

C.11 Trafalgar Secondary Plan

C.11 TRAFALGAR SECONDARY PLAN

PREAMBLE:

The Trafalgar Secondary Plan is envisioned to be developed as a mixed-use, higher density corridor which supports the extension of higher-order transit. The Trafalgar Secondary Plan is being planned concurrently with the Agerton Secondary Plan to the north.

Through the Regional Official Plan, a proposed Major Transit Station was identified in the vicinity of the intersection of Derry and Trafalgar Roads (in the adjacent Agerton Secondary Plan Area). The area is physically separated from the balance of the urban area by the Sixteen Mile Creek Valley and, as such, is afforded an opportunity to accommodate higher density development and taller built form in a manner which contributes positively to the overall urban structure.

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

C.11.1 GENERAL

C.11.1.1 PURPOSE

The Trafalgar Secondary Plan provides detailed policies to facilitate the development of a community along the section of the Trafalgar corridor between Derry Road to an area south of Britannia Road.

The Secondary Plan:

- i) Implements the objectives, policies and overall planning approach of this Plan within the local context;
- ii) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;
- iii) Provides growth management policies to implement the 2031 planning horizon for a minimum population of 26,000 residents and 4,000 jobs over the span of 20 years;
- iv) Establishes a vision for growth in the Secondary Plan over the long-term, beyond the planning horizon of this Plan through over-arching themes, goals, strategic policies, and the Community Structure Plan; and,
- v) Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed (tertiary) land use plan required prior to submission of development applications.

C.11.1.3 LOCATION

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

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

C.11.2 SECONDARY PLAN CONCEPT

C.11.2.1 COMMUNITY CHARACTER

The community characteristics that provide direction for development in the Trafalgar Secondary Plan, a section of the Trafalgar corridor, are:

- a) **A Complete Community**
A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses.
- b) **A Well-Serviced Community**
A community that provides transit-supportive centres of activity that maximize access to shopping, recreation, institutional, and leisure choices.
- c) **An Environmentally Sustainable Community**
A community that provides a Natural Heritage System and linked open space system within the Secondary Plan, which is sensitive and connected to the Greenbelt.
- d) **A Connected Community**
A community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.
- e) **An Attractive Community**
A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

C.11.3 GOALS AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section B.2 of this Plan, the following goals and objectives are applicable to the Trafalgar Secondary Plan:

C.11.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for transit-supportive mixed-use Neighbourhood and Local Centres that provide a focus of retail commercial and community services within reasonable walking distance from most of the population;
- b) Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Trafalgar Secondary Plan (with higher densities in the neighbourhood centres as prescribed in subsequent sections of this Secondary Plan);
- c) Identify a housing mix that provides for a range of housing types and tenure, including opportunities for affordable and shared housing;
- d) Identify an interconnected system of parks, open spaces, elements of the Natural Heritage System and public realm areas with active transportation as one of the main organizing features of the community;
- e) Identify the *Public Service Facilities* needs of the community through a community infrastructure plan; and,
- f) Provide opportunities for places of worship.

C.11.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

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

C.11.3.3 PROVIDE MOBILITY OPTIONS

- a) Foster a connected and accessible on- and off-road pedestrian and cycling path network which promotes a culture of active transportation;
- b) Provide the opportunity for a local transit network that can support higher-order transit service on Trafalgar Road;
- c) Realize a network of *Complete Streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;

- d) Provide a land use structure and distribution of density that is transit-supportive within walking distance of transit stops; and,
- e) Extend *Frequent Transit* services to the Trafalgar Secondary Plan with potential to support dedicated rapid transit along Trafalgar Road in the future.

C.11.3.4 ESTABLISH A LOGICAL ROAD NETWORK

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

C.11.3.5 CREATE HIGH-QUALITY URBAN SPACES

- a) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- b) Create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (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.

C.11.3.6 FISCAL RESPONSIBILITY

This Secondary Plan shall be developed in a manner that is fiscally responsible for the Town of Milton. To ensure this occurs, development shall be preceded by an assessment of the costs associated with projected growth in the Secondary Plan.

C.11.4 STRATEGIC POLICIES

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

C.11.4.1 NATURAL HERITAGE SYSTEM

The Natural Heritage System will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 of this Plan. The focus of the Natural Heritage System is to preserve and enhance the biological diversity and ecological functions. The Natural Heritage System is identified on Schedules “C.11.A” to “C.11.D” and further detailed in Section C.11.6.4 of this Secondary Plan.

C.11.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.11.4.2.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.21 of this Plan and with regard for the Town of Milton'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 and the development of transit-supportive design criteria and standards in the Urban Design Guidelines.

C.11.4.2.2 Trails System

Schedule "C.11.B", Active Transportation and Natural Heritage System Plan establishes the proposed conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels, having regard for the Town of Milton's Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the Town in consultation with the required approval authority. Where possible, parks are encouraged to be in proximity to trails.

Where conceptual trails are proposed in the Natural Heritage System, the feasibility, siting and design of the trails will be subject to review based on recommendations of the Subwatershed Study and Master Environmental Servicing Plan (MESP).

C.11.4.2.3 Road Network

In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of this 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 street hierarchy identified on Schedule "C.11.B" (except for local roads) will be established as part of the Tertiary Plan. The final location, configuration, width, and alignment of these streets shall be determined through the Tertiary Plan, Environmental Assessment (EA), and development approval processes, subject to the recommendations of the Subwatershed Study, Master Environmental Servicing Plan (MESP), and traffic impact studies prepared by individual applicants.

C.11.4.2.4 Proposed Minor Arterial

Within the Secondary Plan, a new east-west Minor Arterial road is identified on Schedule "C.11.B", north of Britannia Road. This road will be protected for the potential future connection with the existing Milton Urban Area through the Britannia Secondary Plan and Greenbelt Plan.

As part of Phase 3 and 4 of the Municipal Class EA the function of the Proposed Minor Arterial will be confirmed. If the EA determines the Proposed Minor Arterial is only required as a collector road, this may be implemented through the Tertiary Plan process, without amendment to this Secondary Plan.

C.11.4.3 SERVICING

C.11.4.3.1 Water and Wastewater Infrastructure

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

C.11.4.3.2 Stormwater Management

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

The location of the stormwater management facilities (including green infrastructure and low impact development practices) are to be more specifically delineated in the Tertiary Plan in accordance with the Master Environmental Servicing Plan (MESP). Where possible, Low Impact Development (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 Conservation Halton. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including Regional roadways.

