

C.X Agerton Secondary Plan

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C.X AGERTON SECONDARY PLAN

PREAMBLE

The Agerton Secondary Plan is located along Trafalgar Road, south of Highway 401 and north of Derry Road. The Agerton Secondary Plan comprises a Protected Major Transit Station Area (PMTSA) for a high-density mixed-use community that supports the extension of higher-order transit to this part of Milton, an Employment Area, Business Commercial Areas, and community uses, to provide a range and mix of employment opportunities in this part of the Town. The Agerton Secondary Plan is being developed in coordination with the Trafalgar Secondary Plan to the south.

A key planning objective for the Trafalgar Corridor (which encompasses both the Agerton Secondary Plan and Trafalgar Secondary Plan) is to plan for the urbanization of Trafalgar Road to support the delivery of key transportation and higher-order transit service along the Trafalgar Road (inter- and intra-regional) and the realization of the Milton Trafalgar GO Station. This infrastructure is essential to realizing the significant population and job potential in the Agerton Secondary Plan area, which contributes to the Town's growth forecasts. The PMTSA is focused on the proposed Milton Trafalgar GO Station. The area is physically separated from the main urban expanse of Milton by the Sixteen Mile Creek Valley. As such, it represents the principal urban centre of the Trafalgar Corridor and offers an opportunity to accommodate higher-density development and taller, transit-supportive built form in a way that contributes positively to the overall urban structure. The PMTSA is planned to be a focus for some of the highest employment and population densities in the Town. The PMTSA is identified on Schedule "C.X.C" and is characterized by a Transit-Oriented Node adjacent to the future Milton Trafalgar GO Station, a Transit-Supportive Community towards Trafalgar Road and Derry Road, and the Agerton Business Commercial Area along Trafalgar Road.

Outside the PMTSA, the majority of the Secondary Plan is intended to provide employment lands that benefit from proximity to the Highway 401-Trafalgar Road, Highway 407-Derry Road, and the future Highway 413-Trafalgar Road interchanges. The Employment Area will accommodate land uses that are compatible with nearby rail facilities and hydro infrastructure.

The balance of the Secondary Plan Area consists of a Public Use block and the Agerton Business Commercial Areas. The Public Use block will accommodate a District Park, a community centre, and a fire hall. The Agerton Business Commercial Areas will provide a transition from the employment lands to the PMTSA and accommodate employment uses that are not permitted in *Employment Areas*.

All references to "this Official Plan" will refer to the Official Plan which is in force and effect at the time of approval of the Agerton Secondary Plan.

C.X.1 GENERAL

C.X.1.1 PURPOSE

The Agerton Secondary Plan provides detailed policies to facilitate the development of a PMTSA as well as public use land, Business Commercial lands, and an *Employment Area* in the northern and eastern portions of the Secondary Plan.

The Secondary Plan:

- i) Implements the objectives, policies, and overall planning approach of this Official Plan within the local context;
- ii) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;
- iii) Provides growth management policies to implement a target of 14,100 residents and 17,500 jobs by 2051; and,
- iv) Establishes a vision for growth in the Secondary Plan over the long-term, through overarching themes, goals, strategic policies, and the Community Structure Plan.

C.X.1.2 LOCATION

The Agerton Secondary Plan is located in the Town's Urban Area as shown on Schedule 4 of this Official Plan, and is generally bounded by:

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

C.X.2 SECONDARY PLAN CONCEPT

C.X.2.1 COMMUNITY VISION

The community vision is defined by the following five characteristics that provide direction for development in the Agerton Secondary Plan:

- a) **A Transit-Oriented, Mixed Employment and Residential Complete Community**
A community centered around a GO Station that provides opportunities for people of all ages and abilities to conveniently access, through numerous transportation options, a broad range of job opportunities, a full range of retail stores and commercial services, an appropriate range of medium and high-density housing, and supporting community uses near transit.
- b) **A Well-Serviced Community**
A community that provides transit-supportive centres of activity that maximize access to jobs, shopping, recreation, institutional and leisure choices, with sufficient servicing infrastructure to accommodate long-term growth potential.

- c) **An Environmentally Sustainable Community**
A community that integrates a Natural Heritage System (NHS) and a linked parkland system within the urban fabric of the Secondary Plan area, which is sensitive and connected to the Greenbelt.
- d) **A Connected, Transit-Oriented Community**
A community that provides a multi-modal transportation network of *Complete Streets* and an *active transportation* and goods movement network responsive to the needs of all users, organized around the proposed Milton Trafalgar GO Station with connections to planned higher-order transit on Trafalgar Road that integrates with the Town and Region's transportation system.
- e) **An Attractive Community**
A community that provides a high-quality public realm and buildings with design standards that create an attractive and vibrant destination.

C.X.3 GOALS AND OBJECTIVES

Further to, and in accordance with the guiding principles and policy pillars of Sections 1.2 and 1.3 of this Official Plan, the following goals and objectives are applicable to the Agerton Secondary Plan:

C.X.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for transit-oriented and transit-supportive mixed-use development that provide a focus of retail, commercial, and community uses within reasonable walking distance from most of the population;
- b) Achieve an overall minimum density of 180 residents and jobs combined per gross hectare within the PMTSA;
- c) Achieve population-related employment uses, including *office uses* and retail uses, that make efficient use of land and accommodate jobs within the PMTSA;
- d) Identify a housing mix that provides for a range of medium- and high-density housing types, as well as a range of tenures, and opportunities for affordable and assisted housing;
- e) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with *active transportation* (on- and off-road) as one of the main organizing features of the community; and,
- f) Identify the *institutional use* needs and provide opportunities for places of worship.

C.X.3.2 CREATE EMPLOYMENT OPPORTUNITIES

- a) Ensure the availability of sufficient land for an appropriate mix and range of employment to support the Town's economic competitiveness;
- b) Promote diverse, high-quality employment opportunities, considering the needs of existing and future businesses, and promoting the achievement of an integrated economic cluster;
- c) Plan for a business commercial hub to accommodate office uses and provide the potential to accommodate large-scale office or institutional uses;
- d) Plan for *Employment Areas* that provide long-term locations for manufacturing, research and development in connection with manufacturing, warehousing and good movement, and associated retail and *office uses* and ancillary facilities;
- e) Separate *Employment Areas* from sensitive uses with compatible population-related employment and institutional uses to maintain the long-term operational and economic viability of *Employment Areas*;
- f) Locate employment opportunities that serve the community and that are accessible by transit and *active transportation*, within and adjacent to the Protected Major Transit Station Area; and,
- g) Encourage compact and attractive population-related employment uses that are focused on the efficient use of land and optimization of infrastructure.

C.X.3.3 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

- a) Protect or enhance *Key Features* and ecological functions of the NHS, and demonstrate that there will be no negative impacts on the natural features and areas or their ecological functions;
- b) Create, in consultation with any other appropriate *Public Agency*, a combined natural heritage and off-street trail system that is easily accessible and visible to residents and visitors; and,
- c) Encourage visual and physical connections to the Greenbelt and the NHS, including the location of parks and open spaces adjacent to, or near, the NHS where possible.

C.X.3.4 LEVERAGE GO STATION AND PROVIDE MOBILITY OPTIONS

- a) Create a multi-modal transit hub centred around the Milton Trafalgar GO Station that serves to connect people and goods within the Secondary Plan, other areas of the Town, and surrounding urban areas in the Region;
- b) Foster a connected and accessible *active transportation* network which promotes a culture of walking, rolling, and cycling;
- c) Plan for a local transit network that can connect to planned higher-order transit service on Trafalgar Road and at the proposed Milton Trafalgar GO Station;

- d) Realize a network of *Complete Streets* that balance the needs of all road users, including pedestrians, cyclists, transit users and motorists;
- e) Provide a land use structure and distribution of density that is transit-supportive within walking distance of transit stops; and,
- f) Identify Trafalgar Road and Derry Road corridors as Transit Priority Corridors to serve as key connectors and key Regional corridors to link people to existing and planned regional destinations and abutting municipalities.

C.X.3.5 ESTABLISH A LOGICAL ROAD NETWORK

- a) Identify a modified grid pattern of collector roads that provide connectivity within the Secondary Plan and other areas of the Town; and,
- b) Recognize Trafalgar Road, a Regional major arterial roadway, as the main north-south corridor of the Secondary Plan, which together with Derry Road, a Regional major arterial roadway and the main east-west corridor, is intended to accommodate all modes of transportation and accommodate travel throughout the Region.

