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THE OFFICIAL PLAN OF THE TOWN OF MILTON

(ADOPTED BY THE TOWN OF MILTON AUGUST 26, 1996, BY-LAW 61-96)
CONSOLIDATED, AUGUST 2008
OFFICE CONSOLIDATION DECEMBER 2025

IN ACCORDANCE WITH
ONTARIO MUNICIPAL BOARD
ORDER NO. 1840 issued DECEMBER 19, 1997
ORDER NO. 1383 issued JULY 19, 1999
ORDER NO. 0058 issued JANUARY 17, 2000
ORDER NO. 1747 issued NOVEMBER 28, 2000

AND INCLUDING: OFFICIAL PLAN AMENDMENTS NO. 1 – 91
REGIONAL OFFICIAL PLAN AMENDMENT NO. 8
PARKWAY BELT WEST PLAN AMENDMENT NO. 91
PARKWAY BELT WEST PLAN AMENDMENT NO. 131

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PART A - THE PREAMBLE (Not part of the Official Plan)

A.1 INTRODUCTION

A.1.1 OVERVIEW

This document comprises the Official Plan for the Town of Milton. The Plan repeals and replaces the Official Plan for the Town of Milton as adopted by the Corporation of the Town of Milton in August 1984.

The need for a new Plan resulted from a number of different factors, but particularly from the Halton Urban Structure Plan (HUSP), which identified the Town of Milton as a major growth centre within the Region. To respond to the anticipated challenges of managing this growth in a phased manner, while reinforcing the community values which make Milton a unique and desirable place to live and work, the Town of Milton initiated a comprehensive strategic planning exercise called *Destiny Milton*. This process included the development of a number of action plans - specifically an economic development and tourism strategy, a leisure and recreation plan, an information technology plan, and an environment and land use plan. This Official Plan represents the environment and land use action plan.

The directions in the Strategic Community Economic Development Plan relating to Environment and Land Use reflect the heavy consultation undertaken with the citizens of the community. The values they cherish and would seek to be protected as the community grows were identified. They are:

- A strong sense of history and their place in it;
- Small town atmosphere;
- Clean, safe and quiet community; and,
- Neighbourliness and friendliness.

The Official Plan reflects this renewed vision for the Town of Milton, as well as a number of significant changes in policy direction at the Provincial, Regional and Municipal levels including the adoption of a new Regional Official Plan in 1995.

The underlying theme in the Strategic Community Economic Development Plan related to environment and land use can be termed "COMMUNITY REDISCOVERED". The Official Plan has been developed around this same

theme which indicates the Town's commitment to ensuring that the Town of Milton in the future will have the strong sense of community and the neighbourly environment already evident in Milton today. This theme is reflected in the following goals which the Plan seeks to achieve:

- i) To Build and Maintain a Diverse and Vital Economy.
- ii) To Build and Maintain a Safe, Liveable and Healthy Community.
- iii) To Protect and Enhance our Heritage, Identity and Character.
- iv) To Encourage Sustainable Development.
- v) To Maximize the benefits of, and to promote Conservation, Stewardship and Enhancement of the Natural Environment.
- vi) To Promote the Creation of an Efficient Land Use Pattern.
- vii) To Encourage Human Scale Community Design.
- viii) To Provide Responsible Cost-Effective Local Government and Services.

A.1.2 ORGANIZATION OF PLAN

This document consists of four major components:

Part A - THE PREAMBLE, which does not constitute part of the Official Plan;

Part B - THE OFFICIAL PLAN, which consists of the following text and maps (Schedules "1", "1A", "A", "A1", "B", "C", "D", "D1", "D2", "E", "F", "G", "H", "I", "I1", "J", "K", "L", "M", "N", "O", "O1", "P", "C.2.A", "C.2.B", "C.3.A", "C.4.A", "C.5.A", "C.6.A", "C.6.B", "C.6.C", "C.6.D", "C.6.E", "C.7.A.CBD", "C.7.A.1CBD", "C.7.B.CBD", "C.7.C.CBD", "C.7.D.CBD", "C-8-A", "C-8-A1", "C-8-B", "C-8-C", "C-8-D", "C-8-E", "C-8-F", "C.9.A", "C.9.B", "C.9.C", "C.10.A", "C.10.B", "C.10.C", "C.10.D", "C.11.A", "C.11.B", "C.11.C", "C.11.D", "C.12.A", "C.12.B", "C.12.C", "C.13.A", "C.13.B", "C.13.C", "C.13.D", and "C.13.E",) and which constitutes the Official Plan for the Town of Milton;

Part C - SECONDARY PLANS, which consist of detailed plans for specific areas within the Town and which constitutes part of the Official Plan; and,

Part D - THE APPENDICES, which do not constitute part of the Official Plan. These appendices contain the background data, planning considerations and information relating to the public consultation associated with the development of the Official Plan.

A.2 TOWN OF MILTON STRATEGIC PLAN

A.2.1 PURPOSE OF THE STRATEGIC PLAN

In September 1993, the Town of Milton embarked on a comprehensive Strategic Community Economic Development Plan to establish a "Vision" for the community's future. The strategic planning effort, called "DESTINY MILTON", involved extensive consultation with residents, local businesses and community organizations. Through workshops, focus groups, and community surveys, Milton residents expressed their views on community development goals and the strategies necessary to achieve them. Residents of all ages participated, including children through a Children's Vision Workshop. Four task forces -Economic Development; Leisure, Library and Human Services; Environment and Land Use, and Information Technology and Administration, were established with community participation to delve more deeply into longer-term community needs in each of these areas. The DESTINY MILTON STRATEGIC COMMUNITY ECONOMIC DEVELOPMENT PLAN (Phases 1 and 2) was completed in June 1994 and approved by Milton Town Council on July 25th, 1994. Pursuant to Milton's community Vision - "To Be the Best of Town and Country" - and its community goals and supportive strategies, as presented in the Strategic Plan, the Town continued its integrated community development and planning activities with the development of specific "Action Plans" (Phase 3). Four Action Plans have been prepared. All Action Plans are consistent and mutually supportive of each other and, together, provide a comprehensive direction for the Town and its community development activities. The four Action Plans are:

- Economic Development and Tourism
- Leisure, Library and Human Services
- Official Plan
- Information Technology and Administration

The Town of Milton's Strategic Community Economic Development Plan provides the overall framework within which the Official Plan has been prepared. The Strategic Plan is designed to:

- a) contribute to the creation of a community which reflects the hopes, aspirations and desires of Milton residents;

- b) assist Milton to plan and manage the population growth and development pressures which will come over the next five to twenty years, particularly with the expansion of water and sewer capacity;
- c) encourage organizations, institutions and individuals within the community to become involved in joint ventures, partnerships and other co-operative ventures to improve the community economically, socially and environmentally for generations to come. These institutions and organizations would include the Town, Halton Regional Police, Boards of Education, business associations such as the Chamber of Commerce and the Halton Federation of Agriculture, service organizations, recreation and sports groups amongst others;
- d) assist Milton to prioritize its present and future programs and services, recognizing that the resources available will be limited for the foreseeable future; and,
- e) assist and contribute to more responsive and accountable local government.

A.2.2 MILTON'S VISION FOR ITS FUTURE

The Town's Vision for its Future describes the community that Milton wishes to become. Milton's Vision for its Future is "To Be the Best of Town and Country in Ontario". The Vision also includes the following statement of community values:

- a) For Living - A Well-Planned Community with a High Quality of Life, which:
 - i) encourages healthy lifestyles
 - ii) blends urban and rural living
 - iii) supports the family as the foundation of the community
 - iv) nurtures community spirit, participation and a sense of belonging
 - v) uses historical preservation and neighbourhood scale planning to encourage unique identities and qualities in downtown, urban and rural areas
- b) For Business - A Dynamic and Prosperous Economy, which:
 - i) promotes and fosters the health of local business

- ii) fosters entrepreneurial spirit and encourages technological innovation
 - iii) capitalizes on location and accessibility to attract diverse industries
 - iv) appreciates Milton's natural heritage and community character as economic assets
 - v) offers residents through growth and development, a lifetime of local opportunities to live, work and play
 - vi) provides fiscally responsible local government
- c) For Leisure - Natural Amenities and Lifestyle Choices, which:
 - i) protect the Niagara Escarpment and air, water and land as a natural inheritance for future generations
 - ii) protect natural areas and green belts
 - iii) provide a wide range of leisure, learning and healthy lifestyle opportunities
 - iv) provides personal development opportunities for all ages

A.2.3 MILTON'S GOALS

Milton's Vision gives rise to specific community development Goals. These Goals are:

- a) To Build and Maintain a Diverse and Vital Economy;

This Goal recognizes the importance to Milton of providing an attractive economic environment for companies to carry on business and prosper. It also recognizes that Milton can support existing local business and attract new businesses by raising Milton's profile and identity in the wider business community in Ontario.

- b) To Build and Maintain a Safe, Liveable and Healthy Community;

This Goal recognizes the importance to Milton of being a safe and liveable community, supportive of family life and with leisure opportunities for residents of all ages.

- c) To Protect and Enhance our Heritage, Identity and Character;

This Goal recognizes the importance to Milton of being a well-planned community which protects its heritage and community character in both

its urban and rural areas, thereby contributing to its unique sense of place and identity.

- d) To Maximize the Benefits of the Niagara Escarpment and the Natural Environment;

This Goal recognizes the importance to Milton of the Niagara Escarpment and its natural areas and the need to protect the air, water and land resources for future generations.

- e) To Provide Responsible Cost-Effective Local Government and Services;

This Goal recognizes the importance to Milton of sound local government, which is fiscally responsible and service driven.

A.2.4 MILTON'S STRATEGIES

Milton has developed specific Strategies to address its Vision and Goals. These Strategies have been grouped under four themes and can be summarized as follows:

- a) Economic Development and Tourism:

Foster the Health of Existing Businesses

Raise Milton's Profile

Encourage the Implementation of New Infrastructure

Support Further Development of Tourism

Foster the Health of Agriculture

Support Retail Sector and Its Role in Anchoring Downtown and

Supporting Small Town Identity and Character

Support and Encourage Small Businesses/Entrepreneurs in High Technology, Knowledge-based Industries and Business Services

1994 - 1999: Attract Resource Efficient Industries

1999 - 2011: Pursue Long-term Target of Diversified Industrial Base as Sewer and Water Capacity Expands

- b) Leisure, Library and Human Services:

i) Review Roles and Mandates for Service Delivery

ii) Maintain Standards of Service Within Limited Resources

iii) Develop an Appropriate Service Delivery Hierarchy

iv) Build Partnerships and Communication

- v) Expand Community Development Activities
 - vi) Maximize Use of Information Services
 - vii) Expand Arts and Cultural Activities and Organizational Development
 - viii) Broaden Diversity of Service Delivery
 - ix) Preserve and Develop Parks and Open Space Linkages
 - x) Develop Policies to Support Service Delivery
 - xi) Develop Links Between Leisure and Tourism Initiatives
 - xii) Develop Strategies for a Human Services Plan
- c) Environment and Land Use:
- i) Provide for Preservation of Greenlands
 - ii) Provide for Urban Area Development
 - iii) Provide for Rural Area/Recharge Land Uses
 - iv) Provide for Appropriate Rural Area/Agriculture Land Uses
 - v) Protect and Preserve the Escarpment Area
 - vi) Provide for Transportation and Transit
 - vii) Encourage Public Participation in the Planning Process
- d) Information Technology and Administration:
- i) Develop Town's Information Systems Administration and Telecommunications Capacity Better to Serve Milton

A.3 **OFFICIAL PLAN CONTEXT**

A.3.1 BACKGROUND

In addition to the framework provided by the Strategic Community Economic Development Plan, the Official Plan is based on an analysis of the present physical, economic, social and environmental conditions of the Town, and public input at all stages of the preparation of the document. This information, which is summarized in the appendices to the Official Plan, and the following key documents, provides the context in which the Official Plan has been prepared:

- a) The Halton Urban Structure Plan;
- b) A Municipal Housing Statement for the Town of Milton;
- c) The Town of Milton Official Plan adopted in 1984, as amended; and
- d) The Town of Milton's Strategic Community Economic Development Plan.

The history of the Town, a description of its topography and its regional setting, as well as an outline of the key findings of the background analysis related to population and employment trends and indications for future directions for the community are presented in this section.

However, there are limitations to the information base. As a result, the approach taken in the Plan is designed to provide the Town with the tools and the flexibility necessary to evaluate proposed changes and to determine their implications in relation to the Town's goals and strategic directions, without necessarily amending the Plan.

A.3.2 HISTORY

The Town of Milton's human history can be divided into several themes. The first theme is Milton's rich history that predates European settlement. Native peoples lived on the lands within the current municipal boundaries for at least a thousand years prior to European settlement, and there are substantial village sites dating from more than 500 years ago. The second theme is Milton's pioneer history tied to the agricultural and natural resource base. The Town's history is closely tied to the settlement of the land for farming and the development of resource industries such as logging, lime and quarry operations, brickyards, and the building of the small town commercial centres of old urban Milton, Campbellville and a number of villages and hamlets. European and United Empire Loyalist settlement of the area dates back more than 200 years. The selection of Milton as the seat for Halton County governance and justice in 1857 added civic, administrative and judicial themes. A recent theme is the emergence of the Town of Milton as a mix of town, country, rural area and natural environment corridor on the edge of the Greater Toronto Area (GTA). The Niagara Escarpment which runs on the diagonal through Milton has been designated by the United Nations as a UNESCO World Biosphere Reserve.

Below the escarpment is urban Milton surrounded by good farmland. Above the escarpment is an extensive rural area comprised of farms, natural areas, quarry operations, estate residential development and the Hamlets of Campbellville, Brookville and Moffat.

The history of the area can be seen first hand. An appreciation for the long native history of the area can be obtained at a reconstructed village at the Crawford Lake Conservation Area on the west side of Milton. An appreciation of the agricultural history of the area can be gained at the Ontario Agricultural Museum just south of Hwy. 401. An appreciation of the pioneer history of the area can be gained at the Halton Regional Museum at the Kelso Conservation Area and by driving the network of rural roads and concessions to see the many

heritage farm buildings and rural landscapes that are still very much in evidence. Similarly, heritage buildings including churches, schools, old industrial complexes such as the Robertson factory (where the famous Robertson screw was invented and produced), Fair Grounds, CPR Railway Station, downtown commercial buildings, the Waldie blacksmith shop, County Court House and Registry Office, Milton Town Hall and many fine old homes in the old Milton urban area, in Campbellville and in the Hamlets provide tangible reminders of the early history of the area.

Milton's proximity to Lake Ontario, the excellent farm land below the Niagara Escarpment, and the natural resource lands above it, the central location midway between the historical urban centres of Toronto, Oakville, Burlington, Hamilton/Dundas, Guelph, Kitchener/Waterloo and Cambridge (Galt, Preston, Hespeler) positioned Milton and its former rural Townships well to receive pioneer settlement, growth and development. Milton's pioneer history covers many of the social, economic, technological and political themes of south-central Ontario.

In 1974, with the creation of Regional government in Halton Region, parts of four rural Townships and the old Town of Milton were put together to create the Town of Milton. The change in municipal boundaries incorporated almost all of the former Township of Nassagaweya and parts of the former Townships of Esquesing, Nelson and Trafalgar. Municipal organization in the area first dated back to an Act of British Parliament of 1788. Halton County was created in 1816 and further enlarged in 1821. The change to regional government, the restructuring of local municipalities and the realignment of municipal boundaries in 1974 was a significant reform of local government in the former County of Halton.

Although these former municipalities are now part of the Town of Milton, each of them has their own distinct histories, geography, unique qualities and character.

The origins of the old Town of Milton date back to the early 1800's. In 1822, Jasper Martin received a grant from the Crown of 100 acres (40.5 hectares) on the West Branch of Sixteen Mile Creek. He bought an additional 100 acres (40.5 hectares) and established a grist mill. The area became known as Martin's Mills and became a service center for the surrounding agricultural community. The settlement later became known as Milltown and then in 1837, its name became Milton. At that time, the population was approximately 100 persons. The Town was incorporated in 1857 and became the County Town of Halton County. The Town experienced periods of urban growth and expansion in the nineteenth century, early in the twentieth century and then again, in the post WWII era particularly in the 1970's and early 1980's when three new suburban

neighbourhoods were added to the Town. The urban population of Milton is approximately 23,000 people, a number which has increased only modestly in the past decade.

Settlement in the former Township of Nelson began in 1800 in the Burlington area. The portion of Nelson Township that is now in the Town of Milton would have been settled much later however. Rattlesnake Point on the Niagara Escarpment that was in the former Township of Nelson is just within the boundaries of what is now the Town of Milton. Old farms at the base of the escarpment provide a glimpse towards the settlement history of the former Township area. There are also old aggregate sites, converted rural schools and a couple of handsome old churches.

Settlement in the former Township of Trafalgar began about 1807. By 1817, the population was estimated to be 548 persons and by the early 1850's there were more than 4500 people living in the Township. The Towns of Oakville and Milton were originally part of Trafalgar Township, but were separated in 1850. The Township contains good agricultural land providing a base for what became a vibrant agricultural community including a number of rural villages which are still evident such as Auburn, Boyne, Omagh and Drumquin.

Only a small part of the former Township of Esquesing is now in the Town of Milton. Although it is a small part, it is none-the-less significant in today's context as it contains the interchange of Hwy. 401 and Highway 25, the Milton 401 Industrial Park, and the Maplehurst Provincial Correctional Centre (prison). These lands were originally agricultural and contained the hamlet of Peru. There are still some fine old farm buildings in evidence.

The former Township of Nassagaweya was first surveyed in 1819 and was one of the last townships to be settled in Halton County. The majority of the Township is above the Niagara Escarpment, which includes some good farm land, but due to glacial activity, there are areas of shallow soils and large wetlands and environmentally sensitive areas. In the early years, there was considerable logging in the Township, and following the extension of the Credit Valley Railway, there was a significant lime industry. Campbellville was the principal urban center in the Township, but the villages of Brookville, Moffat, Darbyville and Knatchbull served the local community as well. It is interesting to drive the Township today and see the variation in the vernacular architecture as one approaches the more northerly end of the Township where field stone, frame and brick buildings are interspersed with quarried and cut limestone in both the old houses and barns. The northerly landscape feels and looks like the more northerly communities of Fergus, Elora and Guelph.

A new chapter is about to unfold in the human history of the approximately 381 square kilometres (147 square miles) that are now in the Town of Milton. The Town is preparing for substantial urban growth, which could see the Town's population grow by more than 50,000 people from approximately 35,000 to more than 85,000 people within the next fifteen years. It is expected that there will be substantial industrial and commercial growth in conjunction with this population growth. The Niagara Escarpment area will continue its prominence as a natural corridor with conservation, rural/agricultural and recreational opportunities, as a source for aggregate on a Provincial scale, and to a limited extent as a setting for non-farm residential activities. Below the escarpment and outside the urban expansion area, it is anticipated that prime agricultural land will be maintained as a permanent separator between urban Milton and the urban centres of Oakville, Mississauga and Burlington. In these ways, Milton will be the best of Town and Country in Ontario.

A.3.3 TOPOGRAPHY

Geological activity in the area currently known as Southern Ontario millions of years ago resulted in the formation of a line of sedimentary rock ridges, now known as the Niagara Escarpment. The Escarpment runs diagonally on a north-south axis through the heart of Milton and essentially divides the Town into two main areas. This major geographical feature involves a rise in elevation of approximately 107 metres from the glacial until plain to the south and east. This Escarpment area is characterized by prominent bluffs and streams which are, for the most part, tributaries of the Twelve Mile Creek or the Sixteen Mile Creek, which flow into Lake Ontario. To the north and west of the Escarpment, drainage is through the Blue Springs Creek, which is a tributary to the Grand River catchment area.

The soils below the Escarpment are largely sedimentary while the soils above the Escarpment are mixed. For the most part, the soils below the Escarpment include the best agricultural lands in the Town while those above the Escarpment are generally less suited to successful agricultural operation.

A.3.4 REGIONAL SETTING

The Town of Milton occupies a central position in the economic core of Ontario. It is located within the Region of Halton in the Greater Toronto Area. In addition, the Town is situated along the Highway 401 corridor within easy access of a number of other important urban centres in Southern Ontario, including the Kitchener-Waterloo-Cambridge urban conurbation and the cities of Hamilton and Guelph. More specifically, the Town is located approximately 90 kilometres west of the City of Toronto, 48 kilometres east of Kitchener-Waterloo and 40 kilometres north of Hamilton.

A map showing the regional setting of the Town of Milton. The map includes Georgian Bay, Lake Ontario, and Lake Erie. Major cities and towns shown are Toronto, Oakville, Hamilton, London, Niagara Falls, and Buffalo. The Town of Milton is highlighted with a shaded area. Major drainage boundaries are indicated by dashed lines. A legend identifies the shaded area as 'Major Settled Area' and dashed lines as 'Major Drainage Boundaries'. A compass rose indicates North (N), South (S), East (E), and West (W). The map is titled 'REGIONAL SETTING OFFICIAL PLAN TOWN OF MILTON'.

A.3.5 POPULATION TRENDS

A number of key population trends will affect decisions relating to land use planning and development in the Town:

- a) The Greater Toronto Area (GTA) and its constituent Regional municipalities are expected to continue to experience significant growth over the next thirty years, although at a slower pace than the past thirty years. Halton will experience new growth pressures as demand for development shifts westerly.
- b) The 1994 population of the Town of Milton is approximately 32,000, of which approximately 23,000 live in the main urban centre.
- c) In view of servicing constraints, recent growth in the Town has been slow: from 1986 to 1993, the population grew by only .04%.
- d) The population is forecasted to reach a minimum of 85,000 by 2011.
- e) Achievement of this growth will require the addition of water and wastewater facilities, which could be in place by the year 1999.
- f) Milton's population in 1994 is characterized by young families, as indicated by the close to one-quarter of the Town's population which is under 15 years of age, the low percentage of non-family households and the average household size of 3.1 which is considerably higher than the Ontario and Halton averages of 2.5 and 2.9 persons per unit respectively.
- g) As Milton's population increases there will likely be a decrease in household size resulting from population aging and an increased share of non-family households.

A.3.6 EMPLOYMENT TRENDS

From the Town's Municipal Housing Statement and the report entitled "The Town of Milton's Strategic Community Economic Development Plan" (July, 1994) the following relevant economic statistics were identified for Milton which indicate that it has a diverse economy which should be less vulnerable to the on-going economic restructuring, particularly within the manufacturing sector:

- a) In 1991, Milton's labour force stood at 18,600 and it was employed in a diverse range of economic sectors, with an unemployment rate less than the national average.
- b) In 1991, only 54% (10,100) of the labour force worked in Milton.
- c) Of these, 8,500 of Milton's residents worked within the community, 1,600 worked at home.
- d) A distribution analysis of the employment opportunities in Milton indicates that the largest sector is in manufacturing and retail trade. Services also accounted for a large share, including government, education, health and social services, accommodation and other service activities.

A.3.7 FUTURE DIRECTIONS

Milton has only had limited growth since the early 1980's because of servicing constraints. The Halton Urban Structure Review was a process established by the Region of Halton to plan for new urban areas beyond existing urban envelopes within the Region. The first phase of the study completed in 1989 identified Milton as a priority location for growth. The actual extent of the growth, which occurs, will depend on the type of water and wastewater servicing systems, which are ultimately approved and built. The Official Plan reflects the results of the Halton Urban Structure Plan (HUSP) which was approved by Regional Council in July 1994 and which establishes a long-term plan for growth in the Region. The Halton Urban Structure Plan anticipated that most of the growth would take place in new urban areas; however, there are opportunities for intensification within the existing Milton Urban Area. The rate of growth will be controlled, in part, through phasing policies.

The Plan reflects the following potential additional growth assumptions emerging from the Halton Urban Structure Plan:

<u>Timeframe</u>	<u>Residential</u>	<u>Employment Lands</u>
<u>Existing 1993</u>	<u>32,100 persons</u>	<u>560 hectares</u>
<u>1993-2011</u> Existing Milton (urban & rural)	2,900 persons	360 hectares
<u>1993-2011</u> Milton Expansion		

Area	<u>50,000 persons</u>	<u>800 hectares</u>
Sub-Total	<u>52,900 persons</u>	<u>1,160 hectares</u>
Total	85,000 persons	1,720 hectares

The Official Plan also reflects the following key planning directions from HUSP:

- a) the new urban areas be built at a mid-range of development density;
- b) downtown Milton be maintained and enhanced as the centre of the expanded Milton community; and,
- c) the development concept of the Milton-Centred area be as shown on Figure B.

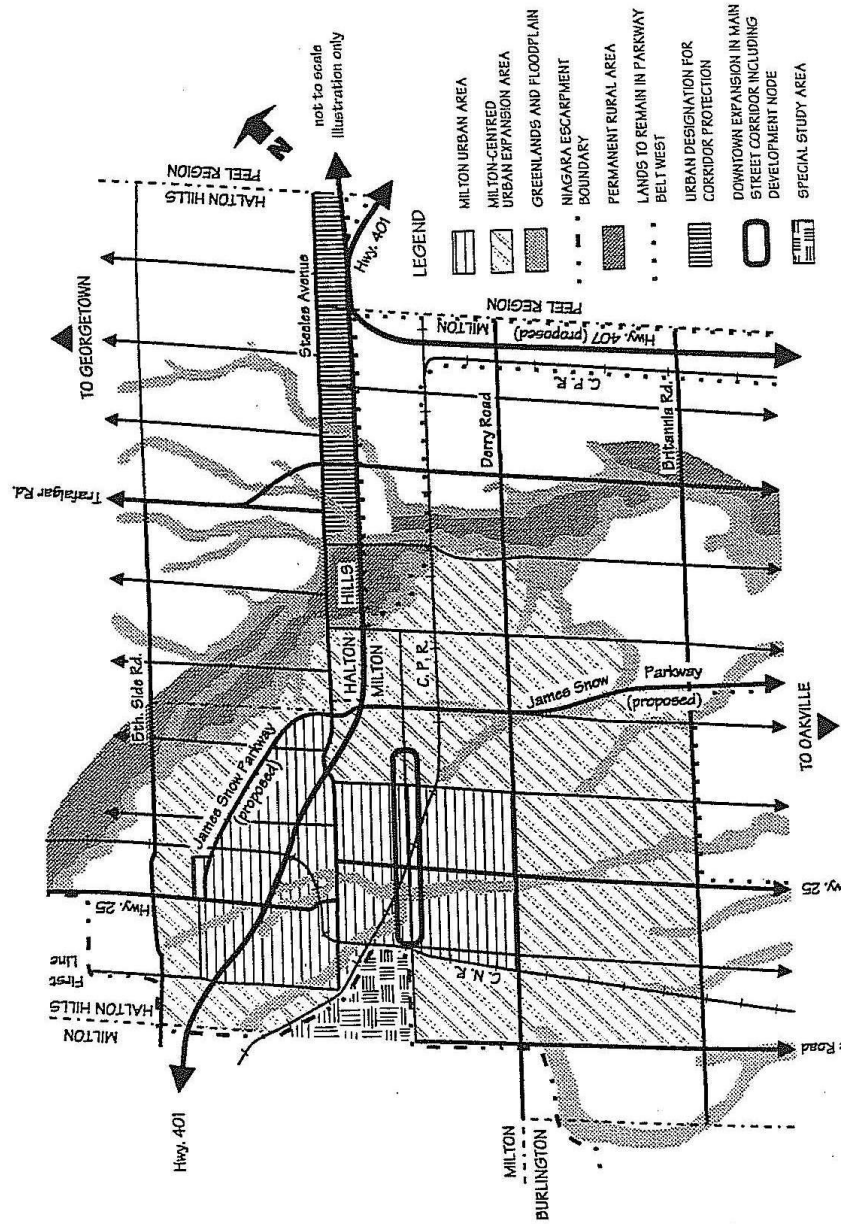
Finally, the Halton Urban Structure Plan recommends that, based upon an ultimate planned housing mix of 60 per cent single detached and semi-detached, 15 per cent row house and 25 per cent apartment, planning should be undertaken with the objective of achieving an overall density of 30 units per ha on a net basis or 20 units per ha on a gross residential land area basis for the entire Urban Area.

The Milton Urban Expansion Area is also to be planned to accommodate approximately 800 net hectares of industrial-type employment land which will accommodate approximately 20,000 employees by 2011, and about 26,000 employees by the time the lands are fully built-out in the post-2011 period. In addition, about 8,000 employees will be accommodated at scattered locations to serve the new residential population with institutional and commercial services. Much of this employment would be accommodated in the existing urban area, particularly an expanded downtown Milton.

TOWN OF MILTON OFFICIAL PLAN

FIGURE B: HALTON URBAN STRUCTURE PLAN

RECOMMENDED DEVELOPMENT CONCEPT FOR THE MILTON-CENTRED AREA AND THE HIGHWAY 401 CORRIDOR



A.4 THE PLANNING FRAMEWORK

A.4.1 INTRODUCTION

The Official Plan is based on a theme of "**COMMUNITY REDISCOVERED**" and designed to achieve specific goals. The Plan Concept reflects the theme and the goals, and outlines the key directions on which the policies of the Plan are based.

A.4.2 PLAN THEME - "COMMUNITY REDISCOVERED"

The Official Plan theme of "**COMMUNITY REDISCOVERED**" elaborates upon the Town's commitment to rediscover the principles which will maintain the strong sense of community and the friendly environment that exists in Milton today.

What this indicates is that Milton wishes to preserve and enhance those elements of everyday life - whether it be strolling through the downtown area, walking to school and the parks, or going for a drive in the country, that sets Milton apart from its GTA neighbours.

Yet the Town of Milton has accepted the general notion that the urban area will expand. Milton residents want their community to be a healthy community - one where economic, lifestyle and environmental objectives are kept in balance as the community develops. Therefore, the resulting challenge is to co-ordinate and manage this expansion so that it reinforces the Town's sense of place and uniqueness. And by following this theme and the Official Plan goals recognized in Section A.2.3, and by recognizing the importance of the natural environment and resource base, the challenge will be met.

There are several benefits that Milton sees as the result of following the Plan Theme, including:

- a) phased and managed growth as Milton develops;
- b) improved customer service and co-ordination of municipal service delivery;
- c) enhanced profile and image of Milton as a dynamic and vital community;
- d) protected natural heritage and amenities;

- e) increased effectiveness and efficiency of community development activities; and,
- f) further opportunities to be informed of community development options and to contribute to community decision-making.

Accordingly, the new Milton is seen as retaining a compact, urban presence, with a distinct separation between its developed areas and the rural areas to the south, east and north-west. The use of public transit will be encouraged, and the needs of the automobile will be balanced with those of cyclists and pedestrians.

The "small town character" of Milton will be protected through good community design and managed and phased growth, as will one of Milton's greatest assets - the Niagara Escarpment.

And the development of new residential districts as well as the intensification of old residential districts will re-enforce the theme of "**COMMUNITY REDISCOVERED**" through controlling urban design principles that reflect the historical and architectural character of the existing community.

A.4.3 PLAN CONCEPT

Milton is a community which is composed of a variety of areas, each with a different perspective. The Plan Concept reflects these different perspectives and their existing and future dominant functions. All other activities should then support or be neutral with respect to this dominant function, and land use conflicts should be resolved in a manner which is consistent with the dominant function.

The following "perspective" areas, which are outlined on Figure C, comprise the overall plan concept for the Town of Milton:

- a) Urban Area -

The Existing Urban and the Urban Expansion Areas identified by the Halton Urban Structure Plan are located south of the Town boundary, west of a proposed open space or "urban separator" area along the East and Middle Branches of Sixteen Mile Creek, north of Britannia Road and east of Tremaine Road, with the exception of lands south and west of the railway tracks, north of Main St. W. and east of Tremaine Road which have been identified as "Special Study Area".

- b) Rural/Recharge Area -

The Rural/Recharge Area includes the rural lands located west and north of the Niagara Escarpment Plan Area which are characterized by existing agricultural operations, significant mineral resource extraction operations together with potential extraction lands, low intensity residential development on private services, as well as many natural features, including Provincially Significant Wetlands, Areas of Natural and Scientific Interest (ANSI's), and Environmentally Sensitive Areas. The intent of the Plan is to maintain and enhance the existing environmental features and the rural landscape and character of the Rural/RECHARGE Area, including agriculture as the predominant land use so that these features will always form part of Milton's Landscape in their current form and extent.

c) Rural/Agricultural Area -

The Rural/Agricultural Area includes the agricultural and environmental lands located south and east of the Urban Area. The area is an active farming area. The preservation of this resource, and the remaining natural areas, remains an important focus for the future of this area so that these features will always form part of Milton's Landscape.

d) Escarpment Area -

The Niagara Escarpment is a major natural feature of the Town, and a significant part of the structure of the community and economy, as well as a World Biosphere Reserve. In accordance with the Niagara Escarpment Plan, policies must be provided to strike a balance between development, preservation and the enjoyment of this important resource.

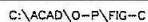
e) Hamlet Areas -

There are three hamlet areas: Campbellville, Moffat and Brookville. Development in the Rural/Recharge Area will, for the most part, be directed to the Hamlet Areas.

Overriding all of the "perspectives" would be the establishment of a linked open space system which comprises all the key natural environmental features and park areas, and the current and proposed transportation network (such as Highway 401, Highway 403, Highway 407), which provide a framework for the structure of the Town, as a whole.

The focus of the linked open space system areas is to maintain, enhance and restore the environment through effective long term management so that these features will always form part of Milton's landscape in their current form and extent with as little displacement or encroachment as possible.

The other major focus relating to the open space system relates to the establishment and maintenance of the permanent "urban separator". It is the objective of the urban separator to prevent extension of the Urban Expansion Area to the south-east, allowing for a permanent greenfields situation between the ultimate built areas of Milton, Mississauga and Oakville.



PART B - THE OFFICIAL PLAN

1) INTRODUCTION

1.1 OFFICIAL PLAN - STRUCTURE

1.1.1 OFFICIAL PLAN - COMPONENTS

Parts B and C and Schedules “1”, “1A”, “A”, “A1”, “B”, “C”, “D”, “D1”, “D2”, “E”, “F”, “G”, “H”, “I”, “I1”, “J”, “K”, “L”, “M”, “N”, “O”, “O1”, “P”, “C.2.A”, “C.2.B”, “C.3.A”, “C.4.A”, “C.5.A”, “C.6.A”, “C.6.B”, “C.6.C”, “C.6.D”, “C.6.E”, “C.7.A.CBD”, “C.7.A.1CBD”, “C.7.B.CBD”, “C.7.C.CBD”, “C.8.A”, “C.8.A1”, “C.8.B”, “C.8.C”, “C.8.D”, “C.8.E”, “C.8.F”, “C.9.A”, “C.9.B”, “C.9.C”, “C.10.A”, “C.10.B”, “C.10.C”, “C.10.D”, “C.11.A”, “C.11.B”, “C.11.C”, “C.11.D”, “C.12.A”, “C.12.B”, “C.12.C”, “C.13.A”, “C.13.B”, “C.13.C”, “C.13.D”, and “C.13.E” constitute the Official Plan for the Town of Milton.

1.1.2 OFFICIAL PLAN - SECTIONS

The Plan policies consist of the following key sections:

Part B -	The Official Plan
Section 2:	Community Goals & Strategic Objectives
Section 3:	Urban Land Use Policies
Section 4:	Rural System and Natural Heritage System Land Use Policies, and Specific Policy Areas
Section 5:	Implementation
Part C -	Secondary Plans
Section C.2:	Milton 401 Industrial Park
Section C.3:	Hamlet of Campbellville
Section C.4:	Hamlet of Brookville
Section C.5:	Hamlet of Moffat
Section C.6:	Bristol Survey Secondary Plan
Section C.7:	Central Business District Secondary Plan
Section C.8:	Sherwood Survey Secondary Plan
Section C.9:	Derry Green Corporate Business Park Secondary Plan
Section C.10:	Boyne Survey Secondary Plan
Section C.11:	Trafalgar Secondary Plan
Section C.12:	Milton Education Village Secondary Plan
Section C.13:	Britannia Secondary Plan

1.1.3 OFFICIAL PLAN – SCHEDULES

The Official Plan includes the following schedules:

Schedule 1:	Town Structure Plan
Schedule 1A:	Provincial Planning Structure
Schedule A:	Rural Land Use Plan
Schedule A1:	Halton Waste Management Site and Specific Policy Area
Schedule B:	Urban Area Land Use Plan
Schedule C:	Central Business District Land Use Plan
Schedule D:	Urban Area Planning Districts, Character Area and Community Improvement Area
Schedule D1:	Urban and Rural Districts
Schedule D2:	Urban Districts and Neighbourhoods
Schedule E:	Transportation Plan
Schedule F:	Right-of-way Widening Requirements in the Downtown Character Area
Schedule G:	Known Landfill Sites
Schedule H:	Phasing of Urban Expansion
Schedule I:	Rural Area Specific Policy Areas
Schedule I1:	Urban Area Specific Policy Areas
Schedule J:	Urban Trails and Active Transportation Plan
Schedule K:	Strategic Growth Areas
Schedule L:	Municipal Wellhead Protection Zones
Schedule M:	Key Features Within the Greenbelt and Regional Natural Heritage Systems
Schedule N:	Future Strategic Employment Areas
Schedule O:	Agricultural System and Prime Agricultural Areas
Schedule O1	Provincial Agricultural land Base Mapping Areas of Difference
Schedule P:	Identified Mineral Resource Areas and Mineral Resource Extraction Areas
Schedule C.2.A:	Milton 401 Industrial/Business Park Secondary Plan Structure Plan
Schedule C.2.B:	Milton 401 Industrial/Business Park Secondary Plan Land Use Plan
Schedule C.3.A:	Campbellville Hamlet Land Use
Schedule C.4.A:	Brookville Hamlet Land Use
Schedule C.5.A:	Moffat Hamlet Land Use

Schedule C.6.A:	Bristol Survey Secondary Plan Community Structure
Schedule C.6.B:	Bristol Survey Secondary Plan Transportation Plan
Schedule C.6.C:	Bristol Survey Secondary Plan Open Space and Pedestrian/Bike Path Plan
Schedule C.6.D:	Bristol Survey Secondary Plan Land Use Plan
Schedule C.6.E:	Bristol Survey Secondary Plan Phasing Plan
Schedule C.7.A.CBD	Central Business District Height Limits
Schedule C.7.A.1CBD	Central Business District Milton GO MTSA/Downtown Milton UGC Height and Density Limits
Schedule C.7.B.CBD	Central Business District Open Space, Linkages and Nodes
Schedule C.7.C.CBD	Central Business District Minimum Block Level Densities
Schedule C-8-A	Sherwood Survey Secondary Plan Community Structure
Schedule C-8-A1	Sherwood Survey Secondary Plan Residential Density Distribution Plan
Schedule C-8-B	Sherwood Survey Secondary Plan Transportation Plan
Schedule C-8-C	Sherwood Survey Secondary Plan Greenlands/Open Space and Pedestrian/Bike Path Plan
Schedule C-8-D	Sherwood Survey Secondary Plan Land Use Plan
Schedule C-8-E	Sherwood Survey Secondary Plan Subwatershed Impact Study Areas
Schedule C-8-F	Sherwood Survey Secondary Plan Phasing Plan
Schedule C.9.A	Derry Green Corporate Business Park Secondary Plan Structure Plan
Schedule C.9.B	Derry Green Corporate Business Park Secondary Plan Land Use Plan
Schedule C.9.C	Derry Green Corporate Business Park Secondary Plan Phasing Plan
Schedule C.10.A	Boyne Survey Secondary Plan Community Structure Plan
Schedule C.10.B	Boyne Survey Secondary Plan Active Transportation and Natural Heritage System Plan
Schedule C.10.C	Boyne Survey Secondary Plan Land Use Plan
Schedule C.10.D	Boyne Survey Secondary Plan Phasing Plan
Schedule C.11.A	Trafalgar Secondary Plan Community Structure Plan
Schedule C.11.B	Trafalgar Secondary Plan Active Transportation and Natural Heritage System
Schedule C.11.C	Trafalgar Secondary Plan Land Use Plan

Schedule C.11.D	Trafalgar Secondary Plan Phasing Plan
Schedule C.12.A	Milton Education Village Secondary Plan Land Use Plan
Schedule C.12.B	Milton Education Village Secondary Plan Transportation Plan
Schedule C.12.C	Milton Education Village Secondary Plan Phasing Plan
Schedule C.13.A	Britannia Secondary Plan Community Structure Plan
Schedule C.13.B	Britannia Secondary Plan Active Transportation and Natural Heritage System Plan
Schedule C.13.C	Britannia Secondary Plan Land Use Plan
Schedule C.13.D	Britannia Secondary Plan Phasing Plan
Schedule C.13.E	Britannia Secondary Plan Tertiary Plan Areas

1.2 PURPOSE OF THE PLAN

This Official Plan is a *policy* document which is intended to serve as the basis for making land use decisions and managing change and the effects on the social, economic and *natural environments* within the *Town*.

The Plan has the following specific purposes:

- a) to identify the context within which the Plan is being prepared;
- b) to identify within the context of an underlying theme, goals and strategic approaches which can be achieved through the policies of the Plan;
- c) to establish policies related to the maintenance and enhancement of the existing community structure, and the protection of its unique features, as well as the management of future change;
- d) to establish policies to ensure that the level of services provided is consistent with the financial capabilities and resources of the municipality;
- e) to require financial impact analysis and to establish policies for implementing financial plans related to development;
- f) to establish, in general terms, a pattern of physical development for the Town (including land use, environmental protection areas, population density, community structure and servicing infrastructure);
- g) to guide Town Council, municipal and regional administrators, and the Committee of Adjustment and Consent when administering matters

such as the Zoning By-law, site plan control, development control, applications for building permits, plans of subdivision and consents;

- h) to inform other levels of government of the municipal policies to provide a context for the co-ordination of their future plans and requirements with those of the Town; and,
- i) to inform the public, land owners and business owners of the municipal policies to provide a context for the determination of their future plans and requirements.

1.3 **LEGAL EFFECT AND DURATION**

The Official Plan is prepared in accordance with Section 17 of the Planning Act, R.S.O. 1990, c.P.13, as amended. The Act also gives the Plan its legal effect as the Plan policies themselves do not directly control or regulate the development of land. This legal effect is established through Section 24 of the Act which states that generally no public work may be carried out and no by-law may be passed for any purpose which does not conform to the Official Plan. The Plan is implemented primarily through the Zoning By-law, other related By-laws of the municipality, and site plan control procedures.

The policies and designations of the Plan are intended to guide growth and development in the Town to 2031. As new information becomes available or conditions change, the Official Plan shall be reviewed and amended, as required, to reflect altered circumstances and to extend the planning period.

The Bristol Survey, Sherwood Survey, Boyne Survey and Derry Green Corporate Business Park Secondary Plans have been prepared to provide a *policy* framework to guide *development* and manage growth within these secondary plan areas. Where there is a conflict between the policies for these secondary plan areas and this Plan as amended by Official Plan Amendment 31, the Secondary Plan policies shall prevail. References to Town-wide growth management forecasts and targets including those found in Section 2.1.4 and 2.1.5 of this Plan apply to and take into account these secondary plan areas.

1.4 **JURISDICTION**

The roles and responsibilities of the upper tier governments in planning and development matters affecting the Town of Milton must be recognized.

Therefore, the Town of Milton Official Plan cannot be considered in isolation from other government plans and policies, particularly requirements to:

- a) be consistent with any Provincial Policy Statement issued by the Province of Ontario pursuant to the Planning Act, 1996;
- b) conform to The Niagara Escarpment Plan and any applicable amendments thereto;
- c) conform to the Growth Plan for the Greater Golden Horseshoe and any applicable amendments thereto; thereto;
- d) conform to the Greenbelt Plan and any applicable amendments
- e) conform to The Parkway Belt West Plan and any applicable amendments thereto; and,
- f) conform with the Regional Plan for the Regional Municipality of Halton and any applicable amendments thereto.

1.5 PRECEDENCE

In the event of a conflict between provisions of the Town of Milton Official Plan and the policies of the Growth Plan for the Greater Golden Horseshoe, the Niagara Escarpment Plan, the Greenbelt Plan, the Parkway Belt West Plan, or the Region of Halton Official Plan, the applicable Provincial or Regional Plan shall take precedence. However, if the policies of the Town of Milton Plan prove to be more restrictive than the policies of the Provincial Plans or the Regional Plan, the policies of the Town of Milton Official Plan shall apply.
*DI(i)

1.6 PUBLIC INFRASTRUCTURE

Notwithstanding any other policies of this Plan related to development phasing, permit the provision of water and wastewater services to municipal *infrastructure* facilities and public institutions. In any Regional phase, if deemed prudent and feasible by the *Region* in coordination with the *Town*. Any such facilities shall be designed and developed in a manner which is *compatible* with the exiting or planned neighbourhood.

2.0 COMMUNITY GOALS, OBJECTIVES AND STRATEGIC POLICIES

2.1 THE PLANNING FRAMEWORK

2.1.1 COMMUNITY VISION AND GOALS

2.1.1.1 Milton's vision as established through the Destiny Milton 2 process, is to be an engaging, balanced and connected community. The following goals have been established as a basis to implement this vision:

- a) A responsible, cost effective and accountable local government;
- b) Well managed growth, well planned spaces;
- c) A safe, livable, healthy and *complete community*;
- d) A diverse and sustainable economy;
- e) A thriving *natural environment*.

2.1.2 COMMUNITY DIRECTIONS AND STRATEGIC OBJECTIVES

2.1.2.1 Establish priorities that support the municipal service requirements of the majority of local residents;

2.1.2.2 Engage in transparent and accountable decision-making processes and actions;

2.1.2.3 Properly fund municipal services and community *infrastructure* through a combination of fiscally responsible operating budgets, capital budgets, effective reserves and reserve fund management;

2.1.2.4 Demonstrate leadership on matters that affect Milton;

2.1.2.5 Encourage the provisions and maintenance of an appropriate mix of residential, commercial and *institutional uses*;

2.1.2.6 Facilitate the safe movement of people and goods and enhanced travel to, from and within the community;

2.1.2.7 Encourage cost effective and timely municipal/community *infrastructure* development;

2.1.2.8 Encourage well timed service delivery;

2.1.2.9 Promote and facilitate active and healthy lifestyles and life long learning;

2.1.2.10 Maximize community safety and security;

- 2.1.2.11 Protect and enhance our heritage, identity and *character*,
- 2.1.2.12 Make the Central Business District the main focal point of the community;
- 2.1.2.13 Attract and retain employers that provide a range of employment opportunities and assessment growth;
- 2.1.2.14 Encourage the private sector to meet the retail needs of a growing population in a reasonably timely manner;
- 2.1.2.15 Protect and enhance natural heritage;
- 2.1.2.16 Encourage new *development* to be integrated with the *natural environment*; and,
- 2.1.2.17 Promote the enjoyment and responsible use of natural areas.

2.1.3 MUNICIPAL STRUCTURE AND COMMUNITY CONTEXT

The *Town's* basic structure, as shown on Schedule “1” – Town Structure Plan, consists of the central *urban area*, the rural area to the southeast and the northwest and an interconnected system of *natural heritage features and areas* extending across all of these areas. This structure is shaped and influenced by a number of Provincial Plans, including the Niagara Escarpment Plan; the Greenbelt Plan, the Parkway Belt West Plan and the Growth Plan for the Greater Golden Horseshoe, as well as the Regional Official Plan.

2.1.3.1 Provincial Plans

The Niagara Escarpment Plan applies to a band of land north and west of the *urban area* and prescribes designations, policies and Development Criteria to regulate land uses to protect the prominent environmentally significant Escarpment landform feature, which is also designated a UNESCO World Biosphere Reserve. Within the Niagara Escarpment Plan Area, *development* is to be in accordance with the Niagara Escarpment Plan as well as applicable *policies* of this Plan. The Niagara Escarpment Plan Area within the *Town* is shown on Schedule “A”.