Stormwater management facilities are permitted in all land use designations on Schedule "C.11.C". In Neighbourhood Centre Mixed-Use I and II designations, facilities that are integrated into a mixed-use format (e.g. storage tanks under buildings or parks) shall be considered, and stand-alone stormwater management facilities shall be discouraged. The intent of this policy is to limit the location of stand-alone stormwater management facilities (e.g. ponds) in mixed-use areas where they would undermine transit-supportive densities within walking distance of higher-order transit. Where stand-alone stormwater management facilities can only feasibly be accommodated in Neighbourhood Centre Mixed-Use I and II designations, the Tertiary Plan shall demonstrate that an appropriate intensity of people and jobs can be achieved within a 400-metre walking distance of the station or stop.

Stormwater management facilities and LID techniques shall only be permitted in the Natural Heritage System if demonstrated that there will be no negative impacts on natural features and areas or their ecological functions through a Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Assessment or equivalent study.

C.11.4.3.3 Utilities

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 of this 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 Environmental Assessment (EA).

Essential transportation and *utility* facilities may be located within the Natural Heritage System designation, in accordance with Section B.4.9 of this Plan.

C.11.4.4 HOUSING

The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Plan. In this regard, no more than 55% of the residential units within the overall Secondary Plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each neighbourhood.

C.11.4.5 URBAN DESIGN

C.11.4.5.1 Section B.2.8 of this Plan establishes a detailed urban design strategy for the Town which is applicable to the Trafalgar Secondary Plan.

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

- a) Reflects the goal and objectives of this Secondary Plan in Section C.11.3; and,
- b) Has regard for the Agerton & Trafalgar Secondary Plans Urban Design Guidelines.

C.11.4.5.2 Further to the policies of Section C.11.4.5.1, development shall also be designed in accordance with the following high-level guidelines:

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All roads within the Secondary Plan shall be designed as *Complete Streets*;
- c) The design of a grid system of collector roads within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400-metres to achieve a 5-minute walking distance across a block. The local road pattern should be designed to promote active transportation and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods;

- d) Arterial streets, including Trafalgar, Derry, and Britannia Roads, shall be designed with boulevards that will be vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists;
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features;
- h) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open spaces;
- j) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The “Special Character” collector road is described in the Agerton & Trafalgar Secondary Plans Urban Design Guidelines;
- k) Special consideration shall be given to the relationship between the Trafalgar corridor and the parallel north-south “Special Character” collector road. Development between Trafalgar Road and this road should reflect its active transportation focus and shall be designed accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the collector road;
- l) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary;
- m) New development shall be sensitive to adjacent built cultural heritage resources. This may include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, and/or d) utilizing complementary materials and design;
- n) *Public Service Facilities* shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a compact development form; and,
- o) A range of uses such as office, service and retail commercial alongside residential shall be encouraged, where appropriate, to create a complete community.

C.11.4.6 PUBLIC SERVICE FACILITIES AND INFRASTRUCTURE

A range of *Public Service Facilities* and infrastructure will be permitted in all land use designations on Schedule “C.11.C”. A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Trafalgar Secondary Plan. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities are permitted in any land use designation other than the Natural Heritage System designation and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

C.11.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.11.A”, Community Structure Plan is an overall framework for the Trafalgar Secondary Plan. Key Community Structure elements include Evolving Neighbourhoods, Local Centres, Neighbourhood Centres, Natural Heritage System, and Road and Trail Networks.

Discrete land use designations are shown on Schedule “C.11.C”, Land Use Plan and detailed in Section C.11.6 of this Secondary Plan.

C.11.5.1 TERTIARY PLAN AREA

The Secondary Plan consists of one Tertiary Plan, which will represent a more detailed level of planning and is to be endorsed by Council prior to the submissions of development applications in the Secondary Plan. In accordance with Section B.5.4.3.6 of this Plan, Section C.11.7.5.2 of this Secondary Plan sets out the requirements for Tertiary Plans.

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

C.11.5.2 EVOLVING NEIGHBOURHOODS

Evolving Neighbourhoods generally include the residential designations shown on Schedule “C.11.C” such as Low Density Residential, Medium Density Residential I, and Medium Density Residential II. The Evolving Neighbourhoods are intended to accommodate grade-related housing types and elements of the open space system (e.g. trails and parks).

Within Evolving Neighbourhoods, the densities and requirements for land use designations are outlined in Section C.11.6 of this Secondary Plan.

Beyond the horizon of this Plan, it is expected that this area will continue to evolve to accommodate additional growth through appropriate forms of grade-related intensification within the planned intent of the land use designations of this Plan. All permitted residential unit types within a land use designation are considered inherently compatible. In this regard, proposals for intensification shall be encouraged for the full range of permitted residential uses within the applicable land use designation, without the need to demonstrate unit type compatibility.

C.11.5.3 LOCAL CENTRES

Local Centres are intended to be minor focal points for local neighbourhoods, and are to accommodate the co-location of neighbourhood parks, schools, places of worship and be proximal to local serving retail commercial. Generally, these elements are located at the intersection of key collector roads in order to optimize walkability for residents of the surrounding neighbourhoods that will rely on these uses daily. It is also intended these centres be a focus for concentrations of more intense forms of grade-related housing within walking distance of potential local transit stops.

Local Centres provide some intensification and mixing of uses including Convenience Retail, appropriate for local resident needs. The underlying designation is generally Medium Density Mixed-Use. It is intended that flexibility is permitted to determine the location of these uses through the Tertiary Plan process without the need for amendment to this Plan, so long as the general extent of the land use designation related to these designations is provided within walking distance of the intersection.

C.11.5.4 NEIGHBOURHOOD CENTRES

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

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

C.11.5.5 NATURAL HERITAGE SYSTEM

The Regional Natural Heritage System (RNHS) is delineated on Schedule M of this Plan. Components of the RNHS are outlined in Section B.4.9.1.3 of this Plan. Preliminary refinements to the RNHS have been incorporated into this Plan through input from the South Milton Subwatershed Study and ROPA 38 Minutes of Settlement.

As per Section B.4.9.3.12 of this Plan, refinements to the Natural Heritage System (NHS) including additions, deletions and/or boundary adjustments to the RNHS, may occur without amendment to this Plan where they are supported by subsequent levels of environmental study including a Master Environmental Servicing Plan (MESP), a Development Area Environmental and Functional Servicing Study (DAEFSS), Environmental Impact Studies or other applicable environmental study approved by the Town in consultation with Conservation Halton.

C.11.5.6 ROAD AND TRAIL NETWORKS

The Road and Trail Networks have been identified on Schedule “C.11.B” to ensure that the integrated street and path network is 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 and continuous grid-pattern street network, while recognizing constraints such as the Natural Heritage System that limit the achievement of a completely connected street network.