C.X.3.6 CREATE HIGH-QUALITY URBAN SPACES

- a) Establish urban design guidelines and other measures that will ensure a high-quality and cohesive urban design for both public and private areas of the community;
- b) Create community identity through establishment of a high-quality public realm, placemaking, and a high standard of urban design (e.g. distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.); and,
- c) Ensure communities are designed to be accessible by all, regardless of age or physical ability; and,
- d) Require attractive streetscapes and building facades along arterial roads by limiting expansive surface parking, outside storage, and heavier industrial uses to locations not visible to the travelling public.

C.X.3.7 FISCAL RESPONSIBILITY

- 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.

C.X.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section B.2 of this Official Plan, the following policies are applicable to the Agerton Secondary Plan.

C.X.4.1 NATURAL HERITAGE SYSTEM (NHS)

The NHS will be established in accordance with Sections 2.5.1.11, 2.5.1.19, and 2.5.1.20 of this Official Plan. The focus of the NHS is to preserve and enhance the biological diversity and *ecological functions*. The NHS is identified on Schedules “C.X.A” to “C.X.C” and further detailed in Section C.X.6.8 of this Secondary Plan.

C.X.4.2 TRANSPORTATION NETWORK

C.X.4.2.1 Public Transit

In conformity with Sections 2.6.1.12, 2.6.13, 2.6.1.17, and 6.1.5.1 of this Official Plan, and with regard to the Town’s Transportation Planning, the Town will ensure that the development of the Secondary Plan maximizes the potential for the provision of transit service through the achievement of appropriate densities.

C.X.4.2.2 Active Transportation System

Schedule “C.X.B” identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with Sections 2.6.1.12 and 2.6.1.15 of this Official Plan. The *active transportation* system has been coordinated with the existing and planned trail systems at both the Town and Regional levels, having regard for the Region and Town’s Transportation Planning. The siting and design of the *active transportation* system will be to the satisfaction of the Town in consultation with any other appropriate *Public Agency* and implemented through draft plans of subdivision. Where possible, the *active transportation* system shall connect to parks and schools. Where possible, the *active transportation* system is encouraged to connect to other *institutional uses*.

Where the conceptual *active transportation* system is proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the Subwatershed Study (SWS), *Master Environmental Servicing Plan (MESP)*, *Development Area Environmental Functional Servicing Study (DAEFSS)* or equivalent study, and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

C.X.4.2.3 Road Network

In conformity with Sections 6.1.1.1 to 6.1.2.7 of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule “C.X.B”. The location and general alignment of collector roads are approximate. These roads and their connections to

other roads form a network necessary to ensure the proper overall functioning of transportation and water and wastewater systems, supporting the planned development of the area. The precise location of all new collector and local roads shall be established in conjunction with the preparation of development applications, and deviations from the road pattern identified in this Secondary Plan shall not require an amendment to this Secondary Plan, subject to the approval by the Town, in consideration of traffic demand requirements, connectivity objectives, and development continuity. The alignment of the Main Street Extension will be determined through the completion of the Main Street EA, and the ultimate alignment shall not require an amendment to this Secondary Plan. Any proposed deletions of arterial roads identified on Schedule “C.X.B”, or any proposed additions or deletions of collector roads intersecting with a Regional road, will require an amendment to this Secondary Plan unless otherwise permitted in the Secondary Plan.

C.X.4.2.4 Regional Road Network

Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of major arterial roads for the transport of goods and people in a safe and efficient manner, in accordance with the Region’s most current master plan policies, by-laws, and guidelines. The Regional Road network within the Secondary Plan is comprised of Major Arterial Roads which include the Trafalgar Road (Regional Road 3) and Derry Road (Regional Road 7) corridors within the Secondary Plan.

C.X.4.2.5 Regional Road Considerations

The Town will work with the Region to ensure that Regional roads, including Trafalgar Road and Derry Road, function efficiently as major routes through the Secondary Plan area. The Town and Region will monitor the need for network improvements to be addressed through the development application process.

C.X.4.2.6 Rail

Development in proximity to the railway corridor is subject to Sections 2.6.1.18, 2.6.1.21, 2.6.1.22, 5.5.1.1 to 5.5.1.7, and 6.1.7.1 to 6.1.7.3 of this Official Plan.

C.X.4.3 SERVICING

C.X.4.3.1 Water and Wastewater Infrastructure

The public infrastructure system shall be developed in conformity with Sections 3.7.1.20 and 3.7.1.21 of this Official Plan.

Halton Region is responsible for water collection, treatment, and distribution infrastructure in accordance with the Region’s most current master plan, policies, by-laws, and guidelines.

C.X.4.3.2 Stormwater Management

In conformity with Section 5.4.3.1 of this Plan, the Town shall, prior to the approval of a development application, require the approval of a stormwater management plan that is consistent with the direction of the SWS.

The location of the stormwater management facilities (including green infrastructure and *Low Impact Development* (LID) techniques) will be identified through the development approval process, in accordance with the MESP. Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new development and implemented to the extent feasible, as determined by the Town in consultation with the Conservation Authority. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including existing and ultimate Regional roadways, where grading allows this drainage to enter the stormwater management facilities.

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations, where feasible. For developments adjacent to a Regional Road, the design of storm sewer systems and stormwater management ponds shall accommodate storm flows from the Regional Road, where feasible. Such design shall be in accordance with the Region's Urban Services Guidelines and at no cost to the Region.

Subject to Section 5.2 of this Official Plan, stormwater management facilities and LID techniques may be permitted within the NHS where deemed essential and if demonstrated that there will be no negative impacts on *Key Features* and components of the NHS or their ecological functions through a *MESP*, *DAEFSS*, *Environmental Impact Assessment (EIA)* or equivalent study prepared to the satisfaction of the Town, in consultation with any other appropriate Public Agency, including the Conservation Authority where it relates to regulated areas and risks related to natural hazards. Stormwater management facilities are permitted in all other land use designations, subject to meeting relevant Provincial legislation, regulations, and policies.

Innovative design and underground stormwater management facilities are encouraged, particularly in the PMTSA, and may be implemented on public or private lands through additional planning processes to the satisfaction of the Town in consultation with the Conservation Authority, where it relates to regulated areas and risks related to natural hazards. Any such facilities should generally be identified on site plans or draft plans of subdivision process and incorporated into the Fiscal Impact Assessment.

Where facilities are required for regulatory storm control, the facility must be either in public ownership or there must be sufficient mechanisms in place to ensure the proper operation

and maintenance of a privately-owned facility, to the satisfaction of the Town in consultation with the Conservation Authority, where it relates to regulated areas and risks related to natural hazards.

The co-location of stormwater management facilities within parks may be considered on a case-by-case basis.

C.X.4.3.3 Utilities

In conformity with Section 6.2.4.1 of this Official Plan, Federal, Provincial, Regional, and Town-owned and/or operated essential transportation and utility facilities are permitted to be located within any land use designation, and where required, subject to the completion and approval of an EA.

Essential transportation and utility facilities may be located within the Natural Heritage System designation, in accordance with Section C.X.6.8 of this Secondary Plan and supported through an EA if required.

C.X.4.4 HOUSING

C.X.4.4.1 The PMTSA shall provide for a range and mix of medium- and high-density housing by type, unit size, and tenure. A full range and mix of medium- and high-density housing to meet the life-cycle needs of the population will be encouraged within the PMTSA, with the highest residential densities directed to the Transit-Oriented Node and at the corners of Trafalgar and Derry Roads.

C.X.4.4.2 The PMTSA is a key location for the provision of *Affordable Housing* and purpose-built rental housing within the Town.

C.X.4.4.3 To meet the overall Town-wide *affordable housing* target of 25%, within the Agerton Secondary Plan Area, it is encouraged that 30% of all new units be provided as either rental, below market rental cost, or below market ownership cost.

C.X.4.4.4 A minimum of 40% of units in each building are encouraged to be 2-3 bedrooms.

C.X.4.4.5 The Town will work with development proponents to support the achievement of the housing affordability objectives and targets.

C.X.4.4.6 In order to achieve the housing affordability objectives and targets, in accordance with Section 2.3.3.14 and the Town's Housing Strategy, the Town may consider tools such as Inclusionary Zoning. Other incentives, such as alternative development standards or reductions in application fees, may be considered when development proponents provide an appropriate housing mix by dwelling type and number of bedrooms, based on the Town's Housing Strategy.

