

As identified on Schedule 2 – Growth Phases and Planning Policy Areas, the following areas within the Urban Area are intended to be the focus for accommodating population and employment growth and intensification:

- Existing Complete Neighbourhoods;
- Existing Employment Areas;
- New Complete Neighbourhoods;
- New Employment Areas;
- Future Complete Neighbourhoods; and,
- Future Employment Areas (Section 2.1.1.6).

The Milton Trafalgar GO PMTSA is identified as New Complete Neighbourhoods, while the remaining Agerton Secondary Plan Area is identified as New Employment Areas on Schedule 2.

It is the policy of the Town to ensure that adequate water supply and wastewater treatment services are available to accommodate future development and amenities (Section 2.1.1.9).

### **3.3.3 Development Phasing**

The Milton OP provides policies for the phasing of development and infrastructure to ensure the logical and orderly progression of development in a fiscally sustainable manner (Objective 3). In particular, the development of complete communities and employment areas are to be comprehensively phased to align with the provision of infrastructure and public service facilities (Section 2.1.1.10).

Within the Urban Area, the purpose of establishing development phasing and financing criteria is to ensure that residential and industrial/commercial development coincides with and supports the timely delivery of the necessary infrastructure development. This infrastructure development includes the building of roads, schools, parks, and the introduction of increased transit service and facilities, an increase in public servicing levels such as fire and police, and the timely development of water and wastewater servicing infrastructure (Section 11.2.1.1).

Within the Urban Area, development phasing strategies will give priority to achieving the targets for population, employment, density, and intensification contained in Section 2.1.1 of the Milton OP, and the development of Strategic Growth Areas, employment lands, infilling, and completion of existing neighbourhoods and communities, in accordance with provisions of the Milton OP. Each development phase shall support the creation of healthy communities (Section 11.2.1.2).

The phasing program is based on the following criteria: transportation infrastructure; community-based infrastructure; servicing infrastructure; planning considerations; environmental objectives, and financial objectives. In particular, the phasing policies established by the Milton OP will support a rate and phasing of growth that is consistent with this relevant objectives of the Milton OP (Section 11.2.1.3).

As per Section 11.2.2.1, the objectives of the phasing and finance policies within the Urban Areas is to:

- Give priority to development of Strategic Growth Areas, employment lands, infilling and completion of existing neighbourhoods and communities and ensure that a full range and mix of housing types can be provided in each phase in accordance with Figure 2, Section 2.1.1;
- Control the progression from one phase to another within the Urban Areas based on substantial occupancy of the earlier phases and the availability of infrastructure and community facilities and the fulfilment of required financial agreements between landowners and the Town and Region, where required;
- Maintain viable agricultural areas for as long as possible; and,
- Maintain an acceptable balance between residential and non-residential assessment to minimize tax impacts.

It is the intent of the Milton OP to encourage a balance of development between industrial, commercial, and residential uses, as determined by the Town's monitoring

processes established in accordance with the provisions of subsections 11.3.3.1 to 11.3.3.4 (Section 11.2.3.3).

As it relates to the phasing of development within new Secondary Plan Areas, Section 11.2.3.4 states that development will only proceed from one development phase to the next when:

- The Region has approved a financial and implementation plan based on a Secondary Plan, and the municipal portion of the Joint Infrastructure Staging Plan is complete;
- A Development Charges By-law is in full force and effect which identifies and imposes charges applicable to the new Secondary Plan Area;
- Phasing of development has been determined and implemented by the Town and the Region;
- Landowners have entered into an agreement(s) with the Town for the provision of funds and/or services in accordance with the approved financial plan for the new Secondary Plan Area;
- Landowners within the new Secondary Plan Area have entered into an agreement or agreements with the Town for the provision of funds or the provision of services or both, in accordance with the approved financial plan for the new Secondary Plan Area;
- Landowners within the new Secondary Plan Area have entered, or will enter into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities; and,
- Any additional requirements set out by the Town of Milton or the Region of Halton are satisfied.

### **3.3.4 Housing & Residential Land Use Policies**

The housing policies of the Milton OP aim to meet the Town of Milton's current and future housing needs, including additional needs housing and missing middle housing, through the provision of a range and mix of housing options by type, tenure, density, unit size, and affordability (Sections 3.1.1 and 3.1.1.2). It is the policy of the Milton OP to maintain the ability to accommodate residential growth for a minimum of 15 years in accordance with the housing targets of the Milton OP by designating serviced land for residential use (Section 3.1.1.1).

In the evaluation of development applications, the Town will assess the development in the context of the Town's housing targets to ensure that a full range and mix of housing types is provided (Sections 3.1.1.4 and 7.1.2.3). The Town is also required to prepare and implement minimum targets for housing that is affordable to low- and moderate-income households (Section 3.1.1.12). All development proponents shall submit, as part of their development application, an indication of a range of the anticipated selling prices or rents

of all units to assist Council in implementing its affordability policies (Policy 7.1.2.4).

Section 7.1.2.1 establishes housing targets for the Urban Area as follows:

- At least 50 per cent of new housing units produced annually be in the form of townhouses or multi-storey buildings; and
- At least 30 per cent of new housing units produced annually be Affordable Housing.

### **3.3.5 Commercial Area Policies**

As a key component of the urban structure, retail and commercial uses are located within the “Commercial Area” designation on *Schedule A – Urban Area Land Use Plan* of the Milton OP. The Commercial Area designation identifies locations intended to accommodate concentrations of retail and service commercial uses at various scales in accordance with their planned function in the Town’s retail hierarchy (Section 8.4.1.1). The commercial designations within the Town are as follows:

- Major Commercial Centre – accommodate a major concentration of commercial facilities serving the broader regional community such as department stores, food stores, or retail commercial stores. Permitted uses also include large format retail, retail warehouses, entertainment, conference, convention and banquet facilities, and recreational uses. Intended to be the major multi-use, multi-purpose commercial area of the Town (Section 8.4.2);
- Secondary Mixed Use Nodes – higher order commercial nodes which form focal points for surrounding residential neighbourhoods with pedestrian and transit-supportive development (Section 8.6);
- Local Commercial – provide a range of retail and service commercial uses primarily to service local convenience needs of adjacent neighbourhoods. Local commercial areas are typically located at intersections of collector roads or at the intersection of a collector road with an arterial road with accessibility to the neighbourhood (Section 8.4.4).
- Office Employment Area – applies to lands where a mix of service commercial and employment uses generally located on arterial roadways and on the edge of concentrations of industrial and service commercial uses is appropriate (Section 8.4.5).
- Business Commercial Area – provides for commercial uses to support the surrounding Employment Areas and the travelling public (Section 8.4.6).
- Prestige Office Area – applies to key sites adjacent to James Snow Parkway and Derry Road at important gateways to the Derry Green Corporate Business Park that provide for supportive uses that complement the surrounding residential and Employment Areas (Section 8.4.7).

### **3.3.6 Employment Policies**

Employment uses are permitted within the “Business Park Area” and “Industrial Area”

designations in *Schedule A – Urban Area Land Use Plan* of the Milton OP and are intended to be the major source of employment within the Town (Section 8.7.1.1). However, no new development in an Urban Area Employment designation is permitted until a Secondary Plan has been approved (Section 8.7.3.1).

It is the objective of the Milton OP to ensure that sufficient designated lands are available within the Urban Area for the creation of diverse employment opportunities at appropriate strategic locations, particularly in the vicinity of existing major highway interchanges and rail yards (Section 8.7.2.1 a)). Additional objectives include ensuring that the Town is positioned to accommodate new and expanded business activities that provide jobs to local residents and that new industrial development occurs in an orderly manner (Section 8.7.2.1 b) and c)). Compact development that accommodates a mix of employment uses and supporting uses to facilitate the efficient use of urban land and infrastructure is to be encouraged and promoted (Section 8.7.2.1 d)).

The employment designations are described as follows:

- Business Park Area – applies to areas where the full range of light industrial uses will be permitted, subject to a high standard of design (Section 8.7.4).
- Industrial Area – applies to areas where the full range of light industrial and general industrial uses will be permitted (Section 8.7.5).

Section 8.7.3.8 permits the removal of lands from Employment Areas subject to the following criteria:

- there is an identified need for the removal and the land is not required for Employment Area uses over the long term;
- the proposed uses would not negatively impact the overall viability of the Employment Area by:
  - o avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned Employment Area uses; and
  - o maintaining access to major goods movement facilities and corridors;
- existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
- the Town has sufficient employment lands to accommodate projected employment growth to the horizon of the approved Official Plan.

Section 8.7.3.11 requires development on lands within 300 metres of Employment Areas to avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned Employment Areas, in accordance with applicable guidelines.

### **3.3.7 Institutional and Parks, Open Space, and Trails Policies**

#### ***Institutional Uses***

Institutional uses are the places and services that support healthy and engaged living and add to the overall quality of life (Section 3.5). They include public service facilities such as arenas, libraries, fire and rescue services, and community centres as well as places of worship, childcare centres, and long-term care services, among other uses provided by governments or community partners (Section 3.5).

The Milton OP recognizes that the size and scale of institutional uses may vary and facilitates these uses to ensure community members have convenient access in a manner that is compatible with the neighbourhoods (Section 3.5). Major institutional uses are directed primarily to Strategic Growth Areas and Community Hubs and are encouraged to be located on arterial roads and in close proximity to transit (Sections 3.5.1.2 and 3.5.1.3).

It is the policy of the Town to enable the delivery of community spaces across all neighbourhoods and determine appropriate locations for minor institutional uses in secondary plan (Sections 3.5.1.5 and 3.5.1.7). Growth management is to be coordinated with school planning and the provision of emergency service facilities (Sections 3.5.1.21 and 3.5.1.32).

Facility sharing and the co-location of community spaces like places of worship and cultural and library facilities is encouraged, including within mixed-use buildings (Sections 3.5.1.10, 3.5.1.13, 3.5.1.18). Schools are encouraged to locate adjacent to parks or other recreation facilities (Section 3.5.1.23). Alternative built formats are to be explored to better integrate school facilities into the context of the surrounding neighbourhoods, particularly in high-density neighbourhoods (Section 3.5.1.25).

As per Section 3.5.1.33, the Town will ensure the efficient and effective allocation of sites for emergency service facilities throughout the Town, in consultation with the emergency services provider and adjacent municipalities. Site plan and draft plan of subdivision applications are required to demonstrate the ability to accommodate fire prevention and timely emergency response (Section 3.5.1.36).

### ***Institutional Area***

Institutional uses are permitted within the “Institutional Area” designation on *Schedule A – Urban Area Land Use Plan* of the Milton OP. Institutional uses are public, quasi-public, and private non-profit uses of a Town-wide, Regional or Provincial significance, including hospitals, major educational uses such as secondary schools, large places of worship, assisted and shared housing, Residential Care Facilities; and other major community uses on sites which generally exceed 1 hectare (Section 8.8.2.1).

Development within the Institutional Area designation is required to demonstrate compatibility with surrounding uses, compliance with the community-wide policies of the Milton OP, and that adequate wastewater and water treatment capacity are available to accommodate the proposed use (Section 8.8.3.1).

### ***Parks, Open Spaces, and Trails***

It is the Town's goal that by 2051, Milton's diverse parks and open spaces will offer opportunities for active and passive outdoor uses in complete and healthy neighbourhoods and communities, meeting the park, recreation, and culture needs of residents (Section 3.4.1).

It is the Policy of the Town to:

- Consider the impact to existing and planned parks, infrastructure, and public service facilities when encouraging growth and intensification in Complete Neighbourhoods (Section 2.3.5.3); and,
- Provide high-quality parks and open spaces that support opportunities for transit and active transportation, where appropriate and applicable (Section 2.3.5.8).

The Town will determine the distribution of new parks and open spaces through secondary planning to ensure all neighbourhoods are well served with a variety of parks, open spaces, and trails, and will provide a diverse distribution of parks and open spaces to meet the diverse active and passive recreational and leisure needs of the community (Sections 3.4.1.3 and 3.4.1.7).

The Town will ensure that parks, open spaces, and trails are provided in Strategic Growth Areas that are prioritized for intensification and mixed uses (Section 3.4.1.4).

The Town will create trail and open space networks that link the Settlement Areas, Rural Areas, and the Local Natural Heritage System and connect to adjacent municipalities (Section 3.4.1.5). The Milton OP also promotes connectivity between open spaces and adjacent communities through walking paths, trails, and landscaping (Section 3.4.1.27).

The Town will identify opportunities for co-sharing of parks and open space facilities to enable greater access and recognize publicly owned natural open spaces, including parts of the Environmental System, as potential locations to provide passive recreation (Sections 3.4.1.8 and 3.4.1.16).

The Milton OP recognizes privately owned, publicly accessible spaces as spaces that contribute to the public realm but remain privately owned, privately maintained, and do not replace the need for new public parks and open spaces, and supports their creation (Sections 3.4.1.22 and 3.4.1.23).

The Town's existing Parkland Hierarchy is defined through the Town's Community Services Master Plan. The hierarchy generally includes Community, District and Neighbourhood Parks as well as Village Squares (Section 3.4.1.14). This hierarchy is intended to guide the development of parks in Secondary and Tertiary Plan Areas (Section 3.4.1.15).

The Town of Milton initiated an amendment to the Official Plan to implement the revised parkland and recreation strategy in the Town. LOPA 78 (By-law 058-2022) was adopted by Council on June 20, 2022. It should be noted that the Town is undertaking a Parks Master Plan; however, given that no draft has been released, the 2021 Parks and

Recreation Strategy remains the most recent direction regarding parkland.

The 2021 Parks and Recreation Provision Targets identify an acquisition target of 1.75 ha of core parkland per 1,000 residents, which was implemented through LOPA 78. Core parkland refers to “unencumbered tablelands that are suitable for outdoor recreation facility needs, and sizing excludes naturalized or hazard areas.”

The Parks and Recreation Targets do not specify a rate for each type of park; however, parkland provision rates by park classification and ideal park sizes were used to inform the Town of Milton Development Charges Background Study. The ideal park sizes and service standards are provided below:

- Community Parks are intended to be 21.11 hectares in size, provided at a rate of 0.51 hectares per 1,000 people;
- District Parks are intended to be 10.60 hectares in size, provided at a rate of 0.76 hectares per 1,000 people;
- Neighbourhood Parks are intended to be 4.52 hectares in size, provided at a rate of 0.35 hectares per 1,000 people; and,
- Village Squares are intended to be 0.4 hectares in size, provided at a rate of 0.13 hectares per 1,000 people.

With respect to parkland dedication, 5 percent of the lands, or 1 hectare per 300 units, may be required to be conveyed to the Town for park purposes for low, medium, or high-density residential development or redevelopment, whichever is greater, and 2 percent for commercial, industrial, or other employment uses through the *Planning Act*. A cash-in-lieu payment may also be provided instead of a conveyance of lands (Section 11.9.5.2). It should be noted that this policy does not reflect all of the parkland dedication requirements of the *Planning Act*. Section 8.2.3 provides more detail on the parkland dedication.

### **3.3.8 Infrastructure Policies**

In accordance with the 2024 PPS, the infrastructure policies of the Milton OP encourage coordinated growth and infrastructure investment to maximize the use of existing and planned infrastructure (Section 3.7.1). It is the policy of the Town to coordinate and integrate infrastructure planning with land use planning and growth management to achieve financial viability, optimize infrastructure capacity, and meet current and projected needs (Section 3.7.1.1). All development and redevelopment within the Urban Area is required to be serviced by municipal water and wastewater services (Section 3.7.1.21).

To allow for more detailed area-based, issue-based, and site-based planning in newly developing areas or other areas where specific issues and concerns are identified by ensuring that provision is made in the Plan for the preparation of Secondary Plans, tertiary plans, Development Plans, special studies, and character area studies (Section 11.4.2.1).

Wastewater and water systems planning assumes that development in the existing Urban

Area shall only be permitted to the limit of the capacity of the existing wastewater and water systems. Any additional development beyond the capacity of these systems in the Urban Area shall only be permitted when additional wastewater and water capacities have been developed. The planning and provision of waste management systems should be supported by the Town to accommodate future populations and facilitate integrated waste management. (Section 3.7.1.25).

The Milton OP acknowledges the Region's role in the provision of municipal wastewater and water supply systems, as well as its role in the delivery of transportation infrastructure. Any new development is required to be coordinated with the Regional Allocation Program, the Joint Infrastructure Staging Program, and the Regional Phasing strategy.

### ***Subwatershed and Stormwater Management***

As per Section 5.1.3.1, prior to or as part of the Secondary Plan process, a Subwatershed Study is required to establish an inventory of existing geology, hydrology, hydrogeology, limnology, fish habitats, and natural heritage features and functions. The Subwatershed Study shall also establish water quality targets in accordance with the Watershed Plans, determine base flows, recommend appropriate storm water management techniques, identify constraints under which development is permitted, provide detailed guidelines for development design, establish monitoring procedures, refine the boundaries of the Green and Blue Systems and/or their key features, and identify best management practices to minimize stormwater volumes and contaminant loads.