C.11.6 LAND USE POLICIES

The applicable land use policies of Sections B.3 and B.4 of this Plan, together with the additional policies in this section, shall apply to the lands in the Trafalgar Secondary Plan in accordance with the land use designations on Schedule “C.11.C”, Land Use Plan.

C.11.6.1 RESIDENTIAL

Residential densities are achieved at a Secondary Plan-wide level and calculated on net residential hectare basis. Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.5.

C.11.6.1.1 Permitted Uses

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule "C.11.C" together with the uses permitted in Section B.3.2.2 e) to h), j) and k):

- a) **Low Density Residential** uses consisting of low-rise residential uses such as single detached dwellings, semi-detached dwellings, and street townhouses in accordance with the policies of Section C.11.6.1.2;
- b) **Medium Density Residential I** uses consisting of low-rise residential units such as single detached dwellings, semi-detached dwellings, and townhouses, where higher density forms of townhouses will be directed to arterial roads, in accordance with the policies of Section B.3.2.3.1 and C.11.6.1.3; and,
- c) **Medium Density Residential II** uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the policies of Section B.3.2.3.2 and C.11.6.1.4.

C.11.6.1.2 Low Density Residential

- a) General Provisions

Low Density Residential designation consists predominantly of ground-related housing types and are generally located internal to development blocks.

- b) Height and Density Requirements

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

- i) The housing mix is predominantly single-detached and semi-detached housing. To achieve 2031 population projections, a maximum of 20% street townhouses are permitted; and,
- ii) A minimum density of 27 units per net hectare is required.

C.11.6.1.3 Medium Density Residential I

- a) General Provisions

The Medium Density Residential I designation is intended to provide a range and mix of housing types in order to provide transition between more intensive development within Medium Density Residential II designations and Neighbourhood Centres to the Low Density Residential designations.

Development within the Medium Density Residential I designation will focus more intensive residential development along arterial roads, collector roads proximal to

transit stops/stations, Neighbourhood Centres, and Local Centres to optimize access to transit, retail commercial, and community services.

b) Height and Density Requirements

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

- i) The housing mix is predominantly street and stacked townhouses. To achieve 2031 population projections, a maximum of 20% single and semi-detached units are permitted;
- ii) A minimum density of 35 units per net hectare and maximum density of 100 units per net hectare is required; and,
- iii) Building heights should not exceed 4 storeys.

C.11.6.1.4 Medium Density Residential II

a) General Provisions

The Medium Density Residential II designation is intended to provide a range and mix of housing types and to locate more intensive residential development along arterial roads, collector roads proximal to transit stops/stations, and Neighbourhood Centres.

Generally, the Medium Density Residential II designation will be located proximal to higher-order transit and Neighbourhood Centres to support transit and retail commercial uses.

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.c) and B.3.2.3.1 of this Plan, the following requirement applies:

- i) A minimum density of 60 units per net hectare and a maximum density of 120 units per net hectare is required.

C.11.6.2 MIXED-USE

Mixed-use areas include higher-order mixed-use nodes that form focal points for surrounding residential neighbourhoods with pedestrian and transit-supportive development.

Generally, the permitted uses include a range of residential, retail commercial, service, office, restaurant, civic, recreational, cultural, entertainment, and institutional uses. Where the minimum standards are not proposed to be achieved with the initial development

proposals, the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.5.

C.11.6.2.1 Medium Density Mixed-Use

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

The Medium Density Mixed-Use designation permits the following in a stand-alone or mixed-use building format:

- a) Residential uses in accordance with the Medium Density Residential I designation, except single and semi-detached units shall not be permitted;
- b) Convenience Retail uses in accordance with Sections B.3.4.4 of this Plan and the following:
 - i) Convenience Retail uses are generally small-scale retail commercial development up to approximately 50,000 ft² anchored by convenience retail commercial, pharmacy, financial institution, personal service uses, or small-scale community uses;
 - ii) The size, location, and configuration of Convenience Retail development blocks shall be determined at the Tertiary Plan stage; and,
- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

C.11.6.2.2 Neighbourhood Centre Mixed-Use I

The Neighbourhood Centre Mixed-Use I designation on Schedule “C.11.C” is conceptual, except where bounded by existing major roads or the Natural Heritage System. They are generally located at major arterial road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service. The exact configuration shall be established in conformity with the policies of this Secondary Plan during the preparation of the Tertiary Plan as required in Section C.11.7.5.

Neighbourhood Centre Mixed-Use I designation is intended to be developed at a lesser density than that of Neighbourhood Centre Mixed-Use II. The designation serves as a community focal point and should serve the retail commercial needs of the surrounding neighbourhood.

The Neighbourhood Centre Mixed-Use I designation permits the following in a stand-alone or mixed-use building format:

- a) Residential uses in accordance with the Medium Density Residential II designation;
- b) Neighbourhood Retail in accordance with the following:

- i) Neighbourhood commercial uses are generally medium sized retail commercial developments (100,000 to 150,000 ft²) anchored by a larger tenant such as a food store or pharmacy;
- ii) Per Section B.3.4.1.4 of this Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
- iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use I designation shall be determined at the Tertiary Plan stage;
- iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
- v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
 - a) Obscure or where necessary minimize visibility to the travelling public;
 - b) Support walkability by minimizing pedestrian and automobile interactions; and,
 - c) Be accommodated at-grade within a multi-storey mixed-use building;
- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3; and,
- d) A minimum density of 100 residents and jobs combined per gross hectare is required.

C.11.6.2.3 Neighbourhood Centre Mixed-Use II

The Neighbourhood Centre Mixed-Use II designation on Schedule “C.11.B” is conceptual, except where bounded by existing major roads or the Natural Heritage System. They are generally located at major arterial road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service. The exact configuration shall be established in conformity with the policies of this Secondary Plan during the preparation of the Tertiary Plan as required in Section C.11.7.5.

Neighbourhood Centre Mixed-Use II designation is intended to be the focus of intensification within the Secondary Plan. The designation serves as a community focal point and should serve the retail commercial needs of the surrounding neighbourhood. It is the intent of this Secondary Plan that the lands within this designation are the focus of retail uses and in the longer term, higher density residential uses in a mixed-use setting. Stand-alone retail may be permitted only when contemplated as an interim use.