The Parkway Belt West Plan applies to specific areas to the south and east of the *urban area* and applies to lands identified by the Province to create a multi-purpose *utility* corridor, a permanent urban separator and a linked open space system. Since its original implementation in 1978, considerable land within Milton has been removed from this Plan area to allow urban growth and expansion.

The Greenbelt Plan applies to extensive areas of the *Town* within both the agricultural and rural areas. The purpose of the Plan is to identify areas where *development* is not to occur in order to provide permanent protection to the agricultural land base and natural heritage features and functions. The Greenbelt Plan includes lands within the Niagara Escarpment Plan Area and builds upon the ecological protections inherent in that Plan. The policies of the Niagara Escarpment Plan are the policies of the Greenbelt Plan for the Niagara Escarpment Plan Area. The Greenbelt Plan also complements and supports the *policy* direction of the Parkway Belt West Plan and protects major natural heritage corridors.

The Growth Plan for the Greater Golden Horseshoe provides a *policy* framework to direct and manage growth to build stronger, prosperous communities. The Growth Plan applies to Milton's existing *urban area*, as expanded through the Sustainable Halton Plan (Regional Plan Amendment 38) as well as to additional lands to the south and east of the defined *urban area*. It defines a *built boundary* around a *built-up area* within which a significant amount of infill and *intensification development* is directed. It also identifies an Urban Growth Centre and *major transit station area* within which a vibrant mix of residential, employment and complementary land uses are to be achieved.

2.1.3.2 Urban Area

The *Town's urban area* consists of the original historic *Town* site as defined through regionalization in 1974 and subsequently expanded by the Halton Urban Structure Plan (ROPA 8) in 1995 and the Sustainable Halton Plan (ROPA 38) in 2009. The *urban area* encompasses a full range of residential, commercial, industrial/employment, *institutional* and open space land uses. It is intended to be the focus of urban *development* over the life of this Plan.

The Central Business District, containing the historic downtown and the Urban Growth Centre is the nucleus of the *urban area* and functions as the civic and commercial core of the *Town*. The historic downtown plays an important role in defining the community identity and is intended to be preserved, protected and enhanced over the life of this Plan.

Higher density mixed use *development* is generally directed to the Urban Growth Centre. The Urban Growth Centre for the *Town* is generally centred along Main Street, in the easterly area of the Central Business District and is a focal area for investment in *institutional* and Region-wide public services, as well as commercial, recreational, *cultural* and *entertainment uses*. It is to be planned as a vibrant high density, mixed use regional centre supported by a full range of public and complementary services and major transit *infrastructure*. It will accommodate and support a significant share of population and

employment growth as well as major transit *infrastructure* to be achieved over the life of this Plan. The majority of the *Town's intensification* will be directed to the Urban Growth Centre, particularly to the *Major Transit Station Area*, located around the existing GO Station. The Urban Growth Centre/*Major Transit Station Area* is identified as a Protected *Major Transit Station Area* in the Regional Official Plan pursuant to Section 16 (16) of the *Planning Act*.

Additional mixed use *development* at higher densities is planned to occur within secondary mixed use nodes, located at significant intersections, and along *intensification corridors*, located along major transit routes. These areas will accommodate a full range of complementary uses which support the population at both the individual neighbourhood and community levels.

Milton's residential neighbourhood areas make up a significant proportion of the Urban Area. These areas comprise *Mature Neighbourhoods Areas*, developing *residential areas*, and planned residential areas that are intended to accommodate a wide range of residential uses and forms.

The *Mature Neighbourhood Areas*, located around the Central Business District, will remain relatively stable, and able to adapt to changing social, economic and physical considerations, over the life of this Plan. In these areas, infill and *development* that is *compatible* with and respectful of the existing neighbourhood *character* is expected to occur.

Planned residential *development* in *greenfield areas* will continue to occur however will be characterized by higher, urban densities within the Halton Urban Structure Plan (HUSP) and Sustainable Halton Plan (SHP) urban areas in accordance with approved secondary plans.

Significant *employment areas* accommodating a range of manufacturing, logistics and other employment uses are located along the Highway 401 corridor and the east side of the *Urban Area*. Major employment opportunities will continue to be fostered in these locations, and expansions to the employment land base will be considered in order to maintain a sustainable balance between employment and residential growth.

Two major Provincial institutions are located within the Milton *Urban Area*: Maplehurst Correctional Facility at Highway 401 and Regional Road 25 and EC Drury School for the Deaf on Ontario Street, south of the Urban Growth Centre. These facilities are anticipated to continue to be significant features on the urban landscape.

A regional scale major commercial centre is located at the James Snow Parkway interchange with Highway 401. By virtue of its location and scale, this centre

will accommodate facilities that have a regional or inter-regional draw.

Finally, a system of interconnected parkland and open space is provided through the *Town* and fulfilling its dual role to meet the recreational needs of the residents and to protect and enhance the features and functions of the natural heritage system, both within and beyond the *urban area* boundary.

2.1.3.3 Rural System

The *Town's* rural system consists of an Agricultural System and a Natural Heritage System, as well as the Hamlet Area and the Mineral Resource Extraction Area designations.

The *Town's* Agricultural System is, and will continue to be, an area where the predominant use of land is *agriculture*.

Within the rural area, the *Town's* three Hamlet Areas (Campbellville, Brookville and Moffat) will continue to be the focus of settlement, providing limited opportunities for development. Growth beyond the existing Hamlet Area boundaries is prohibited.

A number of *mineral aggregate operations* are also located within the rural area and will continue to form part of the *Town's* rural landscape.

The Natural Heritage System is an interconnected system of the natural features, areas, functions and linkages that provides for their permanent management and protection. The Natural Heritage System is also integrated within the Urban Area.

2.1.4 GROWTH MANAGEMENT

2.1.4.1 In accordance with the policies of the Growth Plan for the Greater Golden Horseshoe, the policies of this Plan are intended to plan and manage growth and support the *development* of a compact, vibrant and complete urban community while protecting and preserving the surrounding agricultural and natural heritage landscapes.

2.1.4.2 This Plan contains policies to guide land use planning and *development* decisions through to the 2031 horizon year based upon the following population and employment targets:

Figure 1 – Population & Employment Targets

Population		Employment	
2006	2031	2006	2031
56,000	238,000	28,000	114,000

These targets are to be accommodated within the urban area as depicted on Schedule "B" to this Plan by the planning horizon year of 2031.

- 2.1.4.3** Between the years of 2015 and 2031, a minimum of 5,300 new housing units are to be added within the *built boundary* shown on Schedule “K” to this Plan.
- 2.1.4.4** Within the *designated greenfield area*, a minimum overall *development density* target of 58 residents and jobs combined per gross hectare is required to be achieved.
- 2.1.4.5** Within the HUSP Urban Area, the minimum overall *development density* shall be in accordance with the approved Secondary Plans.
- 2.1.4.6** Within the Sustainable Halton Plan *Urban Area*, the minimum *development density*, as determined through a Secondary Planning Process, shall contribute towards achieving the overall *development density* target in Section 2.1.4.4.
- 2.1.4.7** Within the Urban Growth Centre/Major Transit Station Area, a minimum *development density* of 200 persons and jobs combined per gross hectare, consistent with the general target proportion identified through the Regional Official Plan, is to be achieved by 2031, or earlier subject to the availability of appropriate *infrastructure*. Over the long-term, the Town shall plan to achieve the general target for an overall proportion of 80% residents and 20% jobs in the Urban Growth Centre/Major Transit Station Area.
- 2.1.4.8** The minimum block level densities required to achieve the gross development density target within the Urban Growth Centre/Major Transit Station Area are shown on Schedule “C.7.C.CBD”. Additional density beyond the minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule “C.7.A.CBD”.
- 2.1.4.9** Within the *Urban Area*, balanced growth between *designated greenfield areas* and on lands within the *built boundary* is encouraged.

2.1.5 PHASING AND SUPPLY OF URBAN LAND

- 2.1.5.1** The phasing of development within the *Urban Area* shall be in achieved in accordance with the Regional Phasing identified in Figure 2 and in accordance with the provisions of Section 5.2 of this Plan.

Figure 2 – Regional Phasing

	2012-2016	2017-2021	2022-2026	2027-2031
Units in <i>Designated Greenfield Area</i>	10,644	10,175	10,075	9,126
Low Density Units	7,030	6,991	7,067	7,398
Medium & High Density Units	3,614	3,184	3,008	1,728
Units inside the <i>Built Boundary</i>	1,910	3,502	2,558	2,764
Employment (Number of Jobs)	18,102	18,552	15,525	17,699

2.1.5.2 The supply of urban land will be monitored on a regular basis in accordance with the provisions of subsections 5.3.3.1 through to 5.3.3.4 inclusive of this Plan. Monitoring, will help to ensure that the population and employment targets are achieved and that the supply of urban lands reflects:

- a) projections of population and employment for the year 2031;
- b) the phasing to be achieved every 5 years to the year 2031;
- c) planned servicing and transportation capacity;
- d) provision of a range of housing types and residential densities;
- e) potential for residential *intensification* within the *Built Boundary* as shown on Schedule “K”;
- f) provision of sufficient employment lands to ensure adequate choice of sites; and
- g) the ability to accommodate residential growth for a minimum of ten years through *residential intensification* and *redevelopment* and, if necessary, lands which are designated and available for residential development.

2.1.5.3 The *Town* will establish as a minimum, the maintenance of a continuous three-year supply of a combination of draft approved and/or registered residential *lots* and blocks on plans of subdivision.

2.1.6 INTENSIFICATION

2.1.6.1 The *Town* shall promote *intensification* in order to support the *development* of compact, efficient, vibrant, complete and healthy communities that:

- a) Support a strong and competitive economy;
- b) Protect, conserve, enhance and wisely use land, air and water;
- c) Optimize the use of existing and new *infrastructure*;

- d) Manage growth in a manner that reflects Milton's vision, goals and strategic objectives; and,
- e) Support achievement of the *intensification* and density targets of this Plan.

2.1.6.2 Strategic Growth Areas are located within the *Urban Area* and consist of the Urban Growth Centre, *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes along with specific sites. These areas along with the *Built Boundary* as delineated by the Province, have been identified on Schedule “K”. The specific sites shown on Schedule “K” that are within an Employment Area designation are identified for the purposes of employment *intensification*.

STRATEGIC GROWTH AREAS

2.1.6.3 *Intensification* and the development of *Strategic Growth Areas* shall be promoted to achieve the following objectives:

- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes *active transportation*, and is environmentally more sustainable;
- b) To provide opportunities for more cost-efficient and innovative urban design;
- c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- d) To provide a diverse and *compatible* mix of land uses, including residential and employment uses, to support neighbourhoods;
- e) To create a vibrant, diverse and pedestrian-oriented urban *environment*;
- f) To cumulatively attract a significant portion of population and employment growth;
- g) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- h) To support transit and *active transportation* for everyday activities;
- i) To generally achieve higher densities than the surrounding areas;
- j) To achieve an appropriate transition of *built form* to adjacent areas;

- k) For *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes:
 - i. to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit *infrastructure* and service; and,
 - ii. to achieve a mix of residential, *office*, *institutional* and commercial development, where appropriate;
- l) For *Major Transit Station Areas*:
 - i. to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles;
- m) For *Intensification Corridors* and Secondary Mixed Use Nodes:
 - i. to accommodate local services, including recreational, *cultural* and *entertainment* uses, where appropriate; and,
- n) For Major Nodes and Minor Sub-Nodes:
 - i. to design *development* to ensure compatibility and transition between the Node and adjacent development;
 - ii. to encourage land assembly to create larger viable holdings and facilitate comprehensive *development* or redevelopment;
 - iii. to encourage a variety of building heights and forms with the highest buildings being oriented to the primary intersection and stepped back or terraced abutting *development* outside of the Node;
 - iv. to ensure that buildings are located on or close to the street line and massed at intersections to establish a strong street edge;
 - v. to require pedestrian traffic generating activities, particularly retail commercial uses and restaurants, to be located at grade level, with residential and *office* uses in upper storey locations except in purpose designed buildings;

- vi. to encourage parking to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the street line; and,
- vii. to design *development* to facilitate access to public transit.

2.1.6.4 Automobile-oriented uses such as drive-throughs, which detract from the character and function of nodes and adversely affect the achievement of the minimum required density, compact built form and pedestrian-oriented environments shall be discouraged.

Automobile-oriented uses such as drive-throughs will only be permitted through a site-specific Zoning By-law amendment, subject to the fulfillment of the following criteria:

- i. It is demonstrated that there are no suitable alternative locations outside the node to accommodate access for persons with disabilities to the proposed facility or service;
- ii. The proposal is consistent with the planned character and function of the node;
- iii. The proposal will not preclude or inhibit the achievement of the minimum density requirement for the node, including current or future opportunities for intensification and the development of sensitive land uses, on or adjacent to the site;
- iv. The proposal will be compatible with a compact built form by, for example, incorporating accessory drive throughs in the base of a multi-storey building where possible;
- v. The proposal will support walkable neighbourhoods through, for example, minimal sidewalk interruptions for vehicle access, buildings oriented to actively address streets and other design features to establish a pedestrian-friendly streetscape along roads.

Where permitted, automobile-oriented development shall be designed to reinforce street edges, achieve a pedestrian scale and contribute to a high quality *public realm* and streetscapes through a combination of site planning, landscaping and built form in accordance with the Town's Urban Design Guidelines.

STRATEGIC GROWTH AREAS

2.1.6.5 It is the policy of the Town to:

- a) Recognize the Milton GO Station as a Major Transit Station and the surrounding area as a *Major Transit Station Area* to which residential and employment *intensification* including *major office* and appropriate *major institutional uses* are to be directed in accordance with Section 3.5 of this Plan;
- b) Provide opportunities for further *intensification* within *Intensification Corridors* and Secondary Mixed Use Nodes in accordance with the policies of this Plan;
- c) Encourage alternative and innovative forms of housing, including those that support *Affordable Housing* and, in particular, high density housing types that can accommodate a range of household types;
- d) Direct *development* with higher densities, including mixed uses and *transit-supportive* land uses to *Strategic Growth Areas*;
- e) Encourage alternative design standards for Arterial Roads through *Strategic Growth Areas* to promote *active transportation*, pedestrian-oriented *development* and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road;
- f) Ensure the proper integration of *Strategic Growth Areas* with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical *character* of these neighbourhoods through urban design;
- g) Prohibit site-specific Official Plan or Zoning By-law amendments to reduce *development density* within an *Strategic Growth Area* except through a review of the Local Official Plan or a review of the Area-Specific Plan for the *Strategic Growth Area* and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b of the Regional Official Plan;
- h) Promote *development densities* that will support existing and planned transit services;
- i) Consider *intensification* and *development* of *Strategic Growth Areas* as the highest priority of urban *development* within the *Town* and consider programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning policies informed by an assessment report completed to the Region's satisfaction, in the Protected *Major Transit Station Area* under the

Planning Act, to promote and support intensification and further the development of *Affordable Housing*;

- j) Pre-zone *Strategic Growth Areas* or sites that are suitable for intensification, where locations were established through a secondary planning exercise or other public process;
- k) Adopt parking standards for *Strategic Growth Areas* that promote the use of *active transportation* and public transit;
- l) Consider incentives to promote the *development of Strategic Growth Areas*;
- m) Direct Regional, local and other *public agency* services and facilities, appropriate in an urban setting, to *Strategic Growth Areas*;
- n) Direct *major office*, retail, *cultural* and appropriate major *institutional uses* to the Urban Growth Centre, *Major Transit Station Area*, and areas with existing frequent transit services, or existing or planned *higher order transit services*;
- o) Monitor, in conjunction with the Region, the performance of the *Strategic Growth Areas* in achieving the goals and objectives and implementing the policies and targets of this Plan. The overall mix of residents and jobs will be achieved over the long-term, and shall be monitored at intervals not less frequently than at the time of the next required comprehensive Official Plan Review;
- p) The introduction of a new *Strategic Growth Area* or an existing *Strategic Growth Area* or Major Transit Station Area shall require the preparation of detailed official plan policies or an *Area-Specific Plan* in accordance with the Regional Official Plan and Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of this Plan, and incorporating the following:
 - a. a transportation network designed to integrate *active transportation*, local transit services and inter-municipal/inter-regional *higher order transit services*;
 - b. urban design guidelines to promote *active transportation* and *transit-supportive* land uses;
 - c. a demonstration of the regard for the Regional Healthy Community Guidelines;

- d. a network of *active transportation* facilities that serves a transportation function and provides convenient access to *Strategic Growth Areas* and transit routes; and
 - e. any requirements for the preparation of detailed policies or an *Area Specific Plan* for a *Major Transit Station Area* as set out in the Regional Official Plan.
- q) Co-ordinate Regional and *Town* capital *infrastructure* projects to support intensification; and,
 - r) Encourage the timely and co-ordinated provision of Regional water and wastewater servicing and transportation *infrastructure* to support intensification.
 - s) Promote the use of rehabilitated *brownfield* and *greyfield sites* for residential intensification.
 - t) Encourage the early introduction of transit service in *Strategic Growth Areas* and support *Strategic Growth Areas* by extending transit services to *Strategic Growth Areas* and areas where *transit-supportive* densities will be achieved.

2.1.7 SUSTAINABLE HALTON PLAN URBAN AREA

2.1.7.1 The Sustainable Halton Plan (SHP) *Urban Area* designation as depicted on Schedule “1” – Town Structure Plan, represents lands that have been designated to accommodate population and employment growth in the *Town* for the planning period 2021 to 2031.

2.1.7.2 Prior to development within the SHP *Urban Area*, land uses shall be established through a secondary planning exercise in accordance with Section 5.4.3 of this Plan and supported by appropriate phasing and financial plans. In addition, adequate water supply and wastewater treatment services must be available to accommodate such future *development* and amenities.

2.1.7.3 *Development* within the SHP *Urban Area* shall be phased over the 2021 to 2031 Regional phasing period in accordance with Figure 2. Detailed sub-phasing will be implemented by the *Town* through the Secondary Plan process, including policies which identify the requirements for the progression of *development* from one sub-phase to the next.

2.1.8 FUTURE STRATEGIC EMPLOYMENT AREAS

2.1.8.1 The purpose of the Future Strategic *Employment Areas*, shown as an overlay on

Schedule “N”, is to identify and protect from incompatible uses certain lands that are strategically located with respect to major transportation facilities and existing *Employment Areas* and are best suited for employment purposes beyond the planning horizon of this Plan. The underlying land use designations are shown on Schedule “A” and are subject to the *policies* of this Plan. Future Strategic Employment Areas are not land use designations and confer no permitted uses.

2.1.8.2 It is the policy of the Town to:

- a) Prohibit the re-designation of lands within the Future Strategic Employment Areas to uses that are incompatible with employment uses in the long term, especially non-farm uses such as *institutional* and recreational uses;
- b) Investigate, as part of the Region of Halton's Joint Infrastructure Staging Plan, the feasibility and costs to service the Future Strategic Employment Areas; and,
- c) Consider the inclusion of any land within the Future Strategic Employment Areas into the *Urban Area* by amendment to this Plan, on the basis of the following:
 - i) only after the completion of a *municipal comprehensive review*, as part of the Region's statutory five-year review of its Official Plan; and,
 - ii) demonstration that the *Region* and Local Municipalities will not be able, through *intensification* and *development* outside the *built boundary* to meet the employment targets set out in both the Town of Milton and Region of Halton Official Plans.

2.2 ENVIRONMENT

From an environmental management perspective, the main intent is to integrate environmental management strategies with this Plan's economic and social factors in all land use planning decisions.

2.2.1 GOAL

To establish and promote an environmental management system which will conserve and protect life, property, natural features and ecological systems while encouraging the enhancement of the environment and liveable space through the creation of an environmental/open space strategy.

2.2.2 OBJECTIVES

- 2.2.2.1** To identify, preserve and enhance natural areas and ecosystems.
- 2.2.2.2** To reduce the impact of urban drainage on the natural environment and to preserve and enhance the quality and quantity of ground and surface water.
- 2.2.2.3** To maintain and enhance the landscape quality of the Niagara Escarpment in natural areas and open space which offer access to scenic vistas and offer opportunities for increased community awareness, appreciation, and conservation of the natural environment.
- 2.2.2.4** To provide a buffer to prominent Escarpment features.
- 2.2.2.5** To encourage agriculture and forestry and to provide for compatible rural land uses.
- 2.2.2.6** To encourage private and public conservation efforts.
- 2.2.2.7** To define hazard lands including flood plains and erosion hazards for the protection of life and property.
- 2.2.2.8** To protect significant scenic and natural heritage resources and landscapes.
- 2.2.2.9** To promote the conservation and managed use of all natural resources.
- 2.2.2.10** To provide opportunities for scientific study and education.
- 2.2.2.11** To maintain as a permanent landform an interconnected system of natural areas and open space that will preserve areas of significant ecological value while providing, where appropriate, some opportunities for recreation in conformity with the Regional Plan and the Niagara Escarpment Plan.
- 2.2.2.12** To encourage the enhancement of the natural environment, and hence human environment, through the creation of a Natural Heritage System.
- 2.2.2.13** To encourage the creation of a sustainable urban streetscape by diversified group planting.

2.2.3 STRATEGIC POLICIES

- 2.2.3.1** Development that is environmentally and economically sustainable and uses that strive to enhance the natural environment will be encouraged.

- 2.2.3.2** The environmental effects of Town operations will be reviewed and alternative approaches will be considered that will mitigate any environmental effects on the community.
- 2.2.3.3** The alternative supply and conservation of water will be encouraged by promoting landscape maintenance techniques and water-efficient systems that do not add to high water use.
- 2.2.3.4** Development will be limited to lands that are environmentally suited for the proposed use, considering the safety and health of the user, and negative effects on the natural environment. When required by this Plan, by Council, or by the Region, an environmental impact assessment will be conducted as part of a development application. These studies will satisfy the Region's and Conservation Authority's Environmental Impact Assessment requirements.
- 2.2.3.5** Means to enhance public involvement on environmental issues will be considered, specifically the following:
- a) means for the public to advise Council and staff on environmental priorities;
 - b) processes for public consultation and information exchange on environmental issues; and
 - c) encouragement of the continuation of a Natural Heritage Advisory Committee (NHAC) to advise and assist the Region of Halton in the management and conservation of the natural environment in Halton.

THE NATURAL HERITAGE SYSTEM

- 2.2.3.6** The focus of the Natural Heritage System for the Town of Milton is to protect and enhance *natural features and areas* and their *ecological functions*, including those set out in Section 4.8.1.3 of this Plan.
- 2.2.3.7** The boundaries of the Natural Heritage System on Schedules "A" and "B" shall be used as a basis for the preparation of the Zoning By-law provisions which will implement the policies of this Plan. Refinements to the boundaries of the Natural Heritage System shall occur in accordance with Section 4.9.3.12 of this Plan. Where such changes occur, the appropriate abutting land use designation shall apply and the Zoning By-law shall be amended accordingly. The Official Plan and the implementing Zoning By-law shall be amended to incorporate more detailed mapping when it becomes available.

FLOOD PLAINS

- 2.2.3.8** When reviewing existing and proposed development within the Central Business District (CBD) Area, flood plain planning will be consistent with Provincial and Halton Region Conservation Authority policy, in accordance with the policies of Section 3.14 of this Plan.

2.3 ENVIRONMENTAL CONTROL

The policies relating to environmental control are to provide measures and approaches which will be used to prevent or minimize the adverse effects of development on the related environmental processes.

2.3.1 GOAL

To control and enhance the quality of environmental processes related to:

- a) Forestry;
- b) Energy Conservation;
- c) Water Conservation;
- d) Ground and Surface Water Quality;
- e) Erosion and Siltation;
- f) Noise and Vibration; and,
- g) Site Contamination.

2.3.2 OBJECTIVES

- 2.3.2.1** To recognize, encourage and protect forestry, including agro-forestry operations, both as an essential conservation land use and as a potentially significant resource industry.
- 2.3.2.2** To maximize the retention and enhancement of existing urban forest and to encourage new planting in the Urban Area, and the Hamlet Areas as designated on Schedules "A" and "B".

- 2.3.2.3** To facilitate energy efficient development and practices within the Town, including waste disposal practices such as the reduction, reuse and recycling of various materials and landscaping for energy efficiency.
- 2.3.2.4** To protect, maintain and enhance the natural quality and quantity of groundwater and surface water.
- 2.3.2.5** To maintain and enhance *fish habitat* through water quality management.
- 2.3.2.6** To reduce the level of soil erosion through best *management practices*.
- 2.3.2.7** To maintain and enhance surface water quality, as well as *fish habitat*, by reducing sedimentation loading, siltation and contamination caused by soil erosion.
- 2.3.2.8** To identify constraints on land and related resources which require mitigating measures as a requirement of development including:
- a) Noise and Vibration Impacts; and,
 - b) Sites of Potential Contamination
- 2.3.2.9** To determine the health risks associated with sites of potential contamination prior to permitting any development.
- 2.3.2.10** To minimize contamination of ground water and soils in and around former industrial and waste disposal sites.
- 2.3.2.11** To control composting and waste disposal activities to ensure compatibility with surrounding uses while providing economic opportunities.
- 2.3.2.12** To encourage the use of low water requirement landscaping and tree planting through xeriscaping.
- 2.3.2.13** To increase public awareness of the importance and value of an adequate, sustainable supply of clean water for both human use and the *natural environment*.
- 2.3.1.14** To increase our collective knowledge of the water resources in Milton.
- 2.3.2.15** To support the protection of water quality and quantity, both rate and volume, in accordance with the *objectives* of *Watershed Plans* and Sub-watershed Studies, where they exist, or through *best management practice*, where such Plans/Studies do not exist.

2.3.2.16 To promote and support efficient and sustainable use of water resources, including the practices for water conservation and sustaining water quality.

2.3.2.17 To recognize Lake Ontario as a valuable and important natural resource on which Milton relies for drinking water, wastewater treatment, recreation and economic development.

2.3.3 STRATEGIC POLICIES

FORESTRY

2.3.3.1 The Town, in addition to the implementation of the Natural Heritage System in accordance with the strategic policies identified in Section 4.0 of this Plan will encourage the conservation, management and expansion of existing forested areas, including individual trees in the Urban Area and Hamlet Areas, and the planting of new forested areas and individual trees by:

- a) developing a plan for maintaining and enhancing the forest inventory on public lands, including road rights-of-way, through such mechanisms as requirements that for every tree that is removed from road rights-of-way a replacement tree is provided and the establishment of annual targets and a related budget for tree planting;
- b) working with utilities and other public agencies to encourage, and requiring that the Town:
 - i) carries out careful trimming of trees, such as around overhead wires, so as not to create the unbalanced loading of mature trees; and,
 - ii) places utilities in locations which permit the maximum utilization of landscaped open space on a property for trees and other vegetation
- c) supporting the enactment of a Tree By-law by the Region of Halton or the Town, to regulate tree cutting, or the removal of trees in all regulated areas within Halton;
- d) encouraging the identification and designation of appropriate individual trees and tree stands as Heritage Features where appropriate in accordance with the policies of Section 2.10 of this Plan;

- e) actively promoting the Town's forestry policies and plan to other public agencies;
- f) encouraging public education and involvement in tree planting and land stewardship programs in accordance with good forestry management practice;
- g) working with the Region of Halton, the Conservation Authorities and the Ministry of Natural Resources and landowners to promote reforestation on lower classes of Agricultural Soil and to promote good forest management practices in existing woodlots;
- h) working with landowners in the Urban Area and Hamlet Areas to encourage tree planting and other appropriate landscaping; and,
- i) requiring all development proposals to the maximum degree possible, preserve existing *trees* and plant additional *trees* in accordance with good forestry management practice and to submit, at the time of initial application, an inventory of trees on site and, at subsequent stages of the application, a tree saving and planting plan unless the *development* will not result in the removal of any *trees*.

2.3.3.2 The *Town* shall require, in all land use designations, as a condition of development, the protection, maintenance and enhancement of *significant woodlands* or individual *trees*, to the maximum degree possible in accordance with the Environmental Management policies of Section 2.2 of this Plan. Specifically, no *development* or *site alteration* shall be permitted within *significant woodlands* unless it has been demonstrated that there will be *no negative impacts* on the feature or its *ecological functions*.

CONSERVATION

2.3.3.2.a. The *Town* shall encourage all new *development* by a public authority, to adhere to the minimum requirements for green building as set out in the Green Energy Act.

2.3.3.2.b. The *Town* shall further encourage the integration of minimum green building standards for all new *development* to mirror the public standard set by the Green Energy Act.

ENERGY CONSERVATION

2.3.3.3 The *Town* shall promote (in partnership with the *Region*, where applicable) energy conservation programs which achieve energy efficiency standards as set

out in the Green Energy Act, 2009, for all those living and working within the *Town*, including the municipality itself.

2.3.3.4 The *Town* shall maximize opportunities for energy efficient modes of travel by increasing opportunities for non-auto transportation and promoting other modes such as public and *active transportation*.

2.3.3.5 The *Town* shall promote energy conservation during the preparation of Secondary Plans and in the review of all *development* applications.

- a) All new *development* will be encouraged to integrate features that minimize energy consumption such as:
 - a) the inclusion of mixed use developments and live-work relationships, where appropriate;
 - b) the retention of significant and augmentation of existing vegetation and installation of new vegetation wherever feasible;
 - c) the orientation of *development* to provide opportunities for solar gain; and,
 - d) the integration of renewable energy technologies, as defined by the Green Energy Act, 2009, where appropriate, in both new and retrofit construction.
- b) All new *development* within the *Urban Area* will be required to consider in its design:
 - i) the provision of accessible *active transportation* through pedestrian walkways and bicycle paths; and,
 - ii) access to public transit within a maximum walking distance of 400 metres.

WATER CONSERVATION

2.3.3.6 The *Town* shall encourage the building and *development* industry and private property owners to build and retrofit buildings during renovation to current efficiency standards.

2.3.3.7 Landscaping firms and property owners shall be encouraged to utilize and promote low water use landscaping practices, such as xeriscaping.

- 2.3.3.8** The *Town* shall work with the *Region* to develop a strong water conservation program, which will form an integral part of the *Region's* wastewater strategy and include both demand and supply management measures. This will allow water conservation measures to be identified and accounted for during any interim evaluation of the *Town's* existing servicing capacity.

GROUND AND SURFACE WATER QUALITY AND QUANTITY

- 2.3.3.9** The Town shall, through the development of *Watershed Plans*, subwatershed studies and site or area specific storm water management plans, in accordance with the policies of subsections 2.6.3.37 through 2.6.3.39 inclusive of this Plan, require that areas of significant groundwater recharge and/or discharge be identified and inventoried. Site or area studies shall also address the necessary measures, if any, to maintain the quality and quantity of recharge and discharge functions through an Environmental Impact Assessment in accordance with the policies of this Plan and guidelines of the Regional Plan. The proponent of any *development* in areas adjacent to watercourses and related physiographic or topographic formations for which there is a reason to believe there is a groundwater recharge or discharge function of such watercourses, shall also be responsible for the carrying out of an Environmental Impact Assessment in accordance with the policies of this Plan and Regional guidelines.
- 2.3.3.10** The Town shall, through the implementation of Best Management Practices, promote the use of infiltration devices and strategies in stormwater management systems to promote natural groundwater recharge in accordance with the policies of subsections 2.6.3.37 through 2.6.3.39 inclusive of this Plan.
- 2.3.3.11** The Town shall ensure that current storm water management techniques are employed in the design and implementation of all development to control both the quality and quantity of surface water runoff and to maintain the quality and quantity in the receiving watercourse, including the use of permeable surfaces rather than impervious surfaces. Further, the Town will encourage the incorporation of site specific water conservation systems in residential, commercial and industrial developments to promote recycling and reuse of available water and will encourage the use of natural vegetative drainage corridors and headwater areas for storm water management and their interaction with the Regional Natural Heritage System.
- 2.3.3.11.a.** The *Town* shall restrict *development* and *site alteration* in or near sensitive surface and groundwater features and require the proponent to carry out an Environmental Impact Assessment (EIA) and, where appropriate, hydrogeological and hydrological studies to protect, improve, or restore such features in accordance with Regional Guidelines.

SOURCE WATER PROTECTION

- 2.3.3.11.b.** The following source water protection related policies are designed to protect sources of drinking water within the Town from contamination. Upon release of the approved Drinking Water Source Protection Plans affecting Halton, this Plan will be amended to comply with the provisions of the Clean Water Act.
- 2.3.3.11.c.** The following Municipal Wellhead Protection Zones as shown on Schedule “L” have been identified based on the migratory pattern of groundwater upstream from each of the active municipal wells within Milton:
- i) Zone 1-100-day travel time, which is immediately adjacent to the municipal well and allows limited time for natural remediation of any contaminants in the groundwater.
 - ii) Zone 2-100-day to 2-year travel time, which is considered to be close to the wellhead, whereby groundwater contaminated with petroleum hydrocarbons or industrial solvents within this area would arrive at the well in a relatively short time frame.
 - iii) Zone 3-2-year to 10-year travel time, which is further from the wellhead, whereby any groundwater contamination within this area would have some time to be attenuated and diluted before reaching the municipal well; in addition, there may be sufficient time to secure a new water supply or undertake remedial action prior to the contamination of the wellhead.
- 2.3.3.11.d.** The Zoning By-law will be amended to implement the boundaries of the Municipal Wellhead Protection Zones and regulations that prohibit or restrict within these areas, land uses that have the potential to contaminate or significantly affect the quality of groundwater in accordance with Tables A and B. In the Niagara Escarpment Plan Area, this policy will be applied through the Niagara Escarpment Development Permit System, as administered by the Niagara Escarpment Commission. Development Permits may be issued where the development proposed under such Permits complies with the Niagara Escarpment Plan.
- 2.3.3.11.e.** The Wellhead Protection Zones for municipal wells serving neighbouring municipalities shall be implemented through the *Town's* Zoning By-law and the *Town* shall request similar protection from neighbouring municipalities for municipal wells serving residents of Milton.

TABLE A: LAND USE GROUPS BY RISK TO GROUNDWATER QUALITY

<i>Group 1 – High Risk Land Uses</i>			
– Landfills, waste transfer stations, & putrescible waste disposal – Lagoons for sewage treatment – Auto wrecking & salvage yards – Commercial or industrial dry cleaning of textiles & textile products – Foundries, non-ferrous metal smelting & refining, & casting operations – Metal finishing operations (electrocoating, galvanizing, painting, application of baked enamel)	– Airports – Bulk liquid trucking – Local inter-municipal passenger service terminals – Warehousing, bulk storage or retail sale of: ○ Oil, natural gas & petroleum products ○ Household or industrial cleaning products ○ Agricultural pesticides, herbicides, fungicides – Manufacturing of: ○ Petroleum products or asphalt batching (including processing) ○ Motor vehicles, trucks, & bus bodies ○ Aircraft & aircraft parts ○ Trailers	– Rail cars – Mobile homes – Ships & boats – Industrial chemicals – Printing inks – Adhesives – Small electrical appliances – Electric lamps – Wet batteries – Dry electrical industrial equipment – Vehicle engines – Cable & wire – Pharmaceuticals & medicines – Paints & varnishes – Major electric appliances – Plastics & synthetic resins – Lighting fixtures	– Wet electrical equipment – Steering & suspension parts – Engine parts – Motor vehicle wiring – Jewellery & precious metals – Reinforced fibreglass plastic – Electronic components (semi-conductors, printed circuit boards, cathode ray tubes) – Unfinished fabricated metal products – Wheels & brakes – Leather products – Soaps & toilet preparations
<i>Group 2 – Moderate Risk Land Uses</i>			
– Golf courses – Photo developing facilities – Printing of newspapers, packaging & books – Repair of industrial machinery	▪ Repair of motor vehicles, aircraft, watercraft, rail vehicles & trucks ▪ Manufacturing of: ▪ Plastic parts for vehicles ▪ Telephones	– Business machines – Plastic products – Paper & newsprint – Stereo equipment – Fax machines – Dry batteries – Glass & glass products	– Furniture, caskets, cabinets & other wood products – Radios & televisions – Computing equipment – Rubber products – Photographic equipment
<i>Group 3 – Low Risk Land Uses</i>			
– Funeral homes & cemeteries – Medical, health & other laboratories – Storage, repair yards & facilities for contractors – Asphalt paving & roofing contractor yards – Lawn care contractors – Machinery equipment rental yards	– Retail sale of agricultural pesticides & herbicides – Repair (including welding) of: – Photographic equipment – Watches – Electronic equipment – Appliances – Furniture	– Jewellery – Electronic motors – Small motors – Vending machines – Computer equipment – Manufacturing of: – Textiles (including dyeing) – Vehicle fabric accessories	– Dairy – Processed foods & meats – Soft drinks & alcohol – Baked goods – Canned goods – Frozen foods

TABLE B: LAND USE PROHIBITIONS AND RESTRICTIONS WITHIN MUNICIPAL WELLHEAD PROTECTION ZONES

	<i>Zone 1</i> <i>100-day Travel Time</i>	<i>Zone 2</i> <i>100-day to 2-year Travel Time</i>	<i>Zone 3</i> <i>2-year to 10-year Travel Time</i>
<i>Group 1-High Risk Land Uses</i>	– Prohibited	– Prohibited	– Prohibited
<i>Group 2-Moderate Risk Land Uses</i>	– Prohibited	– Prohibited	– Permitted with <i>Best Management Practices</i> & a groundwater monitoring program*
<i>Group 3-Low Risk Land Uses</i>	– Prohibited	– Prohibited	– Permitted with <i>Best Management Practices</i> *
<i>Other Prohibitions</i>	– Construction of new sanitary sewage systems – Spreading or storage of biosolids, septage or manure – Installation of new septic systems	– None	– None
<i>Other Restrictions</i>	– New residential <i>development</i> over 20 units will be required to undertake a monitoring program of groundwater quality for a period of at least five years after <i>completion</i> of the development	– New residential <i>development</i> over 20 units will be required to undertake a monitoring program of groundwater quality for a period of at least five years after <i>completion</i> of the development	– None

i) As prescribed in the Region's Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection.

2.3.3.11.f. Any *development* proposal that has the potential to release or discharge contaminants to affect the quality of groundwater shall be subject to a review by the *Region* to assess the risk of such uses to potentially contaminate the groundwater system in Halton. As such, the *Town* will support the Regional recommendations arising from such a review.

2.3.3.11.g. The *Town* shall identify, jointly with the *Conservation Authorities* and the *Region*, those sub-watershed areas that are or may be subject to problems as a result of existing conditions or impending development.

2.3.3.11.h. The *Town* shall carry out, prior to or as part of Secondary Plan process where applicable, Sub-watershed Studies to:

- i. provide an inventory of existing geology, hydrology, hydrogeology, limnology, fish habitats and other environmental data;
- ii. establish water quality targets in accordance with the *Watershed Plans*;
- iii. determine base flows to maintain water quality and existing ecological conditions;
- iv. recommend appropriate storm water management techniques in accordance with provincial guidelines;
- v. refine the boundaries of the Natural Heritage System and identify other constraints under which *development* may not be permitted, in accordance with policies of this Plan:
- vi. provide detailed guidelines for *development* design and construction; and
- vii. establish procedures for monitoring water quality and quantity before, during, and after development.

2.3.3.11.i. Encourage the protection and enhancement of *watercourses* and headwaters areas as an integral component for maintaining natural hydrological processes within a watershed.

2.3.3.11.j. Promote the regeneration of natural areas near water courses.

2.3.3.11.k. Promote *best management practices* in *agricultural operations* that minimize the impact to ground and surface water systems.

2.3.3.11.l. Promote the protection of the water quality in water bodies receiving treated effluent from wastewater treatment plants.

2.3.3.11.m. Consider the impact of *development* on fish habitat and ensure compliance with the *Federal Fisheries Act*.

2.3.3.11.n. Undertake programs to promote:

- i) the conservation of water use by residential, commercial and industrial water users;
- ii) public awareness of water conservation; and,
- iii) safe drinking water programs among residents serviced by private individual wells.

- 2.3.3.11.o.** Require landscaping and plans to utilize low water use techniques and plant material in the designs.

EROSION AND SILTATION

- 2.3.3.12** The Town may enact Topsoil Protection and Fill By-laws to prohibit the alteration of sites by allowing for:

- a) regulation of the removal of topsoil;
- b) restriction of the stripping or mining of agricultural soils; and,
- c) restriction of activities that erode, deplete, render inert, or contaminate soils.

However, this is not to be construed as regulating mineral extraction sites licensed under the *Aggregate Resources Act*.

- 2.3.3.13** The Town shall encourage *development* and construction practices which reduce the levels of soil erosion and siltation.

- 2.3.3.14** The Town, in consultation with the appropriate *Conservation Authority*, shall require, prior to the initiation of any grading on a subdivision construction site, the proponent to enter into a pre-servicing and grading agreement which sets out the measures to be observed with respect to the timing and extent of topsoil stripping and stockpiling, erosion and siltation control.

- 2.3.3.15** The Town, in consultation with the appropriate *Conservation Authority*, shall require, prior to the initiation of any grading or servicing of a specific site which is not subject to a current subdivision agreement or which is not a mineral extraction site licensed under the *Aggregate Resources Act*, the proponent to obtain site plan approval where deemed necessary by the town which includes a grading plan and a sedimentation/erosion plan setting out the measures to be taken with respect to the prevention of soil erosion and the resulting siltation/sedimentation of surface waters.

NOISE AND VIBRATION

- 2.3.3.16** Proposed *development* adjacent to railway lines or railway yards will be required to undertake, prior to *development* approval, the following studies by qualified consultants in accordance with Provincial policies to the satisfaction of the *Region*, the *Town* and the authorized review agency and in consultation with the railway agency, and to implement the study recommendations as

approved, including mitigation measures and the restriction of new residential and other *sensitive land uses*:

- a) noise studies, if the development is within 300 metres of the railway right-of-way or 1000 metres of a railway yard;
- b) vibration studies, if the development is within 75 metres of the railway right-of-way or railway yard; and,
- c) air quality studies, if the development contains *sensitive land uses* and is within 1,000m of a railway yard.

2.3.3.17 Any mitigation measures, including noise and vibration control measures required as a result of studies in Section 2.3.3.16 of this Plan, where approved by the *Town* in consultation with the authorized review agency and the appropriate railway, shall be included in a subdivision agreement or site plan agreement.

2.3.3.18 The Town shall, despite the inclusion of the recommended mitigation measures, including noise and vibration control features, require the development proponent to advise purchasers or tenants that noise or vibration may interfere with some activities of occupants.

2.3.3.19 Proponents of *sensitive land uses* in proximity to industrial, transportation and *utility* sources of noise, vibration, odour and air pollutants shall be required to submit appropriate studies and undertake necessary mitigating actions in accordance with the *Region's* Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on Regional guidelines for *development proposed* within 150 metres of a Provincial Freeways or within 30 metres of Major Arterial roads as shown on Schedule "E" or Schedule "F" of this Plan. The study will be evaluated by the *Town*, in consultation with the authorized review agency and will indicate the total noise impact and recommend noise control measures.

2.3.3.20 Notwithstanding the provisions of subsection 2.3.3.19, the Town shall not permit development which includes outdoor passive recreation areas in locations where the attenuated outdoor noise levels are forecast to exceed current Provincial guidelines.

2.3.3.21 The Town shall require proposed industrial, utility and commercial development which could potentially be a source of noise, to the extent practical, to be designed and constructed so that the noise generated by it does

not exceed the existing combined sound resulting from industrial activity and road traffic as provided for in the current Ministry of Environment guidelines.

- 2.3.3.22** The Town shall, in considering residential development proposed for a site which is in proximity to existing stationary sources of noise, have regard for the effect of the noise and only permit the development if the attenuated noise levels would continue to be in compliance with the current Regional and Ministry of Environment guidelines.

SITE CONTAMINATION

- 2.3.3.23** The *Town* shall only consider *development* proposals after the proponent undertakes a process in accordance with the *Region's* Guidelines (Protocol) for Reviewing *Development* Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.

- 2.3.3.24** The *Town* may only permit *development* upon determination that the *development* site complies with Provincial guidelines, Regional standards and other requirements regarding soil and ground water quality. Any studies required to allow the *Town* or Region of Halton to evaluate the level of risk will be prepared by qualified professionals retained and paid by the proponent to the satisfaction of the *Town* and will be in accordance with all Ministry of the Environment guidelines and Regional protocols.

- 2.3.3.25** The *Town* shall co-operate with other public agencies, in an effort to reduce adverse environmental impacts or health hazards associated with closed landfill sites as designated on Schedule "G" and other potentially contaminated sites from previous uses as identified by the Region of Halton. It should be noted that sites other than those identified on Schedule "G" or by the Region of Halton may also have the potential for site contamination.

LANDFILL SITES

- 2.3.3.26** In accordance with the policies of the Regional Plan, the *Town* shall ensure that prior to the consideration of any proposed development on or within 500 metres of all known landfill sites as identified on Schedule "G" to this Plan appropriate studies as determined by the *Region*, the *Town*, and the appropriate Ministries shall be required.

2.4 ECONOMIC DEVELOPMENT

Milton is a prosperous community with a diverse economic base. It has strong tourism, agriculture, manufacturing and service sectors. As such, the Town's economic development is closely linked to the quality of life of its residents and the strength of the Town itself. The Niagara Escarpment and the community's natural environment are also significant assets. Therefore, prior to the expansion of water and wastewater services, the Town will focus on dealing with issues such as lack of profile, promotion and marketing, and agriculture and tourism, and existing businesses which require attention regardless of the availability of services. Once services are available, significant expansion of economic activities becomes possible.

2.4.1 GOAL

To maintain and enhance the Town's economic base through significant economic development.

2.4.2 OBJECTIVES

2.4.2.1 To foster the health of existing businesses within the Town.

2.4.2.2 To increase Milton's profile through ongoing promotion and marketing.

2.4.2.3 To improve the Town's potential to attract economic development through the promotion and implementation of new infrastructure and the expeditious movement of goods by truck and rail.

2.4.2.4 To encourage and promote tourism through a series of events, promotions, and the attraction and encouragement of new facilities.

2.4.2.5 To encourage and promote the agricultural industry.

2.4.2.6 To support the retail sector and its role in anchoring the Central Business District and the Hamlet Areas.

2.4.2.7 To support and encourage small businesses/entrepreneurs in high technology, knowledge-based industries and business services.

2.4.2.8 To prepare strategic action plans relating to economic development and tourism for the Town of Milton.

2.4.2.9 To encourage and promote the aggregate industry.

2.4.3 STRATEGIC POLICIES

LOCAL BUSINESS RETENTION

2.4.3.1 To retain existing local businesses, the Town shall:

- a) develop an ongoing Town of Milton business/community communications/action mechanism to identify and deal with local business matters at an early stage;
- b) implement a program that refines the Town of Milton's customer services orientation and builds on the Town's commitment to provide quality, responsive services;
- c) facilitate the continuing improvement of water, sewer, hydro, natural gas and telecommunications infrastructure, as well as the ground, rail, harbour and air transportation infrastructure that services Milton;
- d) work with local businesses and business organizations to identify and understand local requirements, facilitate the upgrading of local labour force skills by working with local and area Boards of Education, Community Colleges and Universities;
- e) encourage Town, Regional, Board of Education, Provincial and Federal purchasing practices to identify opportunities to increase Government purchasing from local businesses;
- f) provide business with assistance in dealing with other levels of government; and,
- g) encourage the relocation of existing businesses currently in or near residential areas to more appropriate employment lands or business park.