Prior to the approval of a development application, an approved stormwater management plan that implements the Subwatershed Plan, if applicable, or that is in accordance with Best Management Practice where a subwatershed plan is not applicable, is required (Section 5.4.3.1).

### ***Parkway Belt West Plan Area***

The Parkway Belt West Plan Area runs from east to west, bisecting the Agerton SPA. The purpose of the Parkway Belt West Plan Area is to accommodate future linear facilities for transportation, community, and utility purposes (Section 6.3.2.1). It is the policy of the Town to encourage the Province to continue to remove lands subject to the Parkway Belt West Plan to bring lands under the jurisdiction of the Town (Section 6.3.4.2).

### **3.3.9 Transportation Policies**

The Milton OP transportation policies ensure the provision of a safe, convenient, affordable, and efficient transportation system that minimizes impacts on the environment (Section 2.6.2.1). As per Section 2.6.3.1, the Town's transportation system should:

- provide an efficient rail and highway network for people and goods;

- increase accessibility to major areas of employment, housing, shopping, and recreation, with an emphasis on public transit;
- promote transit and active transportation;
- aim for a 20% share of all trips using public transportation in the Urban Area;
- integrate all travel modes;
- introduce public transit service to new development early and redevelopment areas and in Intensification Areas wherever economically feasible;
- provide transit services within a reasonable walking distance of all land uses and to all residents;
- develop transportation corridors as shared-use facilities with other linear utilities; and,
- support an efficient and safe GO Transit system.

The Town promotes the use of transportation demand management to encourage efficient use of transportation infrastructure (Section 2.6.3.15), and alternative road designs in consultation with the Province and Region to facilitate a more pedestrian-oriented environment (Section 2.6.3.7). As per Section 2.6.3.22, the Town shall provide adequate local transit facilities and support the early introduction of public transit service in new development areas with the objective of providing local transit service within a 400m walking distance.

### ***Rail***

It is the policy of the Town to:

- Ensure rail facilities and sensitive land uses are appropriately designed, buffered, and/or separated from each other, to mitigate adverse effects to adjacent properties and ensure long-term operational and economic viability of major goods movement facilities and corridors (Section 2.6.1.18);
- In areas adjacent to industrial transportation facilities, require noise, vibration, odour, and air pollution mitigation measures in accordance with appropriate guidelines (Section 2.6.1.20); and
- Promote railroad safety and the reduction of noise, vibration, or other potentially adverse effects (Section 2.6.1.22).

### ***Trails Network***

In accordance with the Transportation and Trails Master Plan, it is the policy of the Town to provide and design a trails and active transportation system which connects the open space corridor and public/private lands with public transit services to link various activities and open space nodes throughout the Urban Area (Section 2.6.3.32). In support of the trails and active transportation system, the Milton OP states that all rights-of-ways, with exception of Provincial highways and freeways, shall include the provision of

pedestrian facilities within the public right-of-way (Section 2.6.3.30). Provisions for bicycle infrastructure shall be made within the public right-of-way of Provincial highways, major and minor arterials, and multi-purpose arterials, where appropriate, and in accordance with the Transportation and Trails Master Plan (Section 2.6.3.31).

### **3.3.10 Natural Heritage Policies**

Portions of the Agerton SPA are located adjacent to or contain portions of the Natural Heritage System. The goal of the Environmental System is to ensure that the biological diversity and ecological functions with the Town and broader Halton Region will be preserved and enhanced for future generations (Section 5.1.1.1). The Natural Heritage System consists of the “Local Natural Heritage System” designation and the “Greenbelt Natural Heritage System” overlay, both of which provide policies for the protection and preservation of natural heritage features and their ecological functions (Section 5.2 and 5.3). The limits of the Natural Heritage System within a Secondary Plan will be determined through a Subwatershed Study.

#### ***The Local Natural Heritage System***

The Local Natural Heritage System uses a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components (Section 5.2.1.1):

- Key Features (i.e., significant habitat of endangered or threatened species, significant wetlands, significant woodlands, etc.);
- Enhancement areas to key features;
- Linkages;
- Buffers;
- Watercourses;
- Wetlands and,
- Escarpment Natural Area and Escarpment Protection Area.

The boundaries of the Local Natural Heritage System designation may be refined with additions, deletions and/or boundary adjustments through the preparation of a Subwatershed study accepted by the Town and undertaken in the context of an Area-Specific Plan, an individual Environmental Impact Assessment accepted by the Town, as required by the Official Plan, or similar studies based on terms of reference accepted by the Town (Section 5.2.3.13).

#### ***The Greenbelt Natural Heritage System***

The Agerton SPA is located adjacent to the Greenbelt Plan Area.

Similar to the Regional Natural Heritage System designation, the Greenbelt Natural

Heritage System overlay uses a systems approach to protecting natural features and functions (Section 5.3.1.2). In addition to the components of the Local Natural Heritage System, the Greenbelt Natural Heritage System structures its protection around the following components (Section 5.3.1.2):

- Sand barrens, savannahs and tall grass prairies;
- Permanent and intermittent streams;
- Lakes;
- Seepage areas and springs;
- Alvars; and,
- Significant habitat of special concern species.

Unlike the Local Natural Heritage System, refinements to the boundaries of the Greenbelt Natural Heritage System are only permitted as a result of an amendment to the Greenbelt Plan (Section 5.3.1.5). Refinements to the boundaries of the Key Features within the Greenbelt Natural Heritage System maybe be considered through a Subwatershed Study, an individual Environmental Impact Assessment, or similar studies accepted by the Town and Region (Section 5.3.1.5).

Development or site alteration in either the Local or Greenbelt Natural Heritage Systems is not permitted unless the proponent has evaluated the ecological functions of the lands through an Environmental Impact Assessment (Section 5.2.3.2 & Section 5.3.1.6). Where proposed development or site alteration, including public works, is located wholly or partially within the Greenbelt Natural Heritage System or within 120m of a Key Feature, or, in the case of agriculture-related development or site alteration, within 30m of a Key Feature, the proponent must conduct an Environmental Impact Assessment that identifies a vegetation protection zone (Section 5.3.1.6 d)).

### **3.3.11 Urban Design**

Through its urban design strategy, the Town of Milton aims to achieve a high standard of design in the built environment. The high standards relate to overall quality, environmental sensitivity, sustainability, and positive sense of place (Section 3.2.1). As per Section 7.2.1.3, the acceptability of development proposals will be determined based on the extent to which the proposal fits withing any approved urban design guidelines which are applicable to a development site, its local area, and/or its neighbourhood or district.

Design guidelines will be developed for certain types of building forms, land uses, the public realm, or specific areas, such as Secondary Plan Areas and will be used in the review of development applications or Town-initiated projects, where applicable (Section 3.2.1.6).

In Secondary Plan Areas, the development of design guidelines is an integral component

of the Secondary Plan. These guidelines implement transit-supportive design criteria which will be applied to all development within the boundaries of the plan area (Section 7.2.1.1). The urban design policies of the Milton OP define various components of the urban and natural environment which enhance the user experience. These components include gateways, roads, parking, landscaping, right-of-way design, public art, microclimate, views, barrier free access, compatibility, and safety among other things.

### **3.3.12 Cultural Heritage and Archaeological Resource Policies**

Policies of the Milton OP aim to conserve and protect the cultural and archaeological resources within the Town by way of identification, preservation, and commemoration of the resources (Sections 3.3.1.10, 7.4.6.1, and 7.4.9.2). During the processing of development applications, resources of potential cultural heritage interest will be identified, evaluated, and following approval by Council, will be added to the Town's Heritage List, as appropriate (Section 7.4.3.3).

### **3.3.13 Agricultural Policies**

The purpose of the Agricultural System is to recognize agriculture as the primary activity and land use in the agricultural land base and protect agricultural operations from incompatible land uses which would limit agricultural productivity or efficiency (Sections 2.4.2.2 and 2.4.2.7). Non-farm uses that are permitted by the Milton OP in close proximity to agricultural uses must comply with the provincially developed Minimum Distance Separation formulae and must carry out an Agricultural Impact Assessment if they could have potential impact on adjacent agricultural operations (Sections 9.2.3.2 c) and d)).

### **3.3.14 Specific Policy Area No. 10**

The Agerton Secondary Plan Area is located within Specific Policy Area No. 10 which includes lands within a 4-kilometre radius of the AM Radio transmission facilities located in Milton near the corner of Trafalgar Road and Highway 401. Where new employment uses are proposed within the radius, consideration shall be given by the Town, in consultation with the Canadian Broadcasting Company, to limiting the height of the proposed building(s) to 18 metres or less and to limiting the extent of steel used in the construction of the building(s) to prevent interference of the radio transmission (Section 10.1.3.10).

### **3.3.15 Secondary Plan Policies**

The Secondary Plan policies of the Milton OP detail the criteria and studies required for the approval of a Secondary Plan Area. The relevant policies are as follows:

Section 11.4.3.1 – “Secondary Plans are policy plans which address, in more detail than the Official Plan, land use, urban form and design, transportation, servicing, development guidelines for healthy communities and other related issues for a planning district, neighbourhood or group of neighbourhoods or other similar area of the Town.”

Section 11.4.3.2 – “Secondary Plans shall be adopted as amendments to the Official Plan. In addition, Secondary Plans may also be adopted by Council for any other areas of the Town deemed appropriate. \*D1(xix)”

Section 11.4.3.3 - “The Town shall require that Secondary Plans be supported by detailed studies that are carried out by the Town at the cost of the major landowners in each area. The required studies and plans include but shall not be limited to:” (see following table).

Table 7: Milton OP Section 11.4.3.3

Section	Municipal Policy	Required Study
a)	Stormwater Management or if the scale of development justifies, a Subwatershed Study in accordance with the requirements of this Plan	Subwatershed Study & Stormwater Master Plan Area Servicing Plan
b)	Integrated Transportation Plans	Transportation Plan and Active Transportation Strategy
c)	Environmental Assessment/Impact Studies, if any part of the Green System and/or Blue System is affected in any area not covered by a Subwatershed Study	Natural Heritage Study/ Environmental Impact Study Transportation Plan and Active Transportation Strategy
d)	Servicing Studies	Area Servicing Plan
e)	Urban Designs/Master Plans	Secondary Plan/Land Use Concept Urban Design Guidelines
f)	Market Analysis where commercial development in excess of 9,300 square metres of gross floor area is being proposed	Retail/Commercial Market Analysis
g)	Development Charges Studies	*To be conducted on a Town wide basis
h)	Development Phasing Studies	Planning Policy Directives Report Area Servicing Plan
i)	Fiscal Impact Studies	Fiscal Impact Study
j)	Parks Concept Plan	Parkland & Recreational Facility Strategy
k)	Archaeological Assessments	Archeological Assessment
l)	Heritage Resource Assessment	Cultural Heritage Plan
m)	Public service facilities/Human Services Impact Analysis	Population, Employment and Housing Analysis Community Facilities & Human Services Impact Analysis Parkland and Recreational Strategy
n)	Community Infrastructure Plan in accordance with the Regional Guideline	Community Facilities & Human Services Impact Analysis
o)	Consideration for land use compatibility in accordance with the Regional and Provincial Guidelines	Planning Policy Directives Report
p)	Air Quality Impact Assessment in accordance with the Regional Guidelines	Air Quality Impact Assessment
q)	Agricultural Impact Assessment on the potential impact of urban development on existing agricultural operations, including the requirements for compliance with the Minimum Distance Separation Formulae where an agricultural operation is outside the Urban Area	Agricultural Impact Assessment

Section 11.4.3.4 - “Secondary Plans shall include, but not be limited to:” (see following

table).

Table 8: Milton OP Section 11.4.3.4

Section	Municipal Policy	Relevant Background Study
a)	A general statement of the intended character of the area along with detailed objectives for the development of the area	Planning Policy Directives Report
b)	A conceptual plan for the area which establishes the boundaries of the area, and a land use and transportation framework for the lands, together with a description of the concept and desired future for the area	Secondary Plan/Land Use Concept
c)	Policies establishing a strategy for the provision of housing, employment, public service facilities, open space, commercial services, protection of the Environmental System and for the protection of public health and safety within hazard lands	Planning Policy Directives Report Population, Employment and Housing Analysis
d)	Detailed urban design policies and directions;	Urban Design Guidelines
e)	A detailed transportation plan, including pedestrian and bicycle paths and transit routes, including a strategy for the early introduction of transit services in accordance with the policies of Section C.1.2 of this Plan	Transportation Plan and Active Transportation Strategy
f)	Refinements to the boundaries of the features and areas in accordance with the policies of this Plan, and a detailed strategy for the protection of the natural environment including the preservation of natural areas and vistas and the maintenance or enhancement of water quality, and establishment of an open space system and recreation facilities	Natural Heritage Study/Environmental Impact Study Community Facilities & Human Services Impact Analysis Parkland & Recreational Facility Strategy
g)	Policies establishing a servicing strategy including water and wastewater servicing and the provision of utilities	Area Servicing Plan
h)	Population, housing unit and employment capacity targets, including targets for affordable housing, and the location, types and density of proposed land uses, and the proposed phasing, servicing and financing of development	Population, Employment and Housing Analysis
i)	Policies to achieve development densities and land-use patterns, including the location of neighbourhood facilities, which foster compact and complete communities	Secondary Plan/Land Use Concept Community Facilities & Human Services Impact Analysis Parkland and Recreational Facility Strategy Retail/Commercial Market Analysis
j)	Overall development density for the area or community and, if it is located within the designated greenfield area, how this density will contribute towards achieving the minimum overall development density for the designated greenfield area and the Regional phasing as set out in Section 2.1.1 of this Plan	Planning Policy Directives Report

k)	Other implementation measures including leisure design policies, environmental/servicing design policies and heritage and archaeological requirements	Community Facilities & Human Services Impact Analysis Parkland and Recreational Facility Strategy Cultural Heritage Resource Assessment Archeological Assessment
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### 3.4 The Corporation of the Town of Milton Green Innovation Plan, 2018

The Town of Milton Green Innovation Plan is the flagship program for the Town’s commitment to responsible energy management and development. The Green Innovation Plan is centred around the following goals and objectives:

- Update the Corporation Conservation and Demand Management Plan, reflecting an up-to-date baseline for legacy buildings, planning for new buildings, expanding transportation;
- Create a Community Plan including regional, commercial, residential and institutional energy analysis;
- Engage a wide stakeholder group to develop and advance the Community Plan, with effective engagement led through a steering committee, advisory group and public engagement;
- Explore the potential for "Deep Green" approaches to new developments, such as the Milton Education Village;
- Maintain sustainable governance and effective implementation of the plan through the steering committee and advisory group;
- In accordance with the Town of Milton Green Innovation Plan, the Agerton Secondary Plan will identify and detail opportunities to encourage measures that are energy efficient, mitigate climate change impacts and align with the Town’s Green Innovation vision;
- To meet the Town’s Green Innovation vision, it is the objective of the Agerton Secondary Plan to ensure the delivery of sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies. To ensure that this objective is met, it is recommended that the Agerton Secondary Plan include policies that require the following:
  - Encourage net zero housing forms through programs such as Energy Star
  - Encourage the installation of on and off-street EV charging stations
  - The Town may identify all or parts of the Agerton Secondary Plan as a potential district energy area, subject to the completion of a District Energy Plan by Milton Energy and Generation Solutions Inc.

- Should the district energy area be established, new development should be encouraged to connect the district energy system

# 4.0

## Draft Technical Background Studies

*This Section provides a summary of the draft technical background studies prepared to date for the Agerton SPA. Refer to the technical background studies for more specific details.*

### 4.1 Land-Use Compatibility (Air Quality & Noise) Study

A Land Use Compatibility Study was prepared by RWDI Consulting Engineers & Scientists, dated October 29, 2025, in support of a proposed development located in the Town of Milton's Urban Expansion Area, Ontario. The scope of this study was to identify any existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby employment areas and/or major facilities.

The study concluded that the proposed Agerton Secondary Plan development is compatible with existing industrial uses and can be made compatible with proposed industrial uses within the Secondary Plan through appropriate design considerations. Transportation corridors are also expected to be compatible but will be subject to design recommendations from later detailed assessments. Additionally, no air quality compatibility issues are anticipated based on the results of the analysis.

The following summarizes the recommendations:

- Regarding surrounding stationary noise, additional analysis is required to confirm what setbacks and built forms will be required to meet the applicable guideline limits for the CPKC rail yard.
- Regarding transportation noise, additional analysis is required for Trafalgar Road and Derry Road to assess façade elements. Upgraded glazing and acoustical barriers are potentially required for certain areas of the development to address transportation noise impacts. These noise mitigation measures are to be confirmed and determined, if necessary, in the detailed noise and vibration study.
- Regarding rail vibration, additional analysis and measurements are required for rail activity on CPKC Galt Subdivision. Vibration mitigation measures are to be

confirmed and determined, if necessary, in the detailed noise and vibration study.

## **4.2 Secondary Plan Draft Design Guidelines**

A Draft Design Guidelines Report for the Agerton Secondary Plan was prepared by SGL Planning & Design Inc. (SGL), dated October 2025, with the purpose of implementing the vision and development framework set out by the Agerton Secondary Plan and Town of Milton Official Plan by providing detailed direction on the design of the public and private realm, including built form.