C.X.4.4.7 The Town will work with the Region and development proponents to identify tangible partnerships to provide *Affordable Housing*.

C.X.4.4.8 As a requirement of development applications, development proponents shall provide a statement that demonstrates how they are addressing the Town's Housing Strategy and contributing to the Town's housing targets, including affordable housing targets.

C.X.4.5 URBAN DESIGN

C.X.4.5.1 Section 3.2 of this Official Plan contains urban design policies for the Town, which are applicable to the Agerton Secondary Plan.

Further to, and in accordance with the policies of Section 3.2 of this Official Plan, all development within the Agerton Secondary Plan shall be designed in a manner which:

- a) Reflects the goals and objectives of this Secondary Plan in Section C.X.3; and,
- b) has regard for the Agerton Urban Design Guidelines.

C.X.4.5.2 Further to the policies of Section C.X.4.5.1, development should also be designed in accordance with the following:

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography, and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All collector roads within the secondary plan shall be designed as *Complete Streets*, balancing the needs of all road users;
- c) The design of a grid system of local roads within the *Employment Area* is encouraged. To ensure flexibility to accommodate all employment uses, changes to the internal collector roads will be permitted without an amendment to this Plan to accommodate larger or smaller employment uses when supported by a transportation impact study;
- d) Outdoor storage should be generally shielded from public view by a combination of buildings and landscaping. Where outdoor storage is proposed along arterial and collector roads, screening shall be provided to the satisfaction of the Town;
- e) Arterial roadways, including Trafalgar Road and Derry Road, shall be designed with boulevards that will be vegetated with trees and shrubs, and shall include *active transportation* facilities for pedestrians and cyclists. Landscaped boulevards considered on Trafalgar Road and Derry Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;
- f) South of the rail line, the Trafalgar corridor shall support a mix of residential and retail-commercial uses, which should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, featuring primarily

- hardscaping, with wide sidewalks and ample room for feature street trees and other plants, as appropriate and to the satisfaction of the Region;
- g) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces, particularly District Parks and Neighbourhood Parks;
 - h) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar Road, Derry Road, and Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
 - i) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
 - j) Tall buildings permitted along Trafalgar Road must be designed to ensure a pedestrian-friendly environment and compatibility with the surrounding built form through appropriate setbacks, building stepbacks, and enhanced landscaping, consistent with the Agerton Design Guidelines and the Milton Tall and Mid-Rise Design Guidelines.
 - k) New buildings shall be positioned to positively define the shape and function of the public realm including streets, parks, and open spaces;
 - l) Within the PMTSA, there shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary. All *active transportation* system crossings at a Regional Road must be located at signalized intersections with an intersecting road only;
 - m) *Institutional uses* shall be combined as part of mixed-use buildings in the PMTSA, where possible to achieve a compact development form, with the exception of schools which shall be compact, but are not required to be combined as part of mixed-use buildings;
 - n) New development shall be designed to minimize the exposure of residential and other sensitive land uses to odour, noise, and other contaminants caused by transportation, industrial, and utility sources in accordance with the policies of Section 5.5.1.1 to 5.5.1.7 of this Official Plan and the recommendations of the Land Use Compatibility Study; and,
 - o) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

C.X.4.6 INFRASTRUCTURE AND INSTITUTIONAL USES

A range of infrastructure, including *institutional uses*, are permitted in all land use designations on Schedule "C.X.C", except where not permitted in the NHS, *hazardous lands* or *hazardous sites*, or the *Employment Area* in accordance with Sections C.X.4.3.2, C.X.5.2,

C.X.6.5, and C.X.6.8.1. However, public uses that do not include public service facilities are permitted within the *Employment Area*.

C.X.4.6.1 General Parks and Open Spaces

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through active recreational spaces that support the strategic objectives of the Town of Milton Parks and Recreation Strategy. The intent is to provide for a variety of parks and public open spaces distributed throughout the Trafalgar corridor to maximize walkability with a focus on delivering parks that provide opportunities for residents to be physically active. The focus on developable parkland to support outdoor recreation facilities does not diminish the importance of achieving an overall system of public open space that can provide a range of outdoor recreation facilities and park amenities.

Within the Agerton Secondary Plan, the parks and open space system and the *active transportation* system (per Section C.X.4.2), are identified on Schedules “C.X.A” to “C.X.C” and further detailed in Section C.X.6.7.

Parks and Villages Squares shall be connected to the *active transportation* network.

C.X.4.6.2 Places of Worship

The intent of the Secondary Plan is to ensure sufficient opportunities for places of worship are provided to service the residents of the Secondary Plan, recognizing the diverse needs of various faith groups, including consideration for accommodating a range of major and minor sites.

Two (2) major places of worship locations are identified on Schedule “C.X.C”. The *Town* shall encourage the shared use of place of worship locations with other *institutional uses*. Places of worship should be developed in accordance with Section C.X.6 of this Secondary Plan and Sections 3.5.1.15 to 3.5.1.20 of this Official Plan and may be zoned to permit alternative use(s). The sites shall be subject to a Holding Zone, which shall only be removed at the time of site plan approval, and subject to satisfying the following conditions of approval:

- a) It must be demonstrated at the time of lifting the holding (H) provision that notice has been given to faith groups, from the stakeholder list available from the Town, to make the identified locations available;
- b) The owner provides details to demonstrate how the alternative development can be accommodated on the site, including but not limited to, the provision for any public roads required to accommodate the alternative use; and,
- c) If, following the reservation period prior to site plan approval, no arrangements have been made for the acquisition of the identified locations for a place of worship, the underlying land use designation shall apply without further amendment to the Official Plan.

Minor places of worship may be accommodated within the Mixed-Use High Density, Neighbourhood Centre Mixed-Use II, and Agerton Business Commercial Area designations in accordance with Sections C.X.6.1, C.X.6.3, and C.X.6.4 of this Secondary Plan.

C.X.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Agerton Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Official Plan, emergency response facilities are permitted in any land use designation other than the NHS or the Employment Area designation or within hazardous lands or hazardous sites and shall be designed and developed in a manner that is compatible with the surrounding neighbourhood.

At a minimum, one (1) fire hall shall be provided within the Secondary Plan.

C.X.4.6.4 Schools

The intent of the Secondary Plan is to provide sufficient educational opportunities in proportion to the resident population and to maximize walkability by locating schools within the PMTSA, co-locating them with a Neighbourhood Park, and providing frontage on collector roads. Schools shall be provided in accordance with Section C.X.6.9.5.

C.X.4.6.5 Co-location

Schools shall be encouraged to be co-located with Libraries, Community Centres, and Parks, where possible. Libraries, Community Centres, Parks, and places of worship shall also be encouraged to co-locate, where possible. Schools, Libraries, and Community Centres should be developed in more urban, compact forms for land efficiency.

C.X.4.7 EXISTING AGRICULTURAL OPERATIONS

Within the Agerton Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. An Agricultural Impact Assessment on the potential impact of urban development on existing agricultural operations, including the requirement for compliance with Minimum Distance Separation formulae, does not apply within the Agerton Secondary Plan.

C.X.4.8 GREEN INNOVATION PLAN

C.X.4.8.1 The Town will encourage inclusion of energy-efficient housing in the Agerton Secondary Plan and residential buildings that meet or exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

C.X.4.8.2 The Town shall encourage installation of Electric Vehicle charging stations.

C.X.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.X.A” provides an overall framework for the Agerton Secondary Plan. Key Community Structure elements include the Milton Trafalgar GO Station and PMTSA, Employment Area, Agerton Business Commercial Corridor, Public Uses, NHS, and Roads and Active Transportation Networks.

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

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

The Protected Major Transit Station Area (PMTSA) is a contiguous urban area generally delineated by the CP Rail Line to the north, the Greenbelt Plan to the west, Derry Road to the south, and a proposed collector road to the east of Trafalgar Road. The PMTSA and associated future Milton Trafalgar GO Station have been identified in multiple levels of policy, including the Town of Milton Official Plan, and the Milton Transportation Master Plan.

The PMTSA is a strategic growth area within the Secondary Plan that is intended to provide a full mix and range of uses at a transit-supportive minimum overall density of 180 residents and jobs per hectare. The PMTSA will achieve a minimum of 14,100 people and 9,000 jobs, resulting in a general proportion of approximately 60% residents and 40% jobs.