PROMOTION AND MARKETING

2.4.3.2 To increase Milton's profile, the Town shall:

- a) create and distribute economic development and tourism-oriented marketing materials and other promotional and advertising items,

focusing on Milton's strengths of location, natural features and quality of life;

- b) develop and promote an overall community theme, supported by a series of economic development, community and tourism-oriented events and activities;
- c) encourage participation by the business community in financing development, distribution and use of economic development and marketing materials and other economic development and promotional items, initiatives and opportunities;
- d) establish an economic development unit within the Town of Milton;
- e) develop unique gateway signage by encouraging distinctive architectural or other unique community-identifying signatures at the James Snow Parkway, Highway 25 and Guelph Line entrances to Milton and Campbellville from Highway 401 and at Highway 25 from the south in accordance with the policies of Section 2.8, Urban Design, of this Plan and, where required, in accordance with the requirements of the Ministry of Transportation;
- f) improve locational and directional signage on Provincial, Regional and local thoroughfares throughout the Town of Milton; and,
- g) participate, where economically feasible, in Regional, Greater Toronto Area, Provincial and Federal economic development and tourism initiatives.

IMPLEMENTATION OF NEW INFRASTRUCTURE

2.4.3.3 To improve the Town's potential to attract economic development the Town shall:

- a) vigorously promote and support the Halton Urban Structure Plan and Destiny Milton initiatives at Regional and Provincial levels of Government, encouraging their implementation; and,
- b) pursue opportunities for the community that involve implementation of new infrastructure technologies, i.e. the Information Superhighway.

TOURISM DEVELOPMENT

2.4.3.4 To encourage tourism, the Town shall:

- a) pursue the development of a new signature event for the Milton and Campbellville areas and develop, enhance and expand existing events;
- b) pursue the development of a hotel/conference centre in Milton that will service the business community, as well as visitors to attractions in the community;
- c) facilitate improved communications between local attractions and potential visitors through business activities, supported by the infrastructure and related proactive promotions such that visitors to the community will visit more than one destination and will stay longer;
- d) encourage the development of arts, crafts, antique, artisan and heritage activities in the Campbellville area, in balance with the needs of the community;
- e) pursue the continued development of historical, heritage and cultural attractions in the community such as the Ontario Agricultural Museum and the Halton Regional Museum; and
- f) promote the outdoor recreational opportunities that Milton's natural environment offers.

ENCOURAGEMENT OF THE AGRICULTURAL INDUSTRY

2.4.3.5 The Town recognizes the key role of agriculture in its economy and will:

- a) implement land use policies that protect the most productive lands from non-agricultural uses;
- b) implement land use policies that minimize potential conflict between farming operations and other landowners;
- c) provide the agricultural community with assistance in dealing with other levels of government; and,
- d) facilitate the development of local agri-tourism and niche farming businesses such as pick-your-own-farms, market gardens, nurseries, Christmas tree farms.

RETAIL SECTOR ENHANCEMENT

2.4.3.6 In support of the Town's retail identity and character the Town will:

- a) promote and support a farmer's market and other similar initiatives in the downtown cores;
- b) facilitate cross-marketing between attractions and auxiliary services in downtown cores, such as retailers and restaurants;
- c) encourage residential and commercial intensification of Milton's downtown core that complements existing heritage and retail areas, while recognizing the flood susceptible areas;
- d) promote and support the Milton Business Improvement Area, Milton Chamber of Commerce and Campbellville and Area Business Association;
- e) facilitate expansion of the Milton Mall area, rather than encourage development of new commercial centres which incorporate more than 23,225 square metres of retail space; and
- f) consult with the Region and those Municipalities where the approval of any retail facilities whose primary trade area may extend beyond the Town's boundaries may affect the relevant Municipalities.
- g) facilitate the development of lands designated regional and sub-regional commercial uses at the north-west corner of James Snow Parkway and Highway 401 and to provide the opportunity to accommodate a range of retail and commercial uses to ensure that the retail needs of the Town's residents are met in a convenient and accessible location.

SMALL BUSINESS

2.4.3.7 In keeping with its existing small business character and identity, the Town shall:

- a) support and encourage small information-based and high technology-oriented business/entrepreneurs;
- b) investigate use of Provincial/municipal funding mechanisms to encourage small business development;

- c) identify venture capitalists who may be interested in local small businesses/entrepreneurs; and,
- d) pursue products and/or services "trial" opportunities that improve the community's attractiveness to existing and potential businesses, given Milton's well-defined boundaries and optimum demographic characteristics for market research.

ATTRACTION OF NEW INDUSTRY

2.4.3.8 Prior to the availability of additional wastewater and water capacity, the Town will seek to attract water and wastewater efficient industries by:

- a) promoting the fact that Milton has available industrial/commercial lands with adequate water and sewage capacity with which to support resource efficient industries;
- b) working with the Region, the Province and the Federal government to identify and pursue resource efficient industry;
- c) targeting and pursuing warehousing and distribution centres, transportation firms, knowledge-based companies, and other industries that are complementary to Milton's existing base of businesses and are efficient users of water and wastewater infrastructure;
- d) identifying a specific business niche for Milton as part of overall preparations for growth;
- e) maximizing commercial-industrial/residential assessment ratio;
- f) identifying and pursuing opportunities to attract educational and other institutions to Milton; and,
- g) identifying opportunities to attract corporate offices to Milton.

DIVERSIFICATION

2.4.3.9 Upon availability of additional wastewater and water capacity, the Town will pursue a long term target of a diversified industrial base as water and wastewater capacity expands by:

- a) expanding and building on the initiatives of subsection 2.4.3.8 of this Plan;
- b) embarking on an unrestricted marketing strategy focused on balanced residential/industrial/commercial growth; and,
- c) targeting and pursuing New or Next Economy industries (e.g. telecommunications).

2.5 COMMUNITY AND CULTURAL SERVICES

The provision of community and *cultural* facilities is *essential* for the achievement of a strong and healthy community which provides for all aspects of human life. The *Town* is not involved in the provision and enhancement of all such services; however, where it is not directly involved it can assist in their provision and enhancement through its involvement with the appropriate agencies, groups and individuals.

2.5.1 GOAL

To ensure that a full range of community and *cultural* services is available to urban and rural residents within available financial resources.

2.5.2 OBJECTIVES

- 2.5.2.1** To provide and maintain a combination of recreation facilities, park amenities, trail networks, and open space systems that incorporate a full range of environmental, active and passive pursuits. These categories, along with examples of their related elements, are depicted in the continuum below.

Table 1: Park and Recreation Continuum

Recreation Facilities	Park Amenities	Trail Network	Open Space System
- Arenas & Outdoor Rinks - Community Centres - Indoor/Outdoor Soccer Fields - Baseball Diamonds - Indoor/Outdoor Pools - Cricket Pitches - Indoor Cycling - Sport Domes - Etc.	- Playground Equipment - Spray Pads - Skateboard / BMX Facilities - Community Gardens - Developed Park Space - Etc.	- Trails - Hiking Paths - Bicycle Paths - Multi-use Trails - Linear Parks - Etc.	- Undeveloped Park Space - Passive Open Space - Woodlots - Ravines - Valley - Naturalized Areas - Natural Heritage System - Etc.

Recreation facilities will consist of those areas that are programmed for the purposes of organized activity (community centres, arenas, baseball diamonds, soccer fields, etc.) including the areas required to support the related activities such parking and setbacks. Park amenities include playgrounds, spray pads and skate parks, among other items, that are available for residents' physical activity and social needs. When combined with trail network and open space system features, these elements will provide for the spectrum of the community's needs.

- 2.5.2.2 To consider the role that Conservation Authorities also serves for residents of the Town as well as the Greater Toronto Area in planning for and delivering trail networks and open space systems, and collaborate accordingly.
- 2.5.2.3 To provide culture and library facilities that offer a diversity of experience for the public and special use groups, and to prepare and periodically update Culture and Library Master Plans for the *Town*.
- 2.5.2.4 To develop a trail network for the *Urban Area* that will link all *residential areas*, *employment areas*, the Central Business District and the *Town's* major open space system.
- 2.5.2.5 To ensure that the planning, location and design and programming of recreation facilities and park amenities is co-ordinated with the location of public and separate schools and other *community facilities* such as museums and day-care centres and that new *community facilities* are planned, located and designed such that they can be adapted readily to alternative and expanding *public uses* as the community's needs change.
- 2.5.2.6 To ensure that the design and construction of recreation facilities, park amenities, trail networks and open space systems address all safety considerations.
- 2.5.2.7 To provide sufficient fire services and facilities.
- 2.5.2.8 To accommodate the provision of cemeteries to meet long-term needs, in accordance with the *policies* of this Plan.

2.5.3 STRATEGIC POLICIES

PARK AND RECREATION HIERARCHY

- 2.5.3.1 The Town of Milton recognizes the importance of recreation facilities, park amenities, trail networks and open space systems in providing opportunities for health and fitness for all its residents. The existing and potential resources include the extensive, publicly-owned, natural open space areas which will form part of the Natural Heritage System. However, the focus of the areas which form part of the Natural Heritage System shall be on the protection of the *natural environment*. Linked with that system will be a Park and Recreation Hierarchy that describes how recreation facilities, park amenities, trail networks

and open space systems will be commingled and designed to provide the full range of active and passive activities.

- 2.5.3.2** The Parks and Recreation Hierarchy intended for the *Town* will be defined through Park and Recreation Strategies approved periodically by Town Council. The Parks and Recreation Hierarchy will also be used as a guide in the development of Secondary Plan areas and for the acquisition of land. This hierarchy included lands developed primarily by the *Town*, such as Community, District and Neighbourhood Parks, as well as Village Squares, which will consist of a combination of elements from the Park and Recreation Continuum described above.

CULTURE AND LIBRARY SERVICES ACTION PLAN

- 2.5.3.3** The policies of the Town of Milton Official Plan, Secondary Plans, the Culture and Library Services Action Plan and other relevant studies such as stormwater management plans will be used as a basis for the location of culture and library facilities and the acquisition of lands for parks and recreation purposes in the *Urban Area*, as well as the rest of the *Town*.

OPEN SPACE LINKAGES

- 2.5.3.4** A fundamental concept underlying the *Town's* park and recreation system is the creation of an open space corridor system which will link land in both the Urban and Rural Areas and in the Natural Heritage System with other Open Space Linkages and to connect to open space systems in adjacent municipalities.

PARK AND RECREATION STANDARDS

- 2.5.3.5** The standards for the provision of land for park and recreation purposes will be defined through Park and Recreation Strategies approved periodically by Town Council.

NOISE AND LIGHT CONSIDERATIONS

- 2.5.3.6** The *Town* will ensure that high noise and light generating activities such as major lighted sports facilities are located away from the Natural Heritage System and residential *development* or are appropriately buffered.

RECREATION AND CULTURE FACILITIES

- 2.5.3.7** The *Town* will actively attempt to expand the supply and maintenance of recreation and culture facilities through partnerships with other groups and agencies and direct provision. Emphasis will be placed on maximizing the use of existing facilities and services, as well as joint ventures and facility sharing with other agencies and groups.
- 2.5.3.8** Where adequate culture and recreation facilities cannot be provided due to lack of or limitations of existing facilities, time constraints or poor accessibility, the

Town may consider the private *development* and provision of community centre services, in addition to any other facilities.

EDUCATION FACILITIES

- 2.5.3.9** The *Town* shall assess all possible options to ensure adequate land for park and recreation is provided where closure and sale of a school is proposed.
- 2.5.3.10** The *Town* will work with the Boards of Education to ensure the reservation of an adequate number and distribution of school sites and other *community facilities* throughout the municipality to accommodate the needs of the residents. These sites and facilities shall be planned and developed in accordance with the respective policies, practices and guidelines of the school boards.
- 2.5.3.11** The *Town* shall encourage the reservation and ultimate location of school sites adjacent to parks or other recreation facilities to allow for shared use of facilities and shall work with the Boards of Education to allow public use of school facilities. The *Town* shall also encourage the *development* of shared school buildings where feasible to maximize land and financial resources.
- 2.5.3.12** The *Town* shall consider the acquisition of all or a portion of any reserved school site that is not required by the School Boards so that the land can be used to maintain an identified open space network or provide some of the recreation facilities that would otherwise be provided at a school site.

COMMUNITY FACILITIES

Community facilities include facilities designed to meet the social and cultural needs of the residents including places of worship, daycare centres, museums, cultural centres or other similar uses. The *Town* will work with such organizations to ensure that provision is made for such facilities in appropriate locations to serve the residents' needs.

- 2.5.3.13** In determining appropriate locations for community uses, the *Town* shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the *Town*, as well as tourists and other visitors.
- 2.5.3.14** The *Town* shall provide for the location of *community facilities* in the Secondary Plan process for the HUSP *Urban Area* and the Sustainable Halton Urban Area, in accordance with a community infrastructure plan based on the *Region's* Community Infrastructure Guidelines and, in particular, may provide for Worship Reserve sites. However, the *Town* shall encourage the shared use of buildings such as schools, places of worship and other similar facilities for more than one community use and encourage their design such that they can be adapted to alternative community uses as may be needed in the future.

LIBRARY FACILITIES/SERVICES

- 2.5.3.15** The *Town* shall ensure that all residents of the *Town* have access to public library services.
- 2.5.3.16** The Library system shall include the main library and branch libraries may also be provided to serve user demand. The *Town* may encourage branch library uses to be incorporated into other buildings such as commercial uses, schools or other similar facilities, in accordance with the *Town's* Library Master Plan.

HEALTH CARE FACILITIES

- 2.5.3.17** The *Town* shall work with the Milton District Hospital, the Halton Health Care Services, appropriate government and service agencies and the community to assist in providing the maximum level of health care service for the *Town*.
- 2.5.3.18** The *Town* shall encourage and support the establishment of facilities and programs which provide a comprehensive range of health care services which are accessible to all members of the community.

FIRE AND EMERGENCY SERVICES

- 2.5.3.19** The *Town* shall ensure the efficient and effective allocation of Fire Station sites and emergency services throughout the *Town*, in consultation with the Region of Halton Police and the Milton Fire Department and adjacent municipalities.
- 2.5.3.20** The *Town* shall consult with the Milton Fire Department with respect to the establishment of Fire Station locations. Such stations shall have convenient access to arterials, a close relationship to the intended service area and shall be integrated with the surrounding development, including appropriate architectural design and landscaping and buffering from residential buildings.
- 2.5.3.21** The *Town* shall not permit any new *development* in the HUSP *Urban Area* or the Sustainable Halton *Urban Area* which cannot ultimately be provided with an acceptable level of fire protection service within a reasonable response time.
- 2.5.3.22** The *Town* shall ensure that adequate emergency access is provided throughout the *Town* for police, fire and other emergency vehicles.
- 2.5.3.23** Site Plans and Draft Plans of Subdivision will be reviewed to ensure that they are designed to accommodate fire prevention and timely emergency response.

2.6 FUNCTIONAL COMMUNITY SERVICES

Provision of physical support services are a priority of this Plan in order to promote a sense of well-being that will continue to make the Town of Milton a desirable place to live.

2.6.1 GOAL

To establish and provide the type and level of physical services required to support the existing and proposed land use pattern and to ensure the health, safety and well-being of the residents of Milton as they relate to the following physical services:

- a) Transportation System
- b) Wastewater and Water Systems
- c) Stormwater Management
- d) Utilities and Telecommunications
- e) Waste Management, Disposal and Composting

2.6.2 OBJECTIVES

2.6.2.1 To provide a safe, convenient, affordable, efficient and energy-conserving transportation system, while minimizing the impact on the environment.

2.6.2.2 To work co-operatively with the Province and the Region of Halton and adjacent municipalities and the Niagara Escarpment Commission, within the Niagara Escarpment Plan Area, to integrate the planning of the municipal road network with the roads under Provincial and Regional jurisdiction and in the planning of roads which cross municipal boundaries.

2.6.2.3 To recognize and encourage the Region of Halton's role in the provision of municipal wastewater and water supply systems in order to ensure efficient, environmentally sustainable planning, development and management of wastewater and water services for existing and future development within the Town.

2.6.2.4 To recognize and encourage the Region of Halton's role in the environmentally sustainable planning, development and management of private wastewater and water services for existing and future development in the Rural System, Escarpment and Hamlet Areas.

2.6.2.5 To ensure that all development is controlled using environmentally sustainable stormwater management approaches to support the protection of ground and surface water quantity and quality.

2.6.2.6 To ensure that utility and telecommunication services are provided in an efficient and environmentally sustainable manner.

2.6.2.7 To support and to work with the Region of Halton to ensure efficient, environmentally sustainable waste management.

2.6.2.8 To require all development to have regard to policies and guidelines of the Region and Ministry of the Environment regarding land use compatibility.

2.6.2.9 To encourage reductions in right-of-way and road width standards as much as possible within the Niagara Escarpment Plan Area to protect the natural, cultural and scenic qualities of the Escarpment environment, provided that public safety is not compromised.

2.6.3 STRATEGIC POLICIES

TRANSPORTATION SYSTEM

2.6.3.1 The Town's transportation system shall:

- a) provide a safe, economic and efficient rail and highway network for both people and goods movement;
- b) increase accessibility to major areas of employment, shopping and recreation, with an emphasis on accessibility by public transit;
- c) promote and support traffic movement by walking, cycling and public transit;
- d) require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031;
- e) be planned and developed with a specific emphasis on social, economic and environmental concerns;
- f) integrate all travel modes: walking, cycling, public transit, trains and the private vehicle;
- g) include the early introduction of public transit service to new *development* and redevelopment areas and in *Strategic Growth Areas* wherever economically feasible;
- h) provide transit service in the Milton Urban Area, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with physical disabilities;

- i) develop transportation corridors as shared-use facilities with other linear utilities; and,
- j) support an efficient and safe GO Transit system.

TRANSPORTATION PLAN

- 2.6.3.2** The Town shall prepare a detailed transportation plan as a basis for development in the Urban Area which will include detailed road standards, a pedestrian system and bicycle path network and a transit plan.

TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

- 2.6.3.3** Transportation facilities shall generally be developed and planned to comply with the general classification, function and design requirements outlined in Table 2 - Classification, Function and Design Requirements of Transportation Facilities and the more specific right-of-way widths outlined in Table 2A - Right-of-Way Widths of Specific Transportation Facilities. However, the Community Connector and Community Connector Link roads in the Boyne Survey shall be developed and planned to comply with the policies of the Boyne Survey Secondary Plan. However, the "Community Connector" and "Community Connector Link" roads in the Boyne Survey shall be developed and planned to comply with the policies of the Boyne Survey Secondary Plan.
- 2.6.3.4** The location of transportation facilities shall generally conform with the designations on Schedule "E", Town of Milton Transportation Plan, and Schedule "F", Urban Area Transportation Plan, of this Plan. Where necessary, significant transportation facilities in any Planning District will be shown in Secondary Plans in Part C of this Plan. The remainder of the transportation facilities for a Planning District will be planned as part of the subdivision design process noting that all municipal road projects and transit facilities are subject to Municipal Environmental Approvals requirements. However, regardless of where the transportation facilities are designated, where a new transportation corridor crosses a watercourse, the facility shall not impact on flood conveyance and/or flood storage of the affected watercourse.

TABLE 2 - FUNCTION OF TRANSPORTATION FACILITIES

FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
Provincial Freeways	• Serve mainly inter-regional travel demands • Accommodate all truck traffic • Accommodate higher order transit services and high occupancy vehicle lanes • Carry high volumes of traffic • Connect Urban Areas in different regions	• Full access control • Noise sensitive land uses to be discouraged along right-of-way • Minimum 4 travel lanes
Provincial Highways	• Serve mainly inter-regional travel demands • Accommodate all truck traffic • Accommodate higher order transit services and high occupancy vehicle lanes • Carry high volumes of traffic • Connect <i>Urban Areas</i> in different region	• High degree of access control • Transit-supportive, high density, mixed use development to be encouraged along right-of- way within <i>urban areas</i> • Right-of-way requirements vary
Major Arterials	• Serve mainly inter-regional and regional travel demands • May serve an <i>Intensification Corridor</i> • Accommodate all truck traffic • Accommodate higher order transit services and high occupancy vehicle lanes • Connect <i>Urban Areas</i> in different municipalities • Carry high volumes of traffic • Distribute traffic to and from Provincial Freeways and Highways • Accommodate <i>active transportation</i>	• High degree of access control • Transit-supportive, high density, mixed use <i>development</i> to be encouraged along right-of- way • Right-of-way requirements up to 50m • In the construction, reconstruction or improvement of arterial roads, consideration be given for the provision of facilities for <i>active transportation</i> where appropriate
Multi-purpose Arterials	• Serve a mix of functions of Major Arterials and Minor Arterials • Accommodate <i>active transportation</i>	• Intermediate degree of access control • Transit-supportive, high density, mixed use <i>development</i> to be encouraged along right-of- way • Right-of-way requirements up to 50m

FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
		In the construction, reconstruction or improvement of arterial roads, consideration be given for the provision of facilities for <i>active transportation</i> where appropriate
Minor Arterials	- Serve mainly local travel demands - May serve an <i>Intensification Corridor</i> - Accommodate local truck traffic - Accommodate local transit services - Connect <i>Urban Areas</i> within the same municipalities - Carry moderate to high volumes of traffic - Distribute traffic to and from Major and Multi-Purpose Arterials - Accommodate <i>active transportation</i>	- Intermediate degree of access control - Right-of-way requirements up to 35m unless specifically identified in a Local Official Plan - In the construction, reconstruction or improvement of arterial roads, consideration be given for the provision of facilities for <i>active transportation</i> where appropriate
Higher Order Transit Corridors	- Serve inter-municipal and inter-regional travel demands by public transit - Serve an <i>Intensification Corridor</i> - Accommodate <i>higher order transit</i> services - Connect Urban Growth Centres and Mixed Use Nodes	- Exclusive right-of-way for transit vehicles where possible - Transit-supportive, high density, mixed use <i>development</i> to be encouraged around stations - Connection of <i>active transportation</i> facilities and transportation and transit <i>infrastructure</i>, at stations.
Major Transit Station Area	- Part of the <i>higher order transit</i> network - Serve inter-municipal and inter-regional travel demands by public transit - Complements <i>Strategic Growth Areas</i>	- Connecting the <i>higher order transit</i> service with other transportation modes - Facilities for mode transfers such as bicycle parking, automobile drop-off/pick up - Surrounded by transit-supportive, high density, mixed use <i>development</i> to ensure the viability of a high level of transit services - Connection of <i>active transportation</i> facilities and transportation and transit <i>infrastructure</i>, at stations.

FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
		•
Rail Lines	• Serve all types of people and goods movements by rail at the regional or national scale • Accommodate commuter rail movement to Urban Growth Centres in the Greater Toronto and Hamilton Area and the surrounding region	• Grade separations at intersections with other major transportation facilities, where warranted • Noise or vibration-<i>sensitive land uses</i> to be discouraged along right-of-way • Transit-supportive, high density, mixed use <i>development</i> to be encouraged around Major Transit Stations.
Collector Road	• Serves local travel demands • Accommodates local transit service • Connects Collector and local Roads to Arterials	• No access control • Up to four travel lanes • Provision for on-street parking on one or two sides • Right-of-way requirements up to 26.0 metres
Local Road	• Serves residential neighbourhood or <i>employment area</i> travel demands • Connects individual properties to Collectors and Arterials	• No access control • Two travel lanes • Right-of-way requirements up to 20.0 metres
Lane	• Serves residential neighbourhood or commercial “Main Street” travel demands • Provides rear access to individual properties and connects them to Local Roads and Collectors	• No access controls • Provides two narrow lanes • No on-street parking permitted • Right-of-way requirements 7.2-9.0 metres (if <i>utilities</i> required)

TABLE 2A- RIGHT-OF-WAY WIDTHS OF SPECIFIC TRANSPORTATION FACILITIES

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
REGIONAL ROADS				
20 Side Road (RR 34)	Guelph Line (RR 1)	Milton/Puslinch Town Line	Major Arterial	*1
32 Side Road (RR 32)	Wellington Boundary	Highway 7	Major Arterial	*1
Britannia Road (RR6)	Tremaine Road (RR 22)	Centre Line of 407 ETR	Major Arterial	*1
Derry Road (RR 7)	Milborough Line (RR 24)	Centre Line of 407 ETR	Major Arterial	*1
Guelph Line (RR 1)	Derry Road (RR 7)	32 Side Road (RR 32)	Major Arterial	*1
Regional Road 25	Burnhamthorpe Road (RR 27)	Derry Road (RR 7)	Major Arterial	*1
Regional Road 25	Steeles Avenue (RR 8)	5 Side Road	Major Arterial	*1
James Snow Parkway (RR 4)	ETR 407	Dublin Line	Major Arterial	*1
Steeles Avenue (RR 8)	Tremaine Road (RR 22)	James Snow Parkway (RR 4)	Major Arterial	*1
Trafalgar Road (RR 3)	ETR 407	Highway 401	Major Arterial	*1
Tremaine Road (RR 22)	Burnhamthorpe Road (RR 27)	Campbellville Road	Major Arterial	*1
TOWN ROADS -RURAL				
15 Side Road	Milton/Puslinch Town Line	Esquesing/Nassagaweya Town Line	Minor Arterial	35m
25 Side Road	Guelph Line (RR1)	Esquesing/Nassagaweya Town Line	Minor Arterial	35m
Appleby Line	Steeles Avenue (RR 8)	5 Side Road	Collector	26m
Britannia Road	Tremaine Road (RR 22)	Bell School Line	Collector	26m
Campbellville Road	Milborough Line	Tremaine Road (RR 22)	Minor Arterial	35m
Kelso Road	Tremaine Road (RR 22)	West Limit of Roadway	Collector	26m
Lower Base Line	Trafalgar Road (RR 3)	Centre Line of 407 ETR	Collector	26m
Milborough Line	5 Side Road	Highway 401	Collector	26m
Nassagaweya/Esquesing Town Line	Township of Eramosa Boundary	5 Side Road	Collector	26m
Steeles Avenue	Appleby Line	Tremaine Road (RR 22)	Collector	26m
TOWN ROADS - Urban				
Campbellville Road	Tremaine Road (RR22)	Regional Road 25	Minor Arterial	35m
5 Side Road	Regional Road 25	0.7 km East of Fourth Line	Minor Arterial	35m
Bronte Street	Derry Road (RR7)	Barton Street	Minor Arterial	30m
Bronte Street	Barton Street	Main Street West	Minor Arterial	30m
Bronte Street	Main Street West	Steeles Avenue (RR 8)	Minor Arterial	30m
Bronte Street/First line	Derry Road (RR 7)	Britannia Road (RR 6)	Minor Arterial	35m
Childs Drive	Ontario Street South	Nipissing Road	Collector	26m
Childs Drive	Nipissing Road	Thompson Road	Local	20m
Chisholm Drive	Regional Road 25	West Limit of Roadway	Collector	26m
Commercial Street	Derry Road (RR 7)	Sydney Street	Collector	26m
Commercial Street	Sydney Street	Main Street East	Collector	20m
Coxe Boulevard	Laurier Avenue	Childs Drive	Collector	26m
Farmstead Drive	Derry Road (RR 7)	Laurier Avenue	Collector	26m
Fifth Line	Main Street East	Lower Base Line	Minor Arterial	37.5m
Fifth Line	Main Street East	Highway 401	Minor Arterial	35m
Fourth Line	Derry Road (RR 7)	Main Street	Collector	26m

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
Heslop Road	Commercial Street	Bronte Street	Collector	23m
Holly Avenue	Derry Road (RR 7)	Laurier Avenue	Collector	26m
Industrial Drive	Steeles Avenue (RR 8)	Market Drive	Collector	26m
Laurier Avenue	Bronte Street South	Thompson Road South	Collector	26m
Louis St. Laurent Avenue	Tremaine Road (RR 22)	Sixth Line	Minor Arterial	35m
Main Street East	Bronte Street	James Snow Parkway (RR 4)	Multi-Purpose Arterial	35m
Main Street East	James Snow Parkway (RR 4)	Trafalgar Road	Minor Arterial	35m
Main Street West	Tremaine Road (RR 22)	Bronte Street	Minor Arterial	35m
Market Drive	Regional Road 25	Industrial Drive	Collector	26m
Martin Street	Main Street East	Steeles Avenue (RR 8)	Collector	23m
Mary Street	Hugh Street	Charles Street	Collector	20m
Mill Street	Bronte Street	Martin Street	Collector	20m
Millside Drive	Martin Street	Main Street E.	Collector	20m
Nipissing Road	Ontario Street	Thompson Road South	Collector	26m
Ontario Street	Steeles Avenue (RR 8)	Derry Road (RR 7)	Multi-Purpose Arterial	35m
Pine Street	Commercial Street	Ontario Street	Collector	20m
Sixth Line	Britannia Road (RR6)	Highway 401	Minor Arterial	30m
Thompson Road	Steeles Avenue (RR 8)	Britannia Road (RR 6)	Minor Arterial	35m
Third Sideroad	New Tremaine Road	Existing Tremaine Road	Collector	24m
Wilson Drive	Main Street East	Steeles Avenue (RR 8)	Collector	26m
Woodward Avenue	Martin Street	Ontario Street	Collector	20m
Woodward Avenue	Ontario Street	Thompson Road	Collector	26m
All other collectors			Collector	26m
All other local roads			Local	16-20m

Footnotes for Table 2A Above

*1 Right-of-way width requirements for Major Arterials are shown in the Regional Official Plan.

ROADS

- 2.6.3.5** The Town will work co-operatively with the Province and the Region of Halton and adjacent municipalities to integrate the planning of the municipal road network with the roads under Provincial and Regional jurisdiction and in the planning of roads which cross municipal boundaries.

Planned 401 Interchange in the Vicinity of Peru Road

The need, justification and preferred location for a third interchange with Highway 401 in the Milton Urban Area has been established through the Master Transportation/Transit Plan. The Town shall work with the Province, the Region of Halton and the landowners in the Milton 401 Industrial/Business Park and the Sherwood Survey to ensure that a realigned Tremaine Road (Reg. Road 22) is constructed as soon as possible in accordance with the Region's Capital Plan. The realigned Tremaine Road (Reg. Road 22) will be designed to permit the construction of a full interchange with Highway 401 in the location established through an Environmental Assessment process. The interchange is intended to be the western gateway to the 401 Industrial/Business Park. The Town shall work with the Province, the Region of Halton and landowners to develop the proposed new interchange at the appropriate time. Provision shall be made for the interchange in the planning for adjacent lands in both the Sherwood Survey and the 401 Industrial /Business Park; however, the phasing of development will be limited based on the availability of sufficient transportation capacity."

- 2.6.3.6** Notwithstanding the policies of subsections 2.6.3.3 and 2.6.3.4, the Town recognizes that roads designated as Provincial Highway, Major Arterial, Minor Arterial, Multi-Purpose Arterial and Collector may be required to serve two purposes within the *Urban Area* and Hamlet Areas as designated on Schedule "A":

- a) the provision of multiple lanes of traffic and a design which may accommodate high traffic speeds to meet regional and local traffic demands; and,
- b) the provision of a safe, functional and attractive environment, which recognizes the needs of pedestrians and cyclists.

- 2.6.3.7** The Town when providing comments on the design of Regional arterials and in designing its arterial, collector and local roads, will balance the provision of a safe, functional and attractive pedestrian oriented environment as well as the policies of the Niagara Escarpment Plan where applicable, with an acceptable

level of vehicular traffic that includes the provisions of subsections 2.8.3.23 through to 2.8.3.26 inclusive and to other relevant policies of this Plan. The Town is prepared to accept a level of service which is less than optimum, in return for a more pedestrian-oriented environment along its major roads provided that public safety is not adversely impacted. To achieve this environment, the Town may be prepared to use a variety of "traffic calming" techniques including:

- a) reduced lane width;
- b) provision of a centre median which may be landscaped;
- c) provision for on-street parking;
- d) provision of transit priority measures;
- e) provision for regular intersections of local roads with Provincial Highways, Major Arterials, Minor Arterials, Multi-Purpose Arterials and Collectors to allow for the creation of a grid or modified grid system; and,
- f) use of alternative road geometrics and materials at pedestrian crossing areas.

2.6.3.8 The *Town* may require as a condition of approval of any new development, creation of new lots, or redevelopment that sufficient lands are conveyed to the Town, the Region of Halton or the Province of Ontario as applicable, to provide the road right-of-way width established in Table 2 and Table 2A. In the acquisition of these rights-of-way, lands will generally be acquired on either side of the centre line of the original road allowance. All new and reconstructed transportation facilities within the Niagara Escarpment Plan Area shall be designed and located to minimize the impact on the Escarpment environment consistent with the policies of the Niagara Escarpment Plan. Exceptions to this could occur where it is not possible to acquire right-of-ways due to constraints beyond the Town's control or where an Environmental Assessment or functional design study recommends an asymmetric alignment." after the sentence ending with the phrase "original road allowance.

2.6.3.9 The *Town* shall require the conveyance of lands at intersections to provide for exclusive turning lanes, daylighting and other special treatments including the construction of roundabouts, bridges, overpasses and depressed sections of roads. Such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way. Such requirements shall be based on the following:

- a) 5 metre radius: Laneway to Local Road;
- b) 5 metre radius: Local Road to Local Road;
- c) 7.5 metre triangle: Local Road to Collector Road;
- d) 15 metre triangle: Local Road to Arterial Road;
- e) 10 metre triangle: Collector Road to Collector Road;
- f) 15 metre triangle: Collector Road to Arterial Road; and,
- g) 15 metre triangle: Arterial Road to Arterial Road

2.6.3.10 Public right-of-way allowance widths and daylighting requirements may be increased to accommodate additional requirements associated with a planned public works project, such as a Municipal Class Environmental Assessment or Detailed Design. This may include, but not limited to, noise walls, additional turning lanes at intersections, landscaped medians, elements required to address pedestrian comfort, safety or accessibility, separated bicycle paths, wider roadway cuts or embankments.

2.6.3.11 Where appropriate and public safety is not affected, a required public right-of-way allowance width and/or daylighting requirements may be reduced on a site specific basis by the *Town* in order to address one or more of the following site-specific circumstances:

- a) A public need arising from the design and alignment of a planned public works project;
- b) Accommodation of existing or planned streetscape elements;
- c) Accommodation of existing built form and buildings;
- d) The presence of the Natural Heritage System or other sensitive environmental features; and/or,
- e) The presence of a cultural heritage resource.

2.6.3.12 Notwithstanding the policies of Subsections 2.6.3.9, as a condition of Site Plan Approval, the following policies shall apply on lands designated Residential Area or CBD Low Density Residential Sub-Area within *Character Areas*:

- a) The *Town* will not require the conveyance of any identified future public right-of-way widening and associated additional daylighting;
- b) No building or structure shall be permitted in the identified future right-of-way widening and any required setbacks shall be measured from the edge of the deemed width of the allowance identified by the *Town*;
- c) No building, structure or obstructive vegetation shall be permitted in the identified daylighting and any required setbacks shall be measured from the edge of the daylighting identified by the *Town*;
- d) A Site Plan Agreement shall be registered on title as a condition of Site Plan Approval showing the area of the identified future right-of-way widening and associated additional daylighting, and prohibiting any building or structure within the area to be widened; and,
- e) Should the identified future right-of-way widening and/or associated additional daylighting be required, the *Town* will purchase the land from the property owner.

2.6.3.13 Where development has occurred adjacent to a significant portion of the right-of-way or natural features are such that it is not possible to achieve the design right-of-way width in accordance with the provisions of Table 2 and Table 2A, the *Town* shall undertake such studies as may be necessary to determine a practical and desirable right-of-way width that serves anticipated traffic volumes, while minimizing any negative impacts of the road right-of-way on the streetscape, natural features and abutting development.

2.6.3.14 New development and/or redevelopment shall not be permitted unless such lands are accessible by means of an improved public road, which is of a standard of construction acceptable to the *Town* and which accommodates the traffic generated by the development and/or redevelopment.

TRAVEL DEMAND MANAGEMENT

2.6.3.15 The *Town* recognizes the role of Travel Demand Management in promoting more efficient use of transportation infrastructure, making the use of private vehicles more sustainable and encouraging increased transit use. The *Town* shall encourage the use of special transportation management strategies which promote more efficient use of existing road facilities including staggered work hours, car pooling and High Occupancy Vehicle (HOV) lanes.

2.6.3.16 The *Town* may require any development which contains more than 3000 square metres of office use or 9290 square metres of industrial use to establish with the

Town a travel demand management plan and implementation strategy for their specific development. Priority shall be given to measures which are not capital intensive (e.g. flexible working hours, priority parking for car pool vehicles) and which are feasible given the scale, ultimate ownership and location of the development.

- 2.6.3.17** As an incentive to encourage travel demand management, the Town may permit reduced parking standards for developments which demonstrate through their travel demand management plan and implementation strategy that a reduction in the parking standards is appropriate. A reduction in parking standards may also be considered in locations where mixed use development is permitted, where there is a significant density of development and good accessibility to transit, such as the Central Business District and Urban Growth Centre, in accordance with the policies of Section 3.5 of this Plan.

PUBLIC AND PRIVATE PARKING

- 2.6.3.18** The Town shall require as a condition of development or redevelopment that adequate off-street parking and loading facilities be provided. In addition, ingress/egress points to such parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged.
- 2.6.3.19** The Town may maintain and enhance the supply of short-term public parking within the Central Business District Area designation on Schedule "B", Urban Area Land Use Plan and Schedule "C", Central Business District Land Use Plan, including the acquisition of additional lands for parking purposes.
- 2.6.3.20** The Town may, at its discretion, enter into an agreement with the owner or operator of a building within the Central Business District Area designation on Schedules "B" and "C" to provide for the payment of cash-in-lieu of all or part of the Zoning By-law requirements pertaining to the provision of off-street parking in accordance with the provisions of the Planning Act.
- 2.6.3.21** Parking lot design shall be in accordance with the policies of subsections 2.8.3.27 through to 2.8.3.30 inclusive of this Plan.

PUBLIC TRANSIT

- 2.6.3.22** The Town shall provide adequate local transit facilities and support the early introduction of public transit service in new development areas, where economically feasible, with the objective of providing local transit service with transit stops where they are likely to be located within a walking distance of

approximately 400m and at reasonable cost to all sectors of the public, including persons with physical disabilities.

2.6.3.23 The *Town* shall complete a Transit Opportunities Study that examines the provision of transit service and anticipated levels of service for the Urban Area, including the introduction of measures to minimize bus travel times to optimize transit passenger convenience such as the provision of weather protection for transit users and the location of bus stops to minimize walking distances.

2.6.3.24 The *Town* shall support the expansion of existing GO Rail service to and from Milton and will provide a feeder bus service to the GO Transit station to facilitate integration between the systems within the Town's financial capabilities and to facilitate convenient public access to the major air transportation facilities surrounding Milton.

TRUCKING

2.6.3.25 The movement of goods by truck is an essential element of the transportation system. The Town shall work with local businesses to ensure the provision of truck routes which meet their needs, while having regard for the need to protect residential neighbourhoods from truck noise, pollution and hazards.

RAIL

2.6.3.26 The Town recognizes the importance of rail service to the community. Therefore, the Town will encourage rail service for the movement of people and goods.

2.6.3.27 The Town also recognizes the inherent conflicts between rail and vehicular and pedestrian movements and adjacent land uses. Therefore, in co-operation with the appropriate authorities and agencies, the Town will review on a regular basis areas of conflict to determine the need for:

- a) the provision of protective measures such as daylighting corners, signals, gates or combinations thereof;
- b) the elimination of level railway crossings by means of grade separations on a priority basis having such regard for such criteria as the frequency of rail traffic, vehicular and pedestrian traffic, road blockage or other hazardous conditions; and,
- c) all proposed development adjacent or in proximity to railways/yards/terminals or within railway rights-of-way shall ensure

that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the *Town* and the *Region* in consultation with the appropriate railway.

- 2.6.3.28** In considering applications for *development* or redevelopment adjacent to a railway corridor, the *Town* shall apply, where appropriate the policies of subsections 2.3.3.16 through to 2.3.3.22 inclusive, Noise and Vibration, of this Plan.

TRAILS SYSTEM

- 2.6.3.29** Throughout the Urban Area, the Town shall have regard for the provision and design of a trails system which enhances the human scale of the streets, through:

- a) the establishment and implementation of design guidelines for public rights-of-way, landscaping and other exterior spaces which have an equal focus on:
 - i) the needs of vehicular traffic;
 - ii) the needs of pedestrian and bicycle traffic; and,
 - iii) the needs of public transit

- 2.6.3.30** All transportation facilities within the Urban Area, with the exception of Provincial Highways and Freeways, including the reconstruction of existing roads and the construction of new roads, shall include the provision within the public right-of-way for safe, convenient and attractive pedestrian facilities such as sidewalks, generally on both sides of any road, and corner ramps and pedestrian signals.

- 2.6.3.31** Provision shall be made by the Town for bicycle paths within the public right-of-way of Provincial Highways, Major Arterials Minor Arterials, and Multi-Purpose Arterials in accordance with the Transportation and Trails Master Plan. However, each location will be evaluated on an individual basis and an agreement between the Town and the Ministry of Transportation and Region of Halton, as applicable, will have to be successfully negotiated prior to implementation.

- 2.6.3.32** In accordance with the Transportation and Trails Master Plan, the *Town* shall provide and maintain, within the *Urban Area*, a trail and *active transportation* system. This system shall connect the open space corridor and other public and private lands (i.e. Ontario Hydro or TransCanada Pipeline rights-of-way) and public transit services that link various activity and open space nodes

throughout the community, in conjunction with other *public agencies* and in accordance with the *Town's* financial capabilities and any other conditions that are necessary to maintain the safety and integrity of the rights-of-way. The preferred location of this trail and *active transportation* system for the Established Urban Area and within the 401 Industrial/Business Park Secondary Plan Area is shown on Schedule “J” and “C.2.A” of this Plan.

WASTEWATER AND WATER SYSTEM CAPACITY

- 2.6.3.33** Planning for the Town's wastewater and water systems shall be based on the assumption that development in the Established *Urban Area* shall only be permitted to the limit of the capacity of the existing wastewater and water systems. Additional development beyond the capacity of these systems in the Established *Urban Area*, and new development in the HUSP *Urban Area* as designated on Schedule "B", shall only be permitted when additional wastewater and water capacities have been developed. Facilities required for water and wastewater systems shall be permitted in any land use designation.
- 2.6.3.34** All development and redevelopment in the *Urban Area* shall be connected to the municipal wastewater and water systems, provided that adequate capacity at the water and wastewater treatment plants is available.

HAMLET AREA WASTEWATER AND WATER SYSTEMS

- 2.6.3.35** It is recognized that water supply and wastewater disposal are Regional responsibilities and as such, all necessary Regional approvals for Hamlet Area Wastewater and Water facilities must be obtained in order for development to proceed.
- 2.6.3.36** Hydrogeological studies were adopted by the Region of Halton for the Hamlets of Campbellville, Brookville and Moffat in 1982. These studies set out Conclusions and/or Recommendations regarding the density and extent of development in light of the specific hydrogeological conditions, the long term cumulative effect of the development on groundwater aquifers, surface waters, environmentally sensitive areas within or adjacent to the Hamlet and other matters considered appropriate. However, given that the results of these studies may be outdated, site-specific hydrogeological studies relating to the preparation and evaluation of new development proposals shall be completed to the satisfaction of the Town of Milton, the Region of Halton (and the Niagara Escarpment Commission when relating to Campbellville), and shall take into account the results of the Halton Region Aquifer Management Program.

WATERSHED PLANS AND SUB-WATERSHED STUDIES

2.6.3.37

The Town shall encourage the appropriate Conservation Authorities, in consultation with the Region and other respective municipalities, to prepare *Watershed Plans* for their respective watersheds. In addition, prior to or as part of the Secondary Plan process in accordance with the provisions of Section 5.4.3 of this Plan, or in other areas where the Town deems it appropriate because the area is subject to concerns because of existing conditions or impending development, a Sub-watershed Study shall be carried out to:

- a) provide an inventory of existing geology, hydrology, hydrogeology, limnology, *fish habitats* and natural heritage features and functions;
- b) establish water quality targets in accordance with the *Watershed Plans*;
- c) determine base flows to maintain or improve where possible water quality and existing ecological conditions;
- d) recommend appropriate storm water management techniques in accordance with Provincial guidelines including the use of natural vegetative drainage corridors and headwater areas;
- e) identify the constraints under which development may be permitted, in accordance with the policies of this Plan;
- f) provide detailed guidelines for development design and construction;
- g) establish procedures for monitoring water quality and quantity before, during and after development;
- h) refine the boundaries of the Natural Heritage System and/or its *Key Features*: and,
- i) identify *best management practices* to minimize stormwater volumes.

The lack of a *Watershed Plans* or a subwatershed study shall not preclude consideration of an application pursuant to the Aggregate Resources Act provided the proponent has addressed the matters set out in Section 4.7.3.13 (c) of this Plan.

BEST MANAGEMENT PRACTICE

2.6.3.38 Where a Subwatershed Plan, except in the Niagara Escarpment Plan Area, where such uses are prohibited is not required in accordance with the policies of subsection 2.6.3.37, the Town shall ensure that development is in accordance with Best Management Practices. The Town shall assess Best Management Practice alternatives for stormwater quantity and quality enhancement with regard to the following:

- a) location of stormwater management facilities with a preference for source controls rather than "end-of-pipe" controls;
- b) impact of maintenance and jurisdictional costs for wet or dry ponds and other stormwater management facilities to the Town; and,
- c) *no negative impacts* to the Natural Heritage System.

STORMWATER MANAGEMENT PLANS

2.6.3.39 The Town shall, prior to the approval of a development application, require the approval of a stormwater management plan which implements a management concept endorsed by a subwatershed plan, if applicable, or which is in accordance with Best Management Practice where a subwatershed plan is not applicable.

MAJOR OIL AND GAS TRANSMISSION PIPELINES

2.6.3.40 The Town shall work with the pipeline companies to ensure that the location, design and construction standards used for major oil and gas transmission pipelines take into account the potential environmental and safety effects and the ultimate development pattern. The Town shall also ensure that adjacent development is set back at least ten metres from the limits of all major pipelines, and designed to reflect appropriate safety standards. In addition, the Town shall require setbacks of 20 metres from the centreline of the High Pressure Transmission lines closest to the boundaries of the easement (known as the Trafalgar System) in the major east/west Union Gas pipeline easement for all buildings intended for human occupancy and 200 metres for any buildings such as schools, hospitals, nursing homes, penal institutions and institutions for the physically and mentally handicapped.

2.6.3.41 Major oil and gas transmission pipelines and related facilities, such as TransCanada Pipelines, shall be permitted in all land use designations with the exception of the Escarpment Natural Area designation and the Natural Heritage System designation within the Niagara Escarpment Plan Area, without an

amendment to this Plan, provided that such development satisfies the provisions of the Environmental Assessment Act, the Niagara Escarpment Plan, the National Energy Board Act, including regulations made under the Act, and any other relevant statutes.

ELECTRIC POWER FACILITIES

2.6.3.42 Electric power generation and supply facilities, including all works as defined in The Power Corporation Act (such as transmission lines, transformer stations and distributing stations), shall be permitted in any land use designation without an amendment to the Plan, provided that the planning of such facilities is carried out having regard to the policies of this Plan and that such development satisfies the provisions of the Environmental Assessment Act, including regulations made under the Act and any other relevant statutes. Furthermore, Ontario Hydro shall consult with the Town and Milton Hydro on the location of all new electric power facilities.

2.6.3.43 Electric power facilities, including buildings not used directly for the generation and supply of power, shall comply with all the provisions of this Plan and the implementing Zoning By-law.