While the Agerton Secondary Plan provides the basic framework for development, including its land use distribution and primary transportation network, the Urban Design Guidelines reinforce the new community's structure, covering areas such as built-form typologies as well as both the private and public realms regarding streetscapes, open spaces, building articulation, schools, and art.

The Urban Design Guidelines provide a detailed response to the policies expressed by the Secondary Plan, and implement draft plans of subdivision, and zoning bylaws. The Urban Design Guidelines provide the framework and criteria to which future site plan applications can be reviewed.

## **4.3 Agricultural Impact Assessment Update**

An Agricultural Impact Assessment (AIA) update report was prepared by DBH Soil Services Inc. dated September 25, 2025, to provide an update to the AgPlan Limited "Agricultural Assessment Review for the Trafalgar and Agerton Secondary Plan Area Located in the Town of Milton, Halton Region (June 15, 2020)" report (AgPlan Report). This AIA updated the AgPlan Report to the present-day Provincial and Municipal policies and guidelines. This AIA also included an additional area beyond the Agerton Secondary Plan Area as was defined in the AgPlan Report.

A summary of the results of this AIA is presented below:

- **Geographical Limits**
  - The Primary Study Area (PSA) and the Secondary Study Area (SSA) are located in the Peel Plain physiographic region.
  - Based on the OMAFRA soils data the PSA comprised approximately 100.0 percent Canada Land Inventory (CLI) capability Class 1 – 3, with approximately 79.8 percent as Class 1, 12.4 percent Class 2, and 23.4 percent as Class 3.
  - Based on the OMAFRA soils data the SSA comprised approximately 98.7 percent Canada Land Inventory (CLI) capability Class 1 – 3, with approximately 56.6 percent as Class 1, 18.6 percent as Class 2, 23.4 percent as Class 3, 1.2 percent as Not Rated, and 0.1 percent as Water.

- Agricultural Policy
  - A review of the boundaries of the Provincial Land Base Legacy Mapping determined that a portion of the PSA and the SSA lands comprise Prime Agricultural Areas. Non-agricultural lands (settlements) were identified in the SSA and included portions of the City of Mississauga, and the community of Hornby.
  - A review of the Greenbelt Plan (2017) mapping indicated that no portions of the PSA were located in the Greenbelt Plan Area. The western portion of the SSA included Greenbelt Protected Countryside lands.
  - No portions of the PSA or the SSA were located in the Oak Ridges Moraine Conservation Plan area or the Niagara Escarpment Plan area.
  - No portions of the PSA or the SSA were within any provincially or municipally designated specialty crop area.
- Agricultural Land Use
  - The PSA comprised land use of approximately 24.3 percent as built up/disturbed areas, 51.9 percent as common field crop, 1.1 percent as nursery stock, 9.8 percent as open field, 1.6 percent as railway, 3.0 percent as scrubland, 4.0 percent as small grains, and 4.3 percent as woodland areas.
  - The SSA comprised land use of approximately 24.9 percent as built up/disturbed areas, 0.1 percent as cemetery, 33.2 percent as common field crop, 1.9 percent as forage/pasture lands, 4.3 percent golf course, 1.5 percent as nursery stock, 6.0 percent as open field, 0.9 percent as railway, 12.6 percent as scrublands, 6.1 percent as small grains, 2.2 percent as unused nursery stock, 0.1 percent as water, and 6.2 percent as woodland areas.
- Agricultural Investment
  - A total of 51 agricultural buildings were identified. There were 10 agricultural buildings within the PSA. The remaining 41 agricultural buildings were observed in the SSA.
  - Minimum Distance Separation 1 (MDS1) calculations were completed for this AIA, MDS1 calculations were completed as a best practice to protect lands for agricultural use as long as possible during the development phases. It was determined that there are no impacts associated with MDS1.
  - A review of the online Agricultural System Portal (OMAFRA) indicated that there were no registered nurseries, specialty farms (crop or livestock), frozen food manufacturing, refrigerated warehousing/storage, livestock assets or abattoirs in the PSA.
- Land Fragmentation

- The PSA was comprised of a number of smaller parcels, plus some larger land holdings. The SSA comprised numerous small parcels and areas of fragmentation associated with the City of Mississauga, Hornby, Agerton, and linear development along Steeles Avenue. Larger land holdings were noted in the SSA. Many of these larger land holdings were located within the designated urban areas of the Town of Milton, or in the designated employment lands in the Town of Halton Hills.

Given the geographical location of the PSA lands and the close proximity to the designated Urban Areas, and that the designated Prime Agricultural Area portion of the PSA is utilized for a railyard, it is the conclusion of this study that the proposed future development of the PSA would have minimal impact on the surrounding agricultural activities within the SSA.

#### **4.4 Stage 1 Archaeological Assessment Report**

A Stage 1 Archaeological Assessment was prepared by Irvin Heritage Inc., dated October 29, 2025, in support of the Agerton Secondary Plan Area in the Town of Milton.

The Stage 1 Archaeological Assessment report indicates that various other archaeological assessments have been completed within the Study Area. Further, information in the provincial archaeological PastPortal system indicates subsequent archaeological assessments have been undertaken, with no associated reporting yet accepted by the Province. The Stage 1 Archaeological Assessment indicates that the portions of the Study Area have been highly disturbed through deep soil disturbance, such as the railway and roadways within the Study Area. The majority of the Study Area retains archaeological potential.

Given the results of the completed Stage 1 Analysis & Conclusions, the Study Area retains archaeological potential and should be subject to a Stage 2 Archaeological Assessment Survey.

#### **4.5 Cultural Heritage Resource Assessment**

A Cultural Heritage Resource Assessment (CHRA) was prepared by Heritagedowntown.com Ltd and Irvin Heritage Inc., dated September 23, 2025, with the purpose of updating and providing further assessment of the findings and recommendations in the Cultural Heritage Assessment Report prepared for the Town by Archaeoworks Inc. in 2017, specifically for the former Trafalgar Township (north part), which included the Agerton Secondary Plan study area.

A list of five potential Cultural Heritage Resources (CHRs) in the Secondary Plan study area was compiled based on the CHAR (2017) and the property ownership map provided by the planning consultant for the landowners group.

The report's recommendations are as follows:

- **12805 Derry Road (BHR1)** – the Town of Milton has listed this property in the Heritage Inventory since 2016. This report confirms 12805 Derry Road has Cultural Heritage Value or Interest (CHVI). Therefore, the Town needs to consider the designation of the property by December 2026.
- **7244 Trafalgar Road** – The 2017 CHAR recommended adding this property to the Heritage Inventory, but no action by the Town has been taken since then. The property owner has hired ERA Architects Inc. to prepare a Statement of Significance to fully assess this property's Cultural Heritage Value or Interest.
- No further action is recommended for the following identified potential CHRs:
  - Intersection of Derry Road and Trafalgar Road
  - Eighth Line Road Scape
  - Trafalgar Road Rail Scape

#### **4.6 Parkland & Recreational Facility Strategy & Community Facilities & Human Services Study**

A combined Parkland & Recreational Facility Strategy and Community Facilities & Human Services Study was prepared by SGL Planning & Design Inc. (SGL), dated October 2025, to provide an assessment of the needs and estimate the quantity and type of facilities that may be required.

The recommendations outlined in the study are as follows:

- The Agerton Secondary Plan proposes 1 District Park, 1 Neighbourhood Park, and 7 Urban/Village Squares to provide a total of 11.74 hectares of parkland in the Agerton Secondary Plan Area. The final size and quantity of Village Squares will be determined through the Secondary Plan process. The proposed parkland within the Agerton Secondary Plan area achieves the required parkland dedication of 11.74 hectares as per the Planning Act.
- The Agerton Secondary Plan proposes a trail connection to the Greenbelt Plan, just below the hydro corridor, and a trail within the channel west of Trafalgar Road, which connects to the Trafalgar Secondary Plan trail network south of Derry Road. The proposed trail network should be well-connected to the pedestrian network, connecting to sidewalks and multi-use paths to facilitate permeability and connectivity.
- One multi-use community centre is proposed within the Agerton Secondary Plan, and it will be co-located with the proposed District Park, located northeast of Trafalgar Road and Derry Road. The proposed community centre of approximately 5 hectares will have the capacity to serve the needs of residents within the Trafalgar and Agerton Secondary Plans as well as residents in the surrounding communities. The community centre will feature a twin pad area,

indoor aquatic center, gymnasium, group fitness studio, community rooms and a library.

- One public and one Catholic elementary school are required to serve the needs of 14,100 residents living within the Agerton Secondary Plan based on the pupil yields.
- One place of worship currently exists within the Trafalgar Secondary Plan area. 1.4 places of worship are required to serve the Agerton population. Places of Worship should be permitted within the Business Commercial Area land use designation in the Agerton Secondary Plan.
- A fire station is proposed along Derry Road between Trafalgar Road and Eight Line in the Agerton Secondary Plan. The fire hall will serve residents within the Agerton and Trafalgar Secondary Plan areas as well as surrounding communities.

#### 4.7 Population, Housing and Employment Study

A Population, Employment and Housing Analysis, dated November 2025 was prepared by Malone Given Parsons Ltd. for the purposes of providing population, housing and employment forecasts for the Agerton Secondary Plan. Based on an analysis of the Town’s existing population, employment, and housing profile and the forecasts established in the Town’s Official Plan review, the Analysis establishes a land use and housing and unit mix for residential and employment uses within the Secondary Plans and provides an affordability analysis.

Based on the vision for the development of the Agerton and Trafalgar Secondary Plans, the Trafalgar Corridor is anticipated to accommodate the following growth forecasts:

*Table 9: 2051 Population and Employment Forecasts by Secondary Plan Area*

	Population	Jobs
Agerton	14,100	17,500
Trafalgar	41,000	8,400
<b>Total</b>	<b>55,100</b>	<b>25,900</b>

Notes:

Source: Watson and Associates Economists Ltd., 2024

Table 10: Agerton Secondary Plan Area Population & Unit Growth Assumptions

Housing Type	Population <sup>3</sup>	Units <sup>4</sup>	Housing Mix	Persons Per Unit (PPU)
Low Density	-	0	0%	3.950
Medium Density <sup>1</sup>	5,200	1,650	25%	3.149
High Density <sup>2</sup>	8,900	4,920	75%	1.801
<b>Total</b>	<b>14,100</b>	<b>6,570</b>	<b>100%</b>	

Notes:

1. Includes townhouses and apartments in duplexes
2. Includes all bachelor, 1- to 3-bedroom+ apartments
3. Population rounded to the nearest 100
4. Final unit count & mix will be determined through the Secondary Plan process

Source: Watson and Associates Economists Ltd., 2024 and Malone Given Parsons Ltd., 2025

## 4.8 Transportation Master Plan Update

A Transportation Master Plan Update (TMP) dated October 2025 was prepared by T.Y. Lin International Canada Inc. The purpose of the TMP is to update the previous 2022 TMP Addendum report completed by WSP to account for changes to the proposed land use, density, and road network, and to provide a transportation capacity limit.

The TMP concluded that under 2051 future background conditions, all external intersections are predicted to operate with overall reserve capacity and acceptable delays during both weekday a.m. and p.m. peak hours, with the exception of the critical movements identified under the 2041 future background conditions.

Select movements are expected to queue beyond the proposed storage length, similar to the critical movements identified under 2031 and 2041 future background conditions. At the intersection of Trafalgar Road and Derry Road, the 95th percentile queue at the northbound left movement is projected to queue beyond the proposed storage but is expected to be contained by the taper distance and cleared within a single signal cycle, which is deemed acceptable.

**[NTD: Transportation capacity limit to be included once updated]**

## 4.9 Water and Wastewater Area Servicing Plan Addendum

A Water and Wastewater Area Servicing Plan Addendum (ASP Addendum) dated October 2025 was prepared by David Schaeffer Engineering Ltd. The purpose of the ASP Addendum is to validate the proposed water and wastewater servicing for the Secondary Plan, given the increased population, and address changes to the wastewater servicing concept of the subject lands from the ASP.

The ASP Addendum proposes three connections to the existing Trafalgar watermain, one connection to the existing Derry Road western watermain, and two connections to the proposed Derry Road eastern watermain (DC 6638). The proposed connections will

ensure adequate flows are achieved throughout the Secondary Plan Area and provide timing flexibility and independence for each of the individual properties.

Through the design of the Subject Lands, it has been identified that the Derry Road sewer should be increased to a 600mm trunk to accommodate the increased Agerton populations, and future employment lands east of Eighth Line in accordance with Region criteria. All sanitary flows generated within the subject lands will be conveyed south to the Mid-Halton Wastewater Treatment Plan for treatment via the Britannia Road pumping station and Thompson Road pumping station in the interim, ultimately via the Lower Base Line Pumping Station once the appropriate infrastructure is constructed. The total number of sanitary connections to existing/proposed Regional infrastructure has been reduced from fifteen (15) to nine (9) through the ASP Addendum.

There are non-participating properties within the Secondary Plan Area. Trunk sewers and watermains will generally be available in the vicinity of the non-participating properties with options to connect that could be explored should they develop in the future. Local watermains and sanitary sewers could potentially be extended to service these properties in the future if required, subject to making satisfactory arrangements with the Region of Halton.

#### **4.10 Retail/Commercial Analysis and Office Market Analysis**

A Retail/Commercial Analysis and an Office Market Analysis was prepared by Tate Research, dated February 6<sup>th</sup>, 2026. The purpose was to inform development strategy for the Agerton Secondary Plan Area in the Town of Milton.

The Office Market Demand Analysis conducted by Tate Research utilizes two different approaches, a GTHA top-down method and a Town-based forecast utilizing Milton's employment projections. It is projected that there will be approximately 800,000 square feet of office development by 2051. Additionally, it is indicated that there is no immediate or short-term office demand, with demand forecasted to commence around 2041 and increase thereafter.

The Retail Commercial Demand Analysis concluded that there is approximately 200,000 square feet of commercial space in the Trafalgar MTSA. The report forecasts that future employees in the Agerton SPA will support an additional 60,000 square feet of retail space. It is indicated that there is a further 230,000 square feet of unmet retail commercial demand generated by residents of the adjacent Trafalgar SPA Planning District and its Expansion area that can be partially served from the Agerton SPA. In Total, Tate Research has forecast market demand for approximately 500,000 square feet of retail commercial space in the Agerton SPA by 2051.

# 5.0

## Public Consultation

*This Section provides a summary of the comments and feedback provided to the study team from public consultation at Public Information Sessions.*

### 5.1 Public Information Centre #1 – June 26, 2018

Public Information Centre #1 (PIC #1) was held at the Town of Milton Town Hall on June 26, 2018, between 5:00 and 9:00 p.m. The PIC for the Agerton and Trafalgar Secondary Plans was part of the larger “Innovation & Future Development Fair” hosted by the Town, which combined the public consultation processes for the Milton Education Village, Milton Major Transit Station Area Study, and the Agerton and Trafalgar Secondary Plan studies together in one location. Breakout workshops and demonstrations were conducted on a study-specific basis to provide a more focused session and offer more specialized feedback opportunities for the public and stakeholders.

The format for the Agerton and Trafalgar Secondary Plans PIC was as follows:

- Drop-in session (5:00pm – 9:00pm) – Milton Town Hall Atrium: A set of presentation boards for the Agerton and Trafalgar Secondary Plans was set up in the Town Hall Atrium for a drop-in session with participants. Members of the Town of Milton Planning staff as well as members of the consultant team were available to answer any questions from the public.
- Workshop session (6:00pm- 7:30pm) – Hugh Foster Hall: A breakout workshop session specifically focused on the Agerton and Trafalgar Secondary Plans occurred from 6:00pm-7:30pm. A presentation by the consultant team (MGP, WSP and DTAH) occurred at approximately 6:30pm with a question and answer session immediately after. Following the presentation, participants were encouraged to provide theme and area-specific comments on a set of presentation boards, which were set up around Hugh Foster Hall.

The purpose of PIC #1 was to provide an opportunity for residents and interested stakeholders to provide input on ideas with respect to the overall vision for the new communities. PIC #1 also provided an overview of the background work that had been undertaken to date for the Secondary Plan areas and was the formal commencement of the Municipal Class EA for the arterial and major collector roads.

### 5.1.1 Summary of Findings

Sixty-three (63) participants signed in at the registration desk in the atrium of the Town Hall during the drop-in session, with 25 of those participants indicating that they would attend Workshop #1 – Agerton/Trafalgar Secondary Plan. Of the 25 participants who indicated they would attend Workshop #1, 17 participants signed in at the registration table for the Hugh Foster Hall, though it was observed that not all participants signed in. In total, it is estimated that there were approximately 30-35 participants in the workshop session.

Five key themes were presented to the public for comments. These themes represented a high-level vision for the Secondary Plan areas based on planning policy directives from the Province of Ontario, Halton Region, and the Town of Milton. The key themes are listed below with a summary of comments received from each board/comment sheet provided to the Town (Table 17).