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

- a) Residential uses in accordance with the Medium Density Residential II designation;
- b) Neighbourhood Retail in accordance with the following:
 - i) Neighbourhood commercial uses are generally medium sized retail commercial developments (100,000 to 150,000 ft²) anchored by a larger tenant such as a food store or pharmacy;
 - ii) Per Section B.3.4.1.4 of this Plan, if an amendment to this Secondary Plan is required to permit the development of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
 - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;
 - iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
 - v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
 - a) Obscure or where necessary minimize visibility to the travelling public;
 - b) Support walkability by minimizing pedestrian and automobile interactions; and,
 - c) Be accommodated at-grade within a multi-storey mixed-use building;
- c) Community uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3; and,
- d) A minimum density of 160 residents and jobs combined per gross hectare is required.

C.11.6.3 PUBLIC SERVICE FACILITIES AND PLACES OF WORSHIP

Notwithstanding the policies of Section B.2.5 to the contrary of this Secondary Plan, development of *Public Service Facilities* such as parks, greenspace, and schools identified on Schedule “C.11.C”, as well as places of worship shall be subject to the following policies:

C.11.6.3.1 General Parks and Open Spaces

It is the goal of this Secondary Plan to create a desirable and high-quality parks and open space system through a mix of passive and active spaces that support the strategic objectives of the Town of Milton Community Services Master Plan. The intent is to provide for a variety of parks distributed throughout the Trafalgar corridor.

Within the Trafalgar Secondary Plan, the parks and open space system consists of Greenspace, Park Type 1, Park Type 2, and a Trail Network (per Section C.11.4.2), as identified on Schedules “C.11.A” to “C.11.C”. The parks and open space system also includes Village Squares.

The locations of these elements are conceptual. The exact location and configuration may be modified without amendment to this Plan and established through the development of the Tertiary Plan, as required in Section C.11.7.5 of this Secondary Plan, and development approval process.

Community Parks required to service residents are to be provided outside of the Trafalgar Secondary Plan.

C.11.6.3.2 Parkland Dedication

Parkland dedication shall be in accordance with the provisions outlined in this Plan and the Planning Act, R.S.O. 1990, c.P.13, as amended.

The following shall not be counted towards parkland dedication:

- Private outdoor amenity space including privately owned public spaces (POPS);
- Landscape buffers and vistas;
- Natural Heritage System lands and associated Vegetation Protection Zones (VPZ);
- 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.11.6.3.3 Park Type 1

Park Type 1 is intended to serve the Secondary Plan and should include major outdoor recreation facilities such as sports fields, outdoor rinks, outdoor pools, screened baseball diamonds, softball diamonds, hard surface sport courts, etc. and limited spectator facilities, in addition to park facilities. Generally, Park Type 1 will be a minimum of approximately 6 hectares in size, located in proximity to nodes such as Neighbourhood Centres and Local Centres, and should have access along an arterial or collector road.

Two (2) Park Type 1's shall be included in the Secondary Plan, distributed to equally serve the population. It is encouraged that Park Type 1's are co-located with an institutional or other community use (e.g. community centre, library, secondary school).

C.11.6.3.4 Park Type 2

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

Nine (9) Park Type 2's shall be included and distributed throughout the Secondary Plan. It is encouraged that Park Type 2's are co-located with elementary schools or places of worship and have significant frontage along a minimum of one public street.

C.11.6.3.5 Village Squares

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

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

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

C.11.6.3.6 Greenspace

Greenspace lands are intended to provide open space linkages to connect the Natural Heritage System, where appropriate; these may include utility rights-of-way.

Greenspaces are generally intended for passive recreational uses and to support the establishment of the Trail Network.

C.11.6.3.7 Schools

Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Plan.

The Secondary Plan requires six (6) Elementary Schools and one (1) Secondary School.

Schools are generally permitted in all land use designations except the Natural Heritage System. It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, joint use of buildings, parking areas, and open space, the use of adjacent roads for visitor parking, and other means to reduce land requirements.

Elementary Schools are preferably located on a collector road and Secondary Schools are preferably located at the intersection of an arterial road and collector road, to encourage transit utilization and active transportation. Where feasible, schools are encouraged to be co-located with public parks and/or other community uses (e.g. public library).

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

C.11.6.3.8 Places of Worship

Places of Worship will generally be encouraged in Local Centres and developed in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Plan.

C.11.6.4 NATURAL HERITAGE SYSTEM

The Natural Heritage System (NHS) is to be integrated in settlement areas to preserve and enhance biological diversity and ecological functions. Within the Trafalgar Secondary Plan, the NHS depicted on Schedules “C.11.A” to “C.11.D” reflects the Regional Natural Heritage System (RNHS) with preliminary refinements based on input from the South Milton Subwatershed Study and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments to the RNHS, may occur without amendment to this Plan where they are supported by subsequent levels of environmental study and approved by the Town in consultation with Conservation Halton.

C.11.6.4.1 Key Features

The lands in the Natural Heritage System on Schedules “C.11.A” to “C.11.D” consist of Key Features and functions in accordance with Section B.4.9.1.3 of this Plan.

C.11.6.4.2 Permitted Uses

The Natural Heritage System designation on Schedules “C.11.A” to “C.11.C” permit the following uses subject to the policies of Section B.4.8 and B.4.9 of this Plan. Notwithstanding, the following additional uses are permitted:

- a) Transportation and servicing in accordance with Section C.11.4.2 and C.11.4.3; and,
- b) Stormwater management facilities in accordance with Section C.11.4.3.2.

C.11.6.4.3 Criteria for Buffers

Buffers shall generally be provided in accordance with the following:

- a) Watercourse Corridors: 10 metres from the greatest hazard (Regional Storm flood plain or stable top of bank);
- b) Woodlots: 10 metres from the drip line; and,
- c) Wetlands:
 - i) 30 metres from the boundary of all Provincially Significant Wetlands of any size; and,
 - ii) 15 metres from the boundary of all other wetlands.

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

C.11.6.4.4 Natural Heritage System Policies

- a) The Natural Heritage System shall be implemented, enhanced, restored, or modified, in accordance with the recommendations of the approved Subwatershed Study, Master Environmental Servicing Plan (MESP), Development Area Environmental Functional Servicing Study (DAEFSS), Environmental Impact Studies, or other applicable environmental study, through the Tertiary Plan and/or Draft Plan of Subdivision process without amendment to this Plan; and,
- b) The lands within the Natural Heritage System designation are a crucial part of the proposed Natural Heritage System and open space system intended for the Milton Urban Area and shall be acquired by Halton Region, the Town of Milton or the Conservation Authority in accordance with the policies of Section C.11.7.2.2 of this Secondary Plan.