The PMTSA shall achieve this Official Plan’s Milton Trafalgar GO Village policies contained in Sections 2.3.3.8 to 2.3.3.21. The PMTSA shall also incorporate the greatest mix of uses, including residential uses, *office uses*, retail commercial uses, and institutional uses within the Secondary Plan, integral to a vibrant area which prioritizes transit and *active transportation*. It shall be immediately recognizable as the core of the community. To achieve this mix of uses, the PMTSA comprises a Transit-Oriented Node, a Transit-Supportive Community, and an Agerton Business Commercial Area. The Transit-Oriented Node near the future Trafalgar GO station shall have the greatest intensity of uses, height, and density within the Secondary Plan.

The PMTSA shall be primarily defined by tall buildings; however, mid-rise buildings are also encouraged. A mix of higher-density built forms will be promoted in the PMTSA. The PMTSA will include two height peaks, with the greatest heights concentrated at the Milton Trafalgar GO Station and the second height peak at the intersection of Trafalgar and Derry Roads.

The PMTSA is planned to be a mixed-use urban destination that will serve as the highest concentration of jobs in the Secondary Plan, forming a new office node and business cluster in this part of the Region. Accordingly, the PMTSA shall be planned to accommodate a

minimum of 27,900 square meters of office gross floor area and 37,200 square metres of retail gross commercial floor area.

Development in the PMTSA will be guided by transportation (including transit) and capacity thresholds. The PMTSA is planned to accommodate a population of 14,100 people, where a maximum of 12,690 people and 9,625 jobs can be accommodated before the Milton Trafalgar GO Station is in operation. This limit may be raised without an amendment to this Secondary Plan if a transportation study is conducted that supports additional population or jobs to the satisfaction of Halton Region and the Town of Milton.

C.X.5.1.1 TRANSIT-ORIENTED NODE

The Transit-Oriented Node is delineated by CP Rail to the north, the Greenbelt Plan to the west, a proposed east-west collector road to the south, and Trafalgar Road to the east.

The Transit-Oriented Node is intended to focus the greatest intensity of uses, height, and density within the PMTSA. The Transit-Oriented Node shall also incorporate the greatest mix of uses, including residential, office, retail, and institutional uses, within the PMTSA.

The Transit-Oriented Node shall be recognizable as the core place-making area, featuring the highest degree of urban design and transit- and pedestrian-oriented development, with active street frontages and attractive streetscapes.

Tall buildings are encouraged in the Transit-Oriented Node. Surface parking is discouraged in the Transit-Oriented Node, except for parking to support the Milton Trafalgar GO Station. Interim uses or heights and densities below the minimums shall not be permitted; however, surface parking provided as part of a phased development is permitted.

C.X.5.1.2 TRANSIT-SUPPORTIVE COMMUNITY

The Transit-Supportive Community is generally delineated by the Transit-Oriented Node to the north, the Greenbelt Plan to the west, Derry Road to the south, and the proposed collector road east of Trafalgar Road to the east.

The Transit-Supportive Community is intended to be composed of development at transit-supportive densities, with a range and mix of uses, including residential, commercial, and institutional. Tall and mid-rise buildings are encouraged throughout the Transit-Supportive Community.

The PMTSA's secondary height peak will be located at Trafalgar Road and Derry Road, coincident with a planned higher-order Bus Rapid Transit stop along Trafalgar Road. This area is intended to complete the north side of the Neighbourhood Centre identified in the Trafalgar Secondary Plan and provide a complete range and mix of uses, including major residential, commercial, and institutional.

Development along Derry Road should serve as a transition area to the adjacent Trafalgar Secondary Plan.

C.X.5.1.3 AGERTON BUSINESS COMMERCIAL AREA

The Agerton Business Commercial Area within the PMTSA is delineated by the rail line to the north, Trafalgar Road to the west, a proposed collector road to the south, and a proposed collector road to the east. Agerton Business Commercial Areas are also located north of the railway, west of Trafalgar Road; along Derry Road, east of the PMTSA; and west and south of the Employment Area, north of the Public Use block.

The Agerton Business Commercial Area is intended to support the PMTSA and higher-order transit stops and serve as a transition to the adjacent Trafalgar Secondary Plan to the south, and the Transit-Oriented Node to the west from the rail uses and *Employment Areas* to the east and north. The Agerton Business Commercial Area, north of the hydro corridor and west of Trafalgar Road, is intended to provide opportunities for large office and institutional uses that can benefit from proximity to the Main Street extension and Highway 401.

The Agerton Business Commercial Area will provide *office, retail*, and light industrial uses to serve as a transition from residential areas to the adjacent *Employment Areas*, support the achievement of the job target identified in Section C.X.1.1 iii), and accommodate non-residential uses that are not permitted within the *Employment Area*. Residential uses shall not be permitted.

C.X.5.2 EMPLOYMENT AREA

An *Employment Area* is planned to accommodate clusters of industrial, business, and economic activities, which will be a major source of employment opportunities within the Town and will benefit from proximity to Highway 401, the future Highway 413, higher-order transit on Trafalgar Road, and the nearby GO station, and from the future Main Street extension. This will include manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail uses and *office uses*, ancillary facilities, and any other business and economic uses.

Any uses deemed to be noxious by reason of dust, odour, fumes, particulate matter, noise, and/or excessive vibrations may only be permitted where appropriate separation or mitigation from sensitive land uses can be provided.

C.X.5.3 PUBLIC USES

A Public Use block is planned to accommodate a park, a community centre, and a fire hall. The block is located to ensure accessibility from the PMTSA and the Trafalgar Secondary Plan Area while also providing a buffer between the *Employment Area* and residential uses in the PMTSA.

C.X.5.4 NATURAL HERITAGE SYSTEM

The NHS is delineated on Schedules “C.X.A” to “C.X.C” of this Official Plan. Components of the NHS are outlined in Sections 2.5.1.9 and 2.5.1.15 of this Official Plan.

C.X.5.5 ROAD AND ACTIVE TRANSPORTATION NETWORKS

The Road and *Active Transportation* Networks have been identified on Schedule “C.X.B” to ensure that the integrated street and off-road system and facilities are integrated and designed to provide maximum opportunities for *active transportation*, including pedestrian, bicycle and other similar movements, as well as access to public transit.

The intent is to provide a well-connected, continuous grid-pattern street network, while recognizing constraints, such as the NHS, that limit the achievement of a fully connected network.

C.X.6 LAND USE POLICIES

The applicable land use policies of Sections 8.0 and 10.0 of this Official Plan, together with the additional policies in this section, shall apply to the lands in the Agerton Secondary Plan, in accordance with the land use designations on Schedule “C.X.C”, Land Use Plan.

The location of land use designation boundaries, with the exception of the Agerton Business Commercial Area designation’s boundaries, may be adjusted without the need for an amendment to this Secondary Plan through the Council endorsement of a Major Transit Station Area Design Plan prepared in accordance with Section C.X.7.5.4 of this Secondary Plan.

C.X.6.1 MIXED-USE HIGH DENSITY

The Mixed-Use High Density designation on Schedule “C.X.C” is generally located south of the rail line, adjacent to the Milton Trafalgar GO Station, and at the Trafalgar Road and Derry Road intersection. The Mixed-Use High Density designation will establish the major focal point within the Secondary Plan and the PMTSA, which is intended to achieve the highest residential and employment densities to support the Milton Trafalgar GO Station and higher-order transit along Trafalgar Road.

Within the Mixed-Use High Density designation, a minimum of 18,600 square meters of office gross floor area and 9,300 square metres of commercial/retail gross floor area shall be provided.

C.X.6.1.1 Within the Mixed-Use High Density designation, permitted uses include:

- a) Residential Uses in the form of apartments, encouraged in a mixed-use format, in accordance with the policies of Sections C.X.4.4, C.X.5.1, and C.X.6.1.3;
- b) Medium-density residential uses, including street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes, which shall transition down towards the Greenbelt from the Transit-Oriented Node, in accordance with the policies of Sections 8.2.7.2 of this Official Plan and Sections C.X.4.4, C.X.5.1, and C.X.6.3.3 of this Secondary Plan;
- a) Local Commercial uses in accordance with Section 8.4.4 of this Official Plan and may include retail commercial, pharmacy, financial institution, personal service uses, population-serving offices, or small-scale community uses;
- b) *Office uses*; and,
- c) *Institutional Uses*, including minor places of worship only as part of a mixed-use building and in accordance with Sections 8.2.7.6 and 8.2.7.7 of this Official Plan and Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan.