Table 11: Summary of PIC#1 Themes and Comments

Theme	Description	Summary of Comments
<b>A Complete Community and Innovation District</b>	<ul style="list-style-type: none"> <li>○ What attributes of this new community are most important to you?</li> <li>○ What types of housing would you like to see in this new community (low rise, mid rise, high rise)?</li> <li>○ What types of housing do you think are needed in this new community for the different stages of life?</li> <li>○ Where do kids in your community play (e.g. front yard, back yard, in the street, at neighbourhood park)?</li> <li>○ What features would make this community unique from other places of employment?</li> </ul>	<ul style="list-style-type: none"> <li>○ Locate higher density along Trafalgar Road</li> <li>○ Include a large retail shopping centre</li> <li>○ Provide more options for senior living/hospice</li> <li>○ Provide affordable housing</li> <li>○ Keep it lower density with larger single detached dwellings</li> <li>○ Maintain green spaces</li> <li>○ Provide east-west transit and active transportation options</li> </ul>
<b>A Well-Serviced Community</b>	<ul style="list-style-type: none"> <li>○ What community services and facilities would you want in this new community (e.g. libraries, emergency services, schools, community centres, etc.)?</li> </ul>	<ul style="list-style-type: none"> <li>○ Ensure enough schools are provided to support the population (including French schools)</li> <li>○ Provide senior living/hospices and additional health care options (i.e.</li> </ul>

	<ul style="list-style-type: none"> <li>○ What types of parks, open spaces, and trails would you like to have in this new community?</li> <li>○ Is your current community well serviced or do you think more services and/or facilities are required in this new community?</li> <li>○ What amenities would you like to have in this new community and near new places of work and employment?</li> </ul>	<p>additional hospital, health clinics, etc.)</p> <ul style="list-style-type: none"> <li>○ Provide more community centres, trails, and parks</li> <li>○ Provide more facilities and services within the communities within walking distance to residential areas</li> </ul>
<p><b>A Sustainable Community</b></p>	<ul style="list-style-type: none"> <li>○ What kind of open space do you enjoy?</li> <li>○ What does sustainability mean to you and how can sustainability be implemented in this community?</li> <li>○ How can you reduce the dependence on a car?</li> <li>○ How can we protect the existing environment?</li> <li>○ What sustainable ideas can be implemented on a community-wide basis?</li> </ul>	<ul style="list-style-type: none"> <li>○ Provide sufficient employment opportunities in Town to reduce the need for commuting</li> <li>○ Allow for Low Impact Development measures within the public right-of-ways</li> <li>○ Provide alternative modes of transportation and connections (e.g. uber connections that are subsidized by the Town)</li> <li>○ Provide more community centres, trails, and parks</li> </ul>
<p><b>A Connected Community</b></p>	<ul style="list-style-type: none"> <li>○ What kind of biking and walking facilities would you like to see?</li> <li>○ What locations or destinations should these connect to?</li> <li>○ What would your ideal commute to work look like?</li> <li>○ What features would help you carpool, take transit, bicycle or walk to amenities and work if routes were available?</li> <li>○ What transit services would be beneficial for this new community?</li> <li>○ What features would make your driving experience better (e.g.</li> </ul>	<ul style="list-style-type: none"> <li>○ Provide connections via GO service to Georgetown, Oakville, Hamilton, etc.</li> <li>○ Reduce speed limits</li> <li>○ Improve pedestrian connections and provide more pedestrian crossings</li> <li>○ Provide landscaped bike lanes/boulevards along major east-west connections</li> <li>○ Increase the number of east-west connections throughout the Town</li> </ul>

	street trees, boulevards, grade-separated trails, etc.)	
<b>An Attractive Community</b>	<ul style="list-style-type: none"> <li>○ What neighbourhoods in the Town of Milton do you like the most?</li> <li>○ What features and amenities make these neighbourhoods attractive and/or preferable?</li> <li>○ What streets do you tend to feel most comfortable walking on?</li> <li>○ What design features would you like to see in this new community?</li> <li>○ What type of shopping experience would you prefer in this new community (e.g. shopping at a mall, walking on a street with shops and services, etc.)?</li> </ul>	<ul style="list-style-type: none"> <li>○ Create 3D visualizations to illustrate the character and scale of development</li> <li>○ Create a walkable community with pedestrian connections for residents of all ages</li> <li>○ Improve the cycling experience by providing large landscaped cycling lanes and pathways along Britannia Rd., Derry Rd., and the Main St. extension</li> <li>○ Provide 30-40 storey mixed use buildings on the Trafalgar Corridor</li> <li>○ Provide multi-use green spaces between buildings that offer retail, restaurants, and transit</li> </ul>

### 5.1.2 Geographical Opportunities/Constraints

A large aerial photograph of the Agerton and Trafalgar Corridor Secondary Plans was presented to participants to allow them to provide input on opportunities and constraints that pertained to physical traits of the area.

Based on the input provided, the following comments were received:

- Separate CN train services from the GO service
- Provide truck lanes on Derry Rd. and Britannia Rd.
- Create east-west connectivity and transit from employment areas to the current and future development areas
- Protect for east-west connections (Derry Rd., Britannia Rd., Hwy 401) to alleviate traffic during rush hour
- High-speed transit stops should be located close to the highest density or shipping centres
- Active transportation and path networks should connect the communities with schools and employment areas on the edge of the Greenbelt lands to take advantage of the scenic views
- High-density buildings and institutional uses (excluding schools) should be situated close to Trafalgar Road
- Schools and public squares should be located on the edge of the Greenbelt

- Existing SWM ponds should be used as water management resources

### **5.1.3 Cycling Preferences**

As input to the Transportation Master Plan, WSP prepared an interactive display board to understand the cycling preferences of participants as it pertained to different types of cycling/pedestrian facilities. The following displays the results of the exercise:

#### ***Shared Facilities***

- Three (3) votes for “Signed Bike Route with edge line”
- One (1) vote for “Signed Bike Route”

#### ***Designated Facilities***

- Two (2) votes for “Buffered Bike Lane”
- One (1) vote for “Buffered Paved Shoulder”

#### ***Separated Facilities***

- Three (3) votes for “In-Boulevard Trail”
- One (1) vote for “Off-Road Trail”
- One (1) vote for “Cycle trail with landscape separation”
- An additional comment was made indicating preference for a cycle track with a planted separation from cars, which was not an option shown as part of the PIC.

#### ***Urban Cycling Facilities***

- Three (3) votes for “Segregated Bike and Pedestrian Facility”
- Three (3) votes for “Partially Segregated”

### **5.1.4 Outcome of PIC #1 - Evaluation Criteria**

Comments received at PIC#1 provided critical inputs to the background technical studies and aided in the formation of evaluation criteria, which facilitated the qualitative assessment of Land Use Options. Based on the feedback received, the following evaluation categories were developed and applied to the evaluation of land use options:

- Growth and Density
- Range and Mix of Housing
- Employment/Economic Development
- Transportation and Transit
- Natural Heritage System

## **5.2 Public Information Centre #2 – December 4, 2018**

Public Information Centre #2 (PIC #2) was held at the Town of Milton Town Hall on December 4, 2018, between 5:00 and 9:00 p.m. Similar to PIC #1, PIC #2 for the Agerton and Trafalgar Secondary Plans were part of a larger joint open house hosted by the Town, which combined the public consultation processes for the Milton Major Transit Station Area Study, the Agerton and Trafalgar Secondary Plan studies, and the South East Subwatershed Study. Breakout workshops and demonstrations were conducted on a study specific basis to provide a more focused session and offer more specialized

feedback opportunities for the public and stakeholders.

The format for the Agerton and Trafalgar Secondary Plans PIC #2 was as follows:

- **Drop-in session (5:00pm – 9:00pm) – Milton Town Hall Atrium:** A set of presentation boards for the Agerton and Trafalgar Secondary Plans were set up in the Town Hall Atrium for a drop-in session with participants. Members of the Town of Milton Planning staff as well as members of the consultant team were available to answer any questions from the public.
- **Workshop session (6:00pm- 7:30pm) – Hugh Foster Hall:** A breakout workshop session specifically focused on the Agerton and Trafalgar Corridor Secondary Plans occurred from 6:00pm-7:30pm. A presentation by the consultant team (MGP and WSP) occurred at approximately 6:30pm, with a breakout work session occurring after the presentation.

The purpose of PIC #2 was to provide an opportunity for residents and interested stakeholders to provide comments on the Land Use Options and Preferred Land Use Option as input for the final Agerton and Trafalgar Secondary Plans and associated policies. PIC #2 also provided an overview of the technical background studies that had been undertaken to date for the Secondary Plan areas and was the second PIC for the Municipal Class EA for the arterial and major collector roads.

### 5.2.1 Summary of Findings

Sixty-three (63) participants signed in at the registration desk in the atrium of the Town Hall during the drop-in session, with 23 of those participants indicating that they would attend Workshop #1 – Agerton/Trafalgar Secondary Plan. In total, it is estimated that there were approximately 35-40 participants in the workshop session.

Building on the five key themes that were presented in PIC #1, PIC #2 focused on five key structural elements of the Agerton and Trafalgar Secondary Plans that the Town and consulting team required further public input on. These key structural elements are listed below with a summary of comments received.

Table 18: Summary of Findings

Structural Element	Description	Summary of Comments
<b>Proposed GO Station/Major Transit Station Area</b>	<ul style="list-style-type: none"> <li>○ Structural Element 1 prompted the participant to elaborate on their vision for the area directly adjacent to the proposed GO station within the Agerton Secondary Plan. The Structural Element 1 board</li> </ul>	<p>Based on the questions posed, the following comments were received:</p> <ul style="list-style-type: none"> <li>○ Locate the GO Station west of Trafalgar Road;</li> <li>○ Outside 500m of MTSA include a range and mix of uses that support the</li> </ul>

	<p>posed the following questions:</p> <ul style="list-style-type: none"> <li>○ Where would you like to see it located?</li> <li>○ What types of land uses would you like to see?</li> <li>○ What types of building forms and heights would you like to see?</li> </ul>	<p>MTSA and the Neighbourhood Centre located at Trafalgar Road and Derry Road;</p> <ul style="list-style-type: none"> <li>○ No warehousing and logistics uses. Focus on higher intensity uses;</li> <li>○ Include a range and mix of land uses at high densities to support 2-way service on the go line.</li> </ul>
<b>Employment Areas</b>	<ul style="list-style-type: none"> <li>○ Structural Element 2 prompted the participant to elaborate on their vision for the employment areas within the Agerton Secondary Plan as well as other employment uses in the Trafalgar Secondary Plan. The Structural Element 2 board posed the following questions:</li> <li>○ Where is it appropriate to have a mix of uses (including, residential, retail, employment) in a compact form vs dedicated employment areas?</li> <li>○ What is an appropriate mix of employment opportunities in the Agerton Secondary Plan?</li> <li>○ Where should office and other population-related uses be located?</li> </ul>	<ul style="list-style-type: none"> <li>○ Based on the questions posed, the following comments were received:</li> <li>○ North Agerton should remain as a more traditional employment area;</li> <li>○ Make sure the employment has a broad definition that includes for a range and mix of “employment” opportunities;</li> <li>○ Include a major shopping centre within the Agerton Secondary Plan;</li> <li>○ Lands south of railway should allow for a broad range and mix of employment and residential uses.</li> </ul>
<b>Transportation Network</b>	<ul style="list-style-type: none"> <li>○ Structural Element 3 prompted the participants to elaborate on their vision for connectivity throughout the Trafalgar Corridor, including their vision for active transportation, transit and vehicular</li> </ul>	<ul style="list-style-type: none"> <li>○ Based on the questions posed, the following comments were received:</li> <li>○ East-west movement is a major problem within the Town. The extension of Main Street will not make a difference in traffic;</li> </ul>

	<p>movement. The Structural Element 3 board posed the following questions:</p> <ul style="list-style-type: none"> <li>○ Does the network for roads and trails provide an appropriate level of connectivity?</li> <li>○ What is the function of the roads (transit, active, and vehicular transportation) specifically Trafalgar Road, Main Street Extension and new Arterial road?</li> </ul>	<ul style="list-style-type: none"> <li>○ Designating Louis St. Laurent as an arterial may be to high of an order, at best it should be a collector road (even only a minor collector);</li> <li>○ Trails network shown is robust and seems to make sense;</li> <li>○ A bike highway would be great to provide safer active transportation options;</li> <li>○ Thought should be incorporated in the connectivity with the 9th Line Annexed lands.</li> </ul>
<p><b>Residential Density</b></p>	<ul style="list-style-type: none"> <li>○ Structural Element 4 prompted the participant to elaborate on their vision for the provision of a range and mix of housing options within the Agerton and Trafalgar Secondary Plans. The Structural Element 4 board posed the following question:</li> <li>○ Is there an appropriate distribution of housing opportunities provided throughout the Secondary Plans, specifically within Neighbourhood Centres, along Trafalgar Road, and within community areas?</li> </ul>	<ul style="list-style-type: none"> <li>○ Based on the questions posed, the following comments were received:</li> <li>○ Density should be focused at the MTSA and Highway 401, and on Trafalgar;</li> <li>○ Balance of density is required, with consideration being given to medium density along collector roads;</li> <li>○ Need to make sure that the housing policy has teeth to create diverse neighbourhoods;</li> <li>○ A bike highway would be great to provide safer active transportation options;</li> <li>○ High density should be located close to the GO station.</li> </ul>
<p><b>Retail</b></p>	<ul style="list-style-type: none"> <li>○ Structural Element 5 prompted the participant to elaborate on their vision for the provision of retail commercial opportunities within the Agerton and Trafalgar Secondary Plans.</li> </ul>	<ul style="list-style-type: none"> <li>○ Based on the questions posed, the following comments were received:</li> <li>○ Retail should occur in both stand alone and mixed use formats;</li> </ul>

	<p>The Structural Element 5 board posed the following question:</p> <ul style="list-style-type: none"> <li>○ Should retail be stand-alone or in a mixed-use format or both?</li> <li>○ Where should retail (e.g. shopping malls, convenience shopping, etc.) be located?</li> </ul>	<ul style="list-style-type: none"> <li>○ Grocery Stores, drug stores and other everyday shopping needs should be located within the Neighbourhood Centres;</li> <li>○ Allow flexibility in land use designations so retail may be located in whichever quadrant of the node;</li> <li>○ A larger shopping centre should be located in the Agerton Secondary Plan.</li> </ul>
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### 5.2.2 Outcome of PIC #2 – Key Structural Components

Comments received at PIC#2 provided insight and input into the key components of each Land Use Option that the public preferred and wanted to see incorporated into the final secondary plans for the Trafalgar Corridor. Based on the feedback received, the draft Urban Structure, Land Use Plan, and implementing policies for both the Agerton and Trafalgar Secondary Plans were established, which incorporate the consensus key structural elements.

### 5.3 Policy Directions Emerging from Public Consultation

The feedback received from PIC #1 and PIC #2 was used to inform the preparation, evaluation, and refinement of the Preferred Land Use Concept and the preliminary policies of the Secondary Plan. Among other feedback, the following are key concepts/directions emerging from public consultation that were used to inform subsequent stages of the Secondary Plan process:

- Plan for a complete community where local residents are within walking distance of places to shop, access parks and open space, and other amenities;
- Provide connectivity that would allow residents to move through the secondary plan without a car (i.e., bike lanes and trails);
- Consider the integration of existing historical/heritage components to maintain the character of the area (including consideration for a heritage district);
- Provide opportunities for a range of housing types, including options such as secondary suites, to accommodate multi-generational households;
- Distribute retail uses throughout the community instead of having one centralized location;
- Distribute various unit types throughout each neighbourhood, instead of having clear conglomerations of distinct unit types in certain areas of the plan;
- Provide options for active transportation that are separated from vehicular traffic to encourage their use and improve the sense of safety;

- Balance road connectivity with minimizing the costs and impacts to the NHS; and,
- Provide a range and mix of park types and sizes to ensure various recreation needs are met within a 10- to 15-minute walk of residents.

#### **5.4 2022 Statutory Public Meeting**

A Statutory Public Meeting was held at the Town of Milton Town Hall on July 18, 2022. The purpose of the Public Meeting was to fulfill Planning Act requirements and present the Agerton Secondary Plan to the public. Presentations were made by Town Staff and MGP explaining the Secondary Plan. The LOG's planner also addressed the Council with respect to the draft Secondary Plan. No other comments were provided.

#### **5.5 2025 Open House**

An in-person open house was held at the FirstOntario Arts Centre in the main lobby area on May 27<sup>th</sup>, 2025. The event ran from 5pm to 8pm in a casual "drop-in" format, where attendees could view informational display posters, talk to staff one-on-one about the Agerton Secondary Plan, and ask questions. Twelve individuals signed in at the open house; however, due to the event's drop-in nature and its location in the Arts Centre's main lobby, the estimated number of attendees throughout the evening was approximately 50-60. The display boards provided an overview of the background, project progress to date, and the updated Agerton Secondary Plan structure being considered.

#### **5.6 2026 Open House**

As the Agerton Secondary Plan is an update to the Milton Official Plan under Section 26 of the Planning Act, an open house is required to be held prior to the Statutory Public Meeting.