UTILITIES AND TELECOMMUNICATIONS SERVICES

2.6.3.44 Utilities including power and telephone lines and other cable services shall be permitted in any land use designation. In the Urban Area, such services shall be located underground, except when located on Arterial Roads, and shall be grouped in a single utility conduit wherever possible. Regardless of how the utilities are accommodated, a level of public safety, environmental protection and air quality for lands within or adjacent to all utility corridors shall be provided to the satisfaction of the Ministry of Environment and the Ministry of Energy and Infrastructure.

2.6.3.45 The Town shall encourage the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services throughout the Town. However, all telecommunication facilities such as satellite dishes and cellular antennas should be designed and located to minimize their visual impact on residential and environmental areas, as well as views of the Niagara Escarpment.

WASTE MANAGEMENT, DISPOSAL AND COMPOSTING

2.6.3.46 The Town supports local and Regional efforts to promote the principles of reduce, reuse, recycle and resource recovery including the recycling of aggregate wastes (including used concrete and used asphalt) and solid wastes.

- 2.6.3.47** Small-scale household composting will be encouraged subject to the Town's Zoning By-laws.
- 2.6.3.48** The Town shall permit collection for recycling and reuse in all land use designations subject to approval of the specific location by Council.
- 2.6.3.49** Businesses will be encouraged to develop safe, cost-effective and new methods of waste management and disposal in order to maximize the long-term operational life span of the landfill site.
- 2.6.3.50** Agricultural operations will be permitted to compost on-farm produced organic material for their own farming use up to 75 tonnes per hectare per annum in cultivation provided that the Town's Property Standards and Zoning By-laws are maintained.
- 2.6.3.51** Private waste composting of organic material will be permitted in an Industrial land use designation subject to all of the following:
- a) the operations must be in-vessel or in-building without outdoor storage;
 - b) the operations will use the most current technology available to minimize the emission of odours and other emissions;
 - c) the operator shall at all times retain or employ properly trained staff;
 - d) the site of the operations shall be subject to Site Plan Control; and,
 - e) the operations shall be in compliance with the requirements, as they may exist from time to time of the appropriate permissions granted under the Environmental Protection Act or its equivalent and such other bylaws of the Town as may be applicable including any Site Plan Agreement.
- 2.6.3.52** Waste Management and Disposal enterprises dealing with the recycling of paper, wood and inorganic waste will be permitted in an Industrial designation subject to:
- a) no chemical processing including bleaching or diluting;
 - b) low water usage;
 - c) the specific sites are large enough to permit adequate landscaping, buffering of outside storage and operations;
 - d) site plan approval which addresses:

- e) full screening of outside storage;
- f) organization of outside storage to limit heights of what can be seen and breaks to prevent fire hazards; and,
- g) the operation conforming to all other Town, Region and the appropriate Ministry requirements and by-laws.

2.6.3.53 Notwithstanding the policies of subsection 2.6.3.52, management and disposal of the following specific waste will be subject to a site-specific Official Plan Amendment and Zoning By-law Amendment, including:

- a) paper and wood waste except as provided in subsection 2.6.3.52 of this Plan;
- b) inorganic waste except as provided in subsection 2.6.3.52 of this Plan;
- c) composting of organic material except as provided in subsections 2.6.3.48 to 2.6.3.51 of this Plan;
- d) chemical/medical waste, radioactive waste, or other material generally considered hazardous;
- e) recycling of aggregate wastes including used asphalt and used concrete outside of a site designated "Mineral Resource Extraction Area" as shown on Schedule "A" of this Plan; and,
- f) asphalt and concrete batching plants.

HAZARDOUS WASTES

2.6.3.54 Notwithstanding the provisions of subsection 2.6.3.53, the collection of hazardous wastes at approved locations will be permitted, subject to approval by the appropriate Ministries.

SOLID WASTE COLLECTION AND DISPOSAL

2.6.3.52 The Halton Waste Management Site and all related operations are permitted under its Certificate of Approval in accordance with the provisions of subsection 4.11.3.6 of this Plan, except in the Niagara Escarpment Plan Area, where such uses are prohibited. No new landfill operations will be permitted without an amendment to this Plan.

- 2.6.3.53** The Town shall co-operate with the Region and the Province and the development industry in developing and adapting guidelines for the design of communities and buildings that will facilitate source separation, collection, storage and transportation of solid waste.

2.7 HOUSING

The Town of Milton is committed to the provision of opportunities in the Town for the creation of housing which is affordable, accessible, adequate and appropriate to the full range of present and expected households.

2.7.1 GOAL

To meet the Town of Milton's current and future housing needs by:

- a) ensuring that an appropriate range and mix of housing by density, type and affordability are permitted within the *Town* to meet a wide range of needs of current and future households;
- b) encouraging the development industry to design innovative housing forms that stress flexibility in use, mix of *compatible* land uses, good environmental practices, incorporate *universal physical access*, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles;
- c) fostering the creation of additional housing accommodation through various forms of residential intensification;
- d) encouraging the inter-mixing of different housing forms and types within neighbourhoods to foster community integration;
- e) improving public awareness and understanding of the housing issues facing the Town;
- f) supporting the use of surplus public and not-for-profit lands, where appropriate, for developing *assisted housing* and *affordable housing*;
- g) making efficient use of existing developed lands, housing stock, and available services to increase the supply of housing while maintaining the physical *character* of existing neighbourhoods;

- h) expediting the *development* approval process in the provision of *assisted, affordable* and *shared housing* and further giving priority to those receiving government funding;
- i) permitting *shared housing* as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria; and,
- j) encouraging and promoting assisted and *affordable housing* in *Strategic Growth Areas* where public transit, retail, and other facilities are readily accessible.

2.7.2 OBJECTIVES

- 2.7.2.1** To maintain at all times the ability to accommodate residential growth for a minimum of ten-years in accordance with the identified housing targets and Section 2.1.5 of this Plan.
- 2.7.2.2** To monitor, on a regular basis, the amount of designated lands as well as other available information on the approval and construction of housing to assist in meeting the Town's supply objective.
- 2.7.2.3** To develop and maintain a servicing, phasing and transportation strategy to meet the future needs for all residential lands.
- 2.7.2.4** To encourage the distribution and creation of housing opportunities that will result in a mix of tenure forms (ownership and rental) in each residential neighbourhood.
- 2.7.2.5** To encourage and facilitate the provision of *assisted housing, affordable housing* and *shared housing* and its integration with *market housing*.
- 2.7.2.6** To support the principle of residential intensification in the developed areas within the Built Boundary, subject to the appropriate criteria and review in accordance with the policies of this Plan.

2.7.3 STRATEGIC POLICIES

HOUSING TARGETS

- 2.7.3.1** Housing targets for the *Urban Area* shall be in accordance with the following:
 - a. that at least 50 per cent of new housing units produced annually be in the form of townhouses or multi-storey buildings; and

- b. that at least 30 per cent of new housing units produced annually be *Affordable Housing*.

The *Town* shall establish, in conjunction with the *Region*, annual targets for the production of housing units by density, type and affordability specific to the Town, based on the Regional targets.

HOUSING MIX

- 2.7.3.2 In order to meet the housing targets, the *Town* will require an appropriate mix of housing by density, type and affordability throughout the Urban Area once servicing issues have been resolved. In areas identified for major residential development, proposals which provide a mix of housing forms and densities in each Planning District in the Urban Area shall be generally encouraged.
- 2.7.3.3 All proposals for residential *development* in the Town will be assessed relative to the Town's ultimate housing targets relating to type and tenure, as well as affordability. While not every proposed infill development or subdivision will be expected to reflect the housing targets, every development application will be reviewed in relation to the approved Secondary Plan for that area in order to determine its contribution to the housing targets and to ensure that a full range and mix of housing types can be provided in each development phase.
- 2.7.3.4 [DELETED. SECTION NOT IN USE.]
- 2.7.3.5 The demolition or conversion of rental housing to condominium, equity co-ops or other forms of ownership tenure or other uses shall not be permitted unless:
 - a) the rental housing vacancy rate threshold in the *Town* is a minimum of 3% as determined by the Regional Official Plan; and,
 - b) the proposal meets other criteria as set out in the Joint Municipal Housing Statement which is consistent with the objectives of this section of the Plan.
- 2.7.3.6 The *Town* will monitor the delivery of housing and where necessary, initiate agreements with developers to ensure the balanced delivery of housing by type and that the annual housing targets are met.

AFFORDABILITY

- 2.7.3.7 [DELETED. SECTION NOT IN USE.]

- 2.7.3.8** The *Town* will review on an annual basis the housing mix provided by density, type and affordability to determine whether it is consistent with current and projected demands reflecting socio-economic and demographic trends and will encourage the *development* of these forms of housing to meet the *affordable housing* target identified in Section 2.7.3.1.
- 2.7.3.9** [DELETED. SECTION NOT IN USE.]
- 2.7.3.10** All development proponents shall submit, as part of their development application (i.e., site plan control, condominium or subdivision approval), an indication of a range of the anticipated selling prices or rents of all units offered in order to assist Council in implementing its affordability policies.
- 2.7.3.11** The Town will seek to assist groups in the community to receive the maximum amount of funding from senior levels of government for the development of affordable and *assisted* housing and the development and/or rehabilitation of *affordable* and assisted housing.
- 2.7.3.12** The *Town* will require that Assisted and *Affordable Housing* projects receiving government funding include, as appropriate, units with *Universal Physical Access* and energy conservation standards.

RESIDENTIAL INTENSIFICATION

- 2.7.3.13** The present and future demand for housing in Milton will be accommodated, in part, through forms of intensification, which include the efficient use of vacant residential lands, underutilized lots and existing housing stock in all neighbourhoods, while recognizing the flood susceptibility in the urban core. Intensification may include the following subject to the provisions of Section 3.5:
- a) the conversion of existing dwellings to rooming, boarding or lodging houses or construction of new rooming or boarding houses subject to the policies of subsection 3.2.3.5. Rooming, Boarding and Lodging Houses, of this Plan;
 - b) infill development and residential development of vacant land or under-utilized land in existing residential neighbourhoods; and,
 - c) the replacement of existing residential uses with compatible new residential developments at a higher density or;

- d) Outside *Employment Areas*, the redevelopment of employment lands with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:
 - i) a similar account of commercial and/or employment floor area is provided in the new *development* that was previously on the site; or
 - ii) through a Site Plan application and prior to the lifting of a holding by-law a technical study is completed demonstrating to the satisfaction of the *Town* and the *Region* that space to accommodate a similar number of jobs as existing shall be provided as part of the proposed development or made available prior to the commencement of, or concurrent with, the proposed *development*.

2.7.3.14 Infill development and redevelopment of sites and buildings through intensification, will be considered based on conformity with all of the following criteria:

- a) the proposed development meets locational criteria in the Official Plan;
- b) the existing hard infrastructure, including wastewater and water services, can support additional development;
- c) the required parking can be accommodated;
- d) the local road network can accommodate any additional traffic;
- e) compliance with the zoning by-law;
- f) compatibility with the existing development standards and physical character of the adjacent properties and the surrounding neighbourhood; and
- g) recognition of the flood susceptibility in the urban core.

2.7.3.15 Priority shall be given to applications for residential plans of subdivision and other developments which:

- a) assist in the completion of the existing pattern of development in a neighbourhood in order to limit servicing costs and maximize the use of existing community services and land resources;
- b) represent redevelopment or infill developments; and/or,
- c) result in the relocation of existing incompatible uses.

2.7.3.16 Residential Intensification in accordance with the policies of subsections 2.7.3.13 through to 2.7.3.16 of this Plan shall only apply in the Urban and Hamlet Area designations.

2.7.3.17 ADDITIONAL RESIDENTIAL UNITS

To increase the supply of ground-related and rental housing, allow flexibility for multi-generational living, increase opportunities for *affordable housing* and provide gentle intensification, *additional residential units (ARUs)* shall be permitted within the *Urban Area* subject to conformity with the following:

- a) an *ARU* shall not be located on lands identified as *hazard lands* or as being within the *regulatory flood plain*, unless where specifically permitted by the *Conservation Authority*;
- b) An *ARU* will be compatible with neighbouring properties and the surrounding neighbourhood by taking into consideration scale and built form;
- c) An *ARU* must be connected to adequate municipal water and sewage services;
- d) An *ARU* must have no adverse effect on stormwater management systems;
- e) An *ARU* must have no adverse effect on site drainage as demonstrated through a grading plan;
- f) Safe access to an *ARU* must be ensured by meeting fire and emergency service requirements;
- g) Severance of an *ARU* from the lot shall not be permitted; and
- h) An *ARU* shall be registered with the *Town* in accordance with the provisions of the *Municipal Act*.

2.7.3.18 *Additional residential units (ARUs)* shall not be subject to the density provisions of this Plan. However, the potential for *ARUs* shall be accounted for in the planning of new communities including infrastructure and community services capacity. *ARUs* shall be encouraged to be created through the subdivision and construction process.

CONSERVATION AND REHABILITATION

2.7.3.19 Council shall support the conservation, rehabilitation and renewal of housing in existing developed areas through such means as:

- a) the regular maintenance and/or improvement of the existing hard infrastructure;
- b) the regular maintenance and/or improvement of existing community and recreational facilities;
- c) the use of federal and provincial programs to fund improvements to existing communities; and,
- d) the enforcement of the Property Standards By-law.

2.8 URBAN DESIGN

Through its urban design strategy, the Town of Milton hopes to achieve high standards in the physical design of the built and natural environment in the urban areas of Milton. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting needs, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, planning districts, and to the community in its entirety. The hope is that when people live, work and visit in Milton, they will have a tangible sense and impression that Milton is a well planned and well designed community.

2.8.1 GOAL

To ensure that any development proposal from the individual site level, to the community level, is designed to achieve a high standard and to contribute positively in both form and function to the built and managed environment of Milton.

2.8.2 OBJECTIVES

- 2.8.2.1** To practice sustainable development by adhering to urban design principles and standards, which respect the natural bioregion, reinforce natural processes, and conserve natural resources.
- 2.8.2.2** To achieve a consistently high standard of design in the *built environment* that is complementary to and *compatible* with existing *development* and the *Town's* natural and cultural heritage in all areas including site, building and landscape design.
- 2.8.2.3** To develop an active and attractive network of urban spaces by ensuring mutually supportive relationships between those open spaces and the built forms which enclose them.
- 2.8.2.4** To improve the character of the urban streets by means of a comprehensively designed street environment that provides increased amenities for its users.
- 2.8.2.5** To maximize the year round use, enjoyment and convenience of streets and urban open spaces for pedestrians and cyclists by minimizing the adverse microclimate effects of new development, and by improving the microclimate of existing streets and urban open spaces.

- 2.8.2.6** To achieve barrier-free access to public and publicly-accessible places for all residents by considering the full range of human abilities and impairments in the design of the built environment.
- 2.8.2.7** To enhance the enjoyment of the built environment by promoting art in publicly accessible places.
- 2.8.2.8** To achieve maximum user comfort through the design of exterior spaces, furniture, stairs, openings, walls, lighting and surfaces which support human activities and accommodate the range of human abilities.
- 2.8.2.9** To consistently apply human scale design principles in urban design, such that buildings, spaces, and facilities accommodate various human dimensions, mobility and strength.
- 2.8.2.10** To create a physical environment which permits humans to perceive and comprehend the relative size and location of buildings and their parts, and the spaces between buildings, in order to enhance opportunities to appreciate the built environment.
- 2.8.2.11** To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.
- 2.8.2.12** To achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms.
- 2.8.2.13** To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building.
- 2.8.2.14** To maximize the richness and visual delight of the existing building architecture, specifically within the Central Business District, through attention to massing, proportion, facade articulation, architectural detail, materials, and their successful integration.
- 2.8.2.15** To achieve an integration of art and landscaped outdoor spaces with their associated built form through a co-ordinated effort from the earliest stages of the design process.
- 2.8.2.16** To identify and encourage the maintenance and enhancement of "gateway" entrances, both from a vehicular and pedestrian point of view, into the Urban Area.

- 2.8.2.17** To participate with the *Region* in the preparation of Healthy Communities Guidelines and require that all proponents have regard for such guidelines.
- 2.8.2.18** To encourage all new *development* by a *public agency* to adhere to the minimum requirements for green building as set out by the Green Energy Act, 2009 .
- 2.8.2.19** To ensure high quality design is employed in all public facilities and parks and open spaces, which will contribute to an improved urban *environment* and support opportunities for transit and *active transportation*.
- 2.8.2.20** To encourage the integration of minimum green building standards for all new *development* to mirror the public standard set by the Green Energy Act, 2009.
- 2.8.2.21** To ensure the safety and security of public and publicly accessible places.
- 2.8.2.22** To ensure that all new urban *development* considers in its design, the provision of safe and accessible *active transportation* facilities and access to public transit services, or stops where they are likely to be located, within a walking distance of 400 m.
- 2.8.2.23** To encourage innovation in urban design which contributes to affordability and energy and natural resource conservation.

2.8.3 STRATEGIC POLICIES

DESIGN GUIDELINES

- 2.8.3.1** The Town shall encourage the preparation of urban design and site planning guidelines and *transit-supportive* design criteria which shall be applied to all development proposals within the Established Urban and HUSP *Urban Areas*; and all development proposals shall have regard to the Urban Design Objectives of this Plan as outlined in Section 2.8.2. In Secondary Plan Areas, design guidelines will be an integral component of the Secondary Plan.
- 2.8.3.2** An Urban Design Brief of a proposed development shall be undertaken by the proponent of a development project when that development is proposed within the Central Business District or is defined as medium or high density development such as those envisioned for the Secondary Mixed Use Node Areas. The Urban Design Concept shall establish the contextual relationship of the proposed development to adjacent buildings, streets and areas.
- 2.8.3.3** The following urban design factors shall be used to determine the acceptability of development proposals:

- a) The extent to which the proposal attains the pertinent Urban Design objectives and policies of this Plan; and,
- b) The extent to which the proposal fits within any Council-approved Urban Design guidelines which are applicable to a development site, its local area, and/or its neighbourhood or district.

2.8.3.4 The design of furniture, stairs, walls, benches, and access ways in exterior spaces which accommodate the range of dimensions and requirements of the human body in a comfortable manner shall be encouraged.

2.8.3.5 Ease of human understanding of buildings and spaces shall be promoted through design measures such as:

- a) the placement of continuous horizontal projections from the building facade within the first few storeys adjacent to street level;
- b) the visible exterior expression of building components such as floors, columns, and windows and the avoidance of continuous reflective curtain walls; and,
- c) the use of plant materials to enclose streets and other open spaces so that scale may be more easily understood.

2.8.3.6 The development of urban design guidelines by the proponent shall ensure that proposed high density residential, mixed use or commercial centres:

- a) is compatible in architectural form with abutting neighbourhoods;
- b) forms a cohesive and unified cluster of buildings which are architecturally compatible with each other;
- c) provides links with the pedestrian, cycle, transit and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and,
- d) maintains and enhances remaining elements of valued historic development patterns in the layout of new development.

2.8.3.7 The design of extensive areas of redevelopment where little remains within the existing development pattern which is valued, or where an alteration is desired to meet other planning objectives will be encouraged in order to achieve the following:

- a) provides buildings and open spaces which support a range of uses and densities within a legible district;
- b) defines the perimeter of such a district by a distinct edge which may be formed by arterial streets, the Greenway System, Linear Commercial areas or other linear elements;
- c) contains activity centres or nodes which are designed to serve the area with a mix of uses within convenient distance for employees and/or residents, and which may be identified by one or more landmarks;
- d) provides links to adjacent areas by means of collector streets which provide collection and distribution of vehicles, pedestrians, goods and services to enclaves within the district; and,
- e) maintains and enhances remaining portions of valued historic development patterns in the layout of new development.

2.8.3.8 New development located within an established district or *Mature Neighbourhood Area* will be designed as an integral part of the area's existing larger pattern of built form and open spaces, reinforcing and complementing viable existing patterns by complementing the existing range of building mass, height, proportion, enclosed volume and position relative to street and site.

2.8.3.9 A transition between high and low profile buildings will be encouraged through the application of such urban design measures as incremental changes in height, substantial space separation of a planting buffer, or through the use of an existing topographical break or waterway.

2.8.3.10 The preservation of the existing pattern of setbacks in the Established *Urban Area* shall be supported so that new buildings, additions and alterations to existing buildings do not substantially alter the existing *character* of the neighbourhood or district.

2.8.3.11 New developments within the Central Business District will be required to support the creation of continuous building facades along streets frequented by pedestrians. These building facades may be interrupted at strategic locations with pocket parks, plazas or other open spaces which provide a supportive function to the street activity.

2.8.3.12 The street facades of publicly accessible buildings shall be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.

- 2.8.3.13** Except in the industrial designations building functions which do not directly serve the public, such as loading bays, and blank walls, should not be placed directly along the street.
- 2.8.3.14** Such functions as community facilities, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.
- 2.8.3.15** The provision of signage which clearly indicates street address and/or building, business or tenant name, and which integrates with, rather than dominates the facade design, shall be encouraged.
- 2.8.3.16** A degree of protection from rain, snow and wind will be provided for pedestrians within districts and areas frequented by pedestrians, through the use of design measures such as awnings, canopies, colonnades, or recessed ground floor facades along the pedestrian routes.
- 2.8.3.17** The provision of landscaped roof terraces for increased building amenity, particularly when located at lower floor levels to increase street animation, will be encouraged.
- 2.8.3.18** Building design in which facades are articulated to express such design elements as floor and ceiling levels, window heights, structural column spacing, and/or internal divisions, all of which can define scale and provide interest within the larger visual composition as seen from streets and open spaces, will be encouraged.
- 2.8.3.19** *Tall Building* tower design and siting should maximize sunlight penetration and views between buildings, including views of the sky, and minimize shadows cast on private rear yards, the public realm, school yards and parks. *Tower* separation and orientation, as well as floorplate size control, should have regard to the Town's *Tall Building* Design Guidelines.

GATEWAYS

- 2.8.3.19** The strategic treatment of landscaping features, signage, the configuration of streets and massing of new development to enhance gateways into the Urban Area, and to maximize desired views, and focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms shall be supported.
- 2.8.3.20** Where appropriate, the reduction of road surfaces through narrowing or complete closure to provide view termination, to provide shared or dedicated

space for pedestrians and cyclists at prominent gateways, landscaping and parking adjacent to community facilities shall be supported.

2.8.3.21 Street fixtures such as traffic lights, traffic signs, lighting fixtures, fire hydrants, parking meters and cycle parking facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour and texture to avoid clutter and to facilitate readability.

2.8.3.22 The provision of boulevard and median strips on roads at strategic gateway areas, and along routes of four lanes or more shall be supported, for both urban design and safety reasons.

ROADS DESIGN

2.8.3.23 The provision of pedestrian islands mid-way across the road to accommodate pedestrians who may be unable to cross within the timing of the lights and at intersections where pedestrian crosswalks require the crossing of more than four lanes of moving traffic, shall be encouraged.

2.8.3.24 The use of traffic calming techniques to provide a safer environment for pedestrian activities and to maintain vehicles within designated speeds and patterns of movement will be supported.

2.8.3.25 The following design guidelines shall be promoted during the design of local, collector and arterial roads:

- a) the buffering of noise sensitive properties, where appropriate, by such means as placement of walls, fences and/or vegetation planting within a space separation along the right-of-way;
- b) the placement of street trees at frequent intervals within a substantial landscaped boulevard which separates the travelled roadway from the pedestrian sidewalk, and within any median;
- c) the provision of boulevard space to separate sidewalks from the curb in preference to the provision of medians where both are not possible due to the limited widths of certain street rights-of-way;
- d) the provision of median strips with substantial shrub and tree planting to divide lanes of opposing traffic where the road is four lanes or more in width;

- e) the provision of suitable illumination by locating lighting fixtures appropriate to the needs of vehicles, cycles and pedestrians at sufficient intervals; and,
- f) the provision of adequate weather protection, seating, visibility and illumination at transit stops along the road right-of-way, throughout the full range of daily and seasonal conditions.

2.8.3.26 The following design guidelines shall be promoted during the design of Local Roads:

- a) the separation of vehicles and pedestrians along the right-of-way, and the allocation of priority space to pedestrians;
- b) the maintenance of a minimum clear width of walkway for pedestrians along the right-of-way by establishing requirements applicable to the context of particular districts or neighbourhoods;
- c) the utilization of "traffic calming" mechanisms where appropriate to maintain pedestrian priority, play opportunities, open space and plant growth along the right-of-way;
- d) the expression of the function of the local street network through the distinctive design treatment of surfaces, lighting, vegetation and street furniture in key areas, which is compatible with the architectural character of the district;
- e) the provision of areas for snow storage in proximity to the local street to facilitate maintenance of a clear and unobstructed surface; and,
- f) the provision of vehicle loading, service and deliveries from local streets to individual properties with minimal disruption to the design of buildings and pedestrian paths.

PARKING

- 2.8.3.27** The partial screening of surface parking lots through the use of low fences, walls, and landscape elements, and through the location of lots away from street view while still permitting views for orientation and safety, although consideration should also be given to the design of off-street parking spaces for goods and courier vehicles, shall be supported.
- 2.8.3.28** A reduction in the scale of large surface parking lots shall be encouraged through their sub-division into smaller areas by means such as landscaping, fencing and walls.
- 2.8.3.29** The design of streetscaping elements to support on-street parking along commercial frontages shall be encouraged, in order to increase animation, reduce vehicle speeds, and to serve as a protective buffer between pedestrians and moving vehicles.
- 2.8.3.30** On arterial, collector and local roads, parking structures shall be designed so that the street frontage will accommodate street oriented activities such as shops, offices or residential dwellings.

MICROCLIMATE

- 2.8.3.31** The avoidance of undesirable wind conditions which may be associated with medium and high density development shall be promoted through the use of building design and subdivision design which reduces or mitigates undesirable wind impacts on streets, open spaces and other pedestrian activity areas.
- 2.8.3.32** Wind testing of medium and high density development proposals, specifically within the CBD area, to evaluate the wind impact of these proposals, and to determine the appropriate design measures to reduce or mitigate any undesirable wind conditions, will be required.
- 2.8.3.33** The provision of various types of shelter at intervals in areas of intense activity, such as commercial shopping streets, neighbourhood cores, major intersections, and along major cycle and pedestrian routes, shall be encouraged.
- 2.8.3.34** The provision of sheltered entranceways for pedestrians and cyclists at major entrances to public buildings, transit stations, recreational facilities, and large commercial complexes shall be encouraged.
- 2.8.3.35** The provision of weather-protected paths at grade between public sidewalks and major developments shall be encouraged.

- 2.8.3.36** Pedestrian paths and crosswalks shall be designed to ensure all are clearly visible through winter snow or slush (through the use of colour or distinctive design patterns on surfaces).
- 2.8.3.37** Adequate drainage of all pedestrian and cycle routes, sidewalks and crosswalks and adjacent roadways shall be promoted to prevent an accumulation of rain or slush, and to prevent splashing of pedestrians and cyclists by vehicles.
- 2.8.3.38** Design of buildings and landscaping which mitigates the adverse affects of precipitation shall be encouraged.

VIEWS

- 2.8.3.39** The preservation of important views from strategically located viewpoints, and the preservation of significant sequences of views of particularly important landmarks and features shall be encouraged to the extent possible.
- 2.8.3.40** "Landmark" views of unique features, particularly the Central Business District streetscape and the Niagara Escarpment, shall be enhanced to the extent possible.

BARRIER FREE ACCESS

- 2.8.3.41** Continuous barrier-free access to public buildings and facilities, along pedestrian routes, and between transportation connection nodes, using barrier-free features such as level surfaces, ramps with a maximum one-in-twelve (1:12) slope, elevators automatic doors, curbs, railings, and rest areas, all of which should be navigable by persons using walking aids or wheelchairs, or pushing cycles, shall be promoted.
- 2.8.3.42** In both existing and proposed developments, barrier-free access routes shall be encouraged to locate along the mainstream of pedestrian routes such as sidewalks, main entrances to buildings and interior corridors, to preclude the perception of segregation.
- 2.8.3.43** The travelled portion of pedestrian routes shall be kept free from obstructions such as street furniture, sandwich boards, and fixtures, or projections of furniture, fixtures, and buildings.
- 2.8.3.44** Barrier-free features shall be well-integrated within the functional and aesthetic design composition.

PUBLIC ART

- 2.8.3.45** The creation of public art in a broad range of media, themes and formats will be encouraged, with particular emphasis on works which:
- a) stimulate play, creativity and imagination by engaging the observer physically or intellectually, (e.g., fountains, sculptures that can be manipulated, sat on or crawled into, thematic references to myth, history or science);
 - b) foster civic identity by reflecting and/or interpreting the local history, traditions, culture and values of citizens;
 - c) promote social interaction through the location of adjacent amenities for stopping, sitting and leaning, thus providing a "conversation piece" and a setting for conversation;
 - d) provide opportunities for solitude and contemplation; and,
 - e) provide readable clues about changing microclimate conditions (e.g. sundials, kinetic artworks which respond to wind and rain, and artworks designed to accommodate snow and ice).
- 2.8.3.46** The placement of a broad range of artworks in publicly accessible and visible locations such as parks, streets, plazas, and on buildings shall be promoted.
- 2.8.3.47** The integration of the art component in the early stages of the project planning process, in consultation with the community, shall be supported.
- 2.8.3.48** The consideration of public art as an integral part of the design and cost of new public and publicly accessible structures (e.g., buildings, open spaces, plazas, bridges, noise barriers, and utility installations) which will be visible from public urban spaces shall be considered.
- 2.8.3.49** A provision for art of 1 percent of the cost of proposed major development shall be encouraged.

LANDSCAPE DESIGN

- 2.8.3.50** The Town shall ensure that as many trees and other vegetation as possible are retained on sites subject to development by requiring the submission of a tree inventory and saving plan for all applications, with priority being given to trees

and other vegetation most suited to adoption to post-construction conditions, through the following criteria:

- a) by ensuring that as much existing naturalized space on a site subject to development is retained as possible, and where retained is permitted to regenerate according to the processes of natural succession of the native plant community, with minimal intervention;
- b) where retention of significant treed areas, individual trees or naturalized areas has been determined by the Town not to be feasible, in accordance with its policies and guidelines, the loss of such features shall be offset by requiring their replacement with an appropriate quantity and quality of vegetation on the site or elsewhere in the Town;
- c) by establishing specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation in appropriate numbers, sizes, shape, texture and colour to achieve objectives such as to:
 - i) maintain and enhance the character of existing neighbourhoods and settlement areas and other areas of the Town;
 - ii) allow the creation of a unique, human scale character for new neighbourhoods;
 - iii) create a human scale within areas of higher density development such as the Central Business District and Secondary Nodes or within large open spaces;
 - iv) provide features such as the definition of public open spaces, accent or screening of adjacent building forms, framing of views or focal points, reinforcing of location, direction of pedestrian movement and demarcation of areas with different functions; and,
 - v) provide the maximum protection feasible to trees and other vegetation from snow removal operations such as ploughing and de-icing.
- d) by establishing specific landscaping requirements in site plans for private development and for public projects which ensure the provision of trees and other vegetation which:
 - i) maintain a predominance of native plant species;

- ii) are tolerant of disease, drought and pollutants;
- iii) suitable for the site with respect to soil and drainage conditions, similarity to other plants, relative shade tolerance and overall hardiness;
- iv) provide seasonal variation in form, colour and texture;
- v) generally requires low maintenance and features and materials which enhance ecological stability;
- vi) reflect the following aesthetic criteria: suitable mature dimensions, branching habits, shade pattern, colour and texture of foliage and bark;
- vii) reflect the following functional criteria: density of shade, density of visual screening in all seasons, sound attenuation qualities, and ability to buffer wind, control snow deposition and stabilize slopes; and,
- viii) limit mown turf grass lawn to areas of high pedestrian traffic, active recreation and landscape ornament in order to maximize areas inhabited by diverse, low maintenance meadow plant communities.

2.8.3.51 The Town shall encourage landscape design that supports the maintenance of naturalized space, replacement of lost vegetation, use of native species, and enhancement of ecological stability.

2.9 SAFE COMMUNITY DESIGN

The purpose of providing Safe Community Design policies within the Official Plan is to ensure that, through the process of comprehensive planning, local government can preserve, protect and improve the public health, safety, comfort, good order, appearance, convenience, law enforcement and fire prevention, and general welfare of the residents.

2.9.1 GOAL

To achieve, through the timely review of development applications, safe community design that heightens the level of public safety and awareness.

2.9.2 OBJECTIVES

2.9.2.1 To achieve a level of use and occupancy of public and publicly accessible spaces that will deter crimes against persons or property, or permit timely intervention should such crimes be initiated.

2.9.2.2 To encourage the design of urban open spaces and streetscapes which eliminate potentially hazardous conditions or objects.

2.9.2.3 To ensure sufficient surveillance, visibility and lighting levels in public and publicly accessible spaces.

2.9.2.4 To discourage the intrusion of offenders into publicly accessible spaces by channelling traffic through the design of physical barriers (visually permeable fences, walls, changes in elevation), or by creating psychological barriers which symbolize community ownership and indicate ongoing monitoring of the space.

2.9.2.5 To ensure the ability to hear and be heard in public and publicly accessible spaces in case of emergency or distress.

2.9.2.6 To remove the environmental support for crimes by designing the relationships between buildings and outdoor spaces in a manner which does not facilitate concealment, entrapment or victimization.

2.9.2.7 To implement Crime Prevention through Environmental Design (CPTED) Guidelines through the site plan approval process.

2.9.3 STRATEGIC POLICIES

- 2.9.3.1** Landscape design and materials that achieve a balance of function, aesthetics and safety in urban open spaces and streetscapes, such as special surface treatments, paving and asphalt which discourage, among other things, graffiti, will be encouraged.
- 2.9.3.2** Design that ensures continuous occupancy of public spaces throughout the daily, weekly and seasonal cycles by encouraging the proximity of spaces, activities and institutions which provide public presence at various times, such as community rooms and retail shops adjacent to apartment lobbies, will be encouraged.
- 2.9.3.3** The sharing of facilities such as parking, outdoor and indoor walkway systems, elevators and lobbies, to increase use and public presence in these areas, will be encouraged.
- 2.9.3.4** Design that promotes the placement of public and publicly accessible spaces such as parking facilities, outdoor and indoor walkway systems, elevators and lobbies, in remote or isolated locations, shall be discouraged.
- 2.9.3.5** The provision of a range of essential community facilities, such as grocery stores, day care centres and recreational services, within each neighbourhood to foster security, familiarity and a sense of community ownership of common areas among local residents, shall be encouraged.
- 2.9.3.6** All development applications in the Urban Area will be reviewed in order to promote a sense of community ownership for public and publicly accessible spaces, including open spaces and parking areas, by encouraging design which maximizes use, control and surveillance by the occupants of adjacent buildings, as well as frequency of use by the public.
- 2.9.3.7** All publicly accessible spaces are to be located near public roads, transit stops or other active spaces to facilitate public surveillance.
- 2.9.3.8** Landscape elements are to be carefully selected and sited in order to maintain views of lobbies, windows, parking facilities and pathways, or any other views necessary for surveillance and safety.
- 2.9.3.9** The siting of long passages or outdoor walks which cannot be monitored will be discouraged. Where such paths are unavoidable, measures will be introduced to increase their safety.

- 2.9.3.10** The provision of views into, out of and through publicly accessible interior spaces shall be encouraged. Views between floors, such as is achieved through transparent stairwells or open atria, are also desirable. Corridors should be broad and open and as free as possible from abrupt angles, jogs and recesses. Lobbies should be free of niches or alcoves which could facilitate concealment or entrapment.
- 2.9.3.11** Design which promotes the use of transparent materials such as glass, glass block and transparent plastics for walls and doors of such spaces as hallways, lobbies, laundry facilities, elevators and stairways to facilitate surveillance of publicly-accessible indoor and outdoor spaces, will be encouraged.
- 2.9.3.12** Adequate lighting levels in non-isolated areas where visibility is poor or potential offenders may be concealed, such as recesses in buildings, pedestrian and cycle routes, parking areas, grounds of publicly-accessible buildings, and building lobbies will be provided.
- 2.9.3.13** The design of public and publicly-accessible spaces which permits the users to be within the range of hearing of people in the building, or in nearby buildings or outdoor spaces, to permit timely perception and intervention in case of emergency or distress, shall be supported.
- 2.9.3.14** Design which provides for a secure environment and encourages the use of building materials which permit sound to be easily transmitted from one space to another, and between parts of a space, where this characteristic is required to ensure public safety and security, will be promoted.
- 2.9.3.15** Design which promotes a sufficient number of clearly identified exits from public and publicly-accessible spaces in order to preclude entrapment or the perception of entrapment, will be encouraged.
- 2.9.3.16** Both public and private signage will be designed and installed in a manner which enhances both the safety and security aspects of the relative space.
- 2.9.3.17** Parks, school yards and the placement of future portable classrooms will be designed and planned in order to ensure maximum visibility from the adjacent streets and neighbourhood.
- 2.9.3.18** Pedestrian and Bicycle Systems Master Plans shall avoid visual impermeable barriers such as pedestrian tunnels and underpasses, and sharp "blind" corners in the landscape which do not permit full and complete surveillance.
- 2.9.3.19** Stormwater management ponds shall not be located on or immediately adjacent to school sites in order to ensure student safety.

- 2.9.3.20** Vehicular and pedestrian traffic patterns shall be designed to maximize natural surveillance of arrivals and departures.
- 2.9.3.21** The provision for the adequate distribution of public telephones where warranted by safety concerns shall be supported.
- 2.9.3.22** The safe location of automated bank teller machines shall be encouraged.

2.10 CULTURAL HERITAGE

Through its *cultural* heritage resource management strategy, the Town of Milton, in concert with individual property owners, hopes to achieve an awareness of its history among its residents and visitors, and through the conservation of *cultural* heritage resources to provide a sense of place and community. The *cultural* heritage resource management strategy is envisaged as a partnership between the Town, public agencies, private property owners and members of the community. Together, a *cultural* heritage resource management strategy can be achieved that protects individual property rights while at the same time achieves a broader public interest in providing an understanding of the Town's history in a physical tangible way that only in-situ *cultural* heritage resources can provide. The Town shall implement appropriate procedures for informing and consulting with First Nations and Métis communities on development proposals that may affect defined *cultural heritage* and *archaeological resources*.

2.10.1 GOAL

To provide for:

- a) the conservation of the Town's *cultural* heritage resources by identifying, recognizing, preserving, protecting, improving and managing those resources, including the potential of their adaptive reuse;
- b) the integration of the conservation of *cultural* heritage resources into the Town's general planning approach; and,
- c) the promotion of an understanding and appreciation of the *cultural* heritage resources of the Town to both residents and visitors.

2.10.2 OBJECTIVES

- 2.10.2.1** To continue the identification, management and protection of *cultural* heritage resources and other heritage matters which affect the Town.
- 2.10.2.2** To continue to develop a comprehensive inventory of the Town's *cultural heritage resources* and to update the Heritage List, as appropriate.
- 2.10.2.3** To continue to recognize individual heritage buildings, structures, sites, natural features and landscapes by designating them as heritage properties under Part IV of the Ontario Heritage Act.

- 2.10.2.4** To recognize groups of buildings or areas of the Town as heritage areas by designating them as Heritage Conservation Districts under Part V of the Ontario Heritage Act.
- 2.10.2.5** To recognize areas of the *Town* as *Character Areas*, whose unique, identifiable *character* contributes to a sense of place and local identity where *compatible* development, respectful of the *character* of the area, is anticipated.
- 2.10.2.6** To promote the development of private and public financial resources for the preservation and rehabilitation of *cultural* heritage resources.
- 2.10.2.7** To promote the conservation of archaeological resources on lands destined for development or site alteration by requiring their identification, documentation and removal, if necessary.

2.10.3 STRATEGIC POLICIES

HERITAGE MILTON (Formerly Known as LACAC)

- 2.10.3.1** The *Town* shall continue to maintain a citizens heritage advisory committee known as Heritage Milton, to advise and assist *Town* Council on all cultural heritage matters which affect the *Town*. In particular, Heritage Milton shall:
- a) advise Council with respect to the designation of individual heritage properties or specific areas under the Ontario Heritage Act;
 - b) comment on all applications for development approval and for demolition permits affecting *cultural* heritage resources;
 - c) assist Council on matters relating to the conservation of buildings and heritage conservation districts, as well as the promotion of heritage conservation; and,
 - d) advise property owners/ occupants with respect to appropriate conservation/maintenance practices, and to the extent practical, assist in facilitating heritage conservation work.

HERITAGE REGISTER

- 2.10.3.2** The Town of Milton shall keep a register of properties that are of cultural heritage value or interest. This shall include properties that are designated under Part IV of the Ontario Heritage Act and properties that are included on the Council approved Heritage List. In addition the register shall also include all

heritage conservation districts as designated under the provisions of Part V of the Ontario Heritage Act.

The register shall include the following information:

- a) For properties designated under the provisions of Part IV of the Ontario Heritage Act:
 - i) A legal description of the property;
 - ii) The name and address of the owner; and
 - iii) A statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property.
- b) For properties included on the Heritage List:
 - i) A description of the property that is sufficient to readily ascertain the property.
- c) For Heritage Conservation Districts designated under Part V of the Ontario Heritage Act:
 - i) A map or description of the area of each Heritage Conservation District.

HERITAGE LIST

2.10.3.3 The Town of Milton shall, in consultation with Heritage Milton and other interested groups or individuals and public agencies, maintain and update, as necessary, a list of properties that contain one or more buildings structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history. This is to be known as the Heritage List.

2.10.3.4 If a resource is not on the *Town's* Heritage List, it does not necessarily mean that the property and/or resource is not of cultural heritage interest.

2.10.3.5 During the processing of *development* applications, resources of potential cultural heritage interest will be identified, evaluated and following approval by Council, will be added to the *Town's* Heritage List as appropriate.

DESIGNATION OF INDIVIDUAL PROPERTIES

2.10.3.6 The Town of Milton, in consultation with Heritage Milton and individual property owners, will seek to recognize significant *cultural heritage resources* through appropriate forms of commemoration (i.e. plaques, signage), through

the provision of information (i.e. pamphlets, publications, walking tours, etc. as resources permit).

2.10.3.7 In order to promote the preservation of *cultural heritage resources*, the *Town* may designate significant heritage properties and districts by by-law (pursuant to Sections IV and V of the *Ontario Heritage Act*), following consultation with Heritage Milton.

2.10.3.8 The *Town* will evaluate an individual *cultural heritage resource* to determine whether it is considered significant and worthy of designation based on compliance with one or more of the following criteria:

a) Design / physical value

- i) It is a rare, unique, representative or early example of a style, type, expression, material, engineering or construction method;
- ii) It displays a high degree of craftsmanship or artistic merit; or
- iii) Elements of the property demonstrate a high degree of technical or scientific achievement.

b) Historical value

- i) It has direct associations with a theme, event, movement, belief, person, activity, organization or institution that is significant to a community;
- ii) It yields, or has potential to yield, information that contributes to an understanding of a community or culture; or
- iii) It demonstrates or reflects the work or ideas of an architect, artist, builder, designer, landscape architect or theorist which is significant to the community.

c) Contextual value

- i) It is important in defining, maintaining or supporting the *character* of an area;
- ii) It is physically, functionally, visually or historically linked to its surroundings; or
- iii) It is a landmark.

DESIGNATION OF HERITAGE CONSERVATION DISTRICTS

2.10.3.9 In order to protect its *cultural heritage resources*, the *Town* may designate areas of Milton as Heritage Conservation Districts, pursuant to the provisions of Part V of the *Ontario Heritage Act*. Heritage Conservation Districts may comprise of a block, a streetscape, an intersection, or any other contiguous area, which Council considers to be significant to the community.

- 2.10.3.10** Council may undertake Heritage Conservation District Studies to examine the *character* of an area and to assist in the delineation of a boundary of a proposed Heritage Conservation District.
- 2.10.3.11** The Heritage Conservation District may include buildings of no present architectural or heritage interest but which contribute towards the *character* or appearance of the District.
- 2.10.3.12** Council may prepare and adopt a Heritage Conservation District Plan containing policies, guidelines and relevant information which will enhance the historical *character* and appearance of the area and provide a framework for repairs, renovation, alternations and new development.
- 2.10.3.13** In planning and designing public works and landscaping in areas designated as a Heritage Conservation District, Council shall have regard for the conservation and enhancement of existing roads and streetscapes, and the impact of such improvements on historical, architectural, scenic or *archaeological resources*.
- 2.10.3.14** Where the Town, having satisfied the provisions of subsection 2.10.3.8, deems it appropriate to designate a Heritage Conservation District, a by-law shall be passed under the Ontario Heritage Act which shall identify the extent of the area, contain procedures to control the alteration and demolition of existing buildings, as well as the construction of new buildings, based on the criteria in the Heritage Conservation District Plan, and outline appeal processes.
- 2.10.3.15** The Town may identify designated *cultural* heritage features and areas by establishing plaques on or adjacent to such features or areas.
- 2.10.3.16** The Town may present plaques and certificates to building owners and persons representing contributions to the restoration and conservation of the Town's *cultural* heritage resources by means of a biannual conservation awards program.
- 2.10.3.17** The Town shall encourage the Region of Halton to prepare an Archaeological Management Plan to inventory, classify and map important archaeological resources in Halton and to provide direction with respect to their assessment and preservation.

PROTECTION OF CULTURAL HERITAGE RESOURCES

- 2.10.3.18** The Town shall conserve significant *cultural heritage resources* and shall protect *cultural* heritage resources designated under Parts IV and V of the Ontario Heritage Act by:

- a) requiring that any person who proposes to demolish or alter a designated heritage property submit a Heritage Impact Assessment, plans, and any other information as is deemed necessary to the Town for approval under the Ontario Heritage Act; and,
- b) requiring that, prior to the Town's approval of any alteration, partial demolition, removal or change in use, the applicant prepare a Heritage Impact Assessment, where deemed necessary by the Town, that shall demonstrate to the satisfaction of the Town, in consultation with Heritage Milton, that the proposal will not adversely impact the heritage significance of the property or a Heritage Conservation District in which it is located.

2.10.3.19 The Town will generally seek to prevent the demolition of a building or structure by passing a Notice of Intention to designate under the provisions of Part IV of the Ontario Heritage Act if the property in question is considered to be of heritage significance.

2.10.3.20 Notwithstanding the provisions of subsection 2.10.3.18 and 2.10.3.19, the Town shall not restrict:

- a) the rights of the owner to make alterations to any building or structure designated under the Ontario Heritage Act, provided that such alterations do not affect the reasons for the designation and provided that such alterations are in keeping with the policies of this Plan and meet the requirements of the Zoning By-law and all other applicable regulations; and,
- b) the use to which designated buildings and structures are put provided that such use conforms with the policies of this Plan and the regulations of the Zoning By-law.

2.10.3.21 The Town may require the submission of a Heritage Impact Assessment, plans or other information as deemed necessary, if the demolition of any buildings or structures on properties included on the Heritage Register is proposed.

2.10.3.22 Where a demolition permit is granted for a property designated under the Ontario Heritage Act or included on the *Town's* Heritage List of heritage resources, the recording of the property prior to demolition, to a standard acceptable to Heritage Milton shall be a condition of the demolition permit.

2.10.3.23 Consideration shall be given to the effects of public works and development, particularly any extensions or changes to the existing road system, including

expansion of existing pavement widths, or the establishment of new roads, on *cultural* heritage resources and measures required to mitigate such effects, prior to approval of such works and development. Evaluation of the effect of such works or development will include consideration of the "no change" option, as well as significant modifications to the project.