C.11.6.5 EXISTING AGRICULTURAL OPERATIONS

Within the Trafalgar Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. Where feasible, development should be phased through the Tertiary Plan process to maintain prime agricultural lands and associated operations as interim uses. An Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with Minimum Distance Separation formulae does not apply within the Trafalgar Secondary Plan.

C.11.7 IMPLEMENTATION

Further to, and in accordance with, Section B.5.0 of this Plan, the following policies are applicable to the Trafalgar Secondary Plan.

C.11.7.1 PHASING AND FINANCE

- C.11.7.1.1** Development in the Trafalgar Secondary Plan shall proceed in multiple phases, conceptually shown on Schedule “C.11.D”. The Phases are generally consistent with the estimated delivery of servicing infrastructure. Development Stages within each Phase shall be

delineated within the Tertiary Plan process, where the boundaries of Phases and Stages may be refined without amendment to this Secondary Plan. It is the intent of this Secondary Plan that the sequencing of growth is controlled through the Tertiary Plan process to ensure that within each phase:

- a) There is availability and efficient use of public infrastructure and services, where each Development Stage shall be delineated to result in the population (generally 8,000 people) required to support a school and park(s);
- b) Development proceeds in a manner that is supportive of transit services;
- c) Services and required infrastructure are provided as part of each Stage 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 beyond that planned for and approved by Council; and,
- d) The progression of development will follow a logical sequence generally north to south and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction.

C.11.7.1.2 Prior to the approval of any development applications, the following must be satisfied:

- a) Past Stage 1, a minimum of 75% of the gross developable area of participating lands (those lands party to the Town's financial and landowner cost sharing agreement) exclusive of lands designated Neighbourhood Centre Mixed-Use I and II, of the previous Stage shall have draft plan or site plan approval;
- b) Municipal water and wastewater services are extended to the lands in the subject Phase or Stage and adequate servicing is confirmed;
- c) Satisfactory arrangements have been made with the Town to ensure the early delivery of projected *Public Service Facilities*, off-street trails and components of the active transportation network and transit facilities to support growth;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Trafalgar Secondary Plan has been prepared and approved by Town of Milton Council;
- e) 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;

- f) 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 Council in accordance with Section C.11.7.1 of this Plan;
- g) 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 and to the satisfaction of Regional Council in accordance with applicable Regional policies; and,
- h) Any financial and other requirements of the Town and Region of Halton to support sustainable growth, pursuant to applicable legislation, are satisfied.

C.11.7.1.3 Notwithstanding the foregoing:

- 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; and,
- b) Council may, at its sole discretion, determine to accept and approve an application for development in subsequent stages, notwithstanding Section C.11.7.1.2.a), if it is determined by Council that the development for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the Region, that there are no negative impacts on the Town or Region, including from land use planning, infrastructure, financial impact perspectives and the Regional Allocation Program.

C.11.7.1.4 Prior to final approval of each plan of subdivision, 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.11.7.1.5 All new urban development in the Trafalgar 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.11.1.1 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. In order to reflect

circumstances that may apply to an individual Phase or Stage of development within the Secondary Plan, the Town may require a separate agreement or agreements with the landowners within such Phase or Stage. 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 of Halton 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 of Milton 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 Trafalgar Secondary Plan has been prepared to the satisfaction of the Region of Halton;
- g) The applicable Tertiary Plan has been endorsed by Town of Milton Council;
- h) The Air Quality Assessment, Area Servicing Plan, Subwatershed Study, Master Environmental Servicing Plan (MESP) and Development Area Environmental Functional Servicing Study (DAEFSS) or other applicable environmental study have been approved to the satisfaction of the Town of Milton and the Region of Halton, and in consultation with Conservation Halton;
- i) The Town of Milton may institute a monitoring program, in consultation with Halton Region, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,
- j) Any additional requirements of the Town and/or Region of Halton are satisfied.

C.11.7.1.6 This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the Town of Milton, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the Town of Milton, 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:

- i) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan;
- ii) Requires, to the maximum extent possible and practical, the conveyance of lands for *Public Service Facilities* 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;
- iii) Requires, 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;
- iv) Shall proceed in sequential Phases and Stages, conceptually shown on Schedule “C.11.D”, as may be refined through the Tertiary Plan process and the policies of Section C.11.7.1 of this Secondary Plan; and,
- v) 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.11.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.11.7.2.1 Conditions of draft plan approval or site plan approval, whichever is applicable, shall include, but are not limited to, the following criteria to be affected upon registration of a subdivision agreement or site plan agreement:

- a) Any Park Type 1, Park Type 2 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 of Milton;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated Natural Heritage System, as they may be refined through the Tertiary Plan, subdivision plan and/or site plan approval process, have been dedicated to the Town, or to Conservation Halton if so, directed by the Town;

- 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.11.7.3 ZONING BY-LAW

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

C.11.7.4 CONSENTS

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

C.11.7.5 COMPLETE APPLICATION REQUIREMENTS

All privately initiated planning applications, except those under Section 45 of the Planning Act, shall satisfy the requirements of Section B.5.3.4 of this Plan with respect to the requirements of a complete application.

C.11.7.5.1 Application Submission Requirements

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

- a) The Town of Milton has completed a Subwatershed Study in consultation with Conservation Halton and the Region of Halton;
- b) The Town of Milton has completed an Air Quality Assessment in consultation with the Region of Halton;

- c) The Town of Milton has completed an Area Servicing Plan in consultation with the Region of Halton;
- d) The Town of Milton has completed a Master Environmental Servicing Plan (MESP) in consultation with Conservation Halton and the Region of Halton;
- e) Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) have been completed for road and infrastructure works within the Secondary Plan area; and,
- f) A Tertiary Plan has been endorsed by Council for the development area.

C.11.7.5.2 Tertiary Plan Submission Requirements

Prior to making of any application for draft plan approval, a Tertiary Plan shall be prepared and submitted in accordance with the policies of Section B.5.4.3.6 and B.5.4.3.7 of this Plan and received endorsement from Council. Prior to draft approval, a Draft Plan of Subdivision shall be prepared generally in accordance with the Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the Town. In accordance with Town requirements, a Tertiary Plan shall be prepared in conjunction with the required Master Environmental Servicing Plan (MESP). The Tertiary Plan for lands in the Trafalgar Secondary Plan shall address and demonstrate:

- a) The sequencing of Phases and Stages, conceptually outlined in Schedule “C.11.D” which may be revised without amendment to this Plan, including estimates of the population, dwellings by type, non-residential square footage by type and employment that could occur for each phase;
- b) The location and configuration of schools, Park Type 1, Park Type 2, and Village Squares;
- c) The potential location of two (2) places of worship;
- d) The preliminary location, size and general configuration of stormwater management facilities;
- e) A conceptual road network and assessment including the location, configuration, width and alignment of public roads and a high-level traffic modelling to provide arterial road intersection improvements commensurate with phasing or staging of development;
- f) The off-road active transportation system (including trails and pathways);
- g) The location of possible transit routes and transit facilities for dedication to the Town of Milton;
- h) The boundaries and any refinements to the land use designations of this Secondary Plan;
- i) Any refinements to the Natural Heritage System based on the studies and policies of this Secondary Plan;
- j) Regard for the Agerton & Trafalgar Secondary Plans Urban Design Guidelines including addressing the relationship of development to Regional roads; and,

- k) Any requirements and/or recommendations resulting from the studies identified in C.11.7.5.1.