**[NTD: Insert description of open house and summary of public input once meeting has happened]**

#### **5.7 2026 Statutory Public Meeting**

**[NTD: Insert description of public meeting and summary of public input once meeting has happened]**

# 6.0

## Land Use Options

*This Section provides a summary of the Land Use Options presented at PIC #2, including the Preferred Land Use Option, as well as the Revised Preferred Land Use Option, and provides the key elements for each of the concepts.*

In 2018 and 2019, the Town and Consultant Team prepared three Land Use Options and a Preferred Land Use Option to provide alternatives to the public and stakeholders through the consultation process. Each Land Use Concept presents variations in key structural elements (e.g., GO Station location, node locations, road network) to solicit public and stakeholder comments.

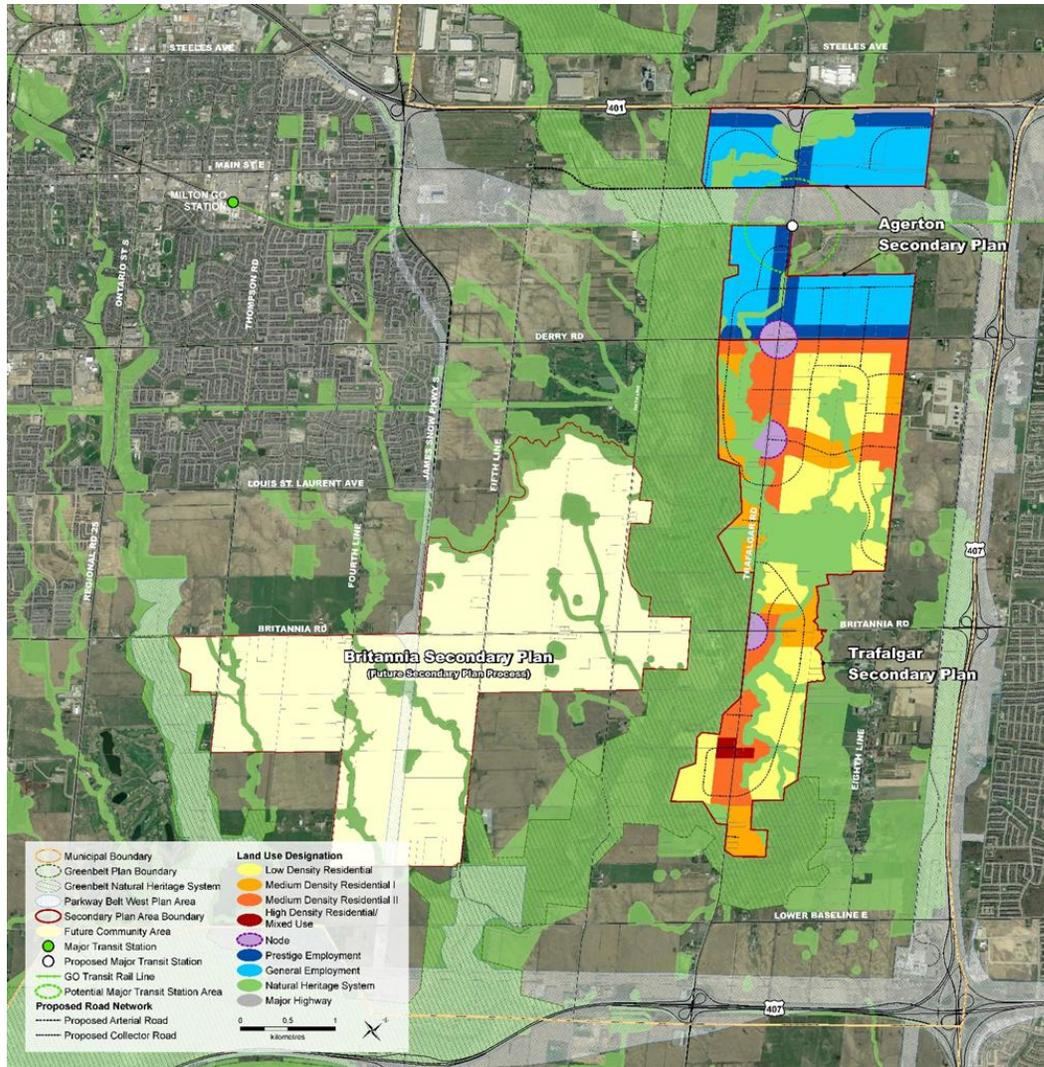
A Draft Land Use Plan for the Agerton Secondary Plan was prepared in 2022 and updated the 2019 Preferred Land Use Option to reflect ROPAs 48 and 49, including employment conversions and the confirmation of the PMTSA. It was presented at the July 18, 2022 Public Meeting.

The Draft Land Use Plan was updated in 2025 to reflect the recent legislation and policy changes described throughout this report as well as the inclusion of additional lands.

The Land Use Options and their key elements are illustrated and described in Sections 6.1 through 6.6, which follow.

## 6.1 Option 1

Figure 5: Land Use Option 1



	AREA (ha)	POPULATION	EMPLOYMENT	PEOPLE + JOBS	DENSITY
Agerton Secondary Plan	295	0	9,700	9,700	33
Trafalgar Secondary Plan	466	31,800	3,800	35,600	76
<b>Trafalgar Corridor</b>	<b>761</b>	<b>31,800</b>	<b>13,500</b>	<b>45,300</b>	<b>60</b>

### 6.1.1 Key Elements

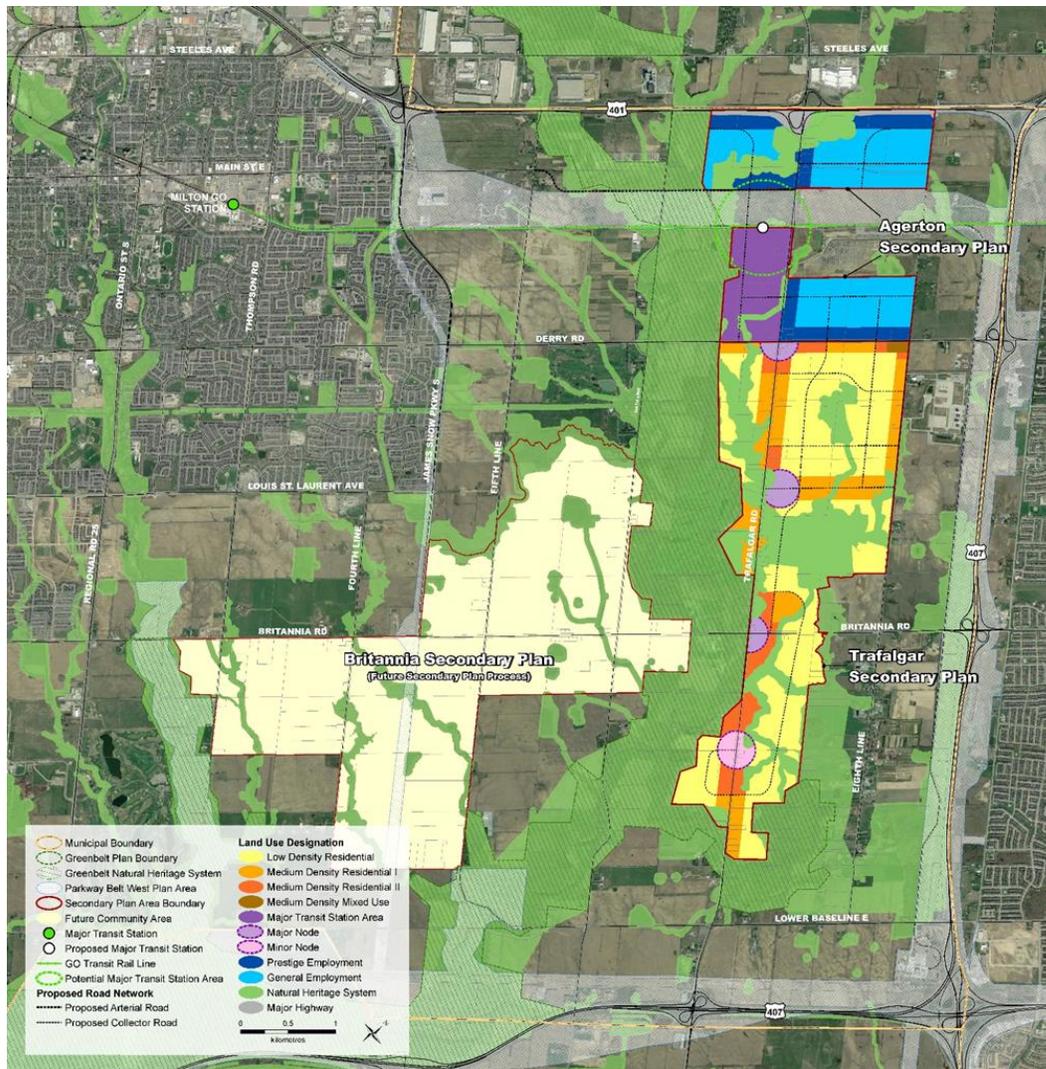
The land use structure for Option 1 is consistent with the official plan framework at the time and the Land Base Analysis Conceptual Land Use Structure (dated September 2017). Three nodes are strategically located on Trafalgar Road with potential higher-order transit stops and a range of higher-density uses within them. Option 1 does not provide for higher density or a mix of uses within walking distance of the MTSA, as the area surrounding the proposed station is characterized by employment uses.

The following outlines other key elements provided in Option 1:

- Density is focused on Neighbourhood Centres and along Trafalgar Road;
- Trafalgar Road is planned more intensively with retail and additional services to support the Secondary Plans;
- Employment uses in the Agerton Secondary Plan are planned to accommodate a conventional mix of prestige and general employment uses;
- The collector road network is consistent with the Town-wide Transportation Master Plan (dated April 2018); and,
- The proposed road network includes 10 potential road crossings of the natural heritage system.
- Option 1 is expected to yield 31,800 residents and 13,500 jobs, which is consistent with the LBA forecasts. The overall density of Option 1 is 60 people and jobs per hectare.

## 6.2 Option 2

Figure 6: Land Use Option 2



	AREA (ha)	POPULATION	EMPLOYMENT	PEOPLE + JOBS	DENSITY
Agerton Secondary Plan	295	4,700	13,900	18,600	63
Trafalgar Secondary Plan	466	27,100	3,300	30,400	65
<b>Trafalgar Corridor</b>	<b>761</b>	<b>31,800</b>	<b>17,200</b>	<b>49,000</b>	<b>64</b>

### 6.2.1 Key Elements

Option 2 introduces the mixed-use land use concept within the Agerton Secondary Plan to take advantage of the proposed GO Station located on the existing CP rail line. Similar to Option 1, three major nodes are located along Trafalgar Road, as well as an additional minor node located on Trafalgar Road, south of Britannia Road. These nodes have the potential to accommodate higher-order transit stops and a range of higher-density uses. The proposed GO station, which is located west of Trafalgar Road, is the centre of a Major Transit Station Area. The MTSA comprises a range and mix of office, commercial, and

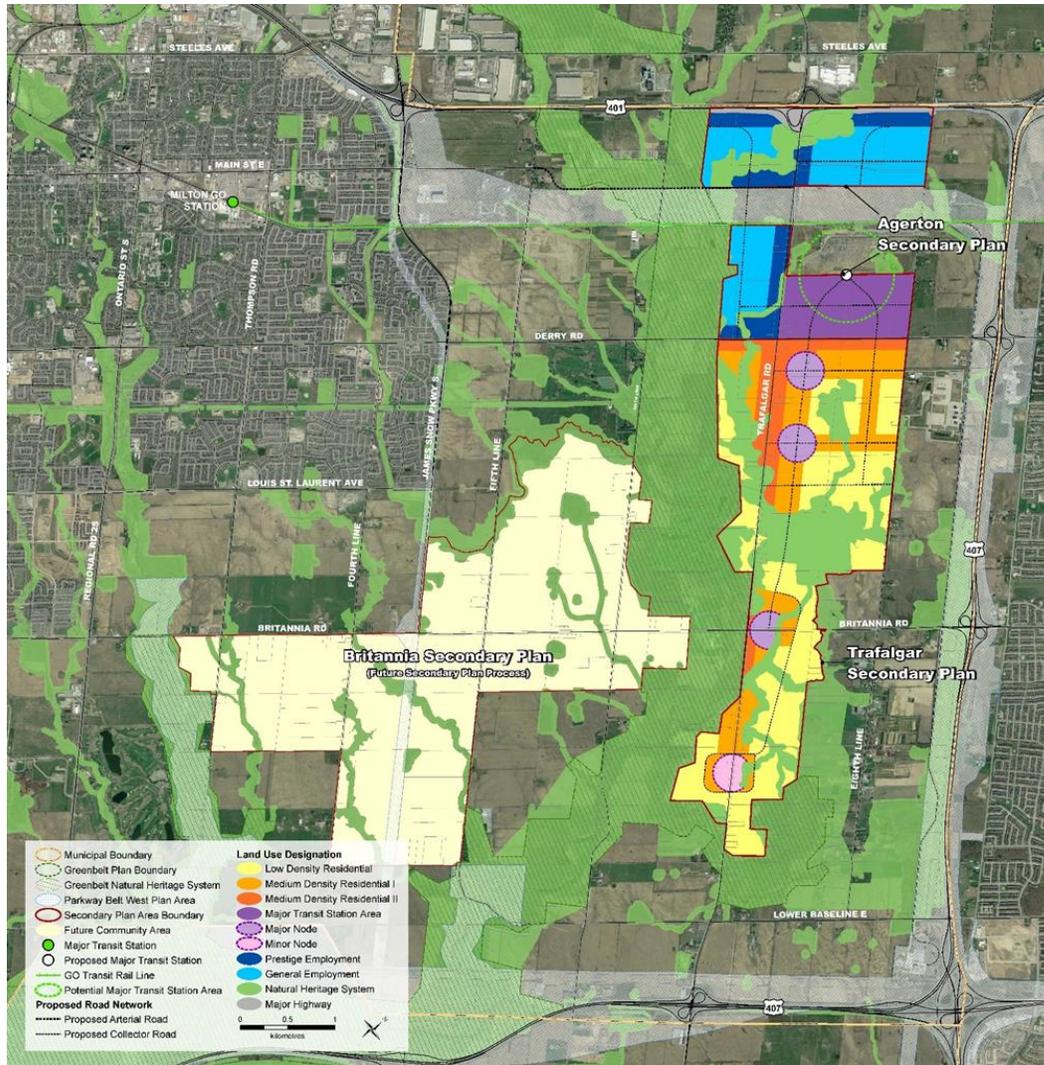
higher-density residential uses with additional employment uses. Given the station's location adjacent to the Parkway Belt West plan area, the developable area of the MTSA is limited.

The following outlines other key elements provided in Option 2:

- Transit-supportive densities framing Trafalgar Road. In general, medium and higher density forms frame the bounding arterial roads and a new east-west collector road;
- The northern and southeastern portions of the Agerton Secondary Plan are planned to accommodate a conventional mix of prestige and general employment uses;
- Collector road network provides a modified grid network and minimizes natural heritage system crossing; and,
- Proposed road network includes 10 potential road crossings of the natural heritage system.
- Option 2 is expected to yield 31,800 residents and 17,200 jobs, which maintains LBA population forecasts, but increases the job forecasts to acknowledge the employment potential of the MTSA. The overall density of Option 2 is 64 people and jobs per hectare.