2.10.3.24 All new development permitted by this Plan which involves, or is located in or near, *cultural* heritage resources shall be required to:

- a) study and consider the preservation, relocation and/or adaptive reuse of historic buildings and structures based on both social and economic costs and benefits;
- b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details and, in particular:
 - i) new additional features should generally be no higher than the existing heritage buildings and wherever possible shall be placed to the rear of the building or set back substantially from the principal facade; and,
 - ii) new construction and/or infilling should complement the immediate physical context and streetscape by generally being of the same height, width and orientation of adjacent buildings, being of similar setback, of like materials and colours and using similarly proportioned windows, doors and roof shape.
- c) express the heritage resource in some way, including the display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses and reflecting the former architecture and uses.

SIGNAGE

2.10.3.25 Signs on designated properties and on properties in Heritage Conservation Districts and Heritage Conservation District Study Areas shall be subject to the approval of Council. The *Town* will generally require signs which are *compatible* with a heritage building, structure and/or District and which conform with relevant guidelines for alterations to heritage buildings and areas.

SPECIAL RESOURCES

- 2.10.3.26** Council shall encourage the retention of pioneer cemeteries in their original location and may provide for their designation.
- 2.10.3.27** Council shall discourage the closure and relocation of small cemeteries.
- 2.10.3.28** Council shall encourage the preservation of mature trees and other vegetation of heritage significance. Existing landmark trees and tree and hedge lines shall be an essential consideration in the design of any development; however, the Town shall also take into consideration the relative importance of competing resources. The preservation of trees along streets and roads shall be encouraged by Council, except where removal is necessary because of disease or to ensure public health and safety.

ARCHAEOLOGICAL RESOURCES

- 2.10.3.29** Where there is information available that indicates that an archaeological potential occurs near or exists on a site, the Town shall, prior to any development, require an archaeological assessment by a qualified professional in accordance with provincial requirements and the Regional Archaeological Management Plan to:
- a) assess whether there are any archaeological resources and describe the cultural affiliation where feasible;
 - b) assess the significance of the archaeological resource; and,
 - c) if development is proposed, assess the impact of the proposed development and recommend methods to be used to rescue such resources, or the application of mitigative measures to avoid or lessen any negative impact on the resource or reserve it for open space.

Archaeological resources that are located on a proposed *development* site shall be conserved in accordance with the recommendations of the approved assessment.

- 2.10.3.30** The Town shall not permit any development or site grading prior to the approval of the archaeological assessment by the appropriate approval authority. In accordance with the policies of subsection 2.10.3.29, where the potential for impacts to archaeological resources exists, a licenced archaeological consultant shall undertake an archaeological assessment at the proponent's expense and, if necessary, the removal and documentation of the site. Assessment and

mitigation will be reported upon to the Ministry of Culture and a recommendation for clearance of archaeological resource concerns will be provided when such work has been completed to the satisfaction of the Ministry of Culture.

FUNDING AND ADVOCACY

- 2.10.3.31** The Town may assist in efforts to obtain funding for the conservation and restoration of buildings, for archaeological surveys and for the implementation of Heritage Conservation District programs with the assistance of the Ministry of Culture and other appropriate authorities.
- 2.10.3.32** The Town may provide loans and/or grants to property owners or groups undertaking restoration or rehabilitation of designated or significant *cultural* heritage properties. Other forms of financial assistance will be investigated, developed and utilized wherever appropriate.
- 2.10.3.33** The Town will encourage public awareness and the provision of information concerning *cultural* heritage issues.
- 2.10.3.34** The Town will encourage the consultation and involvement of local residents in *cultural* heritage planning matters.

DESIGNATION OF CHARACTER AREAS

- 2.10.3.35** The *Town* may designate as *Character Areas*, *mature neighbourhood areas*, core areas of villages, cultural landscapes or other areas in both the urban and rural areas, where designation under the *Ontario Heritage Act* may or may not be appropriate.
- 2.10.3.36** The *Town* shall require that *Character Area* Plans be developed for *Character Areas* as identified on Schedule “D”, in accordance with the policies of subsections 5.4.3.11 and 5.4.3.12 of this Plan.
- 2.10.3.37** In the absence of a *Character Area* Plan, the *Town* shall ensure to the degree possible that:
- a) all new *development* is *compatible* with and sympathetic to existing building forms including heights, setbacks, scale, architectural features, and complies with the policies of Section 2.8 of this Plan; and,
 - b) disruption to the natural environment, topography or vegetation will be minimized.

- 2.10.3.38** The *Town* may require agreements as conditions of approval to secure the *Character Area* features deemed appropriate, in accordance with the policies of subsections 5.4.3.11 and 5.4.3.12, of this Plan.
- 2.10.3.39** Proposed *development* in the form of new housing, replacement housing, additions and alterations within *Character Areas* shall be subject to the policies of subsections 3.2.1.8 to 3.2.1.12 inclusive, where applicable, and subsection 5.6.3 of this Plan.
- 2.10.3.40** The *Town* will encourage landowners to protect, maintain and enhance existing *development* in areas designated *Character Areas* and, where appropriate and feasible, to apply for designation of their properties under the *Ontario Heritage Act*.
- 2.10.3.41** The *Town* may prepare design guidelines for specific *Character Areas* to help private and public landowners construct new buildings, additions and renovations to existing buildings that enhance and contribute to the overall *Character* of the area.
- 2.10.3.42** The *Town* will promote and reinforce community recognition of the sense of place in *Character Areas* by incorporating enhanced street signage and lighting features, where feasible.

2.11 COMMUNITY IMPROVEMENT

The Community Improvement Goal, Objectives and Strategic Policies are to provide a framework for a strategic and co-ordinated approach to the planning and implementation of improvements to municipal services and facilities, while making the best and most efficient use of all available resources.

2.11.1 GOAL

To achieve a functional, attractive and well maintained living and working environment for residents and businesses within the Town by promoting the:

- a) ongoing maintenance of established areas;
- b) rehabilitation, redevelopment and/or conservation of areas characterized by deficient buildings, land use conflicts, economic instability or deficient capacity or service life of hard and soft services;
- c) encouragement of private sector participation in community improvement; and,
- d) economic growth and development of the downtown commercial area.

2.11.2 OBJECTIVES

- 2.11.2.1** To encourage the renovation, rehabilitation and, where appropriate, residential intensification of obsolete buildings and inefficient land uses.
- 2.11.2.2** To reduce the conflict between land uses within the community.
- 2.11.2.3** To eliminate deficiencies in municipal services and utilities where it is physically and economically feasible.
- 2.11.2.4** To encourage the rehabilitation, adaptive reuse and maintenance of historical or architecturally significant buildings.
- 2.11.2.5** To encourage and facilitate greater use of public transit within the community.
- 2.11.2.6** To provide information to property owners on various public initiatives which are designed to provide assistance in the improvement of the area or structures.
- 2.11.2.7** To improve the traffic circulation within the community.
- 2.11.2.8** To encourage centralized off-street parking, upgrade and provide municipal parking facilities where feasible.

- 2.11.2.9** To provide a level of open space and recreational facilities which serve the needs of the community.
- 2.11.2.10** To encourage streetscape improvements within co-ordinated standards, particularly within the commercial and industrial areas.
- 2.11.2.11** To mitigate adverse environmental impacts.
- 2.11.2.12** To promote the development and revitalization of the Central Business District (CBD) and improve its identity as a major business and commercial centre for the Town.
- 2.11.2.13** To encourage revitalization of older employment and industrial areas and, where appropriate, encourage the relocation of existing businesses within the Central Business District whose operations are in conflict with existing and planned adjacent land uses to sites within new industrial parks or employment areas.
- 2.11.2.14** To identify *Strategic Growth Areas* as the highest priority of Urban development.
- 2.11.2.15** To promote the *development* and redevelopment of rehabilitated *brownfield* and *greyfield sites*.
- 2.11.2.16** To promote the provision of *assisted, affordable* and *shared housing*.

2.11.3 STRATEGIC POLICIES

AREA SELECTION CRITERIA

- 2.11.3.1** Community Improvement Areas have been and will be identified based on conformity with one or more of the following criteria:
- a) a substantial portion of the building stock is in need of rehabilitation, maintenance or redevelopment;
 - b) improvements are required to the municipal water system, sanitary and/or storm sewer system roads, sidewalks, street lighting facilities or Hydro facilities;
 - c) deficiencies exist in community services such as libraries, community centres and recreational services;

- d) deficiencies exist in parks and open space;
- e) problems exist related to access, traffic circulation, parking or loading facilities;
- f) land use conflicts exist;
- g) areas experiencing changes in density and land use;
- h) areas requiring streetscape improvements to improve the appearance, attractiveness and function;
- i) areas experiencing substantial changes due to the economic instability of existing uses;
- j) unused or underutilized lands and/or buildings exist that could be developed, renovated or converted to another use.

COMMUNITY IMPROVEMENT AREAS

- 2.11.3.2** As outlined on Schedule "D1" of this Plan, the Central Business District Community Improvement Area includes the historic core of Milton as well as the Urban Growth Centre.
- 2.11.3.3** A Community Improvement Area has been identified within the Hamlet of Campbellville as shown on Schedule "C.3.A", to assist in enhancing the central area of the hamlet as a tourist destination.
- 2.11.3.4** The boundaries of the Community Improvement Area have been established by utilizing natural and artificial features such as roads, property lines and rail lines. Where a boundary is shown along a road, it shall be interpreted that the whole of the road allowance shall be included within the area.

COMMUNITY IMPROVEMENT METHODS

- 2.11.3.5** The Town may consider various methods to implement Community Improvement over time. These can include:
 - a) Designating community improvement project areas by by-law and directing the preparation of community improvement plans for the project areas in accordance with the provisions of The Planning Act;
 - b) In determining the annual capital budget, making reference to any information regarding community improvement areas in order to plan and prioritize expenditures;

- c) Giving highest priority to street improvements in community improvement areas as well as to the upgrading of any enhancement of parkland and related community facilities;
- d) Phasing - Community improvements shall be prioritized according to:
 - i) the financial capacity of the *Town* to fund community improvement projects;
 - ii) the availability of senior government programs to subsidize community improvement efforts; and,
 - iii) the timing of related capital expenditures from various municipal departments to ensure community improvements are co-ordinated as much as possible with departmental priorities.
- e) Continuing to utilize all appropriate senior level government programs for the funding of improvements to municipal facilities, lands and services;
- f) Encouraging the rehabilitation of private property by providing residents with information on government subsidies and program.
- g) Continuing the enforcement of the maintenance and standards by-law with respect to residential, commercial and industrial building stock and lands;
- h) Continuing to support and encourage Business Improvement Areas (BIA) in their efforts to maintain strong and viable business areas;
- i) Continuing to co-operate and work with community service clubs for social/recreation facilities;
- j) Continuing to support Heritage Milton and heritage conservation through the Ontario Heritage Act;
- k) Where appropriate, encouraging and supporting infill development;
- l) Acquiring buildings and lands, where feasible, to achieve community improvement objectives; and,
- m) Considering approaches to zoning in community improvement areas which best meet community improvement objectives.

PUBLIC INTEREST OBJECTIVES

Central Business District

2.11.3.6

It is the goal of the *Town* to foster the enhancement and maintenance of a strong and vibrant Central Business District. In this regard, and to guide the preparation and approval of a Community Improvement Plan (CIP) for the Central Business District, it shall be the goal of the CIP to:

- a) maintain a positive business *environment* where innovation is strongly encouraged;
- b) provide for the expansion, improvement and renewal of existing businesses;
- c) provide for the improvement of public spaces to improve the aesthetics of the area;
- d) incorporate a number of sustainable design elements into the *public realm* to enhance the area's attractiveness;
- e) provide the basis for the improvement of the facades of existing buildings;
- f) provide the basis for the acquisition of land for *public use*;
- g) provide for the provision of additional on-street and off-street parking opportunities;
- h) provide for the improvement of public parkland;
- i) establish the means by which buildings and structures can be upgraded to be more energy efficient;
- j) provide funding mechanisms and establish the processes to encourage the *development* of *affordable housing*;
- k) provide funding mechanisms for environmental site assessments and environmental remediation;
- l) establish the means by which loans and grants may be given to landowners to assist with the implementation of the Community Improvement Plan; and,
- m) promote *intensification* and development of *Strategic Growth Areas* as the highest priority of urban *development* and implement programs and

incentives to promote and support intensification.

Campbellville

2.11.3.7

It is the goal of the *Town* to foster the enhancement of the Campbellville central area and to build upon its strengths as a tourist destination. In this regard, and to guide the preparation and approval of a Community Improvement Plan (CIP) for Campbellville, it shall be the goal of the CIP to:

- a) maintain a positive business *environment* where innovation is strongly encouraged;
- b) provide for the expansion, improvement and renewal of existing businesses;
- c) provide for the improvement of Main Street North through the upgrading and/or provision of street lighting, street *trees* and sidewalks;
- d) provide for the management and potential sharing of driveways accessing businesses on Main Street North;
- e) establish the basis for incorporating appropriate gateway features in key locations;
- f) provide for the improvement of public spaces to improve the aesthetics of the area)
- g) provide the basis for the acquisition of land for *public use*;
- h) provide for the provision of additional on-street and off-street parking opportunities;
- i) provide for the improvement of public parkland;
- j) establish the means by which buildings and structures can be upgraded to be more energy efficient;
- k) provide funding mechanisms for environmental site assessments and environmental remediation; and,
- l) establish the means by which loans and grants may be given to landowners to assist with the implementation of the Community Improvement Plan.

2.12 FINANCE

The *development* or redevelopment of lands and *intensification* of land uses collectively referred to in this Section as "new development", both have a direct impact on the *Town's* tax base and its existing taxpayers. Therefore, the evaluation and impact of all new *development* as it relates to the municipal tax base and operating and capital budgets must be completed in a timely manner to the satisfaction of the *Town*.

2.12.1 GOAL

To evaluate and respond to the impact of new development on the *Town's* current and capital budgets.

2.12.2 OBJECTIVES

2.12.2.1 To establish and implement phasing policies as they relate to new development including the design and construction of municipal services.

2.12.2.2 To encourage growth in industrial and commercial assessment in order to maintain a balanced non-residential to residential assessment.

2.12.2.3 To require the preparation of Financial Impact Studies to assess the effect that major land use development proposals and secondary planning exercises may have on the municipal tax base.

2.12.2.4 To control or phase the rate of growth in order to ensure sustainable and cost-effective growth, the logical and orderly progression of development, and a balance between the demand for development and the provision of associated capital facilities and other municipally-funded activities.

2.12.2.5 To ensure that the capital costs of municipal facilities required by new development are generally borne by new development.

2.12.2.6 To locate new development in a manner that minimizes the costs of providing services.

2.12.2.7 To provide quality services to all residents of Milton and to encourage an equal and consistent distribution of services within the *Town*.

2.12.3 STRATEGIC POLICIES

2.12.3.1 Phasing and Finance Implementation within the Urban Area shall be in accordance with the policies of Section 5.2 of this Plan. **D2(vi)*

2.12.3.2 The Town of Milton will encourage the Region of Halton, in conjunction with other local Municipalities and the Province of Ontario, as well as the Federal government, to explore all options as to the funding and co-ordination for the orderly and timely provision of infrastructure and human services.

3.0 URBAN LAND USE POLICIES

3.1 INTRODUCTION

3.1.1 GENERAL

PURPOSE

- 3.1.1.1** Urban Land Use Policies establish directions for lands in the *Urban Area* as shown on Schedule “1” – Town Structure Plan, of this Plan. General land use designations and policies for the *Urban Area* are established in the following section and on Schedule "B", *Urban Area* Land Use Plan and Schedule "C", Central Business District Land Use Plan.

PLANNING DISTRICTS

- 3.1.1.2** Detailed land use designations and policies for, *Urban Area* Planning Districts, Character Area, and Community Improvement Area as identified on Schedule “D1” and Schedule "D2" Urban Area Districts and Neighbourhoods will be established in Secondary Plans which will be incorporated into Part C of this Plan as required in accordance with the policies of this Plan.

NIAGARA ESCARPMENT

- 3.1.1.3** On Urban Lands abutting the Niagara Escarpment Plan Area, the visual impact of the proposed development in relation to the Niagara Escarpment shall be minimized to the satisfaction of the Town and the Niagara Escarpment Commission.

3.1.2 PHASING

Section 5.2, Phasing and Finance Policies, of this Plan establishes detailed policies with respect to the phasing of development in the Urban Area which, in turn, establishes the available servicing capacity and the availability of municipal services such as parks, schools, stormwater storage, etc., in accordance with the policies of Section 2.0, Community Goals and Strategic Objectives, of this Plan. In particular, no development will be permitted outside the boundary of the Established Urban Area as identified on Schedule "B", until an appropriate servicing system is completed in accordance with the policies of Section 2.6 and the relevant Secondary Plans have been completed and approved. The only exceptions are expansions or modifications of existing uses.

3.2 RESIDENTIAL AREA *D1(iii), D4

3.2.1 GENERAL *D1(iii), D4

PURPOSE

- 3.2.1.1** The Residential Area designation on Schedule "B" identifies lands within the Urban Area where the predominant use of land is, or is intended to be, a mix of low, medium and high density residential development.

RESIDENTIAL INTENSIFICATION

- 3.2.1.2** *Intensification* within the "Residential Area" designation is encouraged within the *built-up* area and is generally directed to the *Strategic Growth Areas* and to nodes and corridors as identified on Schedule "K" and in Section 2.1.6 of this Plan. Residential *intensification* shall generally take the form of medium and high density residential uses in accordance with policies 3.2.3.1, 3.2.3.2, 3.2 and 3.3 of this Plan and shall be guided by the following:

- a. The *character* of adjacent established residential neighbourhoods shall be respected in terms of height, massing and setbacks;
- b. Buildings shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different *built* forms;
- c. Rear or side yards abutting existing residential *development* shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;
- d. The *development* shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads;
- e. The site shall be easily accessible by public transit;
- f. Site design shall take advantage of natural topography and vegetation to minimize the impacts of building height on adjacent land uses;
- g. Surface parking shall be discouraged; and,
- h. Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized.

RESIDENTIAL INFILLING

- 3.2.1.3** Residential *intensification* outside of *Strategic Growth Areas* will generally occur through infilling that is *compatible* with and respectful of the existing *character* of the residential neighbourhood areas.

3.2.1.4 Infill residential *development* within the *urban area* on Schedule "B" shall be *compatible* with the established land use pattern of the surrounding area in terms of dwelling unit type, lot size and configuration and building size and design.

3.2.1.5 Infill *lots* may be created subject to the policies of Section 5.7 of this Plan and following criteria:

- a) the proposed *lot* is consistent with the predominant *lot* fabric of the surrounding neighbourhood;
- b) *trees* and vegetation is retained and enhanced;
- c) new driveways are sited to minimize *tree* loss; and,
- d) the orientation and sizing of the new *lots* do not have a negative impact on significant views and vistas.

3.2.1.6 Infill residential developments proposing other forms of housing may be considered provided that:

- a) the bulk, scale, massing and height of the project is *compatible* with the surrounding area;
- b) setbacks, building orientation and separation distances are consistent with the surrounding neighbourhood;
- c) densities are *compatible* with the surrounding area; and
- d) the Community-wide policies of Section 2.0 of this Plan are met.

RESIDENTIAL MIX IN DESIGNATED GREENFILED AREAS

3.2.1.7 In accordance with the provisions of Section 2.7, Housing, and other applicable policies of this Plan, residential *development* within *designated greenfield areas* shall:

- a) encourage an intermixing of dwelling unit types and densities;
- b) encourage a general distribution of street-oriented Medium Density I Residential Uses, in small blocks of 15 to 30 dwelling units, throughout the individual planning districts;
- c) encourage a higher distribution of Medium Density II and High Density Residential Uses, particularly within nodes and along corridors;

- d) encourage medium and high density *development* that is street-oriented;
- e) discourage *development* on private streets or lanes; and,
- f) contribute to achieving the density target set out in Section 2.1.4 and Regional Phasing set out in Section 2.1.5 of the Plan in order to contribute to the creation of healthy, *complete communities*.

MATURE NEIGHBOURHOOD AREAS

- 3.2.1.8** Proposed *development* in the form of new housing, replacement housing, and additions and alterations within *Mature Neighbourhood Areas* may be permitted provided they are *compatible* and respectful of the *character* of the neighbourhood by incorporating scale, massing, building height, and other characteristics that are prevalent in the *Mature Neighbourhood Area*.
- 3.2.1.9** Proposed *development* should be generally consistent with the setbacks, orientation and building separation distances within the *Mature Neighbourhood Area*. Landscaping and fencing is encouraged to maintain established aesthetics and privacy.
- 3.2.1.10** *Mature Neighbourhood Areas* shall be identified in the *Town's Zoning By-law*. The implementing Zoning By-law shall further detail appropriate standards for new *development* within *Mature Neighbourhood Areas*, including lot coverage, lot frontage, and building height and setbacks, among other standards.
- 3.2.1.11** The *Town* may add or delete *Mature Neighbourhood Areas* or alter the boundaries of existing *Mature Neighbourhood Areas* through further amendments to the Zoning By-law, without the need for an amendment to this Plan.
- 3.2.1.12** Proposed *development* within *Mature Neighbourhood Areas* shall also be subject to the policies of Subsection 5.8.3.

3.2.2 PERMITTED USES *D1(iii), D4

The Residential Area designation on Schedule "B" permits a full range of residential uses and densities. Complementary, non-residential uses that are necessary to create a residential neighbourhood environment are also contemplated. The following uses are permitted:

- a) Low rise residential uses categorized as Low Density Residential such as *single detached dwellings*, duplex and semi-detached dwellings, townhouses and quattroplexes, at a maximum of 30 units per net hectare, within the *built-up area* only;

- b) Low rise residential uses categorized as Medium Density Residential I such as *single detached dwellings*, duplex and semi-detached dwellings, townhouses, stacked townhouses, triplexes, and quattroplexes, with a density of range of 31 to 45 units per net hectare in accordance with the policies of subsection 3.2.3.1;
- c) Mid-rise multiple attached residential uses categorized as Medium Density Residential II such as stacked townhouses and apartments with a density range of 46 to 85 units per net hectare in accordance with the policies of subsection 3.2.3.2;
- d) High-rise apartment residential uses categorized as High Density Residential within a density range of 86 to 150 dwelling units per net hectare.
- e) *Assisted and shared housing or Residential Care Facilities* accommodating more than 8 persons, in accordance with the policies of subsection 3.2.3.4;
- f) Rooming, boarding and lodging houses and bed and breakfast establishments in accordance with the policies of subsection 3.2.3.5;
- g) *Additional residential uses* in accordance with the policies of subsection 2.7.3.17 and 2.7.3.18;
- h) Local Institutional Uses which by their activity, scale and design are compatible with residential uses and which serve adjacent residential areas, including elementary schools, libraries, place of worship, day care facilities and community centres, in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7;
- i) Local Commercial Uses including limited convenience commercial, service stations and office uses which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7;
- j) Home Occupation uses in accordance with the policies of subsection 3.2.3.8; and,
- k) Parks, and other public spaces such as Urban Squares and Village Squares in accordance with the regulations of the Zoning By-law.

3.2.3 RESIDENTIAL AREA POLICIES *D1(iii), D4

MEDIUM DENSITY RESIDENTIAL I

3.2.3.1 Applications for development of residential uses in the Medium Density Residential I category, except for applications for *single detached dwellings*, duplex, and semi-detached dwellings on individual *lots*, or proposed sites for such uses in Secondary Plans, shall be evaluated based on conformity with all of the following criteria:

a) Site:

- i) The area of the site allows for integration of the proposed medium density development with adjacent low density development; and,
- ii) The area of the site provides for adequate buffering for any adjacent low density residential uses (particularly in an infill situation), appropriate on-site recreation amenities and adequate parking facilities.

b) Location:

- i) The site is generally located so that the development is well integrated with adjacent low density development and a gradation in density between uses is generally achieved; and,
- ii) The site is in general proximity to a park, natural area, local institutional or local commercial facility.

c) Height:

The height of the main buildings does not exceed three storeys.

d) Services:

Adequate piped municipal water and wastewater services and storm drainage facilities can be provided.

e) Development Plan

Submission of a development plan for sites in the Established and HUSP *Urban Areas* as shown on Schedule "B", Urban Area Land Use Plan, will be required.

MEDIUM DENSITY RESIDENTIAL II

3.2.3.2

Applications for development of residential uses in the Medium Density Residential II category, or proposed sites for such uses in Secondary Plans, shall be evaluated based on conformity with the following criteria:

- a) Site:
 - i) The area of the site allows for integration of the proposed medium density development with adjacent medium and low density development;
 - ii) The area of the site provides for adequate buffering for any adjacent low density residential uses or there is, or will be, medium density residential development to provide a transition between the proposed development and adjacent low density uses; and,
 - iii) The area of the site is sufficient to provide appropriate on-site recreation amenities and adequate parking facilities.
- b) Location:
 - i) The site is generally located so that the development is well integrated with adjacent medium density I and low density development and a gradation in densities between uses is generally achieved; and,
 - ii) The site is in proximity to a park, natural area, public transit use, local institutional or local commercial facilities.
- c) Height:
 - i) The height of the buildings does not exceed four storeys; and,
 - ii) The height or bulk of the proposal will not unduly overshadow adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criteria.
- d) Services:

On-site or local park, institutional and commercial facilities provide or can be expanded to provide an adequate level of service for the development.

e) *Built-Up Area:*

New Medium Density Residential II development in the Residential Area designation in the *Built-Up Area* on Schedule "B" will require an Official Plan and/or Zoning By-law amendment, and submission of a detailed development plan, and any further studies deemed necessary by the Town, demonstrating the relationship between the proposed development and the existing development in the surrounding area to allow the Town to evaluate the compatibility of the proposed use with existing development.

HIGH DENSITY RESIDENTIAL USES

3.2.3.3

Applications for *development* of high density residential uses in the High Density Residential Use category, or proposed sites for such uses in Secondary Plans shall be evaluated based on conformity with all the following criteria:

a) Site:

The area of the site is sufficient to provide on-site recreation amenities, adequate parking facilities and landscape.

b) Mixed Use Development:

The residential uses may form part of a mixed use building or be located in a purpose designed building.

c) Height:

a) the height of the buildings does not exceed eight storeys except in accordance with the policies of subsection 5.5.3.8 of this Plan or unless specifically permitted by other policies of this Plan; and,

b) the height or bulk of the proposed *development* will not unduly overshadow any adjacent low and medium residential uses. Shadow studies may be required from the applicant to satisfy this criteria.

d) Services:

On-site recreation amenities and adequate parking facilities shall be provided.

ASSISTED, AFFORDABLE AND SHARED HOUSING

3.2.3.4 The Town recognizes the need for *assisted housing, affordable housing and shared housing* forms and will continue its efforts to improve access to *assisted housing, affordable housing and shared housing*, in accordance with the following criteria:

- a) *Shared Housing* shall be permitted in any designation that permits residential uses on Schedule "B" to this Plan, in all dwelling types, provided that such dwellings comply with the relevant zoning requirements, applicable codes and other regulations; and all other applicable land use policies. b) *Assisted housing, affordable housing and shared housing* shall be integrated with *market housing*.
- Any form of shared housing which accommodates more than ten (10) individuals, exclusive of staff, shall be permitted only within an Institutional Designation.

ROOMING, BOARDING AND LODGING HOUSES AND BED AND BREAKFAST ESTABLISHMENTS

3.2.3.5 Rooming, Boarding and Lodging Houses and Bed and Breakfast Establishments shall be permitted in the Residential Area designation subject to a licensing procedure established by the Town, the standards of the Property Standards By-law and a Zoning By-law amendment on the condition that all the following criteria can be met:

- a) the use shall be located in a detached residential building where adequate municipal services are available;
- b) the site is easily accessible to public transit;
- c) the site has an appropriate private outdoor amenity area;
- d) all the requirements of the Zoning By-law, including the provision of adequate parking, of the Ontario Building Code, of the Property Standards By-law and other relevant municipal and provincial regulations can be satisfied; and,
- e) the site has both frontage on and access to a regional or arterial road.

LOCAL INSTITUTIONAL USES AND LOCAL COMMERCIAL USES

3.2.3.6 Proposals for the development of local institutional and local commercial uses (excluding schools) shall conform to the following general criteria:

- a) the proposed uses will contribute in a positive way to providing a sense of community by promoting interaction among residents, by increasing the personal security of residents, and by supplying everyday needs;
- b) the proposed uses will provide or contribute to the "sense of place" at the neighbourhood or sub-neighbourhood level by the establishment of a focal point for community activity;
- c) the proposed use includes the provision of pedestrian or other non-automobile linkages to the uses;
- d) ensuring that the proposed use would not generate an unacceptable level of vehicular traffic onto local streets; and,
- e) the service to be provided by the proposed use is needed at the proposed location in the Residential Area designation and the service cannot be or is not being provided in other areas which are designated for such uses.

3.2.3.7 Once a proposal for the development of local institutional or local commercial uses (excluding schools) has been reviewed against the general criteria outlined in subsection 3.2.3.6, an evaluation shall be undertaken based on conformity to all the following siting criteria:

- a) Site:
 - i. the site is either large enough to act as a focal point for the surrounding residential area, and is small enough so that it can easily be integrated into the residential area;
 - ii) the area of the site is sufficient to provide for adequate buffering for any adjacent residential uses and for parking facilities and adequate drop-off facilities; and,
 - c) sites for local institutional facilities provide an adequate outdoor play area for the children using the facility.

b) Location:

The site is:

- i) adjacent to, or with direct access to a regional, arterial or collector road where safe pedestrian access is available;
- ii) generally in a location within the neighbourhood that is easily accessible to the neighbourhood or neighbourhoods the use is designed to serve; and,
- iii) adjacent to or clustered with other similar neighbourhood support uses in a traditional urban form.

c) Local Commercial Size:

Local commercial uses shall consist of one or more commercial uses and the maximum total size of such uses in a neighbourhood shall not exceed 930 square metres.

- d) Notwithstanding the policies of Section 3.2.3.7.c), the maximum permitted total commercial floor space for Local Commercial Uses within the Local Commercial Area designation in Milton Heights generally located at the intersection of the new Tremaine Road and 3rd Side Road as shown on Schedule “C.8.D” in the Sherwood Survey Secondary Plan shall be 2,787 square metres. In addition, the maximum retail commercial floor space for Business Commercial Uses in a Business Park Area to be placed in a Business Commercial zone, on the lands south of Third Sideroad and east of new Tremaine Road, shall be 2,787 square metres in accordance with Section 8.5.12 e) v).
- e) Notwithstanding the policies of Section 3.2.3.7.c), the maximum permitted total commercial floor space for Local Commercial Uses within the Local Commercial Area designations in the Bristol Survey Secondary Plan as shown on Schedule “C.6.D” shall be 2,325 square metres and the maximum permitted total floor space for Local Commercial Uses within the Local Commercial Area located at Maple Avenue and Thompson Road shall be 2,750 square metres.”
- f) Notwithstanding the policies of Section 3.2.3.7.c), the maximum permitted total commercial floor space for Local Commercial Uses within the Local Commercial Area designations in the Sherwood Survey Secondary Plan as shown on Schedule “C.8.D”, and those proposed in the Boyne District Secondary Plan area shall be 2,325

square metres.

In addition, notwithstanding the permitted uses in Section 3.2.2.i). and the policies of Section 3.2.3.7.c), the maximum permitted total commercial floor space for Local Commercial Uses within the Local Commercial Area in the northwest quadrant of Derry Road and the north/south collector in the Sherwood Survey shall be 2,975 square metres and may include a food store of up to 1,580 square metres.

The maximum permitted total commercial floor space for Local Commercial Uses within the Local Commercial Area in the southwest quadrant of Derry Road and the north/south collector in the Sherwood Survey shall be 4,645 square metres and may include a food store of up to 2,787 square metres. This LCA may be located on lands of up to 5 acres.

- g) Notwithstanding the policies in Section 3.2.3.7.c), the maximum permitted total commercial floor space for Local Commercial Uses within the Local Commercial Area located at the southeast corner of Derry Road and Holly Avenue shall be 2,740 square metres.

HOME OCCUPATIONS

3.2.3.8 Home occupations may be permitted in the Residential Area designation provided that:

- a) the use is secondary to the use of the residential dwelling unit and does not involve any significant changes to the external character of the residential dwelling unit or property;
- b) outside display or storage areas are not permitted;
- c) the use does not generate adverse affects such as excessive traffic, noise, parking problems or electrical interference which are incompatible with a residential area;
- d) the use is non-retail in nature; and,
- e) regulations have been incorporated into the Zoning By-law.

3.3 RESIDENTIAL/OFFICE AREA *D1(iv)

3.3.1 GENERAL *D1(iv)

PURPOSE

3.3.1.1 The Residential/Office Area designation on Schedule "B" is intended for lands within the Established Urban Area and HUSP Urban Area where higher density development is to be encouraged, including lands at gateways to the community and adjacent to major open space, commercial nodes and major institutional uses. The permitted uses will be primarily attached multiple residential, but may also include office and accessory local commercial uses which are located in the residential or office buildings, particularly adjacent to gateways and major institutional uses.

3.3.2 PERMITTED USES *D1(iv)

The Residential/Office Area designation on Schedule "B" means that the main permitted uses shall be high rise residential uses at a minimum density of 85 units per net hectare and a maximum density of 150 units per net hectare. The following additional uses may also be permitted:

- a) Office uses in accordance with the policies of subsection 3.3.3.6;
- b) Assisted and *Shared Housing*, in accordance with the policies of Subsection 3.2.3.4;
- c) Local Institutional Uses which by their activity, scale and design are compatible with residential uses and which serve adjacent residential areas, including elementary schools, libraries, churches, day care facilities and community centres, or institutional uses which are related to adjacent major institutional uses, in accordance with the policies of subsection 3.2.3.6;
- d) Local Commercial Uses including limited convenience commercial uses and office uses which provide for the immediate needs of residents of adjacent neighbourhoods or adjacent major institutional uses, in accordance with the policies of subsection 3.2.3.6; and,
- e) Parks and other public spaces such as Urban and Village Squares in accordance with the regulations of the Zoning By-law.

3.3.3 RESIDENTIAL/OFFICE POLICIES *D1(iv)

3.3.3.1 All development in areas designated "Residential/Office Area" shall have a street layout which reflects a modified grid pattern. Land division, allocation of land uses, the design of buildings, structures and landscaping, as well as services and utilities should all reinforce the creation of a focal point which is oriented to the major roads on which the buildings and structures front.

3.3.3.2 To the extent possible, development in the areas designated "Residential/Office Area" shall be considerate of protecting views of the Escarpment from adjacent low profile uses.

3.3.3.3 Development within areas designated "Residential/Office Area" on Schedule "B" shall be permitted subject to:

- a) the submission of a master development plan, and further studies as required by the Town which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the Residential/Office Area designation;
- b) conformity with the Community-wide policies of Section 2.0 including the Urban Design objectives and policies of Section 2.8 of this Plan; and,
- c) the availability of adequate water and wastewater treatment capacity to accommodate the proposed use.

3.3.3.4 No new development shall be permitted within areas designated "Residential/Office Area" within the HUSP *Urban Area* on Schedule "B" until a Secondary Plan has been approved for the appropriate Planning District or portion of the Planning District in conformity with the policies of this Plan. The only exceptions are expansions or modifications of existing uses, or the replacement of such uses with related uses.

HIGH DENSITY RESIDENTIAL USES

3.3.3.5 Applications for *development* of high density residential uses in a Residential/Office Area, or proposed sites for such uses in Secondary Plans shall be evaluated based on conformity with all the criteria as set out in Section 3.2.3.3 for residential uses in the High Density Residential Use category.

OFFICE USES

3.3.3.6 Applications for development of office uses, or proposed sites for such uses in Secondary Plans shall be evaluated based on conformity with all of the following criteria:

a) Density:

Minimum density shall be 100 employees per hectare.

b) Location:

The site is generally located so that the development has direct access to a regional, arterial or collector road and shall be oriented to the road from which it obtains its major access.

c) Mixed Use Development:

The office uses may form part of a mixed use building, or be located in a purpose designed building.

d) Height:

The height of the buildings do not exceed eight storeys except where permitted by other policies of this Plan.

3.4 COMMERCIAL AREA

3.4.1 GENERAL

PURPOSE

The Commercial Area designation identifies locations intended to accommodate concentrations of retail and *service commercial uses* at various scales in accordance with their planned function established through the *Town's* retail hierarchy, to meet the needs of residents, employees and businesses.

3.4.1.1 It is the objective of this Plan to:

- i) encourage commercial *development* that will provide a full range of goods and services, at appropriate locations, to meet the needs of the *Town's* residents, employees and businesses;
- ii) anticipate and accommodate new trends in retailing at appropriate locations in the *Town*;
- iii) improve the look, feel and vibrancy associated with the *built* form and *public realm*;
- iv) encourage and promote *development* that combines commercial, residential and other land uses to facilitate the more efficient use of urban land and the establishment of a human-scale pedestrian *environment*;
- v) promote the efficient use of existing and planned *infrastructure* by creating the opportunity for various forms of commercial and residential intensification, where appropriate;
- vi) require a high standard of urban design for *development* and redevelopment;
- vii) establish a comprehensive set of design policies that foster the establishment of an urban *environment* that is safe, functional and attractive;
- viii) ensure that all new *development* is *compatible* with adjacent development; and,
- ix) ensure that a full range of *institutional uses* is available to meet the social, cultural and educational needs of Town residents.

LOCATION

3.4.1.2 The Commercial Area designations as shown on Schedule “B”, “C.2.8”, “C.6.D” and “C.8.D” to this Plan applies to areas where retail and *service commercial uses* are the principal use. The Commercial Area designation is divided into the following sub-areas:

- a) Major Commercial Centre;
- b) Secondary Mixed Use Node; and,
- c) Local Commercial.

GENERAL COMMERCIAL POLICIES

3.4.1.3 Policies dealing with Commercial uses in the Central Business District are contained within Section 3.5 of this Plan.

NEED FOR MARKET IMPACT STUDIES

3.4.1.4 If an Amendment to this Plan is required to permit the *development* of additional commercial gross floor area, Council shall require the preparation of a market impact study. The purpose of the market impact study shall be to determine whether a proposal can proceed on the basis of market demand without having a negative impact on the planned function of the commercial designations contained in this Plan. The study is not intended to assess the impacts of any proposal on the market share of an individual business or interfere with normal market competition.

3.4.1.5 In order to implement this *policy*, the Zoning By-law shall restrict the size of commercial uses in each of the commercial zones, as appropriate.

3.4.1.6 Consultation with the *Region* and other local municipalities in Halton shall occur early in and throughout the planning process prior to approving a commercial *development* whose primary trade area may extend into other local municipalities in Halton or beyond to ensure the following:

- a) Need for the proposed use in both the short term and the long term for the *Town* and the *Region* as a whole;
- b) Existing retail uses within the primary trade area, especially historic ones such as those in the downtown areas are not unduly affected;
- c) Appropriate studies on the impact of the proposed use on the surrounding area carried out as required and to the satisfaction of the

Town and the Region;

- d) The proposed location of the use supports the *intensification* policies and other policies of this Plan and the Regional Plan and does not displace existing or planned non-retail employment uses near highway interchanges;
- e) The use is incorporated by amendment to this Plan with its own separate designation; and,
- f) All *Town* and Regional policies and requirements, financial or otherwise, are met.

URBAN DESIGN

3.4.1.7 All new *development* requiring a *Planning Act* approval shall conform to Section 2.8 (Urban Design) of this Plan in order to achieve the following:

- a) improvements to the aesthetics of the *public realm* (roads, parks, and sidewalks) will occur as a condition of development, or will be made possible as a result of the development, as appropriate;
- b) the siting, scale and massing of buildings contributes to a safe and attractive pedestrian *environment* and streetscape;
- c) parking facilities are designed and located to not dominate the streetscape; and,
- d) landscaping is used to buffer adjacent uses and improve the overall aesthetics of the development.

3.4.1.8 In addition to the above, the Zoning By-law shall contain provisions relating to building siting, location and massing to implement the urban design policies of this Plan.

3.4.2 MAJOR COMMERCIAL CENTRE

PURPOSE

3.4.2.1 The Major Commercial Centre designation on Schedule “B” is intended to accommodate a major concentration of commercial facilities serving the broader regional community.

3.4.2.2 The objectives of the Major Commercial Centre designation is to:

- a) maintain and enhance the function of this area as the major multi-use,

multi-purpose commercial area of the *Town*;

- b) foster *development* and redevelopment that provides a diverse range of regional or sub-regional commercial development, including retail stores and complementary community facilities, service commercial and commercial recreational uses serving all or a major part of the *Town*;
- c) encourage the consolidation, *intensification* and expansion of major commercial uses in this area;
- d) encourage the redevelopment of existing major commercial uses to foster a more pedestrian-oriented *environment*; and,
- e) ensure that large scale retail uses are consolidated and attractively designed.

PERMITTED USES

3.4.2.3 Lands that are designated Major Commercial Centre may be used for the *development* of *regional and sub-regional* scale retail uses and may include: a department store, *food store* and retail commercial stores, subject to the submission of an acceptable market impact analysis.

3.4.2.4 Large format retail, retail warehouse, *entertainment*, conference, convention and banquet facilities, and recreational uses may also be permitted.

3.4.2.5 Outdoor display of goods and products for sale may be permitted in conjunction with permitted retail uses subject to the submission of an overall design plan incorporating landscaping and other design elements to screen and shield such areas, particularly from abutting roads and Highway 401.

MAJOR COMMERCIAL CENTRE POLICIES

3.4.2.6 It is the intent of this Plan that the lands within the Major Commercial Centre designation continue to be a main focus of retail activity in the *Town*. As the *Town* continues to grow, it is expected that there will be pressure to develop new retail and service uses and expand and intensify existing retail and service uses within this designation.

3.4.2.7 Given the prime location and visibility of the lands, it is the intent of this Plan that any *development* and redevelopment in this area be carefully planned to improve the aesthetics, vibrancy and human-scale of the area. On this basis, it is the intent of this Plan that:

- a) new buildings, particularly smaller buildings, be located close to the street to better define the street edge;
- b) parking areas be designed to not dominate the site; and,
- c) improvements to the *public realm*, in the form of landscaping, boulevard treatments and lighting be implemented to enhance the aesthetics of the area.

3.4.2.8 The retail and *service commercial uses* within the Major Commercial Centre designation are to be accommodated within an enclosed shopping mall, large freestanding buildings or through groupings of buildings. These areas shall be developed in a nodal configuration to minimize traffic impacts on adjacent uses.

3.4.2.9 *Regional or sub-regional commercial development*, excluding enclosed shopping malls, shall only be permitted after a detailed evaluation of the proposed *development* based on:

- a) submission of a *development plan* which clearly demonstrates that the proposed *development* can be physically integrated with adjacent existing and proposed uses, including lands outside the Major Commercial Centre designation;
- b) submission of a market impact study (where the proposed total commercial floor space exceeds 10,000 square metres) which shall incorporate actual sales data where possible, that demonstrates that the proposed *regional or sub-regional commercial development* will not have a detrimental impact on the planned function of the Central Business District;
- c) submission of a traffic impact study which demonstrates that the traffic generated by the proposed commercial *development* can be accommodated; and,
- d) submission of any other studies required by the *Town*.

3.4.2.10 Evaluation of an application for *development* of *regional or sub-regional commercial development* will also be based on conformity with the following criteria:

- a) The design of the *development* reflects the prominent location of such uses at gateways to the *Town*, including extensive high quality landscaping particularly adjacent to higher order roads.
- b) Common parking and access facilities with abutting commercial uses where feasible.

3.4.2.11 The following additional policies are intended to guide proposals for new *development* or redevelopment in the Major Commercial Centre designation.

- a) Surface parking lots should be broken up into small sections with appropriate amounts of landscaping in order to modify the effects created by large asphalted areas.
- b) A strong landscaped street edge treatment should be provided.
- c) *Intensification* strategies to reinforce a better street presence should be pursued, including the siting of smaller buildings at the street line.
- d) To support transit friendliness, well-articulated and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.
- e) Given the potentially large scale of buildings under this category, massing strategies should be employed to modify its impacts, and the building facades should be articulated accordingly.
- f) Signage associated with *development* should be seen as providing opportunities for visual interest and contributing to a lively urban *environment*. Signage should be designed to blend with on-site landscaping and should be scaled to not detract from buildings on the site.

3.4.2.12 Specific site policies for proposals for new *development* or redevelopment in the Major Commercial Centre designation shall be described within a Specific Policy Area in Section 4.11 through an amendment to this Plan.

3.4.3 SECONDARY MIXED USE NODES

3.4.3.1 See Secondary Mixed Use Node policies in Section 3.6.

3.4.4 LOCAL COMMERCIAL

3.4.4.1 The local commercial designation is intended to provide for a range of retail and *service commercial uses* primarily to service local convenience needs of the adjacent neighbourhoods. Local commercial areas are typically located at intersections of collector roads or at the intersection of a collector road with an arterial road with accessibility to the neighbourhood.

3.4.4.2 See additional Local Commercial policies in Section 3.2.3.6 and 3.2.3.7.

3.4.5 OFFICE EMPLOYMENT AREA

PURPOSE

- 3.4.5.1** The Office Employment Area designation on Schedule "B" applies to lands where a mix of *service commercial* and employment uses generally located on arterial roadways and on the edge of concentrations of industrial and *service commercial uses* is appropriate.

OBJECTIVES

- 3.4.5.2** It is the objective of this designation to:
- a) recognize existing linear commercial *development* that has occurred along certain corridors in the Town;
 - b) encourage the consolidation, *intensification* and expansion of certain commercial and *light industrial uses* in these areas; and
 - c) encourage the redevelopment of existing commercial and *light industrial uses* to foster a more pedestrian-oriented *environment*.

PERMITTED USES

- 3.4.5.3** Uses permitted in the Office Employment Area designation may include:
- a) *office uses* in free-standing buildings;
 - b) hotels, conference, convention and banquet facilities;
 - c) training and commercial educational facilities; and
 - d) limited *service commercial uses*, associated retail functions and ancillary facilities on the ground floor and in conjunction with permitted uses.
- 3.4.5.4** Residential uses shall not be permitted.

OFFICE EMPLOYMENT AREA POLICIES

- 3.4.5.5** Prior to considering any application for *development* or redevelopment requiring a *Planning Act* approval, Council shall be satisfied that:
- a) the proposed uses will contribute to the vibrancy of the area;
 - b) the *development* will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;

- c) the *development* will be planned to provide maximum pedestrian accessibility to surrounding areas;
- d) the *development* will conform with Section 2.8 of this Plan;
- e) elements of the *public realm* will be improved as a condition of *development/redevelopment*; and,
- f) the uses are designed and located to minimize impacts on adjacent *residential areas* through buffering and landscaping treatments.

3.4.5.6 Uses permitted in the Office Employment Area designation shall be within enclosed buildings. Outside display, storage or processing shall be prohibited.

3.4.6 BUSINESS COMMERCIAL AREA

PURPOSE

3.4.6.1 The Business Commercial Area designation on Schedule “B” provides for *service commercial uses* to support the surrounding *Employment Areas* and the travelling public.

PERMITTED USES

3.4.6.2 Uses permitted in the Business Commercial Area designation may include:

- a) *office uses*;
- b) hotels and motels;
- c) training and commercial educational facilities;
- d) automobile related uses including vehicle wash facilities, automobile sales and service;
- e) truck stops; and
- f) *service commercial uses*, associated retail functions and ancillary facilities directly related to industry.

3.4.6.3 Residential uses shall not be permitted.

BUSINESS COMMERCIAL AREA POLICIES

3.4.6.4 Applications for approval of new *developments* or major extensions of existing uses in the Business Commercial Area designation will require submission of a

development plan which demonstrates that the proposed *development* can be physically integrated with adjacent existing and proposed uses, including lands outside the Business Commercial Area designation.