C.11.7.5.3 Development Area Environmental Functional Servicing Studies (DAEFSS) shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis.

C.11.7.5.4 Prior to site plan approval, an Urban Design Plan shall be prepared for Neighbourhood Centres which may include building massing and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density development.

C.11.7.5.5 Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan prior to site plan approval demonstrating how the ultimate density and other objectives for the site can be achieved. To the satisfaction of the Town of Milton, the intensification plan shall address:

- a) The provision of local roads and small blocks;
- b) The means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;
- c) The siting and orientation of buildings within the block and to the street for the initial development and longer-term intensification;
- d) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,
- e) The ability to achieve both short term and longer-term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.

C.11.7.6 ROADS ENVIRONMENTAL ASSESSMENT

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

Transportation infrastructure shown on the Schedules attached to the Trafalgar Secondary Plan may be subject to Environmental Assessments at both Regional and Town levels, recognizing that this Secondary Plan and concurrent Municipal Class Environmental Assessment (Municipal Class EA) satisfy Phases 1 and 2 of the EA processes. The proposed locations of transportation infrastructure will only be finally determined upon completion of any required Environmental Assessments or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the Natural Heritage System and open space system.

C.11.8 INTERPRETATION

Further to, and in accordance with, Section B.5.10 of this Plan, the following interpretation policies are applicable to the Trafalgar Secondary Plan.

C.11.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules “C.11.A”, “C.11.B”, “C.11.C”, “C.11.D” are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Plan.

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

C.11.8.2 SYMBOLS

Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule “C.11.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 Natural Heritage System.

C.11.8.3 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section B.5.10.6 of this Plan, the following definitions are applicable to the Trafalgar Secondary Plan.

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

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.

Public Service Facilities means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services.

List of Schedules

Schedule C.11.A Community Structure Plan

Schedule C.11.B Active Transportation and Natural Heritage System Plan

Schedule C.11.C Land Use Plan

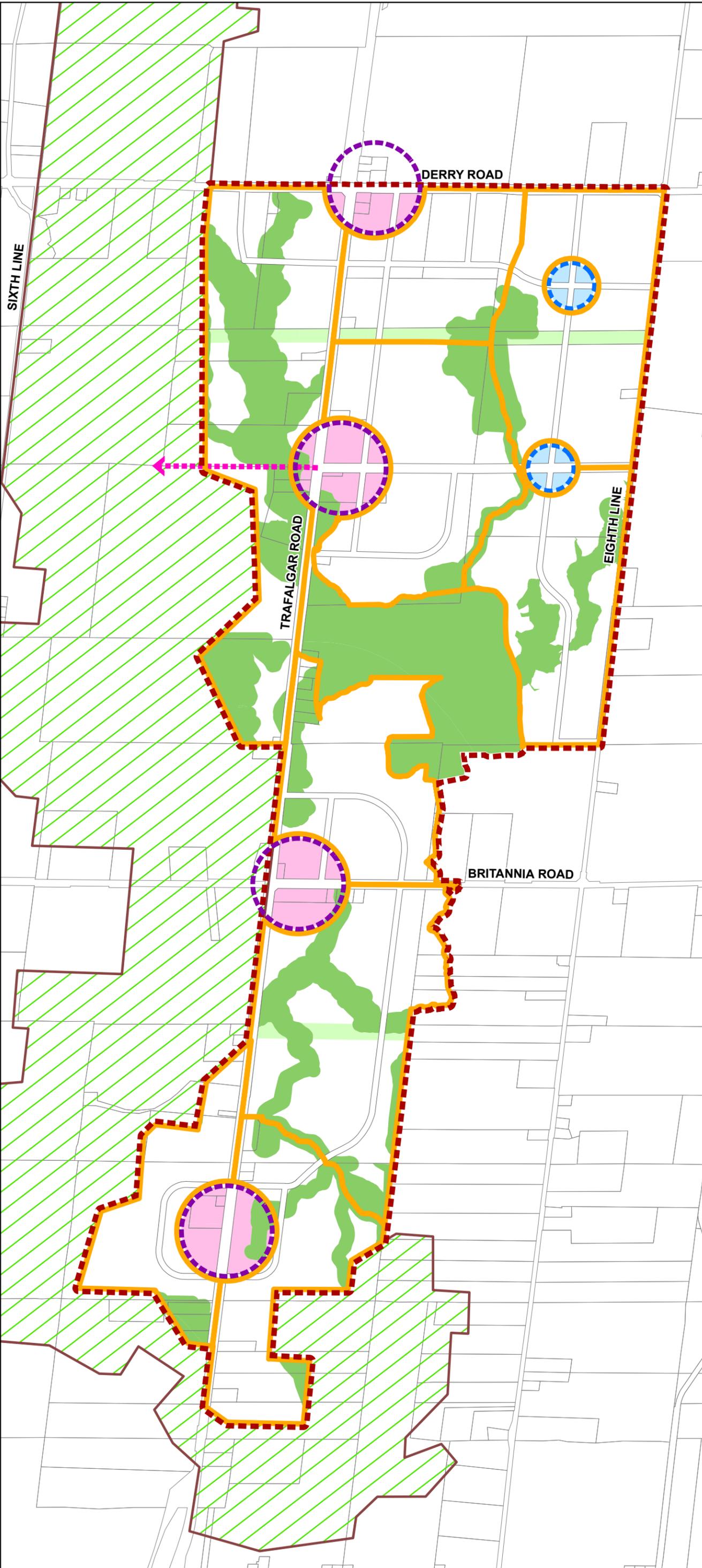
Schedule C.11.D Phasing Plan

TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.A

TRAFALGAR SECONDARY PLAN COMMUNITY STRUCTURE PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  POTENTIAL MINOR ARTERIAL
ROAD EXTENSION
-  EVOLVING NEIGHBOURHOOD
AREA
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  NEIGHBOURHOOD CENTRE
-  LOCAL CENTRE



NAD 1983 - UTM Zone 17N

This schedule forms part of the
Official Plan and should be read
in conjunction with the text.