C.X.6.1.2 Development will be planned to:

- a) Support major transit infrastructure and multi-modal access to the Major Transit Station with *active transportation* infrastructure and connections to nearby destinations, such as community uses;
- b) Protect lands to accommodate the need for future enhancement or expansion of transit infrastructure as appropriate;
- c) Provide the most intense forms of development within 400 metres of the Major Transit Station;
- d) Locate sensitive land uses to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities and other land uses vulnerable to encroachment;
- e) Where parking is provided, it is encouraged that the majority of parking be provided in a structured parking garage or underground;
- f) Where surface parking is provided, it shall be generally screened from the public realm by the placement of buildings and landscaping;
- g) Encourage land assembly to create larger viable holdings and facilitate comprehensive development;
- h) Incorporate alternative development standards to the satisfaction of the Town and school board, including urban schools in mixed-use building formats;
- i) Provide the minimum gross floor area required for office and commercial-retail uses;
- j) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;
- k) Accommodate multiple urban squares; and,
- l) Facilitate access to public transit.

C.X.6.1.3 Notwithstanding Sections 8.2.6.1.d) and 8.2.7.3 of this Official Plan, the following requirements apply:

- a) Apartment and mixed-use buildings shall be developed at the minimum height identified on Schedule “C.X.D” and a minimum density of 3.0 Floor Space Index;
- b) Medium-density shall be developed to a minimum density of 65 units per net hectare;
- c) Non-residential buildings shall be developed at a minimum density of 0.5 Floor Space Index.

C.X.6.1.4 All development within the Mixed-Use High Density designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

C.X.6.2 MEDIUM DENSITY RESIDENTIAL II

The Medium Density Residential II designation on Schedule “C.X.C” is located throughout the PMTSA, concentrated in the Transit-Supportive Community.

The designation is intended to provide a range and mix of housing types and to locate less intensive residential development in the Transit-Supportive Community while providing a minimum density that will support transit and retail commercial uses.

C.X.6.2.1 Within the Medium Density Residential II designation, permitted uses include:

- a) Residential Uses, including street townhouses, back-to-back townhouses, stacked townhouses, multiplexes, and apartments in accordance with the policies of Sections 8.2.7.2 of this Official Plan and Sections C.X.4.4, C.X.5.1, and C.X.6.2.3 of this Secondary Plan;
- b) Local Commercial uses in accordance with Section 8.4.4 of this Official Plan and may include retail commercial, pharmacy, financial institution, personal service uses, population-serving offices, or small-scale community uses;
- c) Land uses and built form that would adversely affect the achievement of the density targets of this PMTSA are prohibited: low-density housing, such as single-detached, semi-detached, and duplex units, shall not be permitted.

C.X.6.2.2 Development will be planned to:

- a) Support major transit infrastructure and multi-modal access to the Major Transit Station with *active transportation* infrastructure and connections to nearby destinations, such as community uses;
- b) Locate sensitive land uses to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise, and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities and other land uses vulnerable to encroachment, in accordance with;

- c) Encourage land assembly to create larger viable holdings and facilitate comprehensive development;
- d) Locate buildings on or close to the street line and massed at intersections to establish a strong street edge;
- e) Accommodate multiple village squares; and,
- f) Facilitate access to public transit.

C.X.6.2.3 Notwithstanding Sections 8.2.6.1.b), 8.2.6.1.c), and 8.2.7.2 of this Official Plan, the following requirements apply:

- a) A range of medium-density housing options shall be provided, such as street townhouses, back-to-back townhouses, stacked townhouses, and multiplexes;
- b) Buildings shall generally be developed to the maximum building heights identified on Schedule “C.X.D”.
- c) Notwithstanding Schedule “C.X.D”, where there is a maximum height of four storeys, locations to accommodate additional building height up to eight storeys may be considered through the development application process, without an amendment to the Secondary Plan, subject to the following requirements:
 - i. The lands are located along an arterial road (i.e. Trafalgar Road or Derry Road) or at the intersection of two collector roads; and
 - ii. The development is compatible with and is appropriately designed and transitioned to the surrounding area.
- d) Apartments may be permitted in accordance with Section C.X.6.2.3.b);
- e) A minimum density of 65 units per net hectare and maximum density of 120 units per net hectare for street townhouses, back-to-back townhouses, stacked townhouses and multiplexes; and
- f) A maximum density of 3.0 Floor Space Index for apartments.

C.X.6.2.4 All development within the Medium Density Residential II designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

C.X.6.3 NEIGHBOURHOOD CENTRE MIXED-USE II

The Neighbourhood Centre Mixed-Use II designation on Schedule “C.X.C” is located along the Trafalgar Road corridor to serve the surrounding community and optimize opportunities for access to planned higher-order transit service.

The designation is intended to serve the commercial needs of the PMTSA and the surrounding areas. It is the intent of this Secondary Plan that the lands within this designation are the focus of commercial uses (particularly retail uses and *office uses*) and higher-density residential uses in a mixed-use setting.

Within the Neighbourhood Centre Mixed-Use II designation, a minimum of 27,800 square metres of retail gross floor area shall be provided.

C.X.6.3.1 In accordance with Section C.X.5.4, the Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within the PMTSA and permits the following uses in a stand-alone or mixed-use building:

- a) *Office uses*;
- b) Commercial uses;
- c) *Institutional Uses* including minor places of worship in accordance with Sections 8.2.7.6 and 8.2.7.7 of this Official Plan and Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan;
- d) Residential apartments in accordance with the policies of Sections 8.2.7.3 of this Official Plan and Sections C.X.4.4, C.X.5.1, and C.X.6.3.3 of this Secondary Plan; and,
- e) Land uses and built forms that would adversely affect the achievement of the density targets of this PMTSA are prohibited: Low-density forms of housing, such as single, semi-detached, and duplexes, shall not be permitted.

C.X.6.3.2 Development will be planned to:

- a) Support the office and commercial-retail needs of the PMTSA and surrounding community, including the Trafalgar Secondary Plan Area, by providing the minimum gross floor area required for office and commercial-retail uses;
- b) Support major transit infrastructure and multi-modal access to the Major Transit Station with *active transportation* infrastructure and connections to nearby destinations, such as community uses;
- c) Locate sensitive land uses to avoid, or where possible minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities and other land uses vulnerable to encroachment;
- d) Encourage buildings to be located on or close to the street line and massed at intersections to establish a strong street edge;
- e) Accommodate multiple village squares;
- f) Encourage land assembly to create larger viable holdings and facilitate comprehensive development; and,
- g) Facilitate access to public transit.

C.X.6.3.3 The following requirements apply:

- a) Maximum heights are identified on Schedule "C.X.D"; and,
- b) A minimum density of 3.0 Floor Space Index for apartment buildings.

C.X.6.3.4 All development within the Neighbourhood Centre Mixed Use II designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

C.X.6.4 AGERTON BUSINESS COMMERCIAL AREA

The Agerton Business Commercial Area designation applies to areas where a range of commercial, light industrial, and *office uses* will be permitted, subject to a high standard of design.

Within the Agerton Business Commercial Area designation within the PMTSA, a minimum of 9,300 square metres of office gross floor area shall be provided.

Within the Agerton Business Commercial Area designation outside of the PMTSA, a minimum of 46,500 square metres of office gross floor area shall be provided.

C.X.6.4.1 Within the Agerton Business Commercial Area designation, permitted uses include:

- a) *Office uses*;
- b) Light industrial uses may only be permitted in cases where the use would not conflict with Provincial guidance regarding compatibility with sensitive uses;
- c) Retail and *service commercial uses*;
- d) Hotels, conference, convention, and banquet facilities;
- e) Training and commercial educational facilities;
- f) Research and development uses excluding uses which produce biomedical waste;
- g) *Institutional Uses* including minor places of worship in accordance with Sections 8.2.7.6 and 8.2.7.7 of this Official Plan and Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan; and,
- h) Major places of worship in accordance with Sections C.X.4.6.2 and C.X.6.7 of this Secondary Plan.

C.X.6.4.2 Within the Agerton Business Commercial Area designation, the following uses are not permitted:

- a) Residential uses; and,
- b) Automobile related uses, including vehicle wash facilities, automobile sales, and service.