3.4.6.5 Evaluation of an application for new *development* will also be based on conformity with the following criteria:

- a) The design of the *development* reflects the prominent location of such uses at gateways to the *Town* including extensive landscaping and restricted signage; and,
- b) Common parking and access facilities with abutting commercial uses are proposed where feasible.

3.4.6.6 Where Business Commercial Area uses are to be located adjacent to *residential areas*, significant buffering from the residential use will be required. Outdoor storage, including garbage enclosures, and display areas shall generally not be permitted and will be restricted through the Zoning By-law.

3.4.6.7 Limitations on the type and size of uses within the Business Commercial Area designation shall be defined within the Zoning By-law.

3.4.6.8 Convenience retail uses on sites designated Business Commercial Area shall not exceed 930 square meters in total floor area.

3.4.7 PRESTIGE OFFICE AREA

PURPOSE

3.4.7.1 The Prestige Office Area designation on Schedule “B” and Schedule “C.9.B” applies to key sites adjacent to James Snow Parkway and Derry Road at important gateways to the Derry Green Corporate Business Park that provide for supportive uses that complement the surrounding residential and *Employment Areas*.

PERMITTED USES

3.4.7.2 The following uses shall be the only uses permitted in the Prestige Office Area designation:

- a) *office uses*;
- b) *light industrial uses*;
- c) ancillary retail and *office uses* directly related to the *light industrial use* and located within the industrial building;

- d) research and development uses excluding uses which produce biomedical waste;
- e) a maximum of two stand-alone restaurants at each of the intersections of James Snow Parkway and Derry Road, James Snow Parkway and Louis St. Laurent Avenue and Derry Road and Fifth Line each of which has a minimum gross floor area of 500 square metres;
- f) restaurants and *service commercial uses* where such uses form part of an office or industrial building;
- g) hotel, conference, convention and banquet facilities uses; and
- h) theatre/*entertainment uses*.

3.4.7.3 Residential uses shall not be permitted.

PRESTIGE OFFICE AREA POLICIES

3.4.7.4 *Development* on lands designated Prestige Office Area shall be reviewed by the *Town* in accordance with the applicable Urban Design Guidelines. In particular:

- a) *development* shall be designed with significant, high-profile buildings with strong architectural design;
- b) buildings shall have a minimum height of two storeys and a minimum *Floor Space Index* of 0.5;
- c) the lands in this designation shall be developed with street related sites including a continuous frontage of buildings wherever feasible;
- d) no parking shall be located between the building and the street, and surface parking shall be located to the rear and sides of the building. In addition, the amount of lot frontage allocation for surface parking shall be restricted in the zoning by-law and structure or below grade parking is encouraged;
- e) buildings shall be designed to foster an urban *character*, with the scale and orientation contributing to the pedestrian orientation of the street; and
- f) careful consideration will be given to the design of impervious surfaces and other factors that impact on stormwater management including the use of LID practices.

3.4.7.5 Uses permitted in the Prestige Office Area designation shall be within enclosed buildings. Outside display, storage or processing shall be prohibited.

3.5 CENTRAL BUSINESS DISTRICT

3.5.1 GENERAL

PURPOSE

3.5.1.1 The "Central Business District" (CBD) as identified on Schedule "B", is the focal point of the municipality. It is composed of the historic downtown area and the Downtown Milton Urban Growth Centre (UGC/Milton GO Major Transit Station Area (MTSA)). The UGC/MTSA, as identified on Schedule "C", will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, *cultural* and *entertainment uses*.

The UGC/MTSA is the primary focus for *intensification* and therefore is subject to the policies for *Strategic Growth Areas* as set out in Section 2.1.6 of this Plan, as appropriate,

3.5.1.2 It is intended that the CBD, outside of the *Regulatory Flood Plain*, will continue to be the primary multi-functional centre of the *Town*, providing a broad range of commercial, civic and cultural services at a *Town*-wide scale. Higher density mixed-use development and residential *intensification*, including major office, retail and appropriate major institutional development, will be directed to the UGC, and especially to the *Major Transit Station Area* located around the GO station. Development will be planned to:

- a) Accommodate and support major transit *infrastructure* and multi-modal access to the GO station with *active transportation* infrastructure and connections to nearby trip generators, such as community facilities;
- b) Serve as a high density major employment centre that will attract provincially, nationally or internationally significant employment uses; and,
- c) Accommodate a significant share of population and employment growth and within the UGC/MTSA, achieve a minimum *development density* of 200 residents and jobs per gross hectare, consistent with the general target proportion identified through the Regional Official Plan by 2031 or earlier, subject to the availability of appropriate infrastructure.
- d) Achieve the general target for an overall proportion of 80% residents and 20% jobs in the UGC/MTSA, over the long term.

- 3.5.1.3** Progress towards achieving the general target proportion of residents and jobs shall be monitored at intervals not less frequently than at the time of the next comprehensive Official Plan Review. If there are significant deficits or deviations from these targets, a strategy may be developed to redress them in conjunction with the *Region*.

3.5.2 PERMITTED USES

- 3.5.2.1** The Central Business District designations on Schedule "C" shall permit a variety of commercial, *institutional* and *office uses*, and *community facilities*, including a diversified mixture of basic shopping facilities, specialty retail, food stores, business and professional offices, personal service uses, *assisted, affordable* and *shared housing, existing uses*, and religious, recreational, *entertainment* and *cultural facilities*, unless otherwise specified in the Sub-Area classifications as set out in Section 3.5.3.

- 3.5.2.2** Residential uses shall be permitted in accordance with the policies of the various sub-areas as outlined in Section 3.5.3.

3.5.3 CENTRAL BUSINESS DISTRICT POLICIES

- 3.5.3.1** The intent of the Central Business District land use designation is to preserve, promote and enhance the function of the core area of the *Town* as the primary centre for commerce, tourism and civic activity at a pedestrian-scale.

- 3.5.3.2** New principal public facilities and expansions of existing facilities such as the Library and Municipal Offices should continue to be accommodated within the Central Business District to maintain a civic focus which distinguishes it from other commercial areas.

- 3.5.3.3** As the UGC/*MTSA* develops, on-going monitoring of growth will assist in the assessment of future *community* facility and infrastructure needs. The *Town* shall work in collaboration with the *Region*, School Boards and other public agencies to enable the timely delivery of community facilities and *infrastructure* as needs are identified.

- 3.5.3.3** [DELETED. SECTION NOT IN USE.]

- 3.5.3.4** All *development* within the CBD shall be evaluated on its ability to be serviced by the regional water and wastewater sewer systems. The timing of *development* shall be co-ordinated with the financing and delivery of the *infrastructure* required to support it.

- 3.5.3.5** The *development* of a wide range of complementary uses to contribute to the vitality of the Central Business District and foster a live-work relationship,

including the *development* of residential units above commercial establishments or offices, shall be encouraged.

- 3.5.3.6** Unplanned commercial *development* along the periphery of the Central Business District shall be restricted to protect the planned function of the Central Business District.
- 3.5.3.7** *Transit-supportive* densities and pedestrian oriented, active streetscapes *active frontages* and improvements to the *public realm* that revitalize and enhance the *character* of the Central Business District are required.
- 3.5.3.8** New *development* shall exhibit high quality architectural and urban design and shall be integrated with adjacent land uses, especially *Mature Neighbourhood Areas* through the incorporation of appropriate transitions to minimize impacts.
- 3.5.3.9** The scale and location of new *development* within the historic downtown area shall be sensitive to and *compatible* with the existing *character* and appearance.
- 3.5.3.10** The conservation, preservation and adaptive re-use of *built* heritage resources for *compatible* residential *intensification* and/or other appropriate and *compatible* uses shall be encouraged.
- 3.5.3.11** *Active transportation* opportunities for pedestrians, cyclists and transit will be promoted to reduce automobile dependency.
- 3.5.3.12** No *development* within the *Regulatory Flood Plain*, as shown on Schedule “C”, is permitted unless approved by the Halton Region Conservation Authority.
- 3.5.3.13** Land uses and built form, including drive-through service facilities and automotive related uses, which could detract from the character and function of the MTSA and adversely affect the achievement of the minimum development density target, compact built form, and pedestrian-oriented environments shall only be permitted on the basis of a site-specific amendment to this Plan.

In considering applications for site-specific Official Plan amendments, such applications will need to demonstrate the following:

- a) It is demonstrated that there are no suitable alternative locations outside the CBD-UGC to accommodate access for persons with disabilities to the proposed facility or service;
- b) The proposal is consistent with the planned character and function of the MTSA and the overall CBD-UGC;
- c) The proposal will not preclude or inhibit the achievement of the minimum density requirement for the MTSA and the overall CBD-

UGC, including current or future opportunities for intensification and the development of sensitive land uses, on or adjacent to the site;

- d) The proposal will be compatible with a compact built form by, for example, incorporating accessory drive throughs in the base of a multi-storey building where possible;
- e) The proposal will support walkable neighbourhoods through, for example, minimal sidewalk interruptions for vehicle access, buildings oriented to actively address streets another design features to establish a pedestrian-friendly streetscape along roads.

Where permitted, automobile-oriented development shall be designed to reinforce street edges, achieve a pedestrian scale and contribute to a high-quality *public realm* and streetscapes through a combination of site planning, landscaping and built form in accordance with the Town's Urban Design Guidelines.

3.5.3.14 The maximum floor space of individual retail uses generally shall be limited to approximately 500 square metres. Within the Urban Growth Centre Mixed Use Sub-Area, having regard to Section 3.5.3.24, individual retail uses greater than 500 square metres may be permitted in a mixed-use building provided that:

- a) it is demonstrated that the building will contribute to achieving the minimum *development density* target for the UGC in accordance with Section 3.5.3.23; and
- b) the building height is in accordance with Schedule “C.7.A.CBD”.

3.5.3.15 The maximum permitted *building heights* and densities shall be in accordance with the ranges provided on Schedule “C.7.A.CBD” and Schedule “C.7.A.1.CBD”.

DOWNTOWN SUPPORTIVE AREA

3.5.3.16 The Downtown Supportive Area as shown on Schedule “C” accommodates a range of retail, service commercial, office, institutional and residential uses that support and contribute to the continued vibrancy of the Downtown core focused along Main Street. By providing for more intensive development and by encouraging a broad range and mix of uses in this area, it is envisaged that an influx of people living and working in the area will help to maintain a thriving and prosperous Downtown.

3.5.3.17 *Development* in the Downtown Supportive Area shall:

- a) contribute to the creation of a distinctive urban character and high-quality pedestrian-oriented environment;
- b) be compatible with the heritage character of its surroundings and provide an appropriate transition to nearby residential neighbourhoods;
- c) provide parking in accordance with the policies of subsection 3.5.3.24. On-site parking shall generally be restricted to the rear yard;
- d) be designed to include fencing and landscaping and other design features in rear or side yards abutting residential properties, to mitigate noise, light and visual impacts;
- e) be oriented to the street with at least one main entry leading directly from the sidewalk and, generally, include the provision of transparent display windows at street level; and,
- f) have a minimum height of two storeys and maximum height in accordance with Schedule “C.7.C.CBD”. Buildings exceeding four (4) storeys in height will not be permitted on lands abutting a residential zone. Elsewhere, in the Downtown Supportive Area (excepting Active Frontages) buildings greater than four (4) storeys in height will be considered in accordance with the Bonus Provisions of this Plan (subsections 5.5.3.8-11).

3.5.3.18 The following uses may be permitted in the Downtown Supportive Area:

- a) retail and service uses, including restaurants and personal service uses;
- b) multiple unit residential buildings, including apartments and townhouse dwellings;
- c) live/work uses;
- d) offices;
- e) entertainment and commercial leisure uses;
- f) cultural, educational and institutional uses;
- g) public parking;
- h) hotels;
- i) parks, including urban squares;

- j) other pedestrian traffic generating uses located at street level in mixed-use buildings with office or residential uses above;
- k) intensification will be encouraged in Gateway locations as identified on Official Plan Schedule “C.7.B.CBD”; and
- l) *additional residential units* in accordance with the policies of subsection 2.7.3.17 and 2.7.3.18.

Active uses that enliven the street are encouraged to locate on the ground floor of buildings and shall be required at street level along Active Frontages.

ACTIVE FRONTAGES

3.5.3.19

Active Frontages have been identified in Schedule “C” in the Downtown Supportive Area and in the UGC/MTSA to reinforce the character of these frontages as lively, pedestrian oriented, and interactive street fronts. Generally buildings along Active Frontages will be located at the minimum setback to help frame and animate the street.

Development at street level in the Active Frontages shall be required to:

- a) provide pedestrian traffic generating activities at street level, particularly retail and service uses;
- b) incorporate transparent display windows for a majority of the street facing ground floor wall with at least one main entry leading directly from the sidewalk, which is universally accessible to the public; and,
- c) have a ground floor level at sidewalk grade elevation and ground floor heights of at least 4.5m measured floor to floor.

All buildings shall be designed to reflect the Downtown Main Street context and should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street, lane or public open space shall be avoided. At 'gateway' locations the street level façade treatment should wrap around the street corner. In the Downtown Supportive Area, buildings greater than four storeys in height will not be permitted in Active Frontages in order to protect the pedestrian scale and character of Downtown Main Street.

LOW DENSITY RESIDENTIAL SUB-AREA

3.5.3.20

The permitted uses within the Central Business District Low Density Residential Sub-Area shall be single detached, semi-detached, duplex dwellings and *additional residential units* in accordance with the policies of subsection 2.7.3.17 and 2.7.3.18. *Development* shall be subject to the policies of

subsections 2.10.3.35 to 2.10.3.41 inclusive, subsections 5.4.3.11 and 5.4.3.12, and Section 3.2 of this Plan.

URBAN GROWTH CENTRE MIXED USE SUB-AREA

- 3.5.3.21** The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the UGC/*MTSA*. It is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the *Town's* population and employment growth supported by Regional scale public services and major transit *infrastructure*.
- 3.5.3.22** In addition to the uses permitted within the Central Business District land use designation, within the Urban Growth Centre Mixed Use Sub-Area designation, higher density residential and employment uses, *major office*, retail, hotels and convention centres and appropriate major institutional uses, may be permitted. All permitted uses within the Urban Growth Centre Mixed Use Sub-Area shall contribute to achieving the overall minimum *development density* target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure.
- 3.5.3.23** New *development* and redevelopment in this area may take the form of purpose-designed or mixed use buildings and shall be guided by the following policies:
- a) Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the *Open Space Linkages* shown on Schedule “C.7.B.CBD”;
 - b) Pedestrian oriented activities, particularly retail commercial uses and restaurants, at grade, with upper floor residential and *office uses* shall be encouraged, especially in the *Active Frontage* areas in accordance with 3.5.3.20 and at the Gateways and Focal Points shown on Schedule “C7.B.CBD”;
 - c) Parking shall be provided in accordance with the policies of subsection 3.5.3.48, with the majority of the required parking being provided in a structured parking garage or underground;
 - d) Rear or side yards abutting residential *development* shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;
 - e) Buildings abutting established residential neighbourhoods shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different *built* forms. Where applicable,

development proposals shall be subject to Section 2.10, Subsections 3.2.1.8 to 3.2.1.12 inclusive, and subsection 5.6.3 of this Plan;

- f) Generally, buildings shall be oriented towards the street and positioned to create a sense of enclosure along the street. All new buildings surrounding the Milton GO Station and along internal local streets within the *Active Frontage Areas*, shall be located close to or at the street line to encourage retail activity. Along the south side of Main Street East, buildings will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate a double row of street trees, landscape elements and furnishing/ marketing zones. Along Ontario Street and Thompson Road, landscape setbacks will be required for additional tree planting and greening to the frontages of new *developments*. Generally, setbacks should be unencumbered with no below grade structures so that trees and other planting can grow to a mature size;
- g) The tallest buildings shall be in gateway locations as shown on Schedule “C.7.B.CBD”, with the *greatest building height* peak at the Milton GO Station. The tower portion of *tall buildings* on the south side of Main Street shall be stepped back substantially from the front face of the *podium*. This *tower step back* will be required to maintain a predominantly midrise *character* and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and showdown impacts on the pedestrian environment. The maximum prescribed *building heights* and densities may be exceeded, up to a maximum of three additional storeys, within the *Major Transit Station Area* through a Zoning By-law Amendment only when:
- h) The *development* or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which a non-profit housing provider has an interest that is greater than 51 percent, and a minimum of 51 percent of the units are intended as *affordable* or *assisted housing*; or
 - i. The *development* or redevelopment shall, prior to or upon final site plan approval and the lifting of a holding by-law, be secured as purpose-built rental housing pursuant to an agreement made between the owner and the Town that is registered on title to the lot(s) on which *development* or redevelopment will be constructed and secures its function as purpose-built rental housing and prevents conversion to a condominium without the *Town’s* consent.
 - ii. *Development* shall be *transit-supportive* to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage *active transportation*.

- i) The installation of on-street and off-street electric vehicle charging stations shall be encouraged.
- j) Planning proposals must demonstrate how land use compatibility has been assessed and addressed in accordance with Section 2.3.3.19 of this Plan and any applicable guidelines, with the use of mitigation as necessary, including the following:
 - a. The zoning is use-specific, i.e., only the existing or proposed industrial or *sensitive land use* is permitted;
 - b. Using holding by-laws and interim control by-laws. These can hold *development* until *Compatibility Studies* are completed and/or mitigation (as needed) is undertaken.
 - c. Staging redevelopment to coincide with the phasing out of major industrial facilities.
 - d. Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of *sensitive land uses*.
 - e. Putting in place long-term monitoring and maintenance requirements for mitigation measures.
 - f. Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.
- k) Studies undertaken in accordance with Provincial policies to the satisfaction of the *Region*, the *Town* and the authorized review agency and in consultation with the railway agency, for new *development* adjacent or in proximity to the railways rights-of-way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations.

3.5.3.24 A pedestrian linkage across the rail line to connect Nipissing Road and Childs Drive to the GO Station and Main Street will be encouraged.

3.5.3.25 A network of Major and Minor Linkages as described in Section 3.5.3.38 to 3.5.3.39 and shown on Schedule "C7.B.CBD" shall be created. This network will provide *active transportation* connections from the Milton GO Station to the wider community and to improve linkages through the *MTSA*.

- 3.5.3.26** The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre/*Major Transit Station Area* and replacement with intensive, high density residential, *office* and *institutional uses* shall be promoted, subject to 2.7.3.13e.
- 3.5.3.27** Redevelopment of large surface parking areas, particularly the GO Station parking area fronting on Main Street, is encouraged. The GO Station should include new urban plazas with active grade related buildings at both entrances as a feature of any redevelopment proposal for the GO Station site.
- 3.5.3.28** A Comprehensive *Development Plan* shall be required in support of any major redevelopment proposal. A major redevelopment proposal consists of either multiple purpose designed buildings or a single building having a gross floor area exceeding 10,000 square metres. The Comprehensive *Development Plan* shall include:
- a) a detailed overall concept plan, identifying the location and use(s) of all of the proposed buildings and structures;
 - b) a detailed phasing strategy, if applicable, that describes the sequencing of *development* and the timing of any *infrastructure* improvements;
 - c) the location of any lands and/or facilities to be dedicated to the *Town* as a condition of approval;
 - d) conceptual building elevation drawings and/or a computer generated three dimensional model illustrating the proposed *character*, massing, scale and design of the *development* including architectural detailing;
 - e) the location of appropriate access points onto the abutting road network;
 - f) the location and layout of access and parking areas and pedestrian and vehicular circulation routes, including access to service areas, in the context of an overall parking management strategy;
 - g) urban design guidelines, landscaping plans and proposed streetscape treatments and sustainable design elements including street *trees*, plant materials, paving treatments, street furniture, waste and recycling containers and bicycle parking facilities; and,
 - h) a detailed Functional Servicing Report identifying the location of stormwater management facilities/controls.

Schedule “C.7.D.CBD” identifies four “*Development Blocks*”. These lands represent opportunities for major *development* and *intensification* through comprehensively planned and phased redevelopment. The prescribed maximum building heights and *development* densities may be varied through a

Comprehensive *Development Plan* for the entire ‘*Development Block*’. As part of *development* approval for lands in the *Development Block*, *development* or redevelopment will be based on a Comprehensive *Development Plan*, which is to be prepared by the *development* proponent in consultation with the *Town* and other relevant stakeholders. The Comprehensive *Development Plan* will be consistent with the policies in this Plan. It will be required to demonstrate:

- a) how the ultimate build-out of the ‘*Development Block*’ will achieve the required minimum *Block-Level Density* measured across the site as a whole;
- b) how the *Development Plan* responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and
- c) how the *development* will address any community facility and infrastructure needs identified by the *Town* in accordance with sub-section 3.5.3.3.

Upon completion the Comprehensive *Development Plan* for a ‘*Development Block*’ shall be submitted to Council for endorsement without amendment to this Plan.

Endorsement of one Comprehensive *Development Plan* does not preclude alternatives or future modifications from being endorsed by Council and does not preclude consideration of interim *development* proposals in accordance with the policies of this Plan.

3.5.3.29

Development proposals which may prejudice or inhibit the achievement of the gross *development density* target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan, consistent with the general target proportion identified through the Regional Official plan, or the minimum *Block-Level Densities* required by 2.1.4.8 as shown on Schedule “C.7.C.CBD” on a site shall be prohibited unless it is part of a *municipal comprehensive review* or the review of the Secondary Plan for the Central Business District. Interim *development* proposals in the form of small-scale building additions or stand alone buildings in connection with an existing use, which result in short-term *development* below the minimum prescribed *Block-Level Densities*, may be permitted provided that:

- a) The proposed building or addition has a *Gross Floor Area* of less than 500 square metres;
- b) The development does not prejudice or inhibit the long term redevelopment of the site as envisioned by this Plan;
- c) The *development* is consistent with the achievement of a compact, pedestrian-oriented and transit-supportable urban form;

- d) The *development* does not include residential uses.

3.5.3.30

Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the *intensification* and mixed-use objectives of this Plan including the minimum gross *development* density target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan, together with the minimum *Block-Level* Densities required by 2.1.4.8. A holding provision (H) may be implemented through the Zoning By-law in order to place a hold on the proposed *development* until:

- a) *Compatibility Studies*, including appropriate studies to achieve land use compatibility, and mitigation are completed to assess and address potential *adverse effects* from odour, noise and other contaminants;
- b) Municipal services are adequate and available;
- c) A Comprehensive *Development* Plan is completed, where required in accordance with 3.5.3.29, including an Urban Design Brief; and
- d) The *Town* is satisfied that the *development* :
 - i) Is consistent with and conforms to all other relevant policies of the Province, the *Region* and the *Town*
 - ii) is sensitive to the *character* of adjacent residential neighbourhoods with respect to sun shadowing, *building height*, massing and setbacks and provides for suitable transition; and
 - iii) is appropriately integrated with surrounding land uses.

CIVIC PRECINCT SUB-AREA

3.5.3.31

The Town Hall site including Victoria Park Square is identified as a Civic Precinct Sub-Area. *Built* form and existing features are to be protected and enhanced to ensure that these elements remain a focal point for the community.

INSTITUTIONAL SUB-AREA

3.5.3.32

The Library is identified as an Institutional Sub-Area and shall be subject to the policies of Section 3.10 of this Plan.

COMMUNITY PARK SUB-AREA

3.5.3.33

The Mill Pond and surrounding park area is identified as Community Park Sub-Area and shall be subject to the policies of Section 3.11 of this Plan.

CENTRAL BUSINESS DISTRICT ENHANCEMENT

3.5.3.34 The *Town* will continue to work with the Business Improvement Area, individual business owners, building/property owners, residents, public agencies and other interested groups to strengthen the Central Business District, all in accordance with the policies of Section 2.4, including:

- a) active promotion of the area as a shopping area for the community and surrounding municipalities;
- b) active promotion of the area as a location for retail and major office facilities as well as such attractions as hotel, convention, *cultural* and *entertainment uses*;
- c) preparation of a regular program for the restoration, maintenance and improvement of municipal services such as water, wastewater stormwater management, transportation, landscaping, sidewalks, lighting, street furniture and parking facilities;
- d) *development* of a program of building facade improvement; and,
- e) *development* of enhanced vehicular, bicycle and pedestrian access to and enhanced connections throughout the various sub-areas of the CBD.

OPEN SPACE, LINKAGES AND NODES (Gateways and Focal Points)

3.5.3.35 Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). *Development* on lands designated as Gateway will have regard for the importance of these locations as major entry points into the *MTSA* and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan. Public art is encouraged within each of the three Gateways.

3.5.3.36 *Development* within areas designated as Focal Points shall have regard for their importance as points of interest and gathering spots, opportunities for public art, restaurants, cafe and retail as well as future transit stops. Detail design guidance for areas designated as Gateway or Focal Points should have regard for the CBD Urban Design Guidelines.

3.5.3.37 Schedule "C.7.B.CBD" identifies a network of major and minor Open Space Linkages throughout the Central Business District. The linkages identified in this Schedule will be developed in conjunction as adjacent *development* and redevelopment occurs. Applications for *development* will, where required, incorporate the trail linkage into the site design.

- 3.5.3.38** Major linkages refer to *active transportation* connection between popular destinations, the GO Station and the wider community. Minor linkages provided internal connections, facilitating walking and cycling within the area.. The design of both major and minor linkages shall have regard for the *Town's* Urban Design Guidelines and Standards.
- 3.5.3.39** Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a central focus for the UGC/*MTSA*. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment, street tree planting and *active frontages*. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.
- 3.5.3.40** Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of way.
- Notwithstanding the required setback, *infrastructure*, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.
- 3.5.3.41** The *Town* will monitor and anticipate the need for pedestrian crossings at the intersection of the former CNR crossing and the existing CPR corridor north of the Mill Pond.
- 3.5.3.42** Where deemed feasible by the *Town* and the Halton Region Conservation Authority, *development* applications adjacent the Sixteen Mile Creek will incorporate pedestrian access along the creek edge. In doing so, opportunities for seating and view points should also be encouraged as described in the CBD Urban Design Guidelines.

ENVIRONMENTAL

- 3.5.3.43** *Development* or redevelopment applications that contemplate open space or streetscape improvements will be accompanied by plans that are consistent with the provisions of subsection 2.8.3.50 of this Plan (Landscape Design) and shall have regard for the *Town's* Urban Design Guidelines and Standards.
- 3.5.3.44** Milton is largely defined by the rich quality of its *natural environment*. Its open spaces, mature *tree* canopy and streetscapes have important *environmental* and urban design value. *Tree* canopy cover across the developed portions of the Milton CBD, not including parks, is approximately 14%. New *development*

should seek to achieve a canopy cover of a minimum of 15 % within 5 years of the issuance of the building permit for the project.

URBAN DESIGN

3.5.3.45 All *development* within the Central Business District shall have regard for the general design objectives contained in Section 2.8 of this Plan and the CBD Urban Design Guidelines. In addition, all *development* within the *Major Transit Station Area* shall have regard to the Milton Mobility Hub Urban Design Guidelines.

3.5.3.46 The *Town* will institute a municipal program to encourage the provision of public art based on 1 % of the value of any building permits within the CBD.

PARKING

3.5.3.47 The *Town* supports the *development* of common parking areas in the CBD and shall apply a strategic and holistic approach to parking provision as follows:

- a) the *Town* shall work in conjunction with the Business Improvement Area and local businesses to establish a program for the acquisition and *development* of additional off-street parking facilities utilizing funding from such sources as cash-in-lieu of parking payments and provincial grant programs;
- b) where common parking facilities have been provided, properties which have contributed to the provision of such facilities may change their use, or be redeveloped or expanded in a limited manner without providing for additional parking facilities, provided that it can be demonstrated that no significant shortage of parking will result;
- c) where a major *development* or redevelopment project is proposed in any area, a detailed study by a qualified traffic engineer of the implications of the redevelopment for parking in the CBD will be submitted by the proponent. The study will identify parking problems created by the redevelopment, and outline alternative solutions to the problems;
- d) sufficient to provide an appropriate supply of parking that meets the needs of users while promoting the use of *active transportation* and transit;
- e) on street parking should be encouraged, especially within *Active Frontage Areas* as a means of providing additional parking but also to help animate street activity; and,

- f) all proposed developments should illustrate through their site plans how parking areas will be developed having regard for the *Town's* Urban Design Guidelines;
- g) *travel demand management*, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;
- h) the provision of surface parking lots should be minimized and configured to transition to other uses over time; and
- i) where appropriate, existing surface parking lots should be replaced with compact, mixed-use and *transit-supportive developments*.

HERITAGE

3.5.3.48

The most substantial portions of Milton's *cultural heritage resources* are contained within the CBD. *Development* should be consistent with the policies of Section 2.10. In addition to the policies contained in Section 2.10, the following should also apply to lands within the CBD:

- a) the CBD Urban Design Guidelines will encourage maintenance of the best existing *cultural heritage resources* buildings and provide design direction for *compatible* infilling and redevelopment of vacant lands and other areas where appropriate in the CBD's historic core;
- b) the existing residential use along the Bronte Road and Ontario Street edges of the historic *residential areas* will be retained to maintain the definition and *character* of the area. *Intensification* along these fringe edges should have regard for the CBD Urban Design Guidelines for residential development;
- c) the small-scale *character* of the historic *residential areas* of the CBD will be retained by limiting the size of redevelopments to two lots, both within and on the fringe of the areas described in d):
- d) the Town of Milton shall promote and reinforce community recognition of the sense of place created by the Character Area by expanding the new street signage being implemented for Downtown Milton to encompass the CBD's historic *residential areas*;
- e) develop a municipal funding program, such as a Community Heritage Trust Fund, to offer low interest loans for restoration work on buildings designated under the Part IV of the Ontario Heritage Act;

- f) The Town will implement an enhanced street signage program to promote and reinforce community recognition of the sense of place in the Central Business District; and,
- g) actively promote availability of preservation funding to inform and educate the public as to the economic and cultural benefits of such undertakings through such organizations as Heritage Milton, DBIA and Milton Historical Society.

SIGNIFICANT CHARACTER BUILDINGS

3.5.3.49 Prior to the *development* of a site which includes a significant *character* building as designated on Schedule "C", the *character* building shall be evaluated by the *Town* in consultation with the owner, to determine its feasibility for preservation. Where preservation of the building is feasible, consideration should be given to its reuse. Further, notwithstanding any other policies of this Plan, consideration may be given to the use of the *character* building on Bronte Street for residential purposes if it will ensure the reuse of the building.

3.6 SECONDARY MIXED USE NODE *D1(vi)

3.6.1 GENERAL *D1(vi)

PURPOSE

3.6.1.1 The Secondary Mixed Use Node designation on Schedule "B" identifies higher order commercial nodes which will form focal points for surrounding residential neighbourhoods with pedestrian and transit-supportive development.

3.6.1.2 Secondary Mixed Use Nodes will generally include between 65 and 80 hectares of land.

3.6.2 PERMITTED USES *D1(vi)

3.6.2.1 Secondary Mixed Use Nodes will generally include between 9,300 and 13,935 square metres of commercial uses. Secondary Mixed Use Nodes may also include *office* employment uses, a full range of medium II and high density residential development, and Civic, recreational, *cultural*, *entertainment* and *institutional uses*, including secondary schools. Park uses will also be permitted.

3.6.3 SECONDARY MIXED USE NODE POLICIES *D1(vi)

3.6.3.1 Development within areas designated "Secondary Mixed Use Node" on Schedule "B", shall be permitted subject to:

- a) the submission of a development plan which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the Secondary Mixed Use Node designation;
- b) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan;
- c) where the proposed total commercial floor space exceeds 9,300 square metres submission of a market impact study which shall incorporate actual sales data where possible, and that demonstrates that the proposed commercial use will not have a detrimental impact on the planned function of the Central Business District will be required; and
- d) the provision of any other study that the Town may require.

3.6.3.2 Secondary Mixed Use Nodes within the HUSP *Urban Area* will require special design standards to ensure their integration with surrounding development, while still fulfilling their role. In particular, such areas shall:

- a) be oriented to public streets and have a strong street presence;
- b) incorporate landmarks such as church spires, fountains or public art;
- c) give consideration in design and development to the creation of an environment which is comfortable for the pedestrian and *transit-supportive*.

3.6.3.3 The early introduction of public transit service to Secondary Mixed Use Nodes shall be encouraged.

3.6.3.4 Notwithstanding the policies of Section 3.6 and 2.1 of this Plan, recognizing that the Secondary Mixed Use Node located at Highway 25 and Derry Road is already in large measure constructed and that those lands which are vacant have existing zoning or a reasonable opportunity for future development, this particular node shall be developed in accordance with the following:

- a) the total commercial floor space allowed within this particular node shall be 16,725 sq. m. and shall be in accordance with the existing or future zoning and with the approval of (a) site plan(s) in accordance with Section 41 of the Planning Act;
- b) unless the total commercial floor space exceeds 16,725 sq. m., the submission of an overall development plan or Secondary Plan and market impact study shall not be required for this particular node; and,
- c) the southeast corner of this node shall be developed primarily for high density residential uses at a density of 85 to 150 dwelling units per net hectare. Accessory commercial and/or *office uses* may also be permitted within a multi-storey building. The maximum building height shall not exceed 10 storeys unless specifically permitted by other policies of this Plan.
- d) the integration of this particular node with surrounding development shall be considered in the context of the existing development.

3.6.3.5 Notwithstanding the policies of Section 3.6.2.1 the Secondary Mixed Use Nodes located at Thompson Road and Louis St. Laurent Avenue and at Bronte Street (formerly First Line) and Louis St. Laurent Avenue shall be subject to the following exceptions:

- a) a total commercial floor space within each Node of up to 29,728 square metres shall be permitted; and,
- b) unless the total commercial floor space exceeds 29,728 square metres, the submission of a market impact study shall not be required.

3.7 EMPLOYMENT

3.7.1 GENERAL

PURPOSE

3.7.1.1 *Employment areas* are intended to provide industrial, business and economic activities, which will be the major source of employment opportunities within the Town. The *Employment Areas* permit a wide range of business and economic activities that include, but not limited to, the following:

- a) manufacturing uses;
- b) uses related to research and development in connection with manufacturing;
- c) warehousing uses, including uses related to the movement of goods;
- d) retail and offices uses associated with manufacturing and warehousing;
- e) facilities that are ancillary to manufacturing and warehousing; and
- f) any other business and economic uses prescribed by provincial legislation.

Employment areas are defined by two specific employment land use designations: Business Park, and Industrial Area, which provide for *compatible* employment uses in appropriate locations with a variety of form, scale, and intensity of *development*.

OBJECTIVES

3.7.1.2 It is the objective of this Plan to:

- a) ensure that sufficient designated lands are available within the Urban Area for the creation of diverse employment opportunities at appropriate strategic locations, particularly in the vicinity of existing major highway interchanges and rail yards;
- b) ensure that the *Town* is positioned to accommodate new and expanded business activities that provide jobs to local residents;
- c) ensure that new industrial *development* occurs in an orderly manner;

- d) encourage and promote *compact development* that accommodates a mix of employment uses and supporting uses to facilitate the efficient use of urban land and *infrastructure*; and,

GENERAL EMPLOYMENT POLICIES

3.7.1.3 No new *development* shall be permitted within areas designated for employment uses within the HUSP *Urban Area* or Sustainable Halton *Urban Area* as shown on Schedule "B" until a Secondary Plan has been approved for the appropriate Planning District or portion of the Planning District in conformity with the policies of this Plan. The only exceptions are expansions of or modifications to *existing uses*.

3.7.1.4 *Development* within the employment designations within the established *urban area* on Schedule "B" or within an approved secondary plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan in Part C of this Plan;
- b) the submission of a *development plan* which demonstrates to the satisfaction of the *Town* that the proposed *development* can be integrated with existing and proposed uses of adjacent lands, including lands outside the employment designation;
- c) the proposed *development* complies with the Community-wide policies of Section 2.0 of this Plan;
- d) applicants can demonstrate that there is adequate water and wastewater treatment capacity to accommodate the proposed use;
- e) a high quality of landscaped site development, particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial or Multi-Purpose Arterial roads; and,
- f) the provision of any other study that the *Town* may require.

3.7.1.5 *Intensification* and increased densities in both new and existing *Employment Areas* shall be promoted by facilitating compact, transit-supportive *built-form* and minimizing surface parking.

3.7.1.6 All new *development* requiring a *Planning Act* approval shall conform to Section 2.8 (Urban Design) of this Plan as appropriate.

- 3.7.1.7** In addition to the above, the Zoning By-law shall contain provisions relating to building siting, location and massing to implement these same urban design policies.

REMOVAL OF EMPLOYMENT LANDS FROM *EMPLOYMENT AREAS*

- 3.7.1.8** It is the *policy* of the *Town* to protect and preserve *employment areas*.

- 3.7.1.9** *Employment Areas* are defined by this Plan as all lands shown within the Employment Area overlay on Schedule “1” – Town Structure Plan and all lands designated for employment uses under Section 3.7.

- 3.7.1.10** The *Town* may consider the removal of lands from *Employment Areas* only where it has been demonstrated that:

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

- 3.7.1.11** Notwithstanding the above, the re-designation of employment lands to the Natural Heritage System designation is not considered to be a removal of lands from *Employment Areas*.

- 3.7.1.12** Pursuant to subsections 1 (1.1) and (1.2) of the *Planning Act*, uses in *Employment Areas* that are excluded from the definition of “area of employment” in paragraph 2 of Subsection 1(1) of the *Planning Act* are authorized to continue, provided that the use was lawfully established on the parcel of land before October 20, 2024.

- 3.7.1.13** *Development* on lands within 300 metres of *Employment Areas* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on

the long term economic viability of employment uses within existing or planned *Employment Areas*, in accordance with applicable guidelines.

3.7.2 DELETED. SECTION NOT IN USE

3.7.3 OFFICE EMPLOYMENT AREA

See Office Employment Area policies in Section 3.4.5.

3.7.4 BUSINESS PARK AREA

See Business Park Area policies in Section 3.8.

3.7.5 INDUSTRIAL AREA

See Industrial Area policies in Section 3.9.

3.7.6 BUSINESS COMMERCIAL AREA

See Business Commercial Area policies in Section 3.4.6.

3.8 BUSINESS PARK AREA *D1(viii)

3.8.1 GENERAL *D1(viii)

PURPOSE

3.8.1.1 The Business Park Area designation on Schedule "B" is an employment designation which applies to areas where the full range of *light industrial uses* will be permitted, subject to a high standard of design.

3.8.1.2 No new development shall be permitted within areas designated "Business Park Area" within the HUSP *Urban Area* or the Sustainable Halton Plan Urban Area on Schedule "B" until a Secondary Plan has been approved for the appropriate Planning District or portion of the Planning District in conformity with the policies of this Plan. The only exceptions being expansions or modifications of existing uses.

3.8.2 PERMITTED USES *D1(viii)

3.8.2.1 The Business Park Area designation on Schedule "B" means that the main permitted uses shall be *light industrial uses*.

3.8.2.2 In addition to the main permitted uses within the Business Park Area designation, the following uses shall also be permitted:

- a) ancillary retail and *office uses* directly related to the *light industrial use* and located within the industrial building;
- b) research and development uses, excluding uses which produce biomedical waste;
- c) *Cannabis Production and Processing Facility*; and
- d) any other business and economic uses prescribed by provincial regulation.

3.8.2.3 Within the Business Park Area designation, the following uses shall specifically not be permitted:

- a) Truck terminals;
- b) Fuel depots;
- c) Cement batching and asphalt plants; and,

- d) Waste management or composting facilities.

3.8.2.4 In addition to the uses permitted in Sections 3.8.2.1 and 3.8.2.2, the following uses shall also be permitted on lands designated Business Park on Schedule B outside the Employment Area designation on Schedule N:

- a) *office uses*;
- b) restaurants that are part of and are located wholly within a light industrial or office building, other than an industrial mall; and,
- c) *institutional uses*.

3.8.3 BUSINESS PARK AREA POLICIES *D1(viii)

3.8.3.1 Development within areas designated "Business Park Area" within the Established *Urban Area* on Schedule "B" or within an approved Secondary Plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Business Park Area designation;
- c) no outdoor storage being allowed;
- d) a high quality of landscaped site development particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial or Multi-Purpose Arterial roads;
- e) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,
- f) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.

3.8.4 CANNABIS PRODUCTION AND PROCESSING FACILITIES

3.8.4.1 In addition to the Business Park Area policies set out in Section 3.8.3.1, the following shall apply to a *Cannabis Production and Processing Facility*:

- a) The appropriate locations within the Business Park Area land use

designation and regulations for a *Cannabis Production and Processing Facility* shall be implemented through the Zoning By-law;

- b) A minimum setback between a *Cannabis Production and Processing Facility* and a *sensitive land use* of 70 metres shall be provided. A reduced setback of less than 70 metres may be considered by the Town, without an amendment to this Plan, where impacts are mitigated;
- c) No outside storage shall be permitted;
- d) A *Cannabis Production and Processing Facility* shall be subject to Site Plan Control; and,
- e) In addition to the Complete Application requirements set out in Section 5.3.4, the following studies shall be submitted as part of any development application for a *Cannabis Production and Processing Facility*:
 - i. Odour and Dust Impact Assessment;
 - ii. Light Impact Assessment;
 - iii. Transportation Impact Study;
 - iv. Hydrogeological Studies; and,
 - v. Any other appropriate studies identified as part of the complete application and pre-consultation process.

3.9 INDUSTRIAL AREA *D1(ix)

3.9.1 GENERAL *D1(ix)

PURPOSE

3.9.1.1 The Industrial Area designation on Schedule "B" is an employment designation which applies to areas where the full range of *light industrial* and *general industrial uses* will be permitted.

3.9.1.2 No new development shall be permitted within areas designated "Industrial Area" within the HUSP *Urban Area* or the Sustainable Halton Plan Urban Area on Schedule "B" until a Secondary Plan has been approved for the appropriate Planning District or portion of the Planning District in conformity with the policies of this Plan. The only exceptions are expansions to or modifications of existing uses.

3.9.2 PERMITTED USES *D1(ix)

3.9.2.1 The Industrial Area designation on Schedule "B" means that the main permitted uses shall be:

- a) *light industrial* and *general industrial uses* including recycling industries in accordance with the policies of subsections 2.6.3.46 through 2.6.3.53 inclusive, of this Plan;
- b) research and development uses, excluding uses which produce biomedical waste, in a one to two storey multi-unit building;
- c) *Cannabis Production and Processing Facility* in accordance with Policy 3.9.3.2 of this Section;
- d) ancillary retail and *office uses* directly related to the industrial use within the industrial building; and
- e) any other business and economic uses prescribed by provincial regulation.

3.9.2.2 Outdoor storage may be permitted subject to appropriate screening and containment.

3.9.2.3 Notwithstanding the policies of subsection 3.9.2.1, the Town shall not permit industrial uses which are considered to represent a significant health or safety hazard to the residents of Milton or to the natural environment. Where there is concern with the potential impact of a proposed industrial use, the proponent

shall prepare an evaluation report, and shall be required to implement any necessary mitigative measures.

3.9.3 INDUSTRIAL AREA POLICIES *D1(ix)

3.9.3.1 Development within areas designated "Industrial Area" within the Established *Urban Area* on Schedule "B" or within an approved Secondary Plan, shall be permitted subject to:

- a) the provisions of the applicable Secondary Plan as outlined within Part C of this Plan;
- b) the submission of a development plan which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Industrial Area designation;
- c) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,
- d) applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.

3.9.3.2 In addition to the Industrial Area policies set out in Section 3.9.3.1, the following shall apply to a *Cannabis Production and Processing Facility*:

- a) The appropriate locations within the Business Park Area land use designation and regulations for a *Cannabis Production and Processing Facility* shall be determined by the Zoning By-law;
- b) A minimum setback between a *Cannabis Production and Processing Facility* and a *sensitive land use* of 70 metres shall be provided. A reduced setback of less than 70 metres may be considered by the Town, without an amendment to this Plan, where impacts are mitigated;
- c) No outside storage shall be permitted;
- d) A *Cannabis Production and Processing Facility* shall be subject to Site Plan Control;
- e) In addition to the Complete Application requirements set out in Section 5.3.4, the following studies shall be submitted as part of any development application for a *Cannabis Production and Processing Facility*:

- i. Odour and Dust Impact Assessment;
- ii. Light Impact Assessment;
- iii. Transportation Impact Study;
- iv. Hydrogeological Studies; and,
- v. Any other appropriate studies identified as part of the complete application and pre-consultation process.

3.10 INSTITUTIONAL AREA *D1(x)

3.10.1 GENERAL *D1(x)

PURPOSE

- 3.10.1.1** The Institutional Area designation on Schedule "B" is intended to recognize major *public* and *quasi-public uses* which are of a size and scale that serve *Town-wide* and/or *Region-wide* functions.

3.10.2 PERMITTED USES *D1(x)

- 3.10.2.1** The Institutional Area designation on Schedule "B" means that the main permitted uses shall be public, quasi-public and private non-profit uses of a Town-wide, Regional or Provincial significance, including hospitals, major educational uses such as secondary schools, large places of worship, *assisted* and *shared housing*, Residential Care Facilities; and other major community uses on sites which generally exceed 1 hectare.

- a) any institution which contains more than ten (10) individuals, exclusive of staff, shall be permitted.

- 3.10.2.2** In addition to the policies of subsection 3.10.2.1, accessory service uses, retail uses and office functions shall be permitted.

- 3.10.2.3** Residential uses including *assisted* and *shared housing* may also be permitted in conformity with the policies of subsection 3.10.3.2 and subject to compliance with applicable codes, regulations and all other applicable land use policies.

3.10.3 INSTITUTIONAL AREA POLICIES *D1(x)

- 3.10.3.1** Development within areas designated "Institutional Area" on Schedule "B", or within an approved Secondary Plan, shall be permitted subject to:

- a) the submission of a development plan which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the Institutional Area designation;
- b) compliance with the Community-wide policies of Section 2.0 of this Plan; and
- c) adequate wastewater and water treatment capacity to accommodate the proposed use.

RESIDENTIAL USES

3.10.3.2 Residential uses may be permitted in conjunction with Institutional uses, where Institutional sites are located adjacent to lands in the Residential Area designation. Such applications will require:

- a) compliance with the Community-wide policies of Section 2.0 of this Plan;
- b) submission of a traffic study where traffic from the proposed development will be required to use local streets for egress/ingress which demonstrates to the satisfaction of the Town that the streets can accommodate the additional traffic in a safe manner; and,
- c) submission of a development plan and any additional studies required by the Town.

NEW INSTITUTIONAL USES

3.10.3.3 Applications for amendments to the Official Plan or Zoning By-law to add new institutional designations or zones will be evaluated based on submission of:

- a) a development plan;
- b) a report by a qualified traffic engineer where deemed applicable which outlines the potential impacts of traffic on surrounding areas, particularly residential areas, and indicates how any negative impacts can be resolved;
- c) any incompatibilities with surrounding uses, particularly residential uses, can be mitigated in an appropriate manner through provision of buffering, engineering solutions or other similar approaches, except that where the use has satisfied the provisions of the Environmental Assessment Act it will be deemed to be compatible with surrounding uses;
- d) the scale of the buildings is compatible with the character of the surrounding area; and
- e) a location on a regional or arterial road.

3.11 COMMUNITY PARK AREA *D1(xi)

3.11.1 GENERAL *D1(xi)

PURPOSE

- 3.11.1.1** The Community Park Area designation on Schedule "B" recognizes existing or proposed public parks that are primarily intended to serve all residents of the Urban Area, as well as the Town as a whole and which may include, in addition to facilities found in other types of parks, significant natural or physical features such as the Mill Pond, or unique attractions such as the Milton Fairgrounds, formal gardens, display greenhouses, animal farms, public use museums, or other specialized functions such as cemeteries.