### 6.3 Option 3

Figure 7: Land Use Option 3



	AREA (ha)	POPULATION	EMPLOYMENT	PEOPLE + JOBS	DENSITY
Agerton Secondary Plan	295	5,000	15,500	20,500	70
Trafalgar Secondary Plan	466	27,700	3,300	31,000	67
<b>Trafalgar Corridor</b>	<b>761</b>	<b>32,700</b>	<b>18,800</b>	<b>51,500</b>	<b>68</b>

#### 6.3.1 Key Elements

Similar to Option 2, Option 3 introduces the mixed-use land use concept within the Agerton Secondary Plan to take advantage of the proposed GO Station, which has been located east of Trafalgar Road, south of the existing CP rail line. Three major nodes and one minor node are strategically located on a proposed collector road (“Main Street”) parallel to Trafalgar Road with potential higher-order transit stops and a range of higher-density uses located along it. The MTSA is comprised of a range and mix of office, commercial, and higher-density residential uses, with additional employment uses

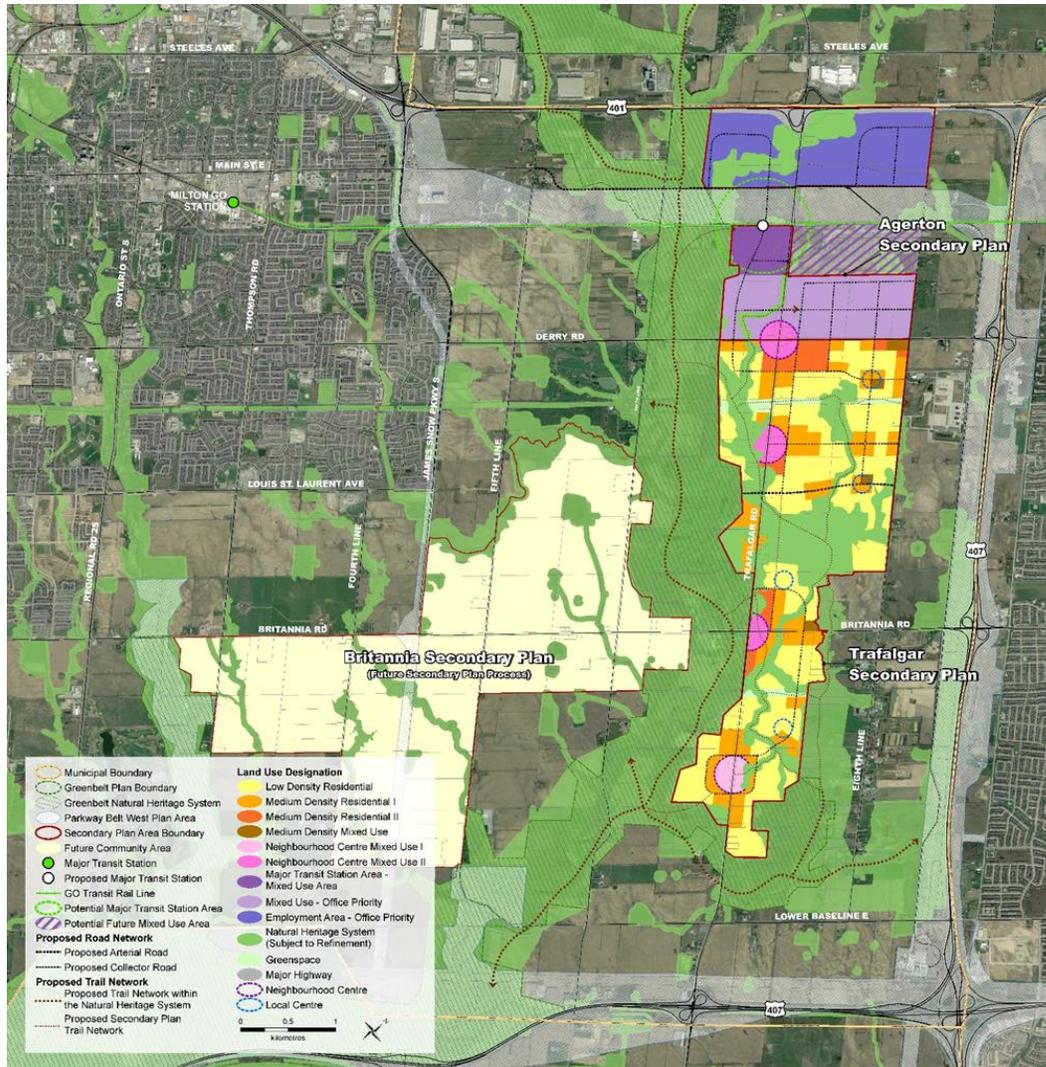
surrounding the proposed GO Station location. In order to locate the GO station at the location identified in Option 3, a future rail solution is required.

The following outlines other key features of Option 3:

- The location of the GO station allows for the maximum development potential of the MTSA, as it has the potential to be fully realized if the lands to the north of the station are brought into the Urban Boundary;
- The majority of higher-density uses are located along Trafalgar Road and Derry Road, proximal to the MTSA;
- The northern and southwestern portions of the Agerton Secondary Plan are planned to accommodate conventional prestige and general employment uses;
- Collector road network provides a modified grid network with parallel “Main Streets” to Trafalgar Road, connecting into the eastern MTSA;
- Proposed road network includes 12 potential road crossings of the natural heritage system; and,
- Option 3 is expected to yield 32,700 residents and 18,800 jobs, which generally maintains LBA population forecasts, but increases the job forecasts to acknowledge the employment potential of the MTSA. The overall density of Option 3 is 68 people and jobs per hectare.

## 6.4 2019 Preferred Land Use Option

Figure 8: 2019 Preferred Land Use Option



	AREA (ha)	POPULATION	EMPLOYMENT	PEOPLE + JOBS	DENSITY
Agerton Secondary Plan	295	7,000	15,100	22,100	75
Trafalgar Secondary Plan	466	25,100	3,900	29,000	62
<b>Trafalgar Corridor</b>	<b>761</b>	<b>32,100</b>	<b>19,000</b>	<b>51,100</b>	<b>67</b>

### 6.4.1 Key Elements of the 2019 Preferred Land Use Option

The 2019 Preferred Land Use Option incorporates aspects of Options 1-3 to create a hybrid option. The 2019 Preferred Land Use Option includes four Neighbourhood Centres and four Local Centres strategically located to serve both Secondary Plans, with higher densities planned to optimize proximity to the GO Station, which is located to the west of Trafalgar Road on the CP rail line. The MTSA comprises a range and mix of office, commercial, and higher-density residential uses, with additional employment uses surrounding the proposed GO Station location.

The following outlines other key features of the 2019 Preferred Land Use Option:

- The developable area of the PMTSA is limited. However, the southern Agerton lands are planned as an additional mixed-use area with office priority, which will primarily focus on community uses west of Trafalgar Road and employment uses east of Trafalgar Road;
- Higher-density frames on Trafalgar Road with densities focused at key arterial road intersections. Medium-density frames east-west arterials and key collector road intersections;
- Northern area lands planned as more conventional employment uses to optimize proximity to Highway 401;
- Collector road network takes on a grid-like pattern with a more urban grid in southwestern Agerton and northern Trafalgar;
- Active transportation strategy that facilitates GO Station access, and pedestrian and cycling connectivity through the road and trails networks;
- Proposed road network includes 12 potential road crossings of the natural heritage system; and,
- The 2019 Preferred Land Use Option is expected to yield 32,100 residents and 19,000 jobs, which generally maintains LBA population forecasts, but increases the job forecasts to acknowledge the employment potential of the MTSA. The overall density of the Preferred Land Use Option is 67 people and jobs per hectare.

## 6.5 2022 Draft Land Use Plan

Figure 9: 2022 Draft Land Use Plan



### 6.5.1 Key Elements of the 2022 Draft Land Use Plan

The 2022 Draft Land Use Plan updates the Agerton portion of the 2019 Preferred Land Use Option to reflect policy changes and the Town’s direction implemented since the 2019 Preferred Land Use Option.

The 2022 Draft Land Use Plan is made up of an Employment Area prioritizing office uses and a PMTSA comprised of a range and mix of commercial and higher-density residential uses.

The following outlines other key features of the 2022 Draft Land Use Plan:

- A larger PMTSA, extending down to Derry Road.
- Employment Area – Office Priority lands are planned to prioritize office uses and will allow for a range of employment uses. Large scale employment uses such as warehousing will be prohibited except in the area south of the rail line, provided that they do not abut Derry Road or Eighth Line;
- Collector road network takes on a grid-like pattern, particularly in southeast Agerton;
- Active transportation strategy that facilitates GO Station access and pedestrian and cycling connectivity through the road and trails networks;

- Proposed road network includes two potential road crossings of the natural heritage system; and,

The 2022 Draft Land Use Plan is expected to yield 6,800 residents and 15,000 jobs by the 2031 planning horizon, with an overall minimum density target of 70 people and jobs per hectare.

## 6.6 2026 Draft Land Use Plan

The 2026 Draft Land Use Plan updates the Agerton portion of the 2019 Preferred Land Use Option to reflect policy changes and the Town’s direction implemented since the 2019 Preferred Land Use Option and 2022 Draft Land Use Plan were prepared. The 2026 Draft Land Use Plan provides a new structure and more detailed land uses, reflecting the 2019 Preferred Land Use Option and the 2022 Draft Land Use Plan as closely as possible while ensuring consistency with PPS 2024 and conformity to the Milton OP.

Figure 10: 2026 Draft Land Use Plan



Source: Malone Given Parsons Ltd., 2026

	AREA (ha)	POPULATION	EMPLOYMENT	PEOPLE + JOBS	DENSITY
Agerton Secondary Plan	359	14,100	17,500	31,600	88

### 6.6.1 Key Elements of the 2026 Draft Land Use Plan

The 2026 Draft Land Use Plan comprises an Employment Area, Agerton Business Commercial Areas, Public Uses, and a PMTSA. The Plan will accommodate an appropriate range and mix of office, commercial, and higher-density residential uses, with additional employment uses surrounding the proposed GO Station location.

Within the PMTSA, a Transit-Oriented Node is strategically located adjacent to the proposed GO Station, with the highest densities planned to maximize proximity to the GO Station. Completion of the Neighbourhood Centre node is proposed on the north side of Derry Road at Trafalgar Road, planned to strategically serve both Secondary Plans, to provide cohesion with and transition from the Trafalgar Secondary Plan Area to the Agerton Secondary Plan Area, and to focus a secondary height peak where Bus Rapid Transit is anticipated.

The following outlines other key features of the 2026 Draft Land Use Plan:

- A larger PMTSA with a delineated Transit-Oriented Node;
- High-density residential and commercial uses frame Trafalgar Road with the greatest densities focused adjacent to the GO Station (within the Transit-Oriented Node) and at the key arterial road intersection (Trafalgar Road and Derry Road);
- Medium-density residential uses frame east-west arterials and key collector road intersections;
- Employment Area lands are planned to accommodate employment uses permitted by the Planning Act and PPS 2024, and are designated in areas that optimize proximity to Highway 401;
- Business Commercial Area lands are planned to accommodate a mix of commercial and light industrial uses no longer permitted in Employment Areas (primarily office, commercial-retail, and institutional uses) and to provide a transition from the residential uses and other community uses in the PMTSA to the Employment Area;
- Co-located Public Uses accommodate a District Park, a community centre, and a fire hall;
- Collector road network takes on a grid-like pattern with a more urban grid in southwestern Agerton;
- Active transportation strategy that facilitates GO Station access, and pedestrian and cycling connectivity through the road and trails networks;
- Proposed road network includes four potential road crossings of the natural heritage system; and,

The 2026 Draft Land Use Plan is expected to yield 14,100 residents and 17,500 jobs, in keeping with the Milton OP Review forecasts. The overall density of the 2026 Draft Land Use Plan is 88 people and jobs per hectare.

# 7.0

## Policy Directives & Draft Secondary Plan Structure

*This Section provides a summary of the policy directives derived from PIC #1 and PIC #2, the Statutory Public Meetings, the Open House, additional consultation with stakeholders and review agencies, and the technical background studies that informed the development of the Secondary Plan policies and schedules. It also includes a Recommended Land Use Plan for the Secondary Plan, which is a refinement of the Preferred Land Use Concept presented at the Statutory Public Meeting, in response to stakeholder and agency comments.*

### 7.1 Policy Directives

Based on the feedback received from PIC #1 and PIC #2, the Statutory Public meetings, the Open House, additional consultation with stakeholders and review agencies, the technical background studies, and to achieve conformity/consistency, as the case may be, with the applicable policy framework, a series of policy directives emerged that guide the development of the Recommended Land Use Plan for the Agerton Secondary Plan. These policy directives inform the goals and objectives of the Secondary Plan and are incorporated through the implementing draft policies.

#### 7.1.1 Directive 1 – Comprehensive Planning of Agerton and Trafalgar Secondary Plans

The proximity of the Agerton and Trafalgar Secondary Plans, coupled with their shared connection to Trafalgar Road, makes it logical to consider the Trafalgar Secondary Plan area in planning the Agerton Secondary Plan. This comprehensive planning approach enables the integration of infrastructure, transit, and community facilities and supports a seamless transition from one plan to another. This approach also allows Secondary Plan policies to be consistent and complementary by creating a framework that supports a “complete community” approach and ensures that the needs of the population in both Secondary Plan areas are met.

### **Implementation Directives:**

- a) Coordinate the distribution of employment uses and commercial space to the employment and population growth forecasts of both Secondary Plans, recognizing that certain types of retail in Agerton will serve the residents of both Secondary Plans through the implementation of Secondary Plan policies;
- b) Plan the interface and land uses along Derry Road to ensure compatibility and integration with the Trafalgar Secondary Plan;
- c) Coordinate the roads and trails networks to ensure proper mobility along the corridor; and,
- d) Coordinate the distribution of community facilities to ensure a sufficient level of service for both Secondary Plans.

#### **7.1.2 Directive 2 – Opportunity for Higher Density Mixed Use PMTSA at Future GO Station**

The location of the Agerton Secondary Plan in relation to the existing GO line creates an exciting opportunity for new transit-oriented development along Trafalgar Road. The future GO Station and planned PMTSA provide improved regional transit access for existing Milton residents as well as future residents of the Agerton Secondary Plan. The PMTSA's location within the Agerton Secondary Plan is well-positioned to provide an office-focused, mixed-use node surrounding the future station to diversify employment opportunities while also accommodating additional residential opportunities in close proximity to higher-order transit.

### **Implementation Directives:**

- a) Characterize the southwestern Agerton area as a mixed-use area with residential and employment opportunities to optimize the development potential of the future GO Station;
- b) Given the longer-term build-out typical of higher-density PMTSAs, provide flexibility in the land use permissions for the PMTSA;
- c) Plan to achieve an overall minimum density target of 180 residents and jobs combined per hectare within the PMTSA;
- d) Allow for a range of medium and high-density housing types and tenures within the PMTSA;
- e) Prohibit single and semi-detached units within the PMTSA;
- f) Establish the Transit Node, nearest the GO station, within the PMTSA as the location for the highest intensity residential and employment uses;
- g) Identify locations for higher density opportunities (nodes, corridors, etc.) within the PMTSA;

- h) Focus office employment uses within the PMTSA;
- i) Establish the GO Station as a major transit hub along the Trafalgar Corridor; and,

### **7.1.3 Directive 3 - Build Compact and Complete Communities**

The intent of the policies should be to achieve the population, employment, and density targets set out in the Milton OP. In accordance with the Milton OP objectives, Agerton should be planned to accommodate complete communities by establishing policies that encourage neighbourhoods to be places to live, work, and recreate.

The policies for Agerton SPA should allow for a mix and range of housing types and densities, as well as promote the intermingling of housing types and tenures to create diverse communities. The Medium Density Residential II designation is intended to accommodate a range and mix of townhouse dwellings with opportunities for higher-density unit types along collector and arterial roads to eliminate static neighbourhoods and promote future intensification opportunities, as well as schools and parks to serve the residents of the PMTSA. The Mixed-Use High-Density Residential designation is intended to provide residential and retail uses in a mixed-use format and to accommodate high-density forms of housing. The Neighbourhood Centre Mixed Use II designation is intended to provide a range and mix of uses, including large-scale retail-commercial, institutional, and residential. The Business Commercial Area is intended to accommodate light industrial and commercial uses and to serve as a transition between sensitive uses and the Employment Area. The Employment Area is intended to accommodate a range and mix of industrial uses.

#### **Implementation Directives:**

- a) Identify appropriate locations for retail, commercial, and community uses within reasonable walking distance from most of the population;
- b) Identify and further define a Transit-Oriented Node generally located south of the Milton Trafalgar GO Station as a primary focus of activity, with the greatest mix and intensity of uses within the Agerton SPA and the greatest height and density peak, with policies to promote transit-oriented development;
- c) Identify and further define a Transit-Supportive Community generally located north of Derry Road as a secondary focus of activity within the Agerton SPA, with a secondary height and density peak at the Derry Road and Trafalgar Road intersection, with policies to promote transit-supportive densities;
- d) Identify strategic locations for mixed-use and commercial development within the Transit-Oriented Node and the Transit-Supportive Community to promote walkability, placemaking, and provide sufficient opportunities for residents to meet daily retail and commercial needs;
- e) Provide a policy framework that requires a minimum office and retail Gross Floor Area (27,900 square metres and 37,200 square metres, respectively) within the

PMTSA and 46,500 square metres of office GFA in the Agerton Business Commercial Area outside the PMTSA to accommodate a total of 120,800 square metres of office and retail gross floor area in the Secondary Plan overall, recommended by Tate Research to appropriately serve the residents of both the Agerton and Trafalgar Secondary Plans.

- f) Identify a housing mix that provides for a range of housing types, sizes, and tenures, including opportunities for affordable housing, assisted housing, attainable housing, and family-sized housing;
- g) Identify an interconnected system of parks, open spaces, elements of the Natural Heritage System, and public realm areas with active transportation as one of the main organizing features of the community;
- h) Identify a parks and open space system that reflects the distribution, size and quantum of parks recommended by SGL to optimize parkland conveyances permitted under the Planning Act, which consists of one District Park minimum 6.0 hectares, one Neighbourhood Park minimum 2.5 hectares, and 7 Village Squares of approximately 0.391 hectares; and,
- i) Encourage best practices for sustainable development, such as low-impact development, energy-efficient housing, active transportation, and increased mobility options.

#### **7.1.4 Directive 4 - Protect and Enhance the Natural Heritage System**

In accordance with the Subwatershed Study and Master Environmental Servicing Plan, the limits of the Natural Heritage System will be identified in the Agerton SPA, which will also provide policies to allow for the refinement of the Natural Heritage System based on the findings from an individual Environmental Impact Assessment or equivalent study that satisfies the criteria of the Milton OP.