C.X.6.4.3 *Development* will be planned to:

- a) Support major transit infrastructure and multi-modal access to the Major Transit Station with active transportation infrastructure and connections to nearby destinations, such as community uses;
- b) Within the PMTSA, where the first phase of development within a block will be provided with surface parking and as a single-storey, the applicant shall be required

to submit an intensification plan demonstrating how additional density could be achieved on the site with alternative parking provision;

- c) Provide a high level of urban design and attractive facades;
- d) Encourage land assembly to create larger viable holdings and facilitate comprehensive *development*; and,
- e) Facilitate access to public transit.

C.X.6.4.4 All *development* within the Agerton Business Commercial Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines and applicable built form guidelines.

C.X.6.5 EMPLOYMENT AREA

Lands designated "Employment Area" on Schedule "C.X.C" shall generally reflect the "Industrial Area" designation in accordance with the policies of Section 8.7.7 of this Official Plan.

C.X.6.5.1 Within the Employment Area designation, permitted uses include:

- a) Manufacturing uses;
- b) Uses related to research and development in connection with manufacturing anything;
- c) Warehousing uses, including uses related to the movement of goods;
- d) Retail uses and *office uses* that are associated with uses mentioned in subparagraphs a) to c);
- e) Facilities that are ancillary to the uses mentioned in subparagraphs a) to d); and,
- f) Any other prescribed *business and economic uses*.

C.X.6.5.2 Development will be planned to:

- a) Support the achievement of the Town's employment forecasts by job type;
- b) Support major transit infrastructure and multi-modal access to the Major Transit Station with *active transportation* infrastructure and connections to nearby destinations, such as community uses;
- c) Ensure an appropriate interface with adjacent uses; and,
- d) Facilitate access to public transit.

C.X.6.5.3 New employment uses must ensure compliance with Official Plan policies and Provincial guidance regarding compatibility with sensitive uses.

C.X.6.5.4 All development within the Employment Area designation shall be consistent with the Agerton Secondary Plan Urban Design Guidelines.

C.X.6.6 PUBLIC USE

Lands designated "Public Use" on Schedule "C.X.C" shall conform with the "Institutional Area" designation contained in Section 8.8 of this Official Plan. This designation provides lands for the public uses (i.e., a community centre, district park, and firehall) required to serve the surrounding community.

C.X.6.6.1 Within the Public Use designation, the following uses are permitted

- a) Institutional uses, including public, quasi-public, and private non-profit uses, community centres, parks, fire halls, and other uses as determined by the Town;
- b) Residential uses shall not be permitted.

C.X.6.6.2 Development will be planned to:

- a) Conform with the "Institutional Area" policies contained in policy Section 8.8.4.1 and 8.8.4.3 of this Official Plan.

C.X.6.7 MTO PERMIT CONTROL AREA OVERLAY

MTO Building & Land Uses Permits will be required from MTO prior to the start of any onsite construction within the MTO Permit Control Area for the Highway 401 and future Highway 413, as demonstrated on Schedules "C.X.A" to "C.X.D".

C.X.6.8 NORTHWEST GTA TRANSMISSION CORRIDOR NARROW AREA OF INTEREST

- a) No development is permitted within the Northwest GTA Transmission Corridor Narrowed Area of Interest, as depicted on Schedules "C.X.A" to "C.X.D", until permitted by the Province.
- b) Should the final design of the transmission corridor result in different land requirements and/or alignments, the boundaries of the adjacent land use designations will be adjusted accordingly without the need for an amendment to the Agerton Secondary Plan.
- c) In the event that any lands within the Northwest GTA Transmission Corridor Narrowed Area of Interest are released by the Province and no longer required, the underlying land use designations shall come into effect.

C.X.6.9 INSTITUTIONAL USES

Notwithstanding the policies of Section 3.5, development of *institutional uses* such as parks, open space, and schools shall be provided where identified on Schedule "C.X.C", as well as places of worship, shall be subject to the policies of this section.

C.X.6.9.1 District Park

District Parks are intended to serve multiple Neighbourhood Areas within the Secondary Plan and should include major outdoor recreation facilities such as sports fields, hard surface sport courts, and limited spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, District Parks will be approximately 6.0 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks is generally identified on Schedules “C.X.A” and “C.X.C”.

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

C.X.6.9.2 Neighbourhood Park

Neighbourhood Parks are intended to serve neighbourhoods within the Secondary Plan and should provide outdoor recreation facilities including sports fields, hard surface sport courts, as well as park amenities such as playgrounds, and spray pads etc. Neighbourhood Parks will be approximately 3.0 hectares in size. The location of Neighbourhood Parks is generally identified on Schedules “C.X.A” and “C.X.C”.

A minimum of one (1) Neighbourhood Park shall be included in the PMTSA. It is encouraged that Neighbourhood Parks are co-located adjacent to lands required for an Elementary School and have frontage along a minimum of one public street.

C.X.6.9.3 Village Squares and Urban Squares

Village and Urban Squares are intended to provide recreation opportunities within walking distance of residents that are not close to other parks.

The following policies apply to Village Squares and Urban Squares:

- a) Village Squares are intended to serve neighbourhoods within the Secondary Plan and are primarily expected to provide park amenities such as playgrounds and open, active recreation areas.
- b) Urban Squares are intended to serve the Transit-Oriented Node and are primarily expected to provide multi-purpose programming spaces with amenities such as seating and shade structures. Park amenities such as water features are also encouraged. Urban Squares are intended to be framed by uses that attract the public such as shops, restaurants, and cafés.
- c) Five (5) Village Squares and two (2) Urban Squares shall be distributed throughout the PMTSA, in general accordance with the locations shown Schedules “C.X.A” and “C.X.C”;

- d) Urban Squares and Villages Squares shall be distributed evenly throughout the PMTSA and within a short walk for most residents in the Secondary Plan.
- e) Each Village Square shall be a minimum of 0.4 hectares;
- f) Each Urban Square shall be a minimum of 0.2 hectares;
- g) Notwithstanding Policies C.X.6.9.3 d) and f) and Schedules “C.X.A” and “C.X.C”, through consultation with the Town, the locations and sizes of Village Squares and Urban Squares may be adjusted without amendment to this Plan so long as the total area of the Village Squares and Urban Squares reflects the minimum 2.74 hectares required by the Master Parkland Agreement.
- h) Village Squares and Urban Squares shall have significant frontage along a public street, generally along two sides of the square, and may be provided as Privately Owned Public Spaces (POPS).

C.X.6.9.4 Privately Owned Public Spaces (POPS)

POPS are encouraged to be integrated into the public realm network, especially within the PMTSA, to provide passive open space and complementing planned parks and natural areas. POPS shall not be credited for parkland dedication, unless otherwise agreed to with the Town.

C.X.6.9.5 Schools

Schools will generally be developed in accordance with Sections 3.5.1.21 to 3.5.27 of this Official Plan and as shown conceptually by designations on Schedule “C.X.C”.

The Secondary Plan identifies the need for a minimum of two (2) Elementary Schools.

Schools are permitted in all land use designations except the NHS and the *Employment Area*. Schools will not be permitted on *hazardous lands* or *hazardous sites*. It is strongly encouraged that compact schools and school sites be achieved where possible through, joint use of buildings, parking areas, open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements. Schools should be designed for optimal efficiency through more compact urban forms with multiple level schools integrated with other facilities and uses, where appropriate.

Elementary Schools shall be located to provide at least one frontage on a collector road. Where feasible, schools are encouraged to be co-located with public parks and/or other *institutional uses* (e.g., public library).

If it is determined that the lands are not required for a school, development may proceed in conformity with the underlying land use designation. Should additional school sites be required in addition to the two identified on Schedules “C.X.A” and “C.X.C”, such schools shall be provided in an urban format and be integrated into the podium of a mixed-use building.

C.X.6.10 NATURAL HERITAGE SYSTEM

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and *ecological functions*. Within the Agerton Secondary Plan, the NHS is depicted on Schedules “C.X.A” to “C.X.D” and is designated in accordance with the policies of Section 5.2 and 5.3 of this Official Plan. Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the SWS. Further refinements to the NHS including additions, deletions and/or boundary adjustments may occur without amendment to this Official Plan where they are supported by either a SWS, *MESP*, a *DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town*, in consultation with any appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a *Planning Act* process.

The lands within the NHS designation shall be acquired by the *Town* in accordance with the policies of Section C.X.7.2.1 of this Secondary Plan.

C.X.6.10.1 Permitted Uses

The NHS designation on Schedules “C.X.A” to “C.X.D” permits uses subject to the policies of Sections 5.2 and 5.3 of this Official Plan.