3.11.2 PERMITTED USES *D1(xi)

- 3.11.2.1** The Community Park Area designation on Schedule "B" means that the main permitted use shall be a full range of active and passive recreation uses ranging from uses such as nature viewing and garden plots to public cultural/entertainment areas and major sports facilities such as arenas and sports fields.
- 3.11.2.2** Limited small scale accessory retail uses may also be permitted within the Community Park Area designation, with the exception of areas in or adjacent to natural features or environmentally sensitive areas.

3.11.3 COMMUNITY PARK AREA POLICIES *D1(xi)

MILL POND

- 3.11.3.1** Mill Pond represents a key focal point in the Established *Urban Area* on Schedule "B". The Town has significantly improved this facility and will continue to maintain and enhance it.

POTENTIAL COMMUNITY PARK AREA

- 3.11.3.2** a) Two potential Community Park Areas has been identified in the HUSP *Urban Area* on Schedule "B". The conceptual designation of these parks will be refined during the preparation of the relevant Secondary Plans and a detailed analysis will establish the function and facilities which will be developed for the parks. During the preparation of the relevant

Secondary Plan(s), the location of schools adjacent to the Community Park Area will be encouraged.

- b) Additional Community Park facilities may be established in strategic locations throughout the municipality to ensure the provision of an appropriate range of active and passive recreational and open space opportunities.

MILTON FAIRGROUNDS

3.11.3.3 The existing and related uses of the Milton Fairgrounds including auction sales and the storage, exhibiting and sales of trailers will continue for the foreseeable future. However, prior to any significant change in use, the proponent shall submit a development plan and a detailed analysis will be required in order to determine the most appropriate form of alternative development for this key site. Such an analysis will include an assessment of the impacts of a change in use and may include traffic impact study and social impact analysis. The key concern will be to ensure a use which best meets the needs of the community as a whole.

3.11.3.4 The Milton Fairgrounds have been identified as a Specific Policy Area as shown on Schedule "I1", in accordance with the policies of Section 4.11 of this Plan.

3.12 REGIONAL NATURAL HERITAGE SYSTEM

3.12.1 GENERAL

PURPOSE

- 3.12.1.1** The Regional Natural Heritage System designation as shown on Schedule "B" recognizes those areas within the *Urban Area* where protection and preservation of *natural heritage features and areas* and their *ecological functions* is required, in accordance with the policies of Sections 4.8 and 4.9 of this Plan.

3.12.2 PERMITTED USES

The permitted uses in the Regional Natural Heritage System designation within the *Urban Area* shall be in conformity with the policies of Section 4.9 of this Plan.

3.12.3 REGIONAL NATURAL HERITAGE SYSTEM POLICIES

- 3.12.3.1** The Regional Natural Heritage System is subject to the policies of Section 4.9 of this Plan, to all other relevant policies of this Plan and to the policies of the *Conservation Authority*, the *Region* of Halton and the applicable Provincial Plans.

3.13 **[DELETED. SECTION NOT IN USE]**

3.14 **REGULATORY FLOOD PLAIN**

3.14.1 **GENERAL**

PURPOSE

- 3.14.1.1** The Regulatory Flood Plain boundary within the Central Business District, as outlined on Schedule "B" delineates those lands which are subject to flooding during a Regional Storm event. Provincial policy requires that the One Zone Flood Plain Concept apply to regulatory flood plains in Ontario.

THE ONE ZONE CONCEPT

- 3.14.1.2** The One Zone Concept is the Provincial planning approach whereby the entire flood plain, as defined by the regulatory flood, is treated as one unit, and all development is prohibited or restricted. The flood plain in the Town of Milton will be regulated using the One Zone Concept.

3.14.2 **PERMITTED USES**

- 3.14.2.1** Any new development or minor additions within the Regulatory Flood Plain will require a permit from the Halton Region Conservation Authority pursuant to Ontario Regulation 162/06.

PROHIBITED USES

- 3.14.2.2** Notwithstanding the provisions of Subsection 3.14.1.2 and 3.14.2.1 the following new uses shall be prohibited in the Regulatory Flood Plain:
- c) The manufacture, storage, disposal and/or consumption of hazardous substances which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - d) Institutional uses such as hospitals, schools or nursing homes which would pose a significant threat to the safety of the inhabitants (e.g., the sick, elderly, the disabled and the young) if involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;

- e) Services such as those provided by fire, police and ambulance stations and electrical substations which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures; and,
- f) New residential, commercial or industrial uses unless designed for floodproofing in accordance with the policies of the Halton Region Conservation Authority and the Province.
- g) The introduction of fill into the Regulatory Flood Plain.

3.14.3 REGULATORY FLOOD PLAIN POLICIES

EXISTING USES

- 3.14.3.1** Where such uses as described in subsection 3.14.2.2 already exist in the Regulatory Flood Plain, a higher level of flood protection and/or additional floodproofing will be required for any renovation, redevelopment or replacement of existing structures, approved by the Town of Milton and the Halton Region Conservation Authority in accordance with the policies of the Halton Region Conservation Authority and the Province. Notwithstanding the foregoing, such uses are strongly encouraged to relocate outside of the flood hazard.

RE-ESTABLISHMENT OF HYDRAULIC CAPACITY

- 3.14.3.2** Wherever possible, the Town of Milton, in consultation with the Halton Region Conservation Authority, shall attempt, when sites are redeveloped, to incorporate measures which do not adversely affect the hydraulic capacity of the watercourse.

3.15 **OMAGH**

- 3.15.1** Omagh consists of the area in the vicinity of Fourth Line and Britannia Road, as depicted in the Boyne Secondary Plan and Britannia Secondary Plan, with a special character, which reflects its significant cultural heritage and relationship to the *Local Natural Heritage System*.

Omagh is an overlay designation with underlying land designations on Schedule “C.10.C” – Boyne Survey Secondary Plan Land Use Plan and Schedule “C.13.C” – Britannia Secondary Plan Land Use Plan. New *development* and *redevelopment* will be expected to complement and enhance its special *character*. The policies of the applicable Secondary Plan still apply.

- 3.15.2** Prior to approval of a *development* application the following *development* constraints must be addressed and evaluated through appropriate studies on a comprehensive basis for the entirety of Omagh, in consultation with applicable agencies:

- a) Environmental concerns, such as but not limited to, stormwater management, floodplain constraints and features which contribute to the area’s special character;
- b) *municipal water services* and *municipal sewage services*; and
- c) Road and *infrastructure* requirements.

- 3.15.3** In addition to other applicable application requirements the following may be required on a site-specific basis, as a part of any *development* application within Omagh:

- a) An urban design brief, in accordance with the Town’s Urban Design Brief Terms of Reference;
- b) Means to achieve a safe pedestrian friendly streetscape;
- c) Concept plan for the proposed *development* which addresses issues such as the proposed uses, the height, location, and spacing of the buildings, the intensity of the proposed use, traffic access, landscaping, lighting, waste disposal and parking;
- d) Demonstration of a massing and conceptual design in keeping with features identified as contributing to the *character* of Omagh;
- e) Demonstration of how the proposed *development* addresses cultural heritage and natural heritage features, where applicable; and

- f) Any other appropriate requirement identified as part of the complete application and pre-consultation process.

3.15.4 Notwithstanding the policies of this Official Plan additional height may be considered within Omagh through a *development* application where supported by the studies prescribed in 3.15.3.

4.0 RURAL SYSTEM AND NATURAL HERITAGE SYSTEM LAND USE POLICIES, AND SPECIFIC POLICY AREAS

4.1 RURAL SYSTEM

4.1.1 GENERAL

PURPOSE

- 4.1.1.1** The Rural System Land Use Policies establish directions for all of the lands outside the *Urban Area* General Land Use designations. The Rural System includes the Agricultural System as described in Section 4.3 and the Natural Heritage System as described in Section 4.8 as well as the Agricultural Area, Regional Natural Heritage System, Hamlet Area, Mineral Resource Extraction Area, and Parkway Belt West Plan Area designations as shown on Schedule “A” of this Plan. Policies which may apply throughout the Rural System are established in Section 4.1.1.

SECONDARY PLANS

- 4.1.1.2** Detailed land use designations and policy directives for each of the Hamlet Areas, identified on Schedule “D1”, Urban and Rural Districts, will be established in Secondary Plans, which will be incorporated into Part C of this Plan as required in accordance with the policies of this Plan.

- 4.1.1.3** [DELETED. SECTION NOT IN USE]

RURAL ESTATE RESIDENTIAL DEVELOPMENT

- 4.1.1.4** The creation of new *lots* for residential purposes shall be prohibited in the Rural System, except in the Hamlet Area designation, in accordance with the provisions of the relevant Secondary Plan in Part C of this Plan. The creation of new *lots* by consent may only be permitted in accordance with the policies of subsection 5.7.3.12 of this Plan.

HOME OCCUPATIONS, HOME AND COTTAGE INDUSTRIES

- 4.1.1.5** Where permitted in the Rural System Land Use Designations, *Home Occupations* and *Cottage Industries* shall be subject to the regulations of the Zoning By-law, Provincial Plan regulations including the policies of the Niagara Escarpment Plan, Greenbelt Plan and Parkway Belt West Plan, where applicable, and in accordance with the following:

- a) the use is secondary to the primary use of the property for residential or agricultural purposes and does not involve any significant changes to the external character of the main dwelling unit or property;

- b) outside display or storage areas are not permitted;
- c) the use does not generate adverse affects such as excessive traffic, noise, parking problems or electrical interference which are incompatible with a residential area;
- d) any free-standing building is located in accordance with the standards of the Zoning By-law; and,
- e) any *home occupation* or *cottage industry* does not exceed the lesser of a gross floor area of 100 sq. m. or 25% of the residential living area.

HOME INDUSTRIES AND HIGHER IMPACT USES

4.1.1.6 Subject to Section 2.0 of this Plan, the Town of Milton shall undertake a study to determine the scale and types of agriculture-related uses and on-farm diversified uses as permitted by 4.4.2 t) and 4.4.2 u) that have higher potential to cause adverse impacts on adjacent agricultural operations and shall be subject to site plan control in accordance with policy 4.1.1.7 of this Plan.

4.1.1.7 Notwithstanding Policy 5.6.3.1 a), where *home industries* and such higher impact *agriculture-related uses* and *on-farm diversified uses* as are identified in a Town study undertaken pursuant to policy 4.1.1.6 are permitted in the Rural System Land Use designations, they shall be subject to Site Plan Control. Prior to approving a Site Plan application, Council shall be satisfied, through appropriate studies where necessary, that:

- a) for *home industries* only, the use shall not have a negative impact on the enjoyment and privacy of neighbouring properties;
- b) for *home industries* and *on-farm diversified uses* only, the use(s) (both individually and combination) are clearly secondary to the primary *agricultural use* on the *lot* and is *compatible* with surrounding uses;
- c) the *character* of the area is preserved;
- d) adequate on-site parking facilities are provided for the use, in addition to the parking required for the principal use on the property, and such parking is provided in locations *compatible* with surrounding land uses;
- e) the use will not cause a traffic hazard or give rise to traffic levels that are not compatible with surrounding agricultural uses;
- f) the use can be serviced with an appropriate individual private water supply and an appropriate means of individual private sewage disposal;

- g) the signage advertising the use is to be designed and located in accordance with the *Town's* sign by-law and where applicable the *development* criteria contained in the Niagara Escarpment Plan;
- h) the building housing the proposed use is located within the existing farm-building cluster and shall utilize a common driveway with the principal use of the property,
- i) for *home industries* only, the use does not have a gross floor area in excess of 200 square metres in an *accessory building*;
- j) the proposed use maintains sufficient setbacks from all lot lines to appropriately buffer adjacent properties from the use;
- k) where permitted, open storage associated with the proposed use shall be entirely screened from view and located within a solid fenced compound;
- l) the use has a limited number of employees; and,
- m) retail sales shall be limited to goods or products produced on the property.

4.1.1.8 Appropriate performance standards for *home industries*, *agricultural-related uses* and *on-farm diversified uses* shall be established in the Zoning By-law in accordance with policy 4.4.2 and the Provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas.

MAJOR TOURIST AND RECREATIONAL FACILITIES

4.1.1.9 Major tourist and recreational facilities shall not be permitted within *prime agricultural areas* as designated on Schedule "O" to this Plan or on lands below the Niagara Escarpment Plan Area. Major tourist and recreational facilities may be considered outside of *prime agricultural areas* above the *Escarpment Brow*, only by amendment to this Plan and the Regional Plan, a zoning by-law amendment, an amendment to the Niagara Escarpment Plan, where applicable, and site plan approval provided that the following have been submitted to the satisfaction of Council:

- a) A Planning Justification Report demonstrating that:
 - a) there is a need within the planning horizon for the proposed use;
 - b) the type and scale of the proposed *development* is justified based on demand for the use;
 - c) the choice of location is appropriate for the proposed use

- d) the use is appropriate for the proposed site; and,
- e) conformity with the purpose and objectives of the Greenbelt Plan and the Niagara Escarpment Planning and Development Act and the Niagara Escarpment Plan, if applicable;
- b) An Agricultural Impact Assessment evaluating the agricultural capability of the subject lands and demonstrating that there are no reasonable alternate locations on lower capability agricultural land and that the proposed use will not have a negative impact on adjacent *agricultural uses* and is *compatible with normal farm practices*;
- c) An Environmental Impact Assessment which, in addition to meeting the requirements of Section 4.9.3.2 or Section 4.10.1.6d), shows a net gain, or at the minimum no net loss of overall *natural features and areas* or their *ecological functions* as a result of the *development*, through appropriate studies, site designs and mitigative measures, to the satisfaction of the *Town* and the *Region*;
- d) A Vegetation Enhancement Plan for lands within the Greenbelt Natural Heritage System that incorporates planning, design, landscaping and construction measures that:
 - i) maintain, or where possible, enhance the amount of natural self-sustaining vegetation on the site and the connectivity between adjacent key natural heritage features and key hydrologic features;
 - ii) wherever possible, keep intermittent stream channels and drainage swales in a naturalized, low maintenance condition;
 - iii) minimize the application and use of pesticides and fertilizers; and,
 - iv) locate new natural self-sustaining vegetation in areas that maximize the *ecological functions* and ecological value of the area
- e) A Conservation Plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets;
- f) A Servicing Analysis including a hydrogeological study conducted to the satisfaction of the *Town*, the *Conservation Authority*, the appropriate Ministries, and the *Region* when the proposed use involves significant

taking of ground or surface water. The Servicing Analysis must demonstrate that the proposed *development* can be adequately provided with a private individual water supply and a private individual wastewater treatment system and that there will be no *negative impact* on the quality and quantity of ground water and surface water and any adjacent environmental features;

- g) Detailed site plan, landscaping and grading plans, which demonstrate:
 - i) the integration of the proposed new *development* with the existing landscape;
 - ii) the maintenance of natural ecological systems and processes;
 - iii) minimal disruption to existing *landforms* and landscape features; and,
 - iv) the provision of landscaping and berms where necessary to secure the rural, open-space *character* of the area and to appropriately buffer adjacent uses;
- h) A traffic analysis which will demonstrate that adequate access can be provided to the proposed facility;
- i) A market analysis which demonstrates the need for the proposed *development* at the proposed location and alternatives considered and addresses the phasing of the development;
- j) A financial analysis of *infrastructure* and public service costs report and acceptance of the costs by Council; and,
- k) Any other studies deemed necessary by the *Town*.

4.1.1.10

The approval of any major tourist and/or recreation facility shall be subject to the recommendations of the reports identified in Section 4.1.1.8 and the following conditions:

- a) Residential dwelling units, shall not be permitted;
- b) There is no overnight accommodation for users or guests of the facility;
- c) Within the Greenbelt Natural Heritage System, small scale structures such as boardwalks, footbridges, and fences may be permitted within *Key Features* provided that the *negative impacts* on these features is minimized;

- d) There is adequate separation distance from the proposed facilities to licensed *mineral aggregate operations*, as determined by the *Town*, the *Region* and the appropriate Ministries; and,
- e) The design and construction of the use are in keeping with the Golf Course and Recreational Facilities Best Management Guidelines adopted by Regional Council.

BED AND BREAKFAST ESTABLISHMENTS

4.1.1.11 Where permitted in the Rural System Land Use designations, *Bed and Breakfast Establishments* shall:

- a) be subject to the regulations of the Property Standards By-law and the Zoning By-law;
- b) demonstrate compliance with the Ontario Building Code;
- c) have frontage on and access to a regional or arterial road;
- d) be in accordance with Provincial plan regulations including the policies of the Niagara Escarpment Plan, Greenbelt Plan and Parkway Belt West Plan, where applicable;
- e) be subject to the *Town's* Sign By-law, or the Development Criteria of the Niagara Escarpment Plan, where applicable;
- f) provide one parking space per guest room; and,
- g) where meals are provided, no food or drink shall be offered or kept for sale to anyone who is not a guest of the Bed and Breakfast or *Farm Vacation Home*.

ACCESSORY FARM DWELLING

4.1.1.12 One second dwelling accessory to an *agricultural operation*, which must be mobile or portable if located within the Niagara Escarpment Plan Area, for the accommodation of a person(s) employed by the owner on a full time basis in the activity of *farming* shall be permitted subject to an amendment to the Zoning By-law provided that:

- a) No severance of a lot for the second dwelling is proposed and the dwelling is situated on the *lot* so that it is in a cluster with the existing dwelling or in a location where a future severance is not feasible or practical;

- b) The applicant is a *bona fide farmer* and the farm can support all person(s) employed as well as the farmer;
- c) The applicant submits a Site Plan showing the details of the proposed *development* related to the nature and duration of the labour requirements of the farm. Such a Site Plan will form the basis of a Site Plan Agreement with the Municipality that is registered on title prior to the issuance of a building permit;
- d) The applicant documents, in good faith, to the satisfaction of Council of the need for the help house, that the farm is a viable farm operation and that it will be utilized productively and actively for agricultural purposes.
- e) The onus of proof with respect to the above lies with the applicant and may take the form of information such as a detailed account of labour requirements related to the size and nature of the operation, available and required residential accommodation of the farm, history of past labour assistance, etc.;
- f) Within the area of the Niagara Escarpment Plan accessory residential uses on farm properties within the Escarpment Protection Area and the Escarpment Rural Area shall be in accordance with the appropriate development criteria contained in the Niagara Escarpment Plan; and,
- g) In evaluating a submitted Site Plan for a seasonal and/or permanent help house, due regard shall be given to the following factors:
 - i) The physical suitability of the proposed location (i.e. slopes, soil stability, susceptibility to flooding, etc.);
 - ii) The suitability of access to the proposed location; and
 - iii) The suitability of the site to accommodate a potable water supply and septic system in accordance with the requirements of the Region of Halton.

MINIMUM DISTANCE SEPARATION (MDS) FORMULAE

4.1.1.13

All new uses, including the creation of new *lots*, and new or expanding livestock facilities within the Agricultural System or within the Regional Natural Heritage System that abuts the Urban Area, shall comply with the *Minimum Distance Separation (MDS) Formulae*

SMALL-SCALE BUSINESSES

4.1.1.14 Where permitted within the Agricultural Area and Regional Natural Heritage System, small-scale businesses that provide supplementary income to the *farming* operation that are located on a *commercial farm* and secondary to the *farming* operation may be permitted subject to the *policies* of this Plan and provided that:

- a. their scale is minor and does not change the appearance of the farming operation;
- b. their impact such as noise, odour and traffic on surrounding land uses is minimal and will not hinder surrounding agricultural uses; and,
- c. they meet all criteria as stated in the On-Farm Business Guidelines adopted by Regional Council.

HORTICULTURAL TRADE USES

4.1.1.15 *Horticultural trade uses* where permitted within the Agricultural Area and the Regional Natural Heritage System shall be subject to the *policies* of this Plan and shall require an amendment to the implementing Zoning By-law. Before considering such an amendment, Council shall be satisfied that:

- a) the use meets all the criteria under Section 4.1.1.13;
- b) the farm property accommodating the uses is at least 4 hectares in size;
- c) at least 70 per cent of the arable area of the farm property accommodating the use is dedicated to the growing of horticultural plants;
- d) the use is located within the existing farm building cluster, with only minor rounding out of the cluster permitted provided that there are no *tree* removals;
- e) the gross floor area of the use does not exceed 500 sq m;
- f) the outdoor storage area does not exceed 1,000 sq m;
- g) the use including buildings, outdoor, storage, parking areas, and loading/unloading zones is adequately screened from neighbouring properties and public *highways*; and,
- h) the use can be accommodated by the private water supply and waste water treatment systems located on the property.

- 4.1.1.16** A *horticultural trade use* shall also be subject to a Site Plan Agreement in accordance with Section 5.6.3 of this Plan.

ANIMAL KENNELS

- 4.1.1.17** Where permitted within the Agricultural Area and Regional Natural Heritage System, *animal kennels* in conjunction with a single detached dwelling located on a *commercial farm* and secondary to the *farming* operation may be permitted, outside of *Prime Agricultural Areas*, subject to an amendment to the implementing Zoning By-law. Before considering such an amendment, Council shall be satisfied that:

- a) the size of the proposed *animal kennel* is appropriate for the area;
- b) the building housing the *animal kennel* and the associated animal runs is set back at least 100 metres from lot lines;
- c) the use is located at least 500 metres from lands within the *Urban Area*, and *Hamlet Area* designations;
- d) the noise emanating from the *animal kennel* will not have an adverse impact on the enjoyment of adjacent properties;
- e) an appropriate animal waste management plan is put in place;
- f) an undue concentration of *animal kennels* does not already exist in the general vicinity of the proposed kennel; and,
- g) where applicable, the use conforms with Section 4.4.3 of this Plan.

- 4.1.1.18** A new *animal kennel* shall also be subject to a Site Plan Agreement in accordance with Section 5.6.3 of this Plan.

NEW MINERAL RESOURCE EXTRACTION AREAS

- 4.1.1.19** New Mineral Resource Extraction Areas may be designated by amendment to this Plan, provided that they can be accommodated in accordance with the goals, objectives and policies of this Plan, the Region of Halton Official Plan, and where applicable, the Niagara Escarpment Plan and the Greenbelt Plan.

4.1.1.20 CANNABIS PRODUCTION AND PROCESSING FACILITIES

Where a *Cannabis Production and Processing Facility* is permitted in the Rural System Land Use designations, the following shall apply:

- a) The appropriate locations within the Rural System Land Use

designation and regulations for a *Cannabis Production and Processing Facility* shall be determined by the Zoning By-law;

- b) A minimum setback between a *Cannabis Production and Processing Facility* and a *sensitive land use* of 150 metres shall be provided. A reduced setback of less than 150 metres may be considered by the Town, without an amendment to this plan, where impacts are mitigated. An existing
- c) No outside storage shall be permitted;
- a) A standalone Cannabis Processing Facility shall not be permitted;
- b) A *Cannabis Production and Processing Facility* shall be subject to Site Plan Control; and,
- c) In addition to the Complete Application requirements set out in Section 5.3.4, the following studies shall be submitted as part of any development application for a *Cannabis Production and Processing Facility*:
 - i) Odour and Dust Impact Assessment;
 - ii) Light Impact Assessment;
 - iii) Transportation Impact Study;
 - iv) Hydrogeological Studies;
 - v) Agricultural Impact Assessment; and,
 - vi) Any other appropriate studies identified as part of the complete application and pre-consultation process.

4.2 **[DELETED. SECTION NOT IN USE]**

4.3 **AGRICULTURAL SYSTEM**

4.3.1 **PURPOSE**

4.3.1.1 The *goal* of the Agricultural System is to maintain a permanently secure, economically viable *agricultural industry* to promote economic development of the *agri-food network*, and to preserve open-space character and landscape of *Halton's* non-urbanized areas.

4.3.1.2 The Agricultural System, as shown on Schedule “O”, consists of two components: lands designated as Agricultural Area and those parts of the Regional Natural Heritage System outside the *Key Features* or where the only *Key Feature* is a *significant* earth science area of natural and scientific interest. While the second component is subject to the relevant *goals, objectives*, permitted uses and *policies* as parts of the Natural Heritage System, *agricultural operations* are compatible uses and are promoted and supported within these areas as part of the Agricultural System.

4.3.1.3 Parts of the Agricultural System that are *Prime Agricultural Areas* as shown on Schedule “O” are subject to the *policies* of Section 4.4.4 and other applicable *policies* of this Plan.

4.3.1.4 In addition to the Agricultural System as shown on Schedule “O”, Schedule “O1” – “Provincial Agricultural Land Base Mapping Areas of Difference” identifies areas that are part of the provincial mapping of the agricultural land base within the Greenbelt Plan Area that are not shown on Schedule “O” and are subject to provincial policies for *prime agricultural areas*. The Agricultural System for the Greater Golden Horseshoe, including the areas shown on Schedule “O1”, will be reviewed and refined where appropriate through the Region’s *municipal comprehensive review*.

4.4 **AGRICULTURAL SYSTEM, AGRICULTURAL AREA & PRIME AGRICULTURAL AREAS**

4.4.1 **GENERAL**

PURPOSE

4.4.1.1 The purpose of the Agricultural System is:

- a) To recognize and support *agriculture* as the primary activity and predominant land use in the Agricultural System;

- b) To provide the continuous and permanent land base necessary to support long-term agricultural production and economic activity;
- c) To preserve *prime agricultural areas* as shown on Schedule “O”, and *prime agricultural lands*;
- d) To maintain as much as possible lands for existing and future farm use;
- e) To protect farms from incompatible activities and land uses which would limit agricultural productivity or efficiency;
- f) To promote *normal farm practices* and to protect the *right to farm*;
- g) To protect against the loss and fragmentation of the agricultural land base and to provide for the consolidation of lands suitable for *agriculture*;
- h) To promote the rental for farming of lands not so used;;
- i) To promote a diverse, innovative and economically strong *agricultural industry* in Milton;
- j) To promote *agriculture*-related tourism and direct sales of farm produce and accessory products to visitors and local businesses;
- k) To preserve the farm community as an important part of the Town's rural fabric;
- l) To promote environmentally sensitive and sustainable farm practice;
- m) To retain or increase *tree* cover for harvest, soil erosion protection and buffering from adjoining non-farm land;
- n) To preserve the open-space *character*, topography and heritage landscape of the Agricultural System;
- o) To recognize existing rural uses and allow their continuation in a manner sensitive to the ecological balance and the farming community;
- p) To maintain scenic values of lands in the vicinity of the escarpment;
- q) To provide a buffer for the more ecologically sensitive areas of the Escarpment; and,
- r) To prohibit the dumping of non-agricultural soils, fill, concrete or other such materials anywhere within the Agricultural System.

4.4.2 PERMITTED USES

The Agricultural Area designation on Schedule "A" means that the predominant use of land is for agricultural purposes. Subject to the policies of Section 4.4 of this Plan, and where applicable, policies of the Greenbelt Plan, Niagara Escarpment Plan, and Parkway Belt West Plan, and any applicable criteria identified in an implementing Zoning By-laws, the following uses may be permitted in accordance with Provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas and, in addition, any applicable guidelines adopted by Regional Council, as amended from time to time:

- a) All types, sizes and intensities of *agricultural operations*;
- b) *Cannabis Production and Processing Facility*, in accordance with Section 4.1.1.19 of this Plan;
- c) Normal farm practices;
- d) *Existing uses*;
- e) Single detached dwellings on existing lots;
- f) Dwelling(s) accessory to an agricultural operation which must be mobile or portable if located in the Niagara Escarpment Plan Area, in accordance with the policies of subsection 4.1.1.11 of this Plan;
- g) Non-intensive recreation uses such as nature viewing and pedestrian trail activities only if the lands are publicly owned or are part of the Bruce Trail;
- h) *Forest*, wildlife and fisheries management;
- i) Archaeological activities;
- j) Transportation and utility facilities;
- k) Accessory buildings or structures;
- l) *Incidental uses*;
- m) Home occupations and cottage industries in accordance with the policies of subsection 4.1.1.5 of this Plan;

- n) Uses permitted in an approved *Niagara Escarpment Park and Open Space Master / Management Plan*, if the subject land is located within the Niagara Escarpment Plan Area;
- o) Watershed management and flood and erosion control projects carried out or supervised by a public agency;
- p) The Bruce Trail corridor including the pedestrian footpath and, where necessary, bridges, boardwalks and other trail-related constructions and unserviced Overnight Rest Areas and Access Points for Bruce Trail users;
- q) Bed and breakfast establishments with 3 or less guest bedrooms in accordance with the policies of subsection 4.1.1.10 of this Plan;
- r) Farm vacation homes with 3 or less guest bedrooms as defined in Section 5.10.6 of this Plan;
- s) A sanitary land fill operation and accessory uses to be controlled and operated by the Region of Halton between Highway 25 and First Line, south of Britannia Road, located on Lot 3 and Part of Lot 4, Concession II, former Township of Trafalgar and designated "Halton Waste Management Site" on Schedule "A" to this Plan subject to the policies of Section 4.11;
- t) *Agricultural related uses*; provided they are *compatible* with, and shall not hinder, surrounding *agricultural operations*; and,
- u) the following *on-farm diversified uses* only if located on a *commercial farm* and such uses are, if combined, remain secondary to the principal *agricultural use* on the far, are limited in area and are compatible with, and shall not hinder, surrounding *agricultural operations*:
 - i) *home industries* in accordance with the policies of subsection 4.1.1.6 and 4.1.1. 7 of this Plan;
 - ii) retail uses with a gross floor area not exceeding 500 sq m and the majority of the commodities for sale, measured by monetary value, produced or manufactured on the farm, and,
 - iii) *agriculture* related tourism uses with a gross floor area not exceeding 500 sq m.
 - iv) animal kennels serving the agricultural community primarily, in accordance with the policies of Section 4.1.1.16 and 4.1.1.17 of this Plan.

- v) *veterinary clinics* serving primarily the agricultural community, outside of *prime agricultural areas* within the Greenbelt Plan Protected Countryside.
 - vi) small-scale businesses that provide supplementary income to the *farming* operation in accordance with Section 4.1.1.13 of this Plan.
 - vii) subject to approval of a zoning by-law amendment and site plan approval, *horticultural trade uses* in accordance with Section 4.1.1.14 and 4.1.1.15 of this Plan.
- w) A cycling velodrome and related uses including recreation and athletic facilities and any required access roads, which facility will be located at 6400 Tremaine Road, on lands legally described as Part of Lots 8 and 9, Concession 7, Former Township of Nelson, Town of Milton and serviced by municipal water and wastewater services extended from the Milton Urban Area.

4.4.3 POLICIES

4.4.3.1 Subject to the policies of this Plan, the Town of Milton shall recognize and protect lands within the Agricultural System, as shown on Schedule “O” of this Plan, as an important natural resource to the economic viability of agriculture and to this end:

- a) Direct non-farm uses to the *Urban Area* and Hamlets, unless specifically permitted by policies of this Plan.
- b) Promote the maintenance or establishment of *woodlands* and treescaping on farms.
- c) Encourage farmers to adopt farm practices that will sustain the long term productivity of the land and minimize adverse impact to the natural environment.

4.4.3.2 Subject to the policies of this Plan, the Town of Milton shall recognize, encourage and protect agriculture as an important industry in Milton and as the primary long-term activity and land use throughout the Agricultural System, as shown on Schedule “O” of this Plan, and to this end:

- a) Support and develop plans and programs that promote and sustain agriculture.
- b) Monitor, investigate and periodically report on its conditions, problems, trends and means to maintain its competitiveness.

- c) Require that new land uses, including the creation of *lots* and new or expanding livestock facilities within the Agricultural System shall comply with the Provincially developed *Minimum Distance Separation formulae*. The criteria in the Provincially developed *Minimum Distance Separation Formulae* shall be applied in the Zoning By-law. In addition, the Regional Council adopted Livestock Facility Guidelines, as amended from time to time, should be considered to support and provide flexibility to livestock operations and to promote best management practices in improving their compatibility with non-farm uses.
- d) Require the proponent of any non-farm use that is permitted by specific policies of this Plan but has a potential impact on adjacent agricultural operations to carry out an Agricultural Impact Assessment (AIA), based on guidelines adopted by Regional Council and in accordance with any applicable provincial AIA guidance document.
- e) Support programs to reduce trespassing on agricultural operations and discourage the location of public trails near agricultural operations.
- f) Preserve the agricultural land base by protecting *Prime Agricultural Areas* as identified on Schedule “O”.

4.4.3.3

Subject to the policies of this Plan, the Town of Milton shall recognize, encourage and support secondary industries essential to Halton's agricultural industry and as a major contributor to its economic base and to this end:

- a) Promote the location of major secondary agricultural processing, manufacturing, wholesaling and retailing operations within the Milton Urban Area;
- b) Promote *life science industries* in the *Town* that complement and support *agriculture* where appropriate; and,
- c) Promote the location of farm support operations within the Milton Urban Area and the Hamlets.

4.4.3.4

Subject to the policies of this Plan, the Town of Milton shall recognize, encourage, protect and support Halton's farmers and agricultural operations and to this end:

- a) Consult with and support Halton's farm organizations.

- b) Encourage the Region's maintenance of a broad-based Agricultural Advisory Committee to advise Regional Council on agriculture-related matters.
- c) Promote diverse and innovative farming that caters to local and regional specialty markets.
- d) Encourage the introduction of programs that will encourage visitors to experience and understand agricultural operations in the Town of Milton.
- e) Support the use of sewage sludge suitable for fertilizer, subject to Regional and Provincial environmental protection guidelines.
- f) Cooperate with the *Region* to ensure enforcement of Weed Control By-laws.
- g) Support a fresh farm produce network that promotes direct sales of farm produce and related products to residents, local businesses and visitors.
- h) Support provincial and federal programs to attract farmers to the Town of Milton.
- i) Encourage the establishment and/or continuation of the following within the *Town*;
 - i) Without creating a new *lot*, one second dwelling within the existing farm building cluster of an active farm for accommodating full-time farm help in accordance with Section 4.1.1.11 of this Plan.
 - ii) *Home occupations, cottage industries and home industries on commercial farms*, on-farm businesses and *agriculture-related tourism* in accordance with Regional and *Town policy*.
 - iii) Municipal by-laws and enforcement in a manner that is sensitive to and does not present barriers to *normal farm practices*.

4.4.3.5 Require that all *development* in the Agricultural System be only on the basis of private, individual well water supply and private, individual waste water treatment system that conform to Local and Regional By-laws and standards, and to Provincial legislation, regulations and standards, unless specifically exempted by amendment to this Plan.

4.4.3.6 Require an Environmental Impact Assessment for new *development* or *site*

alteration in accordance with Sections 4.9.3.2, 4.9.3.3 and 4.10.1.6d).

4.4.3.7 Ensure that *Key Features*, identified in Section 4.9.1.3 and 4.10.1.2 that may exist outside the Natural Heritage System are protected in accordance with Section 4.8.1.3.

4.4.3.8 Consider major tourist and recreational facilities in the Agricultural Area only by amendment to this Plan and the Regional Plan in accordance with Section 4.1.1.8 of this Plan.

4.4.4 PRIME AGRICULTURAL AREAS

PURPOSE

4.4.4.1 The *Prime Agricultural Areas* shown on Schedule “O” include lands in the Agricultural Area and Regional Natural Heritage System designations. Together these lands support and advance the *goal* to maintain a permanently secure, economically viable *agricultural industry* and to preserve the open space character and landscape of the *Town’s* non-urbanized area.

POLICIES

4.4.4.2 It is the *policy* of the Town to:

- i) Within the Greenbelt Plan Area, prohibit the redesignation of land within *Prime Agricultural Areas* to permit non-agricultural uses, except where permitted by the Greenbelt Plan.
- ii) Outside the Greenbelt Plan Area, permit non-agricultural uses within Prime Agricultural Areas only for:
 - a. limited non-residential uses only where all of the following have been demonstrated through appropriate studies to the satisfaction of the *Town* and the *Region*:
 - i) necessity for such uses within the planning horizon for additional land to be designated to accommodate the proposed uses;
 - ii) amount of land area needed for such uses;
 - iii) reasons for the choice of location;
 - iv) alternative locations have been evaluated and there are no reasonable

alternate locations which avoid *prime agricultural areas* and no reasonable alternate locations in *prime agricultural areas* with lower priority agricultural lands;

- v) no negative impact to adjacent *agricultural operations* and the *natural environment*;
 - vi) the proposed use complies with the *minimum distance separation formulae*; and,
 - vii) the land does not comprise a *specialty crop area*.
- b. Extraction of *mineral aggregate resources* is permitted in *Prime Agricultural Areas* in accordance with Section 4.7.3.12.
- a) For clarity, in *Prime Agricultural Areas* within the Greenbelt Plan area, *agriculture-related uses* and *on-farm diversified uses* may be permitted in accordance with policy 4.4.2.

4.5 HAMLET AREAS

4.5.1 GENERAL

PURPOSE

4.5.1.1 The purpose of the Hamlet Area designation on Schedule "A" is:

- a) to provide limited opportunities for rural, non-farm residences in identifiable communities;
- b) to accommodate rural, non-farm uses; and,
- c) to allow for "limited" tourism and commercial activity in balance with the needs of the community.

HAMLETS

4.5.1.2 Hamlets are compact rural communities designated to accommodate future residential growth in the rural area and small scale industrial, commercial and institutional uses serving both the Hamlets and the surrounding farming and rural communities. Expansions to Hamlets shall not be permitted.

4.5.2. PERMITTED USES

HAMLET AREA DESIGNATION

4.5.2.1 The Hamlet Area designation on Schedule "A" means that the permitted uses shall be low density residential uses and small scale industrial, commercial and institutional uses as specified in the policies for the Hamlet Area designation in subsections 4.5.3.3, Hamlet Residential, 4.5.3.4 through to 4.5.3.6 inclusive, Hamlet Commercial, 4.5.3.7, Hamlet Institutional, and 4.5.3.8 through to 4.5.3.10 inclusive, Hamlet Industrial, of this Plan.

4.5.2.2 Notwithstanding the policies of Section 4.5 of this Plan, any non-residential use within the Hamlet Areas cannot exceed a gross floor area of 500 sq. m. and will require a hydrogeological study if deemed necessary by the Region of Halton.

4.5.3 HAMLET AREA POLICIES

4.5.3.1 Development including new residential development shall be permitted in conformity with the relevant approved Hamlet Secondary Plan in Part C of this Official Plan, other relevant policies of this Plan, relevant policies of the Regional Plan and Greenbelt Plan and the relevant zoning bylaw, and, if the Hamlet is located within the Niagara Escarpment Plan Area, in conformity with the development and growth objectives for minor urban centres in the Niagara Escarpment Plan

4.5.3.2 Development within areas designated Hamlet Area shall only be permitted subject to:

- a) submission of a detailed site analysis and development plan, which demonstrates to the satisfaction of the Town the appropriateness of the site for development and that the development can be integrated with existing and proposed uses in the Hamlet, particularly those on adjacent lands;
- b) submission of a plan of subdivision application and all the background studies required by the *Town* including a hydrogeological study in accordance with the *Region's* Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection for any single residential proposal with three or more *lots* or any other proposal resulting in three or more lots satisfactory to the *Town*, the Region of Halton and the Ministry of the Environment or its delegate;
- c) submission of a hydrogeological study for any residential proposal with less than three lots or non-residential uses, if deemed necessary by the Town or the Region, satisfactory to the Town and the Region; and,
- d) approval of all private wastewater and water facilities by the Region of Halton.

HAMLET RESIDENTIAL AREA

4.5.3.3 The permitted uses in the Hamlet Residential Area designation shall be single detached dwellings and existing semi-detached and duplex dwellings subject to the zoning by-law of the Town. In addition, home occupation and cottage industry uses and assisted and *shared housing* are permitted in conformity with the relevant policies of subsection 3.2.3.4, Assisted and *Shared Housing* and subsection 3.2.3.8, Home Occupations and Cottage Industries.

HAMLET COMMERCIAL AREA

4.5.3.4

The permitted uses in the Hamlet Commercial Area designation shall range from essential convenience uses, including accessory residential uses, to retail and service uses adequate to provide convenience goods shopping for residents of the Hamlet and surrounding rural areas. Such uses will primarily provide service to local residents but will not exclude developments exhibiting architectural merit, developments which re-use existing buildings, nor those of historical significance which may also cater to the tourist industry such as bed and breakfast establishments, in accordance with the policies of subsections 4.1.1.10 and 4.5.3.6. A service station is also a permitted use. However, notwithstanding the aforementioned, specifically within the Hamlet of Moffat, the permitted uses in the Hamlet Commercial Area designation shall be limited to the following uses:

- a) Residential uses in accordance with subsection 4.5.3.3 of this Plan;
- b) blacksmith/horse carriage repair shop;
- c) pottery fabrication and sales shop;
- d) jams and preserves production and sales shop;
- e) antique display and sales shop;
- f) art gallery/framing/gift shop;
- g) furniture shop;
- h) photography/studio;
- i) saddlery;
- j) flower shop;
- k) bed and breakfast establishment;
- l) home businesses.

4.5.3.5

Within any Hamlet Commercial Area designation, a non-residential use shall not exceed a gross floor area of 500 square metres; and will require a hydrogeological study if deemed necessary by the Region of Halton.

4.5.3.6 Commercial facilities proposed within a Hamlet Commercial Area designation will only be approved subject to the following conditions being met to the satisfaction of the Town of Milton:

- a) provision of adequate off-street parking with no parking allowed on the roadway or the shoulder of the roadway except within identified areas;
- b) provision of suitable buffers between such sites and adjoining uses where deemed appropriate;
- c) provision of limited access points so designed as to minimize traffic hazards;
- d) conversion of existing buildings on the site; or,
- e) demonstration of a massing and conceptual design in keeping with surrounding existing uses or otherwise of an essentially rural or historic character.

HAMLET INSTITUTIONAL AREA

4.5.3.7 Institutional uses which serve the Hamlet and surrounding rural area shall be permitted in any designation in the Hamlet Area in conformity with the policies of Section 4.5.3.

HAMLET INDUSTRIAL AREA

4.5.3.8 The Hamlet Industrial Area designation is intended to recognize existing industries. Additions to or expansion of such existing industrial uses are permitted provided that adverse effects on the environment and surrounding uses are eliminated or mitigated to a level acceptable to the Town of Milton.

4.5.3.9 New industrial uses in the Hamlets shall be prohibited unless they directly serve the surrounding agricultural operations.

4.5.3.10 Within the Hamlet Industrial Area designation, a non-residential use shall not exceed a gross floor area of 500 square metres and will require a hydrogeological study if deemed necessary by the Region of Halton.

SERVICING

- 4.5.3.11** All new development in the Hamlet Area designation shall proceed on the basis of private, individual water supplies and private, individual wastewater facilities.;
- 4.5.3.12** The Town shall require the undertaking of site-specific hydrogeological studies in accordance with Provincial legislation, the policies of the Regional Plan and the Conservation Authority, and the provisions of this Plan.

4.6 PARKWAY BELT WEST PLAN AREA

4.6.1 GENERAL

The Parkway Belt West Plan, 1978, as amended from time to time, applies to lands designated as Parkway Belt West Area on the accompanying schedules.

This designation has been applied as an overlay to indicate where the Parkway Belt West Plan impacts the underlying designations and that the Parkway Belt West Plan shall be consulted in terms of additional constraints, permitted uses and policies in effect.

PURPOSE

4.6.1.1 The purpose of the Parkway Belt West Plan Area designation is in general, to recognize lands that have been identified by the Parkway Belt West Plan to accommodate future linear facilities for transportation, community and *utility* purposes. More specifically, in relation to the *Town*, the purpose of this designation is:

- a) To direct into one corridor as many as possible of the major transportation, community and *utility* facilities and ancillary uses that link *urban areas* to each other and connect them to areas beyond;
- b) To provide land reserves to accommodate future linear facilities whose nature, demand, or land needs cannot be set out specifically at the date of approval of the Plan;
- c) To provide physical, identifiable boundaries to adjacent *urban areas* by including such linear facilities as major transportation, community and *utility* facilities;
- d) To separate Milton from adjacent *urban areas* by providing a break in the pattern of continuous urban land use; and,
- e) To locate major transportation, communication and *utility* rights-of-way so that they do not cut through the *Urban Area*.

4.6.2 PERMITTED USES

4.6.2.1 The policies within the Parkway Belt West Plan, 1978, as amended, shall govern the use of land within the Parkway Belt West designation on the accompanying schedules.

- 4.6.2.2** Where it has been determined that lands have been removed from and/or no longer subject to the Parkway Belt West Plan, and the mapping has not been revised to reflect that change, the permitted uses for the underlying land use designation shall apply.

4.6.3 PARKWAY BELT WEST PLAN AREA POLICIES

- 4.6.3.1** All areas covered by the Parkway Belt West Plan Area designation are subject to the provisions of the Parkway Belt West Plan, and applicable Provincial Plans and land use regulations, as well as policies of the Regional Plan and this Plan.
- 4.6.3.2** The *Town* will encourage the Province to continue to remove lands subject to the Parkway Belt West Plan from its jurisdiction. Any such lands will then be under the jurisdiction of the *Town* and this Plan, unless superseded by another Provincial Plan.

4.7 MINERAL RESOURCE EXTRACTION AREA

4.7.1 GENERAL

PURPOSE

4.7.1.1 The purpose of the Mineral Resource Extraction Area designation is:

- a) To protect legally existing *mineral aggregate operations*, from incompatible land uses;
- b) To conserve *mineral aggregate resources* as a non-renewable natural resource for future use;
- c) To ensure that as much of the *mineral aggregate resources* as is realistically possible shall be made available within the *Town* and *Region* to supply mineral resource needs;
- d) To ensure that *mineral aggregate resource* extraction and accessory operations occur in a manner that minimizes social, environmental, and human health impacts in accordance with *Town, Region* and Provincial standards and requirements;
- e) To ensure that the features and functions the Natural Heritage System are maintained or, where possible, enhanced during and after the extraction operations
- f) To provide policies and criteria for evaluating new licence applications for *mineral aggregate operations*;
- g) To ensure the progressive and final rehabilitation of *mineral aggregate operations* to the appropriate after use; and,
- h) To ensure the rehabilitated after-uses of *mineral aggregate operations* be integrated into part of the Greenbelt or Regional Natural Heritage System or the Agricultural Area, with the proposed after-uses being in conformity with the applicable policies of that land use designation.

CRITERIA FOR DESIGNATION

4.7.1.2 The Mineral Resource Extraction Area designation includes areas covered by a valid licence issued pursuant to the Aggregate Resources Act as shown on Schedule "A".

ZONING BY-LAWS

4.7.1.3 The *Town* shall adopt zoning bylaws where applicable to permit the operation of legally existing *mineral aggregate operations* in accordance with the Aggregate Resources Act, to protect them from new land uses incompatible with such operations for reasons of public health, public safety, or environmental impact or which would preclude or hinder the expansion or continued use of such operations.

4.7.1.4 The *Town* shall adopt bylaws regulating the operation of *mineral aggregate operations*, as permitted by The Municipal Act and the Aggregate Resources Act, to minimize adverse impact on surrounding land uses.

4.7.2 PERMITTED USES

4.7.2.1 The Mineral Resource Extraction Area designation permits the uses in subsection 4.7.2.2 subject to the policies of this Plan, applicable policies of the Greenbelt Plan, the Niagara Escarpment Plan and the Regional Plan, the applicable Zoning By-laws, and site plan and conditions of the licence under the Aggregate Resources Act, and by-laws adopted by the *Town* in accordance with the provisions of the Municipal Act and the Aggregate Resources Act to minimize adverse impact on surrounding land uses.