##### **Implementation Directives:**

- a) Protect or enhance Key Features of the Natural Heritage System and demonstrate that there will be no negative impacts on the natural features and areas or their ecological;
- b) Create, in consultation with appropriate Public Agencies, a combined natural heritage and off-street trail system as a central feature of the community that is easily accessible and visible to residents and visitors;
- c) Consider the interface between the Agerton SPA and the Greenbelt;
- d) Encourage vistas and view corridors that result in visibility of the Natural Heritage System and the location of parks and open space adjacent to, or near, the Natural Heritage System where possible; and,

- e) Establish an urban form that reduces reliance on auto trips and encourages walking and active transportation.

#### **7.1.5 Directive 5 - Provide Mobility Options and a Logical Road Network**

The implementing policies for the Agerton SPA should incorporate opportunities for active transportation and connectivity, particularly connectivity within the PMTSA. Given the proximity to the planned GO Station, it is important that higher-density development is promoted and key opportunities for local serving transit are identified in the Agerton SPA that will connect residents to higher-order transit opportunities.

It is important to ensure that growth and development occur in a manner that supports the delivery of higher-order transit options, including the Milton Trafalgar GO Station and bus rapid transit along Trafalgar Road.

#### **Implementation Directives:**

- a) Realize a network of streets that balances the needs of all road users, including pedestrians, cyclists, transit users, and motorists;
- b) Identify a system of collector roads that provide connectivity within the Secondary Plan and with other areas of the Town, including north-south collector roads that connect with the collector roads south of Derry Road in the Trafalgar Secondary Plan Area;
- c) Plan for a local transit network that can support connections to the broader and higher-order Regional transit;
- d) Develop the Secondary Plan in a manner that is transit-supportive. To ensure this occurs, development in the PMTSA shall meet the minimum density required by the Secondary Plan;
- e) Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;
- f) Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations, which promotes a culture of active transportation; and,
- g) Identify Trafalgar Road and Derry Road as key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve active transportation needs.

#### **7.1.6 Directive 6 - Establish an Attractive Community Identity and Rich Sense of Place**

The Agerton SPA is envisioned as a mixed-use community with a significant Employment Area and Business Commercial Area that offers opportunities for office, retail,

institutional, and industrial jobs in addition to a range of higher-density residential unit types, and supports active modes of transportation. In order to implement this vision, it is important that the policies of the Agerton SPA reflect the principles of the urban design guidelines. Agerton should be planned to ensure the development of high-quality built form and an attractive and vibrant public realm.

**Implementation Directives:**

- a) Create community identity and sense of place through the establishment of a high-quality public realm, defined placemaking, and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.);
- b) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- c) Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place;
- d) Promote the use of privately owned public spaces as a key component of the public realm network; and,
- e) Require well-coordinated and thought-out streetscape design elements to encourage walking, minimize conflicts between users, and establish an attractive community image.

**7.1.7 Directive 7 - Ensure Fiscal Responsibility and Efficient Delivery of Infrastructure**

It is important to ensure that growth and development occur in a fiscally responsible and efficient manner and that the Secondary Plan is appropriately serviced for the planned population. The policies of the Agerton Secondary Plan shall consider financial implications and the efficient delivery of infrastructure.

**Implementation Directive:**

- a) Develop the Secondary Plan in a manner that is fiscally responsible for the Town. To ensure this occurs, development shall be preceded by an assessment of the costs associated with projected growth in the Secondary Plan.
- b) Ensure development is coordinated with the logical extension of services and provision of sufficient parks and public service facilities.
- c) Provide transportation and infrastructure capacity limits based on the Transportation Master Plan, Area Servicing Plan, and Community Services and Facilities Study to ensure that the planned infrastructure can appropriately

accommodate the projected population and employment.

### **7.1.8 Directive 8 – Plan for and Protect Employment Uses and the Employment Area**

It is important to protect a range of employment uses within the Employment Area and within other areas of the Secondary Plan. The policies of the Agerton Secondary Plan shall consider the Town’s economic development objectives, compatibility, the protection of the Employment Area, and the provision of sufficient office and retail space.

In accordance with the PPS 2024, the Secondary Plan policies should encourage the development of all types of industrial uses. The policies should include minimum GFA requirements for office and retail uses within the PMTSA to support the achievement of the job targets.

#### **Implementation Directive:**

- a) Promote a range of employment uses throughout the Secondary Plan Area to realize a fully diversified economic base to support the achievement of the Town’s employment forecasts for the Employment Area and the PMTSA.
- b) Support the development of an integrated economic cluster made up of industrial, office, and retail uses to provide jobs to local residents and residents of the surrounding areas.
- c) Encourage compact, mixed-use commercial uses in proximity to transit.
- d) Identify a transit-oriented node to accommodate a mix of high-density residential uses, office uses, and complementary retail uses, supporting a complete community in proximity to the GO Station.
- e) Identify a Business Commercial node to accommodate retail, office, and institutional uses.
- f) Identify a secondary mixed-use commercial node that will serve both the Agerton and Trafalgar communities, creating a complete community.
- g) Promote all types of industrial uses within the Employment Area to support the Town’s economic competitiveness.
- h) Focus industrial uses in proximity to major goods movement facilities and corridors.
- i) Prohibit sensitive land uses within the Employment Area.
- j) Identify policies and orient land uses to ensure land use compatibility between industrial employment uses in the Employment Area and sensitive land uses.

## **Directive #9 – Co-location of Community Facilities**

As per Sections 3.5.1 and 3.4.1 of the Milton OP, the co-location of community facilities should be encouraged to ensure the necessary community services are provided in a way that maximizes land and financial resources. Where appropriate, the co-location of school sites with parks or other recreation facilities should occur.

### **Implementation Directives:**

- Permit community facilities in all land use designations, except the Employment Area and the Natural Heritage System;
- Promote the co-location of community facilities, including, but not limited to, parks, schools, and community centres;
- Promote the co-location of parks with the Natural Heritage System; and,
- Encourage community uses to achieve compact development form.

## **7.2 Development Timing**

The findings from the Area Servicing Plan and Transportation Master Plan, in addition to several other background studies, were used to determine how much of the planned population to 2051 can be supported with the existing and planned infrastructure, prior to the construction of the future GO Station.

The Secondary Plan policies should provide a policy framework to ensure the following considerations are achieved:

- A limit on development until the delivery of the GO Station;
- Confirmation of available services through the development application process;
- Prioritization of the development of public service facilities at the beginning of each phase; and,
- Confirmation that all financial requirements of the Town and Region are satisfied.

## **7.3 Agerton Secondary Plan**

In general, the draft Agerton Secondary Plan maintains the intent of the Conceptual Structure Plan anticipated by the LBA: to plan for a scale and character of development that balance the scale of development in the adjacent Trafalgar Secondary Plan Area with the Town's latest growth management framework. The Agerton Secondary Plan focuses the greatest mix of uses and activity around mixed-use nodes in proximity to future transit to maximize walkability to places to shop, learn, obtain personal service, recreate, and worship. Based on the input received through the Agerton SPA public consultation process, the Agerton SPA is envisioned to consist of complete walkable residential neighbourhoods that provide a range and mix of housing in every neighbourhood with walkable access to amenities and services. The preferred land use plan is provided in Figure 12.

The Agerton Secondary Plan plans for a PMTSA that is planned to accommodate approximately 14,100 residents and 8,600 jobs and achieve an overall density target of 180 residents and jobs combined per hectare, as well as an Employment Area that is planned to accommodate approximately 5,900 jobs and a Business Commercial Area planned to accommodate approximately 3,000 jobs. The Agerton Secondary Plan is intended to form a new office node and employment cluster and, accordingly, is being planned to accommodate a minimum of 120,800 square meters of commercial gross floor area.

The overall SPA structure should be planned to ensure a sufficient population is provided within the PMTSA to support the proposed GO Station, as well as to deliver retail and commercial uses, parks, and other public service facilities within walking distance of most residents. The SPA structure also identifies the Employment Area, the Public Use block, and the Agerton Business Commercial Area, which are organized to ensure appropriate transition to the Transit-Oriented Node and Transit-Supportive Community structural elements.

The Transit-Oriented Node is planned as the focal point of the Secondary Plan and is intended to have the greatest intensity of uses, height, and density in the Secondary Plan at transit-supportive densities, in proximity to the future GO Station. Its location adjacent to the GO Station makes it uniquely positioned to deliver high-density residential uses in combination with a range of commercial uses and also offers the potential to accommodate community uses. The Transit-Oriented Node is made up of the Mixed-Use High-Density Residential and Neighbourhood Centre Mixed Use II designations. The remainder of the PMTSA is part of the Transit-Supportive Community, which is intended to be made up of development at transit-supportive densities with a range and mix of uses at a lower intensity than the Transit-Oriented Node. The Transit-Supportive Community is made up of the Medium Density Residential II, Neighbourhood Centre Mixed Use II, and Business Commercial Area designations.

In general, the Mixed-Use High-Density designation is intended to function as the major focal point within the SPA. It is intended to be the location where the highest intensity of use is concentrated, to support the future GO Station.

The Medium Density Residential II designation is intended to accommodate a range and mix of medium residential dwellings (particularly townhouses), schools, and elements of the parks and open space system. Higher-density dwellings are permitted in proximity to arterial and collector roads. Activity-generating uses such as schools, parks, and other public service facilities should, where possible, be co-located with each other, and in some cases (i.e., one of the schools) should be located adjacent to the Mixed-Use High-Density designation.

The Neighbourhood Centre Mixed Use II designation is intended to serve the commercial needs of the PMTSA and surrounding areas as the focus of commercial uses (particularly retail and office) and higher-density residential uses in a mixed-use setting.

The Public Uses designation is intended to accommodate a District Park, a community centre, and a fire hall to serve the needs of the future residents and employees of the Agerton and Trafalgar Secondary Plans.

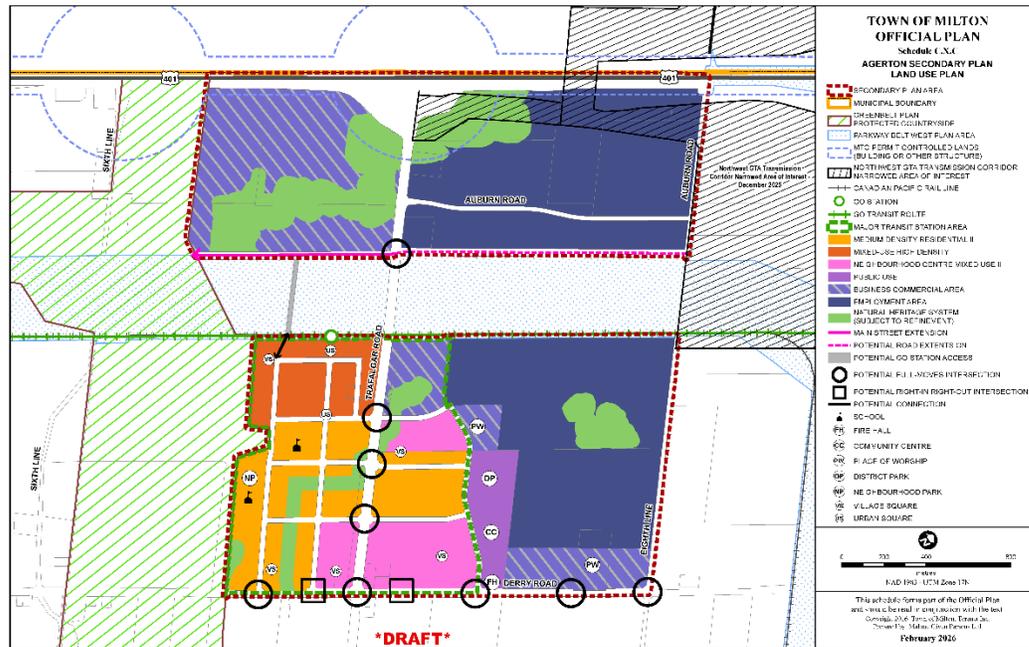
The Business Commercial Area designation is intended to provide a full range of light industrial uses as well as office and commercial uses. The Business Commercial Area will accommodate non-residential uses that are no longer permitted within the Employment Area. This designation also ensures a transition from the Employment Area to the designations permitting residential and other sensitive uses.

The Employment Area designation is intended to accommodate a full range of industrial uses as a major source of employment opportunities within the Town, benefitting from proximity to highways and future high-order transit.

As refined through the secondary planning process, the Agerton SPA comprises a total developable area of 359 hectares, an estimated 14,100 residents, and 17,500 jobs, accommodates approximately 6,600 units, and achieves an overall PMTSA density target of 180 residents and jobs combined per hectare.

Refer to the Population, Employment and Housing Report for further details regarding the housing and employment mix anticipated for the Agerton SPA.

Figure 11: Agerton Secondary Plan Land Use Plan



Source: Malone Given Parsons Ltd., 2026

Table 12: Estimated Population and Density by Land Use Designation by Neighbourhood

	Land Area (ha)	Estimated Population	Estimated Jobs	Total People and Jobs	Density (p+j/ha)
<b>GROSS LAND AREA</b>	<b>437.4</b>				
<b>Non-Developable</b>	<b>78.3</b>				
Hwy 401	22.5				
NHS	55.8				
<b>COMMUNITY LAND (HA)</b>	<b>192.5</b>	<b>14,111</b>	<b>10,030</b>	<b>24,141</b>	<b>125</b>
<b>Within MTSA</b>	<b>93.6</b>	<b>14,111</b>	<b>4,240</b>	<b>18,351</b>	<b>196</b>
Neighbourhood Centre Mixed Use II	27.0	1,783	1,000	2,783	103
Mixed Use High Density	19.3	7,132	2,037	9,169	475
Medium Density Residential II	39.9	5,196	633	5,829	146
Agerton Business Commercial Area	7.4	0	570	570	77
<b>Outside MTSA</b>	<b>71.7</b>	<b>0</b>	<b>5,790</b>	<b>5,790</b>	<b>81</b>
Agerton Business Commercial Area	60.2	0	5,790	5,790	96
Agerton Business Commercial Area (N)	43.5	0	4,480	4,480	103
Agerton Business Commercial Area (S)	16.7	0	1,310	1,310	79
Public Use	11.5				
Roads	27.2				
<b>EMPLOYMENT LAND (HA)</b>	<b>166.5</b>	<b>0</b>	<b>5,900</b>	<b>5,900</b>	<b>35</b>
Employment Area (N)	83.4	0	3,100	3,100	37
Employment Area (S)	75.2	0	2,800	2,800	37
Roads	7.9				
<b>TOTAL DEVELOPABLE AREA</b>	<b>359.1</b>	<b>14,100</b>	<b>15,900</b>	<b>30,000</b>	<b>100</b>

Notes:

- Totals rounded to nearest 100. Totals may not add due to rounding.
- Developable area excludes the Natural Heritage System, Hazard Lands and Greenspace as shown on the Land Use Plan.
- Estimated jobs do not include 1,600 No Fixed Place of Work Jobs.

*Source: Watson and Associates Economists Ltd., 2024, Tate Research, 2026, and Malone Given Parsons Ltd., 2026*

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# 8.0

## Planning Opinion

### 8.1 Policy Themes

The following section provides a planning opinion regarding all of the policies themes identified in Section 3.0 of this Report.

#### 8.1.1 Forecasting and Growth Management

In accordance with the forecasting policies of the 2024 PPS, the Agerton Secondary Plan will be planned to implement the Town's population and employment forecasts to 2051, as detailed in the Population, Housing, and Employment Report.

Further, the PMTSA has been planned to meet the Milton OP's minimum density target of 180 people and jobs per hectare. The Population, Housing, and Employment Report provides additional details on achieving the density target, as well as population and employment forecasts.

#### 8.1.2 Housing and Complete Communities

The 2024 PPS and the Milton OP require the provision of an appropriate range and mix of land uses and housing options. Additionally, the Milton OP targets at least 50% of new housing units to be provided as townhouses or multi-storey buildings, and at least 30% to be affordable housing.

The 2026 Draft Land Use Plan supports this requirement by designating an appropriate amount of land for medium- and high-density residential uses to ensure a range of housing options is permitted. The 2026 Draft Land Use Plan also designates lands to provide a mix of uses, employment uses, business commercial uses, and public uses. The appropriate amount of land for each use has been determined based on the Town's population and employment forecasts as well as the background studies for the Secondary Plan. The policy directions outlined in Section 7.0 of this Report provide guidance to ensure the Secondary Plan's policies support an appropriate range and mix of land uses and housing options.

The medium and high-density nature of the Agerton Secondary Plan will contribute to the achievement of the Town's townhouse and multi-storey buildings target. The Secondary Plan includes affordable housing policies to support the provision of affordable housing within the PMTSA. A higher target for affordable housing is appropriate within the PMTSA

as affordable housing should be concentrated around transit and other amenities. Additionally, smaller units are more likely to qualify as affordable units.

### 8.1.3 Settlement Areas and Strategic Growth Areas

The 2026 Draft Land Use Plan proposes land uses that support growth in a strategic growth area (the PMTSA) and within a Settlement Area, where growth is intended to be focused.