C.X.6.10.2 Criteria for Buffers

The NHS as shown on Schedules “C.X.A” to “C.X.D” includes *buffers* that are an important component to the overall NHS and are required to protect *Key Features* and *ecological functions* by mitigating the impacts of proposed development or site alteration. Consistent with the SWS, buffer widths have been determined through an *MESP*, a *DAEFSS*, and/or an *EIA* or equivalent study, provided that these studies are accepted by the *Town*, in consultation with any other appropriate *Public Agency* and in accordance with C.X.6.8 of the Secondary Plan and 5.2.3.12 of this Official Plan.

The final *buffers* will:

- Consider adjacent land uses, and sensitivity and significance of the *Key Features*, watercourses and their ecological functions. Consideration shall also be given to additional mitigation opportunities such as fencing.
- In conjunction with other potential mitigative measures, avoid negative impacts on *Key Features* and their ecological functions; and
- Conform with the relevant goals, objectives and policies of the NHS in the

Secondary Plan, Official Plan, and relevant Provincial legislation, regulations, and policies to the satisfaction of the Town, in consultation with any other appropriate Public Agency including the Conservation Authority where it relates to regulated areas.

C.X.6.10.3 Linkages

The NHS as shown on Schedules “C.X.A” to “C.X.C” includes *Linkages* that are intended to provide connectivity supporting the *ecological functions* related to the long-term movement of plants and animals between *Key Features* and provide an important contribution to the long-term sustainability of the NHS.

Linkages discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the NHS in this Plan and this Official Plan. The extent and location of the *linkage* can be assessed through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the NHS. The *linkage* shall support a range of community and ecosystem processes enabling plants and animals to move between *Key Features* over multiple generations. Refinements to identify SWS *Linkages* may occur through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the *Town*, in consultation with any other appropriate *Public Agency* and in accordance with C.X.6.8 of the Secondary Plan and 5.2.3.12 of this Official Plan.

C.X.6.10.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Schedule “C.X.B” conceptually illustrates realignment of select headwater drainage features, watercourses, and associated flooding and erosion hazards, as well as changes to wetlands, consistent with the directions of the SWS. The alignment, configuration and characteristics of the realigned headwater drainage features, watercourses, and/or flooding and erosion hazards, as well as any changes to wetlands incorporated into Schedules “C.X.A” – “C.X.D” are conceptual and are to be confirmed and refined through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the *Town* and *Conservation Authority*. Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological linkage assessments, where applicable, and identify the location, length, width, design elements and functions of the changed features and areas. Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other natural features where possible, and will provide an *ecological linkage* to *Key Features*, where applicable. Realignment will demonstrate no negative impacts to adjacent *Key Features*.

Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the *Town and Conservation Authority*. The limits of areas regulated by the Conservation Authority will be confirmed through future study and may extend beyond the NHS as conceptually illustrated on Schedules “C.X.A” – “C.X.D”.

Based on future studies, further refinements to these features and/or areas, medium constraint watercourses and/or conservation headwater drainage features may be made without requiring amendment to this Plan.

C.X.7 IMPLEMENTATION

Further to, and in accordance with, Section 11.0 of this Official Plan, the following policies are applicable to the Agerton Secondary Plan.

C.7.1 STAGING AND FINANCE

C.X.7.1.2 The staging of growth in the PMTSA shall proceed in a manner that ensures that:

- a) Residential development within PMTSA shall be limited to the population that can be accommodated by the transportation system prior to the realization of a GO Station. The transportation capacity of the PMTSA shall be based on a transportation demand analysis that may be updated at any time. Following the Milton Trafalgar GO Station being realized, residential development may proceed beyond the Transportation Capacity Limit to the population target of 2051 of this Secondary Plan;
- b) Prior to the construction of the proposed Milton Trafalgar GO Station, development of sites within the Transit-Oriented Node shall be designed to accommodate the functional design of the station, to the satisfaction of the Town and Metrolinx.
- c) There is availability and efficient use of public infrastructure and services;
- d) Development proceeds in a manner that is supportive of transit services;
- e) The development occurs consistent with the timing and availability of planned water, wastewater infrastructure in accordance with the applicable Regional studies and policies, including the Halton Region Integrated Master Plan, the Development Charges Background Study, and the Region’s Financing Policies for Growth Infrastructure;
- f) Services and required infrastructure are provided in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with all applicable legislation, and which does not impose a financial burden on the Town of Milton or the Region beyond that planned for and approved by Council;

- g) The progression of development will follow a logical sequence and shall ensure, where possible, the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;
- h) The required recreation, schools, transportation infrastructure, and servicing infrastructure are provided ahead of or in conjunction with development; and,
- i) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.

C.X.7.1.3 Prior to the approval of any development applications, the following must be satisfied:

- a) Regional municipal water and wastewater services are extended to the lands, and adequate local water and wastewater servicing capacity has been confirmed by the Region;
- b) Arrangements have been made to the satisfaction of the Town to ensure the early delivery of projected *institutional uses*, off-street trails and components of the *active transportation* system and transit facilities to support growth;
- c) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Agerton Secondary Plan has been prepared to by Town;
- d) The Town has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;
- e) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of the Town in accordance with Section C.X.7.1 of this Official Plan;
- f) The recommendations of the Region's financial plan are secured through agreements with the Town and/or Region and affected parties as permitted by legislation;
- g) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation, are satisfied;
- h) An MESP, or equivalent level of study to the satisfaction of the Town, in consultation with the Conservation Authority, has been substantially completed; and,
- i) Phases 1 and 2 of the Municipal Class EA or equivalent process has been completed for road and infrastructure works within the Secondary Plan area.
- j) The minimum gross floor area of office and commercial-retail is or can be accommodated on lands designated Mixed-Use High Density, Neighbourhood Centre Mixed Use II, or Business Commercial Area.

C.X.7.1.4 Development shall proceed in accordance with the following:

- a) Public infrastructure such as roads, parks, fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing infrastructure and other requirements both at the local and Regional levels;
- b) The provision of parkland may be permitted without reference to the staging policies subject to the availability of any required infrastructure to service the park areas.

C.X.7.1.5 Prior to final approval of each plan of subdivision or site plan, all requirements of the Town and the Region shall be satisfied, and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

C.X.7.1.6 All new urban development in the Agerton Secondary Plan shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.X.1.1, applications for development in the Secondary Plan area shall only be approved by Council, and development shall only proceed when:

- a) Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the Town may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the development of the Secondary Plan to proceed as planned. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any development applications by any non-original landowners, the Town shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;
- b) Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities;
- c) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the Region addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the Town to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;

- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- f) An Area Servicing Plan for the Agerton Secondary Plan has been completed to the satisfaction of the Region;
- g) The Air Quality Assessment, Area Servicing Plan, SWS, *MESP*, and *DAEFSS* or other applicable environmental study have been completed to the satisfaction of the Town, the Region, where applicable and the Conservation Authority where it relates to regulated areas and risks related to natural hazards;
- h) To facilitate the development of an effective local road network the Town and/or Region may require multiple landowners in the Secondary Plan Area to enter into an agreement or agreements amongst themselves or with the Town to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,
- i) Any additional requirements of the Town are satisfied.

C.X.7.1.7 The *MESP* Annex shall provide direction for the preparation of the *DAEFSS* and Draft Plans of Subdivision and is to build upon the SWS and *MESP* and to address outstanding subwatershed level analysis for the Agerton Secondary Plan area. The final report is to be accepted by the Town, in consultation with any other appropriate Public Agency, including the Conservation Authority, where it relates to regulated areas and natural-hazard risks.

C.X.7.1.8 Costs associated with the growth in this area, as with all other areas of the Town, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the Town's Policy No. 110, Financial Management-Financial Principles, as adopted by Council and as may be amended or replaced by Council in the future. In order to ensure the implementation of this policy, the Secondary Plan:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;
- b) Require, to the maximum extent possible and practical, the conveyance of lands for *institutional uses* to keep pace with growth in the Secondary Plan to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;
- c) Require, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public *infrastructure* to keep pace with the growth in the Secondary Plan so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;
- d) Shall proceed in a manner that is consistent with the policies of Section C.X.7.1 of this Secondary Plan; and,

- e) Shall manage the progression of *development* in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public *infrastructure*, facilities, services and amenities.