4.7.2.2 The Mineral Resource Extraction Area designation on Schedule "A" means that the following uses may be permitted subject to the policies of Section 4.0 of this Plan:

- a) *Agricultural operations*;
- b) *Cannabis Production and Processing Facility*, in accordance with Section 4.1 .1.19 of this Plan;
- c) *Normal farm practices*;
- d) *Existing uses*;
- e) *Mineral aggregate operations* licensed pursuant to and in compliance with the Aggregate Resources Act.;
- f) Associated facilities used to a *mineral aggregate operation* in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources*, and derived products such as asphalt and concrete, or the production of secondary related products, provided that such associated facilities are:

- a. directly associated with the extraction of *mineral aggregate resources* from an integrated *mineral aggregate operation*, which may consist of more than one Aggregate Resource Act License;
- ii) designed to be temporary and not to be utilized after extraction has ceased; and,
- iii) located in a manner that does not affect the final rehabilitation or enhancement of the site in accordance with an approved rehabilitation and enhancement plan;
- g) *Forest, fisheries and wildlife management*;
- h) Archaeological activities;
- i) Non-Intensive recreational uses such as nature viewing and pedestrian trail activities;
- j) *Essential* transportation and *utility* facilities;
- k) *Watershed management* and flood and erosion control projects carried out or supervised by a *public agency*;
- l) *Incidental uses*; and,
- m) Uses permitted in an approved *Niagara Escarpment Park and Open Space Master/Management Plan*, if the subject land is located within the Niagara Escarpment Plan Area.

4.7.3 NEW MINERAL RESOURCE EXTRACTION AREAS

4.7.3.1 In areas outside the Greenbelt Natural Heritage System, the *Town* shall consider applications for new or expanded *mineral aggregate operations* by amendment to this Plan, the Regional Plan and/or the Niagara Escarpment Plan in appropriate land use designations other than the following areas:

- a) The Niagara Escarpment Plan Area Escarpment Rural Area,
- b) *Provincially Significant Wetlands*,
- c) *Significant* habitat of endangered species and threatened species as confirmed by the Province,
- d) For *quarries*, areas within 200 m of the *Escarpment Brow*, and

- e) The Urban Area and Hamlet Areas as identified by policies of this Plan.

4.7.3.2

Require an amendment to this Plan, the Regional Official Plan, and where applicable, the Niagara Escarpment Plan, for any applications to designate new or expanded Mineral Resource Extraction Areas; and evaluate them based on their individual merit and consideration of all the following factors:

- a) [DELETED. SECTION NOT IN USE]
- b) [DELETED. SECTION NOT IN USE]
- c) adverse impacts and proposed measures to minimize or address such adverse impacts on:
 - i) the Greenbelt Natural Heritage System and the Regional Natural Heritage System in accordance with Section 4.7.3.3;
 - ii) quality and quantity of surface and ground waters;
 - iii) adjacent *sensitive land uses* including their sources of drinking water;
 - iv) any *cultural heritage resources*;
 - v) transportation system;
 - vi) the surrounding *farming* and rural communities;
 - vii) visual *character* of the area; and,
 - viii) air quality.
- d) *cumulative impacts* of the proposal and other extractive operations in the general area;
- e) proposed rehabilitation plan and compatibility of the proposed after-use with the goals and objectives of this Plan and the Regional Official Plan; and,
- f) risk of public financial liability during and after extraction where continuous active on-site management is required.

4.7.3.3

In accordance with Section 4.9.3.2c) of this Plan, apply the following systems based approach in the assessment of the impact of a new or expanded *mineral aggregate operation* on the Natural Heritage System:

- a) Where a proposal has the potential to negatively affect the *Key Features* of the Regional Natural Heritage System as set out in Section 4.9.1.3a) of this Plan, require the proponent to demonstrate through an EIA that the proposal will result in no *negative impact* on the Key Features or their *ecological functions* for which the area is identified. In addition to Section 4.7.3.3a), where the proposal has the potential to negatively affect the Regional Natural Heritage System, require the proponent to demonstrate through an EIA that the proposal will maintain, restore or where possible enhance the diversity and connectivity of *natural heritage features* in an area, and the long term *ecological functions* and biodiversity of natural heritage systems, recognizing *linkages* between and among *natural heritage features and areas*, surface water features and ground water features.
- b) Where the proposal has the potential to negatively affect the Greenbelt Natural Heritage System, the provisions of Section 4.3.2 of the Greenbelt Plan apply.
- c) Where the proponent has satisfied the requirements of Sections 4.7.3.3a) through 4.7.3.3c) as applicable, require any application for a new or expanded *mineral aggregate operation* to consider a “net environmental gain” approach to the preservation and enhancement of the Greenbelt and/or Regional Natural Heritage System based on the following principles:
 - a. Outside *Prime Agricultural Areas*, or where agricultural rehabilitation is not required in accordance with Section 4.7.3.12, the site is to be rehabilitated to function as part of the Greenbelt and/or Regional Natural Heritage Systems.
 - b. The *Key Features* and *ecological functions* of the Greenbelt and/or Regional Natural Heritage Systems will, where possible, be enhanced both in the short and long terms as a result of implementing the rehabilitation plan of the proposed extractive operation and/or an off-site enhancement plan. Such enhancements may include but not necessarily be limited to:
 - i. increase in the spatial extent of the Greenbelt and/or Regional Natural Heritage Systems,
 - ii. increase in biological and habitat diversity,
 - iii. enhancement of ecological system function,
 - iv. enhancement of wildlife habitat,

- v. enhancement of natural succession,
 - vi. creation of new wetlands or woodlands,
 - vii. enhancement of riparian corridors,
 - viii. enhancement of groundwater recharge or discharge areas, and
 - ix. establishment or enhancement of linkages between significant natural heritage features and areas.
- c. Priorities for restorations or enhancements to the Greenbelt and/or Regional Natural Heritage Systems through post-extraction rehabilitation shall be based on the following in descending order of priority:
 - i. restoration to the original features and functions on the areas directly affected by the extractive operations,
 - ii. enhancements to the Greenbelt and/or Regional Natural Heritage Systems by adding features and functions on the balance of the site,
 - iii. enhancements to the Greenbelt and/or Regional Natural Heritage Systems by adding features and functions in the areas immediately surrounding the site,
 - iv. enhancements to that part of the Greenbelt and/or Regional Natural Heritage Systems in general vicinity of the site in the Town, and
 - v. enhancements to other parts of the Greenbelt and/or Regional Natural Heritage Systems in Halton.
- d. Restorations or enhancements shall proceed immediately after extraction in a timely fashion.
- e. Consideration should be given to the transfer of the ownership of any privately owned rehabilitation or enhanced lands to a public body.
- f. A detailed implementation plan of the proposed restorations and enhancements shall form part of the rehabilitation plan in the site plan or be included as a condition of the licence under the Aggregate Resources Act.

4.7.3.4 Ensure coordination among the *Region*, Ministry of Natural Resources, affected conservation authorities, Niagara Escarpment Commission, surrounding Local Municipalities, and other agencies in the review and public consultation of proposals to designate new or expanded Mineral Resource Extraction Areas.

4.7.3.5 Require the proponent of any proposal for a new or expanded Mineral Resource Extraction Area to demonstrate, to the satisfaction of the *Town* and the *Region*, that the transportation of aggregate and related products associated with the proposed extractive operation can be adequately accommodated by the transportation system in Halton, including:

- a) If applicable, alternative routes and alternative modes of transporting the products are considered and evaluated; and,
- b) Any improvements to the Regional and Local transportation *infrastructure* to accommodate the transportation of aggregate shall be at the expense of the proponent.

AFTER USES

4.7.3.6 Consider *mineral aggregate resource extraction* as an interim use and require the rehabilitation of all sites to form part of the Greenbelt or Regional Natural Heritage System or the Agricultural Area with the proposed after-uses being in conformity with the applicable policies of that land use designation.

4.7.3.7 Support the progressive and final rehabilitation of extractive operations that:

- a) takes place in a timely fashion;
- b) limits the amount of disturbed area on an on-going basis;
- c) adopts prevailing *best management practices*;
- d) is rehabilitated in accordance with site plans approved under the Aggregate Resources Act;
- e) is *compatible* with and has minimal impact upon the surrounding visual environment and *existing uses* and has no negative impact on the surrounding natural environment; and,
- f) conforms with the applicable policies of the Greenbelt Plan.

4.7.3.8 Discourage the use of *adaptive management plans* or similar measures that will require continuous or perpetual active on-site management post rehabilitation.

4.7.3.9 After use of a *mineral aggregate operation* shall require an amendment to this Plan, the Regional Plan, and, where applicable, the Niagara Escarpment Plan for any change in land use; except:

- b) If the after use is progressive rehabilitation including *forestry*, and *wildlife and fisheries management*; or
- c) If the after-use falls under subsection 4.7.2.2 of this plan;

4.7.3.10 Where specific after use rehabilitation of a *mineral aggregate operation* is being undertaken, the rehabilitation shall occur in accordance with Section 4.7.3.3d) and Section 4.7.3.12 of this Plan.

WAYSIDE PITS OR QUARRIES

4.7.3.11 Ensure that the Regional and *Town* policies, standards and criteria are duly considered in the location, regulation and rehabilitation of *wayside pits and quarries*.

MINERAL EXTRACTION ON PRIME AGRICULTURAL LAND

4.7.3.12 Require the rehabilitation of *mineral aggregate operations* on *prime agricultural lands*, within *Prime Agricultural Areas* to be carried out so that substantially the same areas and same average soil quality for agriculture are restored.

On *prime agricultural lands*, complete agricultural rehabilitation is not required if:

- a) there is substantial quantity of *mineral aggregate resources* below the water table, warranting extraction, or the depth of planned extraction in a *quarry* makes restoration of pre-extraction agricultural capability unfeasible;
- b) other alternative locations have been considered in accordance with the Provincial Policy Statement (2014) by the applicant and found unsuitable; and,
- c) agricultural rehabilitation in remaining areas is maximized.

ENVIRONMENTAL ISSUES

4.7.3.13 The *Town* shall require that all extraction and accessory operations as well as air, noise and blasting studies be conducted in a manner which minimizes social, environmental and human health impacts in accordance with Provincial standards and requirements and the policies of the Regional Plan and this Plan.

4.7.3.14 The *Town* shall require that surface and ground water resources be protected from the adverse impacts of extraction. Accordingly, the proponent of new or expanded *mineral aggregate operations* is required to carry out comprehensive studies and undertake recommended mitigation and/or remedial measures and ongoing monitoring in accordance with Provincial requirements and policies of the *Region* and in consultation with the *Conservation Authorities*.

4.7.4 PROTECTION OF MINERAL AGGREGATE RESOURCES

4.7.4.1 The *objectives* of the *Town*:

- a) To recognize existing *mineral aggregate operations* and protect them from activities that would preclude or hinder their continued use or expansion.
- b) To protect known mineral aggregate deposits and areas of high potential *mineral aggregate resources*, as shown on Schedule “P”, for potential future extraction.
- c) To support *mineral aggregate resource conservation*.

The *Town* recognizes that within the Niagara Escarpment Plan Area, these objectives are subject to the priorities set by the purpose, objectives and policies of the Niagara Escarpment Plan.

4.7.4.2 The *Town* shall protect high potential *mineral aggregate resource* areas consisting of primary and secondary sand and gravel resource areas and selected bedrock/shale areas, except for those areas considered to be unsuitable for extraction based largely on Section 4.7.3.1 of this Plan, the Regional Plan, Provincial policies, and Provincial Plans.

These resource areas are identified generally on Schedule “P” based on mapping supplied by the Ministry of Northern Development, Mines and Forestry or the Ministry of Natural Resources. Schedule “P” is not drawn to scale and the boundaries are only approximate.

The identification of these *mineral aggregate resource* areas on Schedule “P” does not imply that extraction in these areas conforms to Provincial Plans or policies, nor does it imply support by the *Town* for any licence application under

the Aggregate Resources Act in these areas or for any amendment to this Plan thereof.

4.7.4.3 Only uses which are compatible with mineral resource extraction uses will be permitted in proximity to this use. Residential development shall not be permitted within 500 metres of lands designated Mineral Resource Extraction Area as shown on Schedule "P" of this Plan.

4.7.4.4 The *Town* shall require the proponent of any land use change through an amendment to this Plan, zoning amendments, or consents on land that is wholly or partially within 300m of a sand and gravel deposit or 500m of a selected bedrock and shale resource identified under Section 4.7.4.2 and that has the potential to preclude or hinder continued expansion of existing operations, establishment of new operations or access to the *mineral aggregate resources*, to demonstrate through the appropriate studies to the satisfaction of the *Town* and the *Region* that:

- a) extraction would not be feasible; or
- b) the proposed land uses or *development* serves a greater long term public interest; and,
- c) issues of public health, public safety and environmental impact related to the proposed land use or development being located adjacent to a potential future extraction operation are addressed.

4.8 NATURAL HERITAGE SYSTEM

4.8.1 GENERAL

PURPOSE

4.8.1.1 The Natural Heritage System consists of the Regional Natural Heritage System and the Greenbelt Natural Heritage System.

4.8.1.2 The Regional Natural Heritage System designation is shown on Schedule “1”, Schedule “A” and Schedule “B”. The Greenbelt Natural Heritage System as it applies within the Town is shown as an overlay on Schedule “1” and Schedule “A”.

4.8.1.3 The *Key Features* within the Regional and Greenbelt Natural Heritage Systems, as identified in Sections 4.9.1.3 and 4.10.1.2, are shown on Schedule “M” to assist in the implementation of the *policies* of this Plan. There may exist other *Key Features* within the Regional and Greenbelt Natural Heritage Systems that are not shown on Schedule “M” or that may exist in other land use designations. The Town shall ensure that these *Key Features* are protected through appropriate *Area-Specific Plans* or studies related to *development* and/or *site alteration* applications in accordance with Section 4.9.3.

4.8.1.4 Those parts of the Natural Heritage System that are outside the *Key Features* or where the only *Key Feature* is a *significant* earth science area of natural and scientific interest also form parts of the Agricultural System, as described in Section 4.3 and shown on Schedule “O”. Within these areas, *agriculture* is recognized, supported and promoted in accordance with *policies* of the Agricultural System.

4.8.1.5 The goal of the *Natural Heritage System* is to ensure that the biological diversity and *ecological functions* within the *Town* and broader Halton Region will be preserved and enhanced for future generations.

OBJECTIVES

4.8.1.6 The objectives of the Natural Heritage System are:

- a) To protect, maintain and enhance natural heritage, hydrologic and landform features and functions including protection of habitat for flora and fauna and particularly species at risk;
- b) To protect, improve or restore the quality and quantity of ground and surface water and the hydrologic functions of watersheds;

- c) To protect or enhance *Key Features*, without limiting the ability of existing *agricultural uses* to continue.
- d) To direct *development* to locations outside of *hazard lands*;
- e) To contribute to a continuous natural open space system to provide continuous corridors and inter-connections between the *Key Features* and their *ecological functions* and a visual separation of communities;
- f) To protect significant scenic and heritage resources and preserve the aesthetic *character* of *natural features*;
- g) To protect or enhance air quality;
- h) To protect or enhance wildlife habitats and *fish habitats*;
- i) To maintain the most natural Escarpment features, stream valleys, *wetlands* and related significant natural areas and associated *cultural heritage resources*;
- j) To maintain and enhance the landscape quality and open space *character* of Escarpment features;
- k) To provide a buffer to prominent Escarpment features;
- l) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and *significant landforms*;
- m) To preserve native species and communities that are rare, threatened or endangered based on regional, provincial or national scales of assessment;
- n) To preserve examples of the landscape that display significant earth science features and their associated processes;
- o) To preserve examples of original, characteristic landscapes that contain representative examples of bedrock, surface *landforms*, soils, flora and fauna, and their associated processes;
- p) To support *agriculture* as a complementary and compatible use outside the *Key Features*;
- q) To recognize and support *agriculture* as a primary activity within *Prime Agricultural Areas*, in accordance with Section 4.4.4;

- r) To provide opportunities for scientific study and education related to earth sciences; and,
- s) To provide opportunities, where appropriate, for non-intensive, recreational activities.

4.9 REGIONAL NATURAL HERITAGE SYSTEM

4.9.1 CRITERIA FOR DESIGNATION

4.9.1.1 The *Regional Natural Heritage System* consists of:

- a) areas so designated on Schedules A and B to this Plan; and
- b) *significant* habitats of endangered species and threatened species which may not be included in the designation on Schedules A and B to this Plan.

4.9.1.2 Included within the Regional Natural Heritage System are:

- a) Escarpment Natural Area and Escarpment Protection Area as identified in the Niagara Escarpment Plan;
- b) Regulated *flood plains* as determined and mapped by the appropriate *Conservation Authority*; and,
- c) Parts of the Agricultural System, being those areas of *the Regional Natural Heritage System* outside the *Key Features* or where the only *Key Feature* is a significant earth science area of natural and scientific interest, where *agricultural operations* are promoted and supported as compatible and complementary uses in the protection of the *Natural Heritage System* in accordance with *policies* of the Agricultural System.

4.9.1.3 The Regional Natural Heritage System is a systems approach to protecting and enhancing *natural features* and functions and is scientifically structured on the basis of the following components:

- a) Key Features, which include:
 - i. *significant* habitat of endangered and threatened species,
 - ii. *significant wetlands*,
 - iii. *significant* coastal wetlands,
 - iv. *significant woodlands*,

- v. *significant valleylands,*
- vi. *significant wildlife habitat,*
- vii. *significant areas of natural scientific interest,*
- viii. *fish habitat,*
- b) *enhancements to the Key Features including Centres for Biodiversity,*
- c) *linkages,*
- d) *buffers,*
- e) *watercourses* that are within a Conservation Authority Regulation Limit or that provide a *linkage* to a *wetland* or a *significant woodland*, and
- f) *wetlands* other than those considered *significant* under Section 4.9.1.3a)ii).

4.9.1.4 The designation of lands in the Regional Natural Heritage System does not imply that the lands are open to the public nor that they will necessarily be purchased by a *public agency*.

4.9.1.5 Provincial mapping of the *Natural Heritage System for the Growth Plan* does not apply until it has been implemented in the Regional Official Plan through a municipal comprehensive review. Until that time, the policies of the Growth Plan that refer to the Natural Heritage System for the Growth Plan will apply outside settlement areas to the Natural Heritage System as identified in this Plan. Where the natural heritage system policies of this Plan are more restrictive than the policies of the Growth Plan for the Greater Golden Horseshoe, the policies of this Plan shall apply, unless doing so could conflict with Provincial Plans.

4.9.2 PERMITTED USES

4.9.2.1 Subject to other policies of this Plan, applicable policies of the Greenbelt Plan, the Niagara Escarpment Plan, and the Regional Plan and the appropriate *Conservation Authority* regulations, the following uses may be permitted;

- a) All types, sizes and intensities of *agricultural operations* except within:
 - a. Escarpment Natural Area and
 - b. *Key Features* of the Regional Natural Heritage System,

Notwithstanding Section 4.8.1.2a)[ii], *agricultural operations* are permitted within the Regional Natural Heritage System where the only *Key Feature* is a significant earth science area of natural and scientific interest;

- b) *Normal farm practices*;
- c) *Existing uses* including existing *agricultural operations*;
- d) *Single detached dwelling* on existing *lots*;
- e) Dwellings accessory to an *agricultural operation*, except within the Escarpment Natural Area and which must be mobile or portable if located elsewhere within the Niagara Escarpment Plan Area;
- f) non-intensive recreation uses such as nature viewing and pedestrian trail activities only on publicly owned lands or on the Bruce Trail;
- g) *forest, fisheries and wildlife management*;
- h) archaeological activities;
- i) *essential* transportation and *utility* facilities;
- j) *accessory buildings, or structures*;
- k) *incidental uses*;
- l) uses permitted in an approved *Niagara Escarpment Park and Open Space Master/Management Plan* if the subject land is located within the Niagara Escarpment Plan Area;
- m) *home occupations* and *cottage industries* with a gross floor area not exceeding 100 sq m or 25 per cent of the residential living area, whichever is lesser;
- n) outside the Escarpment Natural Area or the *Key Features* of the Regional Natural Heritage System other than those areas where the only *Key Feature* is a *significant* earth science area of natural and scientific interest, the following uses, only if located on a *commercial farm* and secondary to the *farming* operation:
 - a) *bed and breakfast establishments* with three or fewer guest bedrooms in accordance with the policies of Section 4.1.1.10 of this Plan,

- b) *veterinary clinics* serving primarily the agricultural community,
- c) *home industries* in accordance with the policies of Section 4.1.1.6 and 4.1.1.7 of this Plan;
- d) retail uses with a gross floor area not exceeding 500 sq m and the majority of the commodities for sale, measured by monetary value, produced or manufactured on the farm, and
- e) agriculture-related tourism uses with a gross floor area not exceeding 500 sq m.
- f) animal kennels serving the agricultural community primarily, in accordance with the policies of Section 4.1.1.16 and 4.1.1.17 of this Plan.
- g) small-scale businesses that provide supplementary income to the farming operation in accordance with Section 4.1.1.13 of this Plan.
- h) subject to approval of a zoning by-law amendment and site plan approval, *horticultural trade uses* in accordance with Section 4.1.1.14 and 4.1.1.15 of this Plan.
- o) *essential watershed management* and flood and erosion control projects either carried out or supervised by a *public agency*, or approved in this Plan as of December 16, 2009.

4.9.3 REGIONAL NATURAL HERITAGE SYSTEM POLICIES

DEVELOPMENT

4.9.3.1 The *Town* shall apply a systems based approach to implementing the Regional Natural Heritage System by:

- a) Prohibiting *development* and *site alteration* within *significant wetlands*, *significant* coastal wetlands, *significant* habitat of endangered and threatened species and *fish habitat* except in accordance with Provincial and Federal legislation or regulations;
- b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no *negative impacts* on the *natural features and areas* or their *ecological functions*; in applying this policy, *agricultural operations* are considered as compatible and complementary uses in those parts of the

Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with *policies* of this Plan;

- c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 4.9.3.12; and,
- d) Introducing such refinements at an early stage of the *development* or *site alteration* application process and in the broadest available context so that there is greater flexibility to enhance the *ecological functions* of all components of the system and hence improve the long-term sustainability of the system as a whole.

4.9.3.2 The proponent of any *development* or *site alteration* that meets the criteria set out in Section 4.9.3.3 is required to carry out an Environmental Impact Assessment (EIA), unless:

- a) it is a use conforming to this Plan and permitted by the zoning by-law;
- b) it is a use requiring only an amendment to the Zoning By-law and is exempt from this requirement by specific policies of this Plan; or
- c) exempt or modified by specific policies of the Regional Plan; or
- d) the proponent can demonstrate to the satisfaction of the *Town* and *Region* that the proposal is minor in scale and/or nature and does not warrant an EIA.

The purpose of an EIA is to demonstrate that the proposed *development* or *site alteration* will result in no *negative impacts* to that portion of the Natural Heritage System or unmapped *Key Features* affected by the *development* or *site alteration* by identifying components of the Regional Natural Heritage System as listed in Section 4.9.1.3 and their associated *ecological functions* and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify *Key Features* on or near the subject site that are not mapped on Schedule “M”.

4.9.3.3 The criteria for the requirement of an EIA for proposed *developments* and *site alterations* are as follows:

- a) For proposed agricultural buildings with a footprint not exceeding 1,000 sq m or *single detached dwellings* on existing *lots* and their *incidental uses*, the preparation of an EIA under Section 4.9.3.2 will be required only where the proposed building is located wholly or partially inside or within 30 m of any *Key Feature* of the Regional Natural Heritage

System other than those areas where the only key feature is a significant earth science area of natural and scientific interest. If the proposed agricultural building is located entirely within the boundary of an existing farm building cluster surrounded by *woodlands*, no EIA is required as long as there is no *tree* removal involved within *woodlands*;

- b) For proposed agricultural buildings with a footprint over 1,000 sq m, the requirement for an EIA under Section 4.9.3.2 will apply only to those instances where the proposed building is located wholly or partially inside or within 30 m of the Natural Heritage System; and,
- c) For any other *development* or *site alteration*, including public works, that is located wholly or partially inside or within 120 m of the Regional Natural Heritage System.

4.9.3.4 The recommendations of an Environmental Impact Assessment, including the placement of *lot* lines and structures, carried out under Section 4.9.3.2 and endorsed by the *Town* and the *Region* shall be implemented through this Plan, the zoning by-law, site plan control, conditions of planning approval or regulations by the appropriate authority.

4.9.3.5 Apply, as appropriate, policies of this Plan that support and promote *agriculture* and *normal farm practices* on those parts of the *Regional Natural Heritage System* under the Agricultural System where such uses are permitted. These *policies* include but are not limited to Sections 4.4.3.2 to 4.4.3.4.

4.9.3.6 Through the *development* approvals process and where appropriate, the function of the Regional Natural Heritage System within the *Urban Area* shall be enhanced by locating local open space adjacent to or near the Regional Natural Heritage System.

4.9.3.7 The development of trails within the Regional Natural Heritage System shall be encouraged provided that:

- a) the trails are located on publicly owned lands or are part of the Bruce Trail;
- b) the trails and associated activities do not impact negatively on ecologically sensitive areas or resource uses such as *agricultural operations*;
- c) proper regard is given to the issues of trespassing on private properties and liability in the event of property damages or personal injuries; and
- d) adjacent landowners potentially affected by the trails are consulted.

- 4.9.3.8** Through the *development* approval process and as permitted by legislation, the *Town* shall acquire parts of the Regional Natural Heritage System.
- 4.9.3.9** The *Town* shall promote the concept and functions of the Regional Natural Heritage System and encourage landowners and local residents to participate in its identification, protection, enhancement, and maintenance.
- 4.9.3.10** The *Town* shall promote, in conjunction with other public agencies and through stewardship programs, the donation of privately owned lands in the Regional Natural Heritage System to public agencies or charitable organizations, or the transfer of the protection of the *ecological functions* and features on such lands to a *public agency* or charitable organization through a conservation *easement* agreement.
- 4.9.3.11** The *Town* shall support the interconnection of its Regional Natural Heritage System with those of adjacent municipalities.
- 4.9.3.12** The boundaries of the Regional Natural Heritage System designation have been determined by the *Region* in consultation with the *Town*, the appropriate *Conservation Authority* and the Ministry of Natural Resources, and may be refined with additions, deletions and/or boundary adjustments through:
- a) the preparation of a Subwatershed Study accepted by the *Region* and undertaken in the context of an Area Specific Plan,
 - b) an individual Environmental Impact Assessment accepted by the *Town* and *Region*, as required by this Plan; or
 - c) Similar studies based on terms of reference accepted by the *Town* and *Region*.

Where the *Town* is satisfied, in consultation with the *Region* and the appropriate *Conservation Authority*, that the boundary of the Natural Heritage Area System designation can be altered, the adjustment may be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Natural Heritage System designation and the underlying designation shall be removed from any lands added to the Regional Natural Heritage System designation.

ZONING

- 4.9.3.13** Lands located within the Regional Natural Heritage System will be zoned Regional Natural Heritage System in the implementing Zoning By-law except within the Niagara Escarpment Plan Area, where zoning does not apply. New construction and the expansion or replacement of existing non-conforming uses

within *hazard lands*, and significant habitat of endangered or threatened species shall be prohibited except where specifically exempted by the *Town* and the *Region*, in consultation with the appropriate *Conservation Authority*, the Ministry of Natural Resources and the Ministry of Municipal Affairs and Housing. Special Policy Areas including any policy or boundary changes thereto, must be approved by the Minister of Municipal Affairs and Housing prior to municipal adoption.

- 4.9.3.14** The Zoning By-law shall impose for *development* appropriate setbacks from and Regulated *Flood Plains* based on the kind, extent and severity of existing and potential hazard to public safety. The setbacks will be evaluated for specific *development* applications and as part of any Secondary Plan process or during the processing of individual *development* or subdivisions by the *Town* and the *Region*, in consultation with the appropriate *Conservation Authority*, and as established in the Zoning By-law, to provide the appropriate setback required to protect the area from the impacts of construction and development. A greater setback may be required to reflect specific circumstances. Special consideration shall be given to *agriculture*-related buildings, including residential dwellings, to maintain the long term viability of existing *agricultural operations*, without compromising the safety of such buildings or their occupants. Within the Niagara Escarpment Plan Area where zoning does not apply, it is the intent of the *Town* that where the general setbacks for buildings, structures, parking areas, and other similar facilities from the Regulated *Flood Plains* are more *restrictive* than the *Development* Criteria of the Niagara Escarpment Plan, that the setbacks of the Zoning By-law be applied by the implementing authorities.

OWNERSHIP

- 4.9.3.15** Where any land designated Regional Natural Heritage System is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that the lands shall be acquired by the *Town* or other *public agency*; although the *Region* and the *Town* shall ensure that consideration be given to the acquisition of the critical parts of the Regional Natural Heritage System through the *development* approval process as permitted by legislation.

PARKLAND DEDICATION

- 4.9.3.16** Where new *development* is proposed on a site, part of which is designated Natural Heritage System such lands shall not be considered acceptable as part of the dedication for park purposes as required by the Planning Act unless special arrangements are made with the *Town*.

4.10 GREENBELT NATURAL HERITAGE SYSTEM

- 4.10.1.1** The purpose of the Greenbelt Natural Heritage System shown as an overlay on Schedules “I” and “A” is to implement *policies* of the Provincial Greenbelt Plan as they apply to its Natural Heritage System.
- 4.10.1.2** The Greenbelt Natural Heritage System represents a systems approach to protecting *natural features* and functions within the Greenbelt Plan Area and its construct is equivalent to that of the Regional Natural Heritage System as described in Section 4.9.1.3. The *Key Features*, within the Regional Natural Heritage System referred to under Section 4.9.1.3a), and the following *Key Features* within the Greenbelt Natural Heritage System are shown on Schedule “M”:
- a) sand barrens, savannahs and tall grass prairies,
 - b) permanent and intermittent streams,
 - c) lakes,
 - d) seepage areas and springs
 - e) alvars and,
 - f) *significant* habitat of special concern species.
- 4.10.1.3** While the Greenbelt Natural Heritage System and the Regional Natural Heritage System have different sets of planning *policies*, they complement each other and together implement the *Town’s* vision of a sustainable natural heritage system that preserves and enhances the biological diversity and *ecological functions* of the Town. Within those parts of the Greenbelt and Regional Natural Heritage Systems that are under the Agricultural System described in Section 4.3, *agricultural operations* are considered as compatible and complementary uses towards implementing this vision.
- 4.10.1.4** *Development* within the Greenbelt Natural Heritage System is subject to *policies* of the Greenbelt Plan as they apply to its Natural Heritage System and to detailed implementation *policies* of this Plan in accordance with Section 5.3 of the Greenbelt Plan.
- 4.10.1.5** Refinements to the boundaries of the Greenbelt Natural Heritage System are not permitted unless as a result of amendments to the Greenbelt Plan but refinements to the boundaries of the *Key Features* within the Greenbelt Natural Heritage System may be considered through a Subwatershed Study, an

individual Environmental Impact Assessment, or similar studies accepted by the *Town* and *Region*.

4.10.1.6 In accordance with the policies of the Greenbelt Plan and the policies of this Plan, the *Town* shall:

- a) Prohibit *development* or *site alteration* within the *Key Features* of the Greenbelt Natural Heritage System, except in accordance with *policies* of this Plan.
- b) Prohibit *development* or *site alteration* on lands adjacent to the *Key Features* of the Greenbelt Natural Heritage System unless the proponent has evaluated the *ecological functions* of these lands through an Environmental Impact Assessment in accordance with Section 4.10.1.6d).
- c) Notwithstanding Sections 4.10.1.6a) and b), permit the following uses within *Key Features*, subject to the applicable policies of this Plan:
 - i. *forest, fisheries* and *wildlife management* that is carried out in a manner that maintains or, where possible, improves these features and their functions;
 - ii. conservation and flood or erosion control projects if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;
 - iii. archaeological activities
 - iv. *essential* transportation and *utility* facilities;
 - v. non-intensive recreation uses such as nature viewing, pedestrian trails and small-scale structures (such as boardwalks, footbridges, fences, docks, and picnic facilities), where *negative impacts* are minimized;
 - vi. *existing uses*, including existing *agricultural uses*; and,
 - vii. *mineral aggregate resource* extraction, subject to the policies of Section 4.7.3 of this Plan.
- d) Where proposed *development* or *site alteration*, including public works, is located wholly or partially within the Greenbelt Natural Heritage System or within 120m of a *Key Feature*, or, in the case of *development* or *site alteration* related to *agricultural uses*, *agricultural-related uses*, and *on-farm diversified uses* within 30m of a *Key Feature*, require the proponent to carry out an

Environmental Impact Assessment (EIA). The EIA will identify a *vegetation protection zone* which:

- i. is of sufficient width to protect the *Key Feature* and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its function; and
 - ii. is established to achieve, and be maintained as natural self-sustaining vegetation.
- e) Notwithstanding Section 4.10.1.6d)[i], require a minimum *vegetation protection zone* of 30m wide for *wetlands*, seepage areas and springs, *fish habitat*, permanent and intermittent streams, lakes, and *significant woodlands*, measured from the outside boundary of the *Key Feature*.
- f) Notwithstanding Sections 4.10.1.6d) and 4.10.1.6e), permit without the requirement of an EIA the expansion of existing agricultural buildings and structures, residential dwellings, and accessory uses to both, within *Key Features*, subject to the following being demonstrated to the satisfaction of the Town and the Region:
- i. there is no alternative and the expansion, alteration or establishment is directed away from the *Key Features* to the maximum extent possible;
 - ii. the impact of the expansion or alteration on the *Key Feature* and its functions is minimized to the maximum extent possible, including the pursuit of best management practices to protect and/or restore *key natural heritage features* and *key hydrologic features* and functions; and,
 - iii. sewage and water services as described in Section 4.4.3.5.

4.11 SPECIFIC POLICY AREAS

4.11.1 GENERAL

PURPOSE

- 4.11.1.1** The Specific Policy Area overlay designation on Schedule "I" and Schedule "II" applies to those areas which require additional policies beyond those articulated in other Sections of this Plan.

4.11.2 PERMITTED USES

Notwithstanding the policies of this Plan, permitted uses for the Specific Policy Areas shall be determined by the policies of Section 4.11.3 of this Plan.

4.11.3 SPECIFIC POLICY AREA POLICIES

SPECIFIC POLICY AREA NO. 1

- 4.11.3.1** The area identified as Specific Policy Area No. 1, on Schedule "I" of this Plan, being Part of Lots 29 and 30, Concession IV, former Township of Nassagaweya, shall be used for the operation of the Ontario Railway Historical Association.

SPECIFIC POLICY AREA NO. 2

- 4.11.3.2** The area identified as Specific Policy Area No. 2 on Schedule "I" of this Plan, being the W1/2 of Clergy Reserve Lot 27, Concession II, and Part E1/2 of Lot 26, Concession I, former Township of Nassagaweya, shall be used for the filming and production of motion pictures.

SPECIFIC POLICY AREA NO. 3

- 4.11.3.3** The area identified as Specific Policy Area No. 3 on Schedule "I" of this Plan, being Part of Lot 7, north of Highway 401, Lots 8 and 9, Concession III, formerly Township of Nassagaweya, shall be used for a horse racetrack and accessory uses including temporary accommodation for jockeys, trainers, stable hands and caretakers in trailers and mobile homes. However, such facilities will not be allowed to expand to the point where the amenities of adjacent land uses are affected. As well, Specific Policy Area No. 3 shall be used for a range of highway commercial uses which serve the travelling public such as licenced motor vehicle service stations, overnight accommodation such as hotel or motel and recreational vehicle and tent camping and restaurants and related entertainment uses, and certain other retail uses of a specific nature which relate to the horse racetrack or the travelling public.

In addition to the foregoing uses, the lands legally described as Part of Lots 8 and 9, Concession 3 (Nassagaweya), known municipally as 9430 Guelph Line may also be used for an 18 hole golf course and associated ancillary uses such as a driving range, practice tee and related club house.

SPECIFIC POLICY AREA NO. 4

- 4.11.3.4** In accordance with the policies of subsection 3.11.3.3 of this Plan, the area identified as Specific Policy Area No. 4 on Schedule "I1" of this Plan, being Part Lot 13, Concession I, in the Town of Milton, shall be used for the Milton Fairgrounds.

SPECIFIC POLICY AREA NO. 5

- 4.11.3.5** The area identified as Specific Policy Area No. 5, being Part Lots 7 and 8, Concession VIII, former Township of Trafalgar on Schedule "I1" of this Plan, shall be used for a seasonal special event commercial/recreation attraction. The seasonal special event attraction may include live entertainment, theatre, sale of crafts, souvenirs, theme related events, attractions and services, food and beverage sales, parking areas, access drives and walkways, washroom facilities, storage facilities, accessory buildings or structures to be open to the public on weekends and holidays during the months of July, August and September, and a year round administrative office for general administration, ticket sales and management of the seasonal special event attraction.

The Seasonal Special Event Attraction shall be restricted to lands not used for the cultivation of crops with the exception that approximately 2 ha (5 acres) of cultivated lands contiguous to such uncultivated lands may also be used for the Seasonal Special Event Attraction. The remaining lands used for the cultivation of crops may also be used for access drives and walkways not exceeding approximately 1.21 ha (3 acres) and temporary unpaved parking areas.

In the event the Seasonal Special Event Attraction use is discontinued, the lands now used for the cultivation of crops prior to the establishment of the festival will be restored and rehabilitated for farm use.

The foregoing policies are to be implemented by a site specific zoning by-law amendment and a site plan agreement.

SPECIFIC POLICY AREA NO. 6

- 4.11.3.6** The area identified as Specific Policy Area No. 6 on Schedule "I" of this Plan, being Part Lots 2, 3, 4 and 5, Concessions I and II, in the Town of Milton, shall be used as The Halton Waste Management Site. The Specific Policy Area, as defined in Schedule "A1", covers the lands generally within 400 metres of the

Sanitary Landfill Site boundaries. In order to ensure the safety of the Landfill Site and the Specific Policy Area, the following provision shall apply to any proposed land use within the Specific Policy Area:

Council will require proponents to consult with the Ministry of Environment to ensure that the provisions contained in the Ministry's Policy Guideline D-4 (formerly 07-07), dated April 15, 1986, comprised of guidelines for land uses near the Sanitary Landfill Site are fully satisfied. In this regard, the proponent must demonstrate that a complete assessment and evaluation has been carried out to the satisfaction of the Ministry of Environment, Region of Halton and Town of Milton with respect to how a proposed land use will adversely affect and/or be adversely affected by the presence of the Landfill Site. The proponent must also implement any preventative, mitigative, and/or remedial measures to the satisfaction of the Ministry of the Environment, Region of Halton and Town of Milton. Specific factors which must be considered in the assessment include, but are not limited to the following:

- a) Engineering design of the Landfill site;
- b) Stability of the water table levels in the area;
- c) Landfill generated gases;
- d) Quality and quantity of ground and surface water;
- e) Leachate seepage;
- f) Air emissions;
- g) Odour, litter and dust; and,
- h) Traffic and noise.

SPECIFIC POLICY AREA NO. 7

4.11.3.7 [DELETED. SECTION NOT IN USE.]

SPECIFIC POLICY AREA NO. 8

4.11.3.8 The area identified as Specific Policy Area No. 8 on Schedule "I1" of this Plan, being Part of W 1/2 Lot 5, Concession III, former Township of Esquesing, shall be used for industrial purposes. Prior to the issuance of building permits for development of any portion of these lands, the Town will require the development proponents to enter into agreements regarding the provision of an open space buffer strip not greater than 15 metres in depth along the south side of the Campbellville Road (No. 5 Side Road) on the understanding that the area

of such buffer strip shall be excluded from the calculation of acreages subject to development charges.

SPECIFIC POLICY AREA NO. 9

- 4.11.3.9** The area identified as Special Policy Area No. 9 on Schedule “I1” of this Plan, being the Waldie Blacksmith Shop building located at 16 James Street is located within the Low Density Residential Sub-Area within the Central Business District. The use of the Waldie Blacksmith Shop building shall be deemed to conform to the policies of subsection 3.2.2 (Permitted Uses) and subject to subsections 3.2.3.6 and 3.2.3.7 (Local *Institutional Uses* and Local Commercial Uses) for the purposes of a living museum and limited retail ancillary to this use.

SPECIFIC POLICY AREA NO. 10

- 4.11.3.10** The area identified as Specific Policy Area No. 10 on Schedule "I1" of this Plan, includes lands within a 4 Kilometre radius of the AM Radio transmission facilities located in Milton near the corner of Trafalgar Road and Highway #401. Where new employment uses are proposed within the radius, consideration shall be given by the *Town*, in consultation with the Canadian Broadcasting Company, to limiting the height of the proposed building(s) to 18 metres or less and to limiting the extent of steel used in the construction of the building(s), to prevent interference of the radio transmission.

SPECIFIC POLICY AREA NO.11

- 4.11.3.11** The area identified as Specific Policy Area No. 11 on Schedule "I" of this Plan, being Part of the South East Half of Lot 11, Concession 3, Town of Milton (formerly New Survey), Regional Municipality of Halton and identified as instrument No. 45719, within the Niagara Escarpment Plan Area, shall be used for a parking *lot*.

SPECIFIC POLICY AREA NO. 12

- 4.11.3.12** [DELETED. SECTION NOT IN USE.]

SPECIFIC POLICY AREA NO. 13

- 4.11.3.13** [DELETED SECTION NOT IN USE.]

SPECIFIC POLICY AREA NO. 14

- a.11.3.12** The area identified as Special Policy Area No. 14 on Schedule “I” of this Plan, being Part of Lot 7, Concession 3 Nassagaweya, (south of 401, west of 401 interchange at Guelph Line and north of Reid Side road) shall be used for a warehouse facility with associated retail showroom and ancillary office uses not to exceed a lot coverage of more than 4.25%.

SPECIFIC POLICY AREA NO. 15

- 4.11.3.15** The area identified as Specific Policy Area No. 15 on Schedule "I" of this Plan, being the lands north of No. 15 Sideroad, west of Town Line Road, and also known as 5657 No. 15 Side Road, shall be used as a short term stay, special residential care facility for Chronically and/or Terminally Ill Children and shall be subject to the following conditions:

- a) Accommodation for not more than 12 children needing care:
- b) Accommodation for the parents or guardians and family of the children needing care;
- c) The length of stay of the children, parents or guardians and family shall be short term only;
- d) Other uses accessory to the "Special Residential Care Facility" shall be permitted;
- e) The use shall be located within the existing dwelling and although minor additions and alterations are permitted, they must not alter the appearance of the building from that of a detached dwelling.

The use shall be implemented by a site-specific amendment to the Zoning By-law and by a Site Plan Agreement.

SPECIFIC POLICY AREA NO. 16

- 4.11.3.16** The area identified as Specific Policy Area No. 16 on Schedule "I1" of this Plan, being Part of Lot 12, Concession 3 N.S. (near portion of lands known as E.C. Drury Campus) shall have a maximum density of 32 units per net hectare and 15 units per gross hectare.

SPECIFIC POLICY AREA NO. 17

- 4.11.3.17** Notwithstanding subsection C.6.5.12 and subsection 3.2.3.7 of this Official Plan, the area identified as Specific Policy Area No. 17 on Schedule "I1" of this Plan, being Block 204 on Registered Plan 20M-788, being those lands located on the south side of Derry Road east of Trudeau Drive, may be used for a retail commercial plaza having a maximum gross floor area of 1,550 square metres.

SPECIFIC POLICY AREA NO. 18

- 3.5.2.1** The area identified as Specific Policy Area No. 18 on Schedule "I" of this Plan, being the lands designated Mineral Resource Extraction Area within Part of Lots 12, 13, and 14, 'Concession 7 (Nassagaweya), Town of Milton, are the areas defined as the area to be extracted by a valid licence issued pursuant to

the *Aggregate Resources Act*.

Notwithstanding the policies of Section 4.4.2 of this Plan, lands forming the buffer and setback for the Mineral Resource Extraction Area associated with Amendment # 16 to this Plan may be included within the licence area approved under the *Aggregate Resources Act*, and may be used for berming, screening, temporary stockpiling of earthen material, accessory structures and facilities normally associated with a mineral extraction operation and facilities and servicing for, and related to, the water management and monitoring system for the quarry extensions. Extraction shall not be permitted in this area.

SPECIFIC POLICY AREA NO. 19

- 4.11.3.19** The land area identified as Specific Policy Area No. 19 on Schedule “I” of this Plan, being part of Lots 4 and 5, Concession 8 (Trafalgar), being those lands located on the east side of Trafalgar Road south of Britannia Road, shall be used for a golf course, club house and related facilities.

SPECIFIC POLICY AREA NO. 20

- 4.11.3.20** Notwithstanding the policies of the Agricultural Area and Regional Natural Heritage System land use designations to the contrary, the area identified as Specific Policy Area No. 20 on Schedule “I” of this Plan, being Part of Lots 7 and 8, Concession VII, former Township of Trafalgar, (6378 Trafalgar Road) may be used for a golf course, practice range, clubhouse and accessory uses.

SPECIFIC POLICY AREA NO. 21

- 4.11.3.21** The area identified as Specific Policy Area 21 on Schedule “I1” of this Plan applies to the lands south of Highway 401 bounded by Steeles Avenue, Thompson Road, Maple Avenue and James Snow Parkway. The area consists of two development blocks. The north block is bound by Steeles Avenue to the northwest, Highway 401 to the north and Thompson Road to the west and Maple Avenue to the south. The south block is bound by Maple Avenue to the south, and the north block and Highway 401 to the north.

The permitted uses on these lands shall consist of large scale, non-shopping centre uses which may include a collection of free-standing buildings with sub-regional drawing power which generally require large parcels of lands and exposure to traffic. Commercial development may consist of individual uses or groups of uses, including retail stores and a home improvement store in accordance with the policies of Sections 3.4.2.9 and 3.4.2.10 of this Plan.

The north block and the south block may each have a food store with up to 3,251 square metres of floor area.

SPECIFIC POLICY AREA NO. 22

- 4.11.3.22** The area identified as Specific Policy Area 22 on Schedule “I1” of this Plan applies to the lands located northeast of Highway 401 and Steeles Avenue (former Halton Works Yard).

The permitted uses on these lands shall consist of large scale, non-shopping centre uses which may include a collection of free-standing buildings with sub-regional or regional drawing power which generally require large parcels of lands and exposure to traffic. Commercial development may consist of individual uses or groups of uses, including retail stores of more than 2,750 square metres, but not a food store or a department store, subject to a market impact analysis and peer review findings at the time of a Zoning By-law amendment application for these lands. The development of these lands shall be in accordance with the policies of Sections 3.4.2.9 and 3.4.2.10 of this Plan.

Outdoor storage of goods and products for sales and display shall be permitted in conjunction with permitted retail uses subject to an overall design plan incorporating landscaping, screening and shielding of such areas, particularly from abutting roads and Highway 401.

SPECIFIC POLICY AREA NO. 23

- 4.11.3.23** The area identified as Specific Policy Area 23 on Schedule “I1” of this Plan may be developed for a range of employment uses, primarily business, professional, financial and medical offices, as well as specific supporting local commercial uses, in a mixed use development format. The local commercial uses that may be permitted are those that are complementary to, and serve the employment area and uses, as well as the Milton Hospital and residential neighbourhoods immediately adjacent to the lands.

SPECIFIC POLICY AREA NO. 24

- 4.11.3.24** [SECTION NOT IN USE.]

SPECIFIC POLICY AREA NO. 25

- 4.11.3.25** The area identified as Specific Policy Area No. 25 on Schedule “I” of this Plan, being Part Lot 1, Concession 2 (NS), Former geographic Township of Trafalgar, being those lands located at the northwest corner of Regional Road 25 and Lower Base Line, shall permit cemeteries and ancillary uses including a mausoleum, columbarium, crematorium or other structure intended for the internment of human remains.

SPECIFIC POLICY AREA NO. 26

- 4.11.3.26** The land identified as Specific Policy Area No. 26 on Schedule “I1” of this

Plan, being part of the lands at 