### 8.1.4 Employment Area

The Employment Area identified on Schedule 2: Growth Phases and Planning Policy Areas is larger than what is proposed to be the Employment Area by the 2026 Draft Land Use Plan. This is due to a variety of factors, including the Provincial change to the definition of Employment Area, revised population and employment forecasts through the Town’s Official Plan review, and the public uses land being acquired by the Town. Approximately 72 hectares of the existing Employment Area are proposed for removal, primarily to provide sufficient land for other employment uses no longer permitted within the Area of Employment.

The PPS 2024 states in Section 2.8.2.5 that “Planning authorities may remove lands from employment areas only where it has been demonstrated that:

#	Policy	Response
a)	there is an identified need for the removal and the land is not required for employment area uses over the long term;	14,100 people and 17,500 jobs, as well as a park, a community centre, and a fire station, are required to be accommodated within the Secondary Plan, outside of the Employment Area. The original employment forecasts identified a portion of the office and retail jobs in the Secondary Plan Area within the Employment Area; however, these uses are no longer permitted within an Employment Area, and these jobs must be accommodated elsewhere within the SPA. As demonstrated in Tate Research’s Commercial Analysis, approximately 500,000 m <sup>2</sup> of retail and 800,000 m <sup>2</sup> of office space are required to accommodate these jobs. Based on MGP’s land budget, approximately 49 ha are required to accommodate the breakdown of units forecast by Watson & Associates. 11.5 hectares are required to accommodate the district park, the community centre, and

		<p>the fire hall.</p> <p>5,900 industrial jobs are required to be accommodated within the Employment Area. Based on a ratio of 1,750 ft<sup>2</sup> per employee and 60% coverage, approximately 160 hectares are required to accommodate the industrial jobs.</p> <p>Removing the proposed 72 hectares will ensure that this population and employment can be accommodated within the Secondary Plan while maintaining a sufficient amount of Employment Area to accommodate the projected industrial jobs (167 hectares).</p>
b)	<p>the proposed uses would not negatively impact the overall viability of the employment area by:</p> <ol style="list-style-type: none"> <li>1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;</li> <li>2. maintaining access to major goods movement facilities and corridors;</li> </ol>	<p>The lands that are proposed to be removed are proposed to be designated as Business Commercial Area to accommodate commercial and light industrial uses and Public Use to accommodate a park, community centre, and fire hall, and will provide a transition to any sensitive land uses within the PMTSA. As such, potential impacts to the planned employment function will be avoided.</p> <p>The remaining employment lands are focused towards Highway 401, Trafalgar Road, Eighth Line, and the rail corridor to ensure sufficient access to major goods movement corridors is maintained.</p>
c)	<p>existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and</p>	<p>As detailed in the background studies, there is sufficient servicing, transportation, and community infrastructure to accommodate the proposed uses, subject to the transportation capacity limit identified in the Transportation Master Plan.</p>
d)	<p>the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan</p>	<p>Other areas within the Town have been designated for employment to accommodate the land needs for industrial jobs. Further, the Town reevaluated all of its Employment Areas through LOPA-08/24 and ZBLA-20/24 to address the updated legislation regarding Employment</p>

		Areas, and no concerns were raised about the quantum of employment lands within the Town.
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As per Section 2.8.2.4 of the 2024 PPS, planning authorities are required to assess and update employment areas identified in official plans to ensure that this designation is appropriate for the planned function of employment areas and to maintain land-use compatibility between sensitive land uses and employment.

Based on the Secondary Plan background work, particularly the Retail/Commercial & Office Market Analysis, 1,300,000 ft<sup>2</sup> of commercial GFA is required, which translates to a land requirement of approximately 37 hectares, although a portion will be accommodated in mixed-use buildings. Commercial space can no longer be accommodated within the Employment Area, and as a result, lands need to be removed from the Employment Area to accommodate the commercial land needs. Additionally, the Town is acquiring land for a District Park, a community centre, and a fire hall, which are not permitted within the Employment Area, to meet the needs of the future population. These public uses, in addition to the commercial lands, will provide an appropriate transition between the Employment Area and the sensitive uses, ensuring that the employment lands can fulfill their planned function.

In summary, the Employment Area proposed by the Revised Preferred Land Use Option provides sufficient land to accommodate the projected 5,900 industrial jobs.

**8.1.5 Infrastructure and Transportation**

In accordance with the 2024 PPS and the Milton OP, the Agerton Secondary Plan has been informed by the Area Servicing Plan, the Transportation Master Plan, the Subwatershed Study, the Community Facilities Study, and other background studies to ensure coordination with planning for infrastructure and public service facilities.

In particular, the Agerton Secondary Plan includes a Transportation Capacity Limit to ensure the transportation network has sufficient capacity to accommodate the planned population and jobs before the delivery of the Milton Trafalgar GO Station. The background studies conclude that there is sufficient servicing and transportation capacity (with the Transportation Capacity Limit), and community facilities to serve the planned population and employees in the Agerton SPA.

**8.1.6 Natural Environment**

The policies of the 2024 PPS and the Milton OP require the protection and preservation of natural heritage features and their ecological functions. The Draft 2026 Land Use Plan identifies a Natural Heritage System which is subject to refinement through additional study. The Draft Agerton Secondary Plan contains policies regarding permitted uses, buffers, linkages, and refinements to the Natural Heritage System to preserve and

enhance biological diversity and ecological functions.

The Secondary Plan has been informed by a Subwatershed Study.

### **8.1.7 Cultural Heritage and Archaeology**

The 2024 PPS and the Milton OP provide direction for the conservation and protection of cultural and archaeological resources.

The Cultural Heritage Resource Assessment prepared by HeritageDowntowns.com Ltd. and Irvin Heritage Inc. concludes that the Town needs to designate or delist 12805 Derry Road by January 2027 and that 7244 Trafalgar Road should not be listed.

The Stage 1 Archaeological Assessment Report prepared by Irvin Heritage Inc. concludes that the Agerton SPA retains archaeological potential, and a Stage 2 Archaeological Assessment Survey is required.

These background studies satisfy the study requirements for Secondary Plans, as per Section 11.4.3.3 of the Milton OP. The Draft Secondary Plan also includes references to the Milton OP's complete application requirements, to ensure that any additional study required will be undertaken at the development application stage.

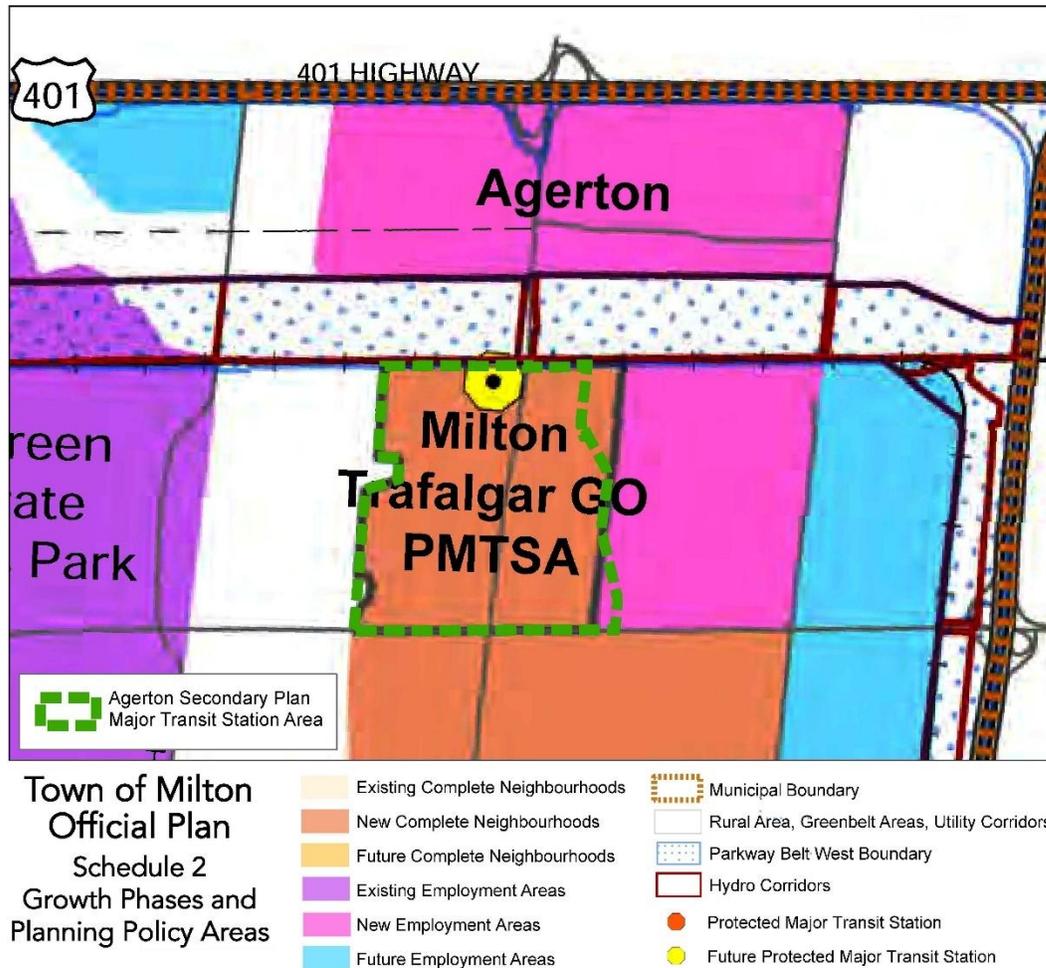
### **8.1.8 PMTSA Boundary**

The PMTSA delineated in the Milton OP is approximately 118 hectares; whereas, the PMTSA proposed by the Secondary Plan is 93 hectares, as demonstrated in Figure 11, below. The PMTSA is proposed to be reduced to reflect a logical boundary, and the land needs to meet the population and job targets for the PMTSA. The northern, southern, and western boundaries are all proposed to remain the same as what is delineated in the Milton OP.

The eastern boundary is proposed to shift west in the north portion to run along the boundary between the Business Commercial Area and the Employment Area, and the rest of the boundary follows the alignment of the proposed collector road. It is estimated that a total of 27,800 square metres of office space and 37,200 square metres of retail space is required in the PMTSA to meet the office and retail job forecasts, resulting in a need for 37 hectares of land. An additional 60 hectares are required to accommodate the forecasted 14,100 people, parkland, and schools.

The commercial, residential, and institutional land need within the PMTSA totals 97 hectares. However, given the mixed-use nature of several designations within the PMTSA, there is an overlap between land needed for office, retail, and residential. The proposed PMTSA in the 2026 Draft Land Use Plan includes sufficient land to accommodate the land needs identified above (94 hectares).

Figure 12: Proposed PMTSA Boundary on Official Plan Schedule 2



Source: Town of Milton, 2025 and MGP, 2025

## 8.2 Policy Documents

The following section provides a planning opinion regarding policies specific to individual policy documents.

### 8.2.1 2024 PPS

#### **Land Use Compatibility**

The 2026 Draft Land Use Plan locates the Agerton Business Commercial Area and the Public Uses designation between the Employment Area and the existing and potential major facilities within the Employment Area, and the designations permit sensitive uses (residential). This ensures an appropriate separation distance is provided between major facilities and sensitive land uses and minimizes the potential for adverse effects from major facilities, in accordance with Section 3.5.1 of the 2024 PPS.

The Draft Secondary Plan includes a policy directing development to be designed to

minimize exposure of sensitive uses to contaminants in accordance with the Land Use Compatibility Study.

Further, the Land Use Compatibility Study prepared by RWDI concludes that the development of the Agerton SPA is compatible with the existing industrial uses and can be made compatible with future industrial uses and transportation corridors, subject to design recommendations.

### **8.2.2 Greenbelt Plan**

The Agerton SPA is located adjacent to Greenbelt Plan lands (west of the Secondary Plan). The Draft 2026 Land Use Plan and the Secondary Plan address the interface between the Secondary Plan and the Greenbelt Plan through the siting of uses and trails along the boundary between the Secondary Plan and the Greenbelt Plan Area.

### **8.2.3 Town of Milton Official Plan**

#### ***Urban Structure***

The 2026 Draft Land Use Plan is consistent with the Town's urban structure by identifying the Milton Trafalgar GO Village (the PMTSA), Complete Neighbourhoods (within the PMTSA), Employment Areas, the environmental system, and the transportation system. The policies of the Draft Secondary Plan guide development within these areas, building off of the intent of these areas as identified in the Milton OP.

#### ***Development Phasing***

Given the smaller area of the Agerton SPA and the intent to stimulate development of the PMTSA and the Employment Area, no phasing is proposed in the Draft Secondary Plan. This is consistent with Section 11.2.1.2 of the Milton OP, which instructs phasing strategies to give priority to the development of Strategic Growth Areas and employment lands as well as to achieving the population and employment targets of the Milton OP. Given that the Secondary Plan is made up primarily of a PMTSA (a Strategic Growth Area) and an Employment Area, and the balance of the lands will also contribute to the achievement of the employment target, it is appropriate to allow development to occur throughout the Agerton SPA at any time. While no phasing policies are included, the Draft Secondary Plan proposes policies on development staging and includes a Transportation Capacity Limit.

The staging policies will ensure that the required facilities and services are in place to support the proposed development. The staging policies also require that development within the Transit-Oriented Node is designed to accommodate the functional design of the Milton Trafalgar GO Station, supporting the delivery of the GO.

The Transportation Capacity Limit ensures that there is sufficient capacity in the transportation network to accommodate proposed development. The Transportation Capacity Limit is intended to ensure that a balance of residential, commercial, and

employment areas is able to develop prior to the construction of the Milton Trafalgar GO Station, in accordance with Policies 11.2.1.3 and 11.2.3.3 of the Milton OP.

### **Commercial Areas**

While no Commercial Areas are proposed within the Agerton SPA, the commercial policies were used to inform the commercial policies of the Secondary Plan. In particular, Local Commercial uses are permitted in the Neighbourhood Centre Mixed Use II and Mixed-Use High Density Residential designations, as well as in certain scenarios in the Medium Density Residential II designation. Further, a full range and mix of commercial uses are permitted in the Business Commercial Designation. The plan provides sufficient land and policies that require the appropriate amount of retail-commercial gross floor area to serve the projected needs of residents and businesses in the Secondary Plan.

### **Institutional Uses and Institutional Area**

As in the section above, although there are no Institutional Areas within the Agerton SPA, the Institutional Uses and Institutional Areas policies influenced the institutional policies and the Public Uses designation in the Agerton Secondary Plan, and institutional uses are permitted in the Business Commercial designation.

### **Parks, Open Spaces, and Trails**

Informed by the Parkland & Recreational Facility Strategy prepared by SGL, the 2026 Draft Land Use Plan identifies an appropriate distribution of parkland and trails. The Draft Secondary Plan provides policies to ensure parks and trails are provided in a manner that is consistent with the Master Parkland Agreement, the Milton OP, and the Town's direction regarding parkland. Further guidance on park design is provided in the Agerton Urban Design Guidelines.

The amount of parkland was determined in accordance with the 10% and 15% caps on parkland under Section 42(3.3) of the *Planning Act*.

### **Urban Design**

The Secondary Plan policies have been developed to achieve a high standard of design in the built environment in accordance with the policies of the Milton OP. The Agerton Urban Design Guidelines provide more specific direction regarding the vision for the Secondary Plan, as required by Section 7.2.1.1 of the Milton OP.

The Urban Design Guidelines prepared by SGL further guide the design of the Agerton SPA to ensure a high standard of design is achieved.

### **Agricultural**

While there are no lands within the Agerton SPA designated as Agricultural, a portion of the lands between Agerton North and Agerton South are designated Prime Agricultural Areas. The Milton OP requires non-farm uses in close proximity to agricultural uses to

comply with the Province's Minimum Distance Separation formulae. However, as the Agerton SPA is entirely within the Urban Area, the Minimum Distance Separation formulae do not apply.

The Agricultural Impact Assessment prepared by DBH Soil Services Inc. concluded that the proposed development of the Agerton SPA should have minimal impact on the adjacent designated Prime Agricultural Area.

### ***Secondary Plan Policies***

The Agerton Secondary Plan addresses the land use, urban form and design, transportation, servicing, and high-level development requirements for the Secondary Plan lands in accordance with Section 11.4.3.1. The Agerton Secondary Plan has been informed by detailed background studies as identified in Section 4.0 of this Report, in accordance with Section 11.4.3.3.

#### **8.2.4 Milton Green Innovation Plan**

In accordance with the Green Innovation Plan, the Draft Secondary Plan encourages the inclusion of energy efficient housing and the installation of electric vehicle charging stations.

### **8.3 Conclusion**

The 2026 Draft Land Use Plan and the Draft Agerton Secondary Plan are consistent with the 2024 PPS and conform to the Milton OP as they focus transit-supportive density in a Strategic Growth Area (the PMTSA), protect for employment uses within the Employment Area, provide appropriate transition between employment uses and sensitive uses, are planned to meet the minimum PMTSA density targets and the population, housing, and employment forecasts for Agerton, co-locate public uses, support the achievement of a complete community, and protect the Natural Heritage System.

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