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

C.X.7.2.1 Conditions of draft plan approval or site plan approval, whichever is applicable, shall include, but are not limited to, the following criteria to be effected upon registration of a subdivision agreement or site plan agreement:

- a) A District Park, Neighbourhood Park, or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision or as a podium school site at the site plan stage, to the satisfaction of the school boards;
- c) Lands designated NHS, as they may be refined through a *Planning Act* process in accordance with C.X.6.8, have been dedicated to the Town, or to the Conservation Authority;
- d) Stormwater management facilities have been constructed and dedicated to the Town, provided that the Town may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the Town approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities; and,
- e) Lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

C.X.7.2.2 Parkland Dedication

Parkland dedication shall be in accordance with the provisions outlined in this Official Plan and the *Planning Act, R.S.O. 1990, c.P.13*, as amended. Parkland within the PMTSA will be acquired in accordance with the Master Parkland Agreement between the Landowners Group and the Town. For lands outside of the PMTSA, cash-in-lieu of parkland will be required. The following shall not be counted towards parkland dedication:

- Landscape buffers and vistas;
- NHS;
- Greenspace lands;
- *Active transportation* network lands (unless approved within a park);
- Stormwater management lands and associated buffers; and,

- Green roofs and sustainability features (unless approved within a park).

C.X.7.3 ZONING BY-LAW

This Secondary Plan shall be implemented by an appropriate amendment(s) to the Town's Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 11.5 of this Official Plan.

C.X.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Agerton Secondary Plan. Consents may be permitted in accordance with the provisions of Section 11.7 of this Official Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan. Consents may be permitted, resulting in the assembly of land with a size and configuration that will provide enhanced opportunities for the implementation of this Secondary Plan, provided that any retained parcel is appropriate for the planned land use.

C.X.7.5 COMPLETE APPLICATION REQUIREMENTS

All privately initiated planning applications, except those under Section 45 of the Planning Act, shall satisfy the requirements of Section 11.3.4 of this Official Plan with respect to the requirements of a complete application, including under subsection 41 (3.1) of the Planning Act.

C.X.7.5.1 Within designations that have a minimum retail and/or office gross floor space requirement, development applications shall demonstrate how they contribute to the minimum commercial floor space requirement or how the minimum commercial floor space requirement can be achieved elsewhere within the designation.

C.X.7.5.2 Within the PMTSA, a Traffic Impact Study shall demonstrate that the proposed development will not exceed the transportation capacity limit outlined in Section C.X.5.1. A Community Service Plan may also be required to demonstrate that the existing and planned community infrastructure, including parks, schools, community centres, emergency service facilities, and places of worship are sufficient to accommodate the proposed development.

C.X.7.5.3 The *MESP* Annex shall provide direction for the preparation of the *DAEFSS*, *Environmental Impact Assessment (EIA)*, or equivalent study, prepared to the satisfaction of the Town and Draft Plans of Subdivision, and is to build upon the *SWS* and *MESP* and to address outstanding subwatershed level analysis for the Agerton Secondary Plan Area. The final report is to be accepted by the *Town* in consultation with any other appropriate *Public Agency*, including the *Conservation Authority*, where it relates to regulated areas and risks related to natural hazards.

C.X.7.5.4 A DAEFSS, or equivalent level of study, shall be a required prerequisite to the granting of a complete application and shall be prepared generally on a drainage area basis.

C.X.7.5.5 Major Transit Station Area Design Plan

As per Section C.X.6, a Major Transit Station Area Design Plan is not required, but may be prepared to adjust the location of the PMTSA's land use designations, with the exception of the Agerton Business Commercial Area, without the need for amendment to this plan, to the satisfaction of the Town. The policies of the land use designations, including minimum and maximum heights and densities, cannot be adjusted through the Major Transit Station Area Design Plan.

The Major Transit Station Area Design Plan shall generally address the urban design considerations outlined in Section 11.3.4 of this Official Plan.

The urban design policies of this Secondary Plan and the Agerton Urban Design Guidelines set out general criteria and guidance for the development of both the public realm and private lands. These policies and guidelines provide the basis for the more detailed work to be carried out by the development proponents within the Major Transit Station Area Design Plan, where this plan shall be consistent with the intent of this Secondary Plan and Agerton Secondary Plan Urban Design Guidelines.

The Major Transit Station Area Design Plan shall include capacity and urban design rationale regarding the following components:

- a) A transportation study, a functional servicing report, and a community services and facilities study demonstrating sufficient capacity in the existing and planned infrastructure;
- b) A detailed street, block, and land use plan;
- c) A comprehensive streetscape and open space plan; and,
- d) Urban design and architectural control manual.

The detailed street, block, and land use plan will identify the conceptual lotting and building types proposed in the PMTSA and will provide enough detail to ensure that the density provisions and population targets of this Secondary Plan have been met.

The comprehensive streetscape and open space plan will identify the function, design, and treatment of all the street types and will identify the trails network and the location of all public sidewalks. The Major Transit Station Area Design Plan will also include detailed layouts and descriptions of the proposed parks, village squares, schools, and stormwater management facilities, including preliminary design schemes for each.

C.X.7.6 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads, as illustrated on the Schedules to this Secondary Plan, are approximate. All roadway and driveway spacing shall conform to standard roadway engineering practices (including the Region's Access Management Guidelines and By-law for Regional roads) and shall be approved by the respective roadway jurisdiction.

This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes, or equivalent processes, for collector roads. The proposed locations of collector roads will be finalized only upon completion of any required future Phase of the EA process.

C.X.8 INTERPRETATION

Further to, and in accordance with, Section 11.10 of this Official Plan, the following interpretation policies are applicable to the Agerton Secondary Plan.

C.X.8.1 BOUNDARIES

Locations, boundaries, or limits described in text or indicated on Schedules "C.X.A", "C.X.B", "C.X.C", and "C.X.D" are intended to be approximate only, in accordance with Section 11.10.2.1 of this Official Plan.

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

C.X.8.2 SYMBOLS

Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule "C.X.C". Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial road or the NHS.

C.X.8.3 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section 16.0 of this Official Plan, the following definitions are applicable to the Agerton Secondary Plan.

Complete Streets means streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

Development Area Environmental Functional Servicing Study (DAEFSS) means an integrated environmental and engineering study, or equivalent, supporting development

applications that provides a greater level of detail than the MESP, where required, on matters such as refinements to the Natural Heritage System, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the NHS, identification of design and mitigative measures for NHS protection/management, and direction to detailed designs and monitoring. A DAEFSS will be scoped based on area-specific matters and MESP recommendations. It is not intended to re-study MESP matters, but will include matters not addressed or finalized in the SWS or MESP. The DAEFSS study area will be determined considering development limits and the extent of drainage areas within the development application(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

Where development application level of detail cannot be provided for the entire DAEFSS study area, a DAEFSS Addendum or *EIA* may be required in the future for areas where additional detail is required or where there are substantive changes in a development concept not addressed in the original DAEFSS.

Employment Area means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.

Environmental Impact Assessment (EIA) means an environmental study that assesses the potential impacts to the features and functions of the natural environment resulting from the proposed adjacent development. It also assesses matters such as refinements to the NHS, identification of potential impacts to the NHS, identification of design and mitigation measures to demonstrate no negative impacts to that portion of the NHS, and provides direction to detailed designs and monitoring. An EIA will be scoped based on area specific matters and MESP recommendations. An EIA may be required for areas where a DAEFSS requires amendment(s) or additional level of detail, and where a DAEFSS Addendum is not warranted. It will address only those outstanding matters identified by the DAEFSS, or MESP, or scoping of typical DAEFSS content if a development concept is substantially altered since completion of the DAEFSS.

Frequent Transit means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Master Environmental Servicing Plan (MESP) means an integrated environmental and engineering study supporting the Secondary Plan and providing coordination of development

applications on matters such as refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, natural hazard management and risk mitigation approaches, assessments of potential impacts to the NHS, identification of design and mitigative measures to demonstrate no negative impacts to that portion of the NHS, approaches to monitoring and identification of future study needs. A MESP will be scoped based on area-specific matters and SWS recommendations. It is not intended to re-study all SWS matters, but will include matters not addressed or finalized in the SWS, provide a greater level of detail than the SWS where required, and cover a smaller, more focused area than the SWS.

LIST OF SCHEDULES

Schedule C.X.A Community Structure Plan

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

Schedule C.X.C Land Use Plan

Schedule C.X.D Height Permissions Plan