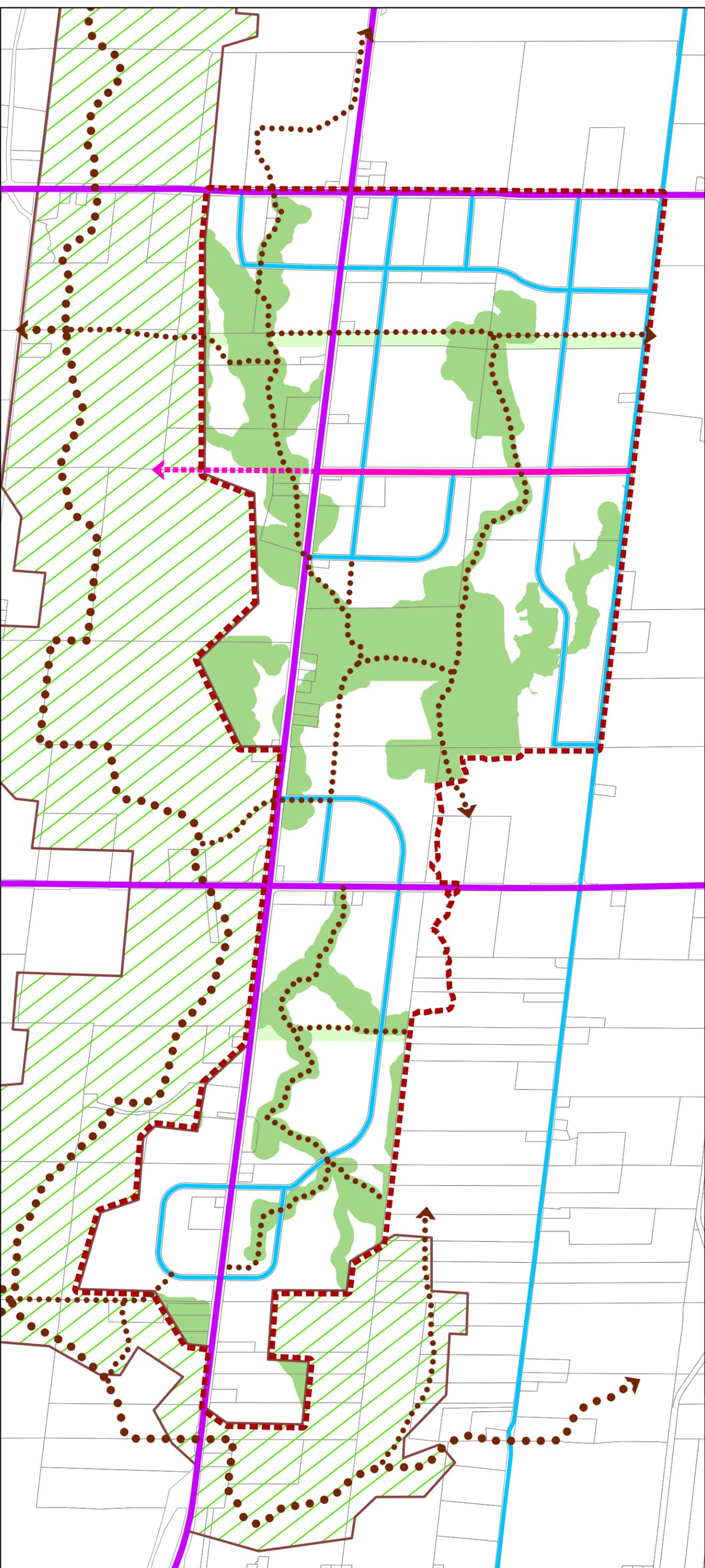
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March 2019

TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.B

TRAFALGAR SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE SYSTEM PLAN



-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN PROTECTED COUNTRY
-  NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
-  GREENSPACE
- ROAD NETWORK**
-  MAJOR ARTERIAL ROAD
-  MINOR ARTERIAL ROAD
-  POTENTIAL MINOR ARTERIAL ROAD EXTENSION
-  COLLECTOR ROAD
- TRAIL NETWORK**
-  TRAIL NETWORK WITHIN THE NATURAL HERITAGE SYSTEM
-  SECONDARY PLAN TRAIL NETWORK



NAD 1983 - UTM Zone 17N

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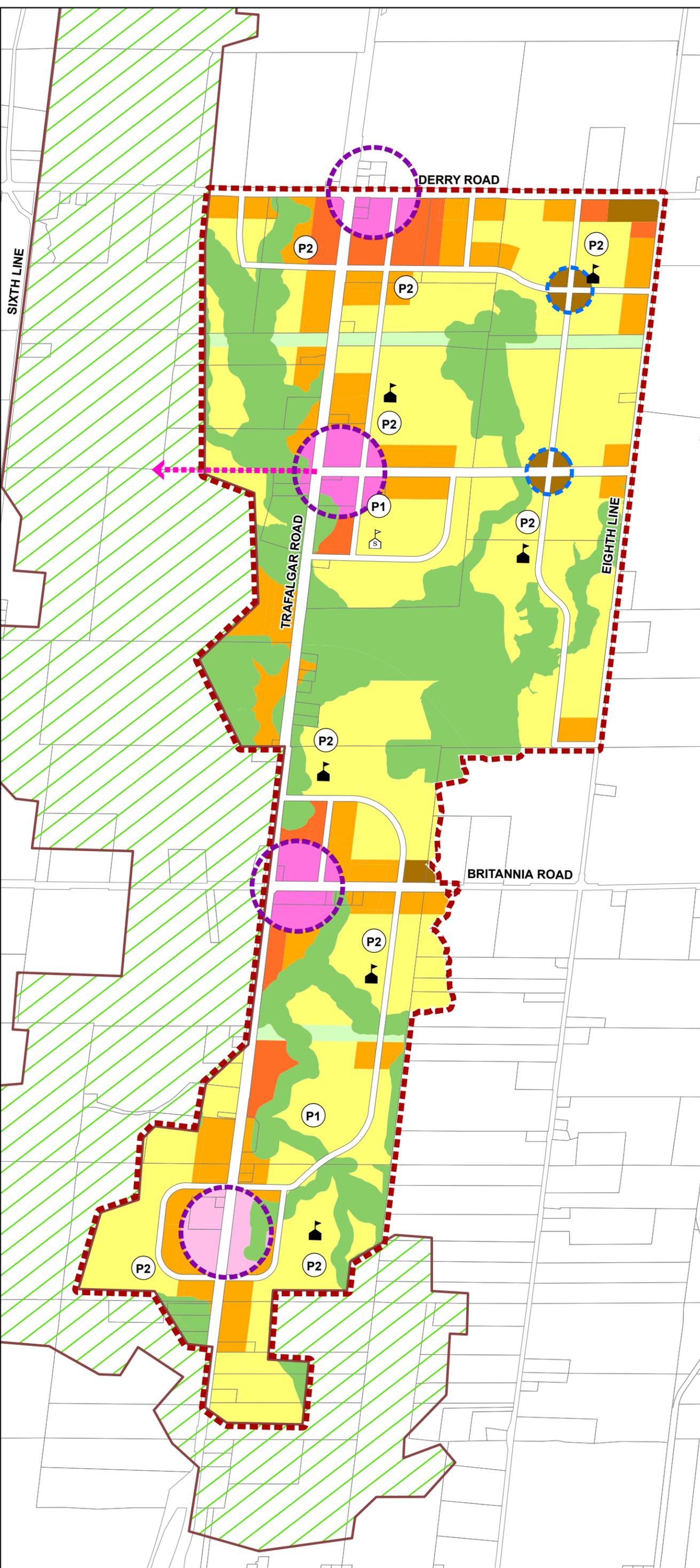
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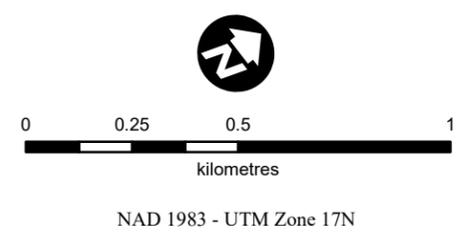
TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.C

TRAFALGAR SECONDARY PLAN LAND USE PLAN



-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN
PROTECTED COUNTRY
-  POTENTIAL MINOR ARTERIAL
ROAD EXTENSION
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY
RESIDENTIAL I
-  MEDIUM DENSITY
RESIDENTIAL II
-  MEDIUM DENSITY MIXED USE
-  NEIGHBOURHOOD CENTRE
MIXED USE I
-  NEIGHBOURHOOD CENTRE
MIXED USE II
-  NATURAL HERITAGE SYSTEM
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  NEIGHBOURHOOD CENTRE
-  LOCAL CENTRE
-  PARK TYPE 1
-  PARK TYPE 2
-  ELEMENTARY SCHOOL
-  SECONDARY SCHOOL



NAD 1983 - UTM Zone 17N

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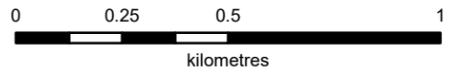
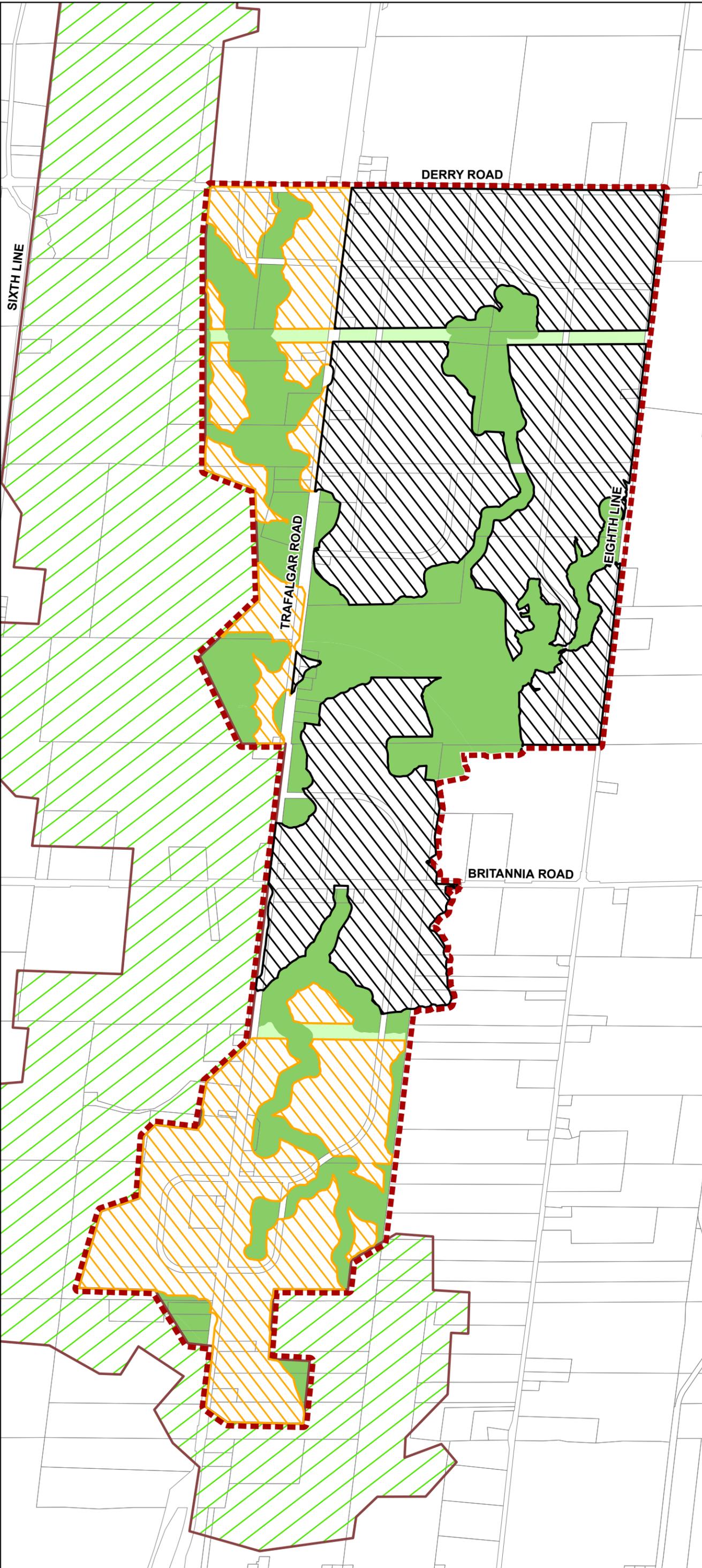
March 2019

TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.D

TRAFALGAR SECONDARY PLAN PHASING PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN PROTECTED COUNTRY
-  NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
-  GREENSPACE
- PHASES**
-  PHASE 1
-  PHASE 2



NAD 1983 - UTM Zone 17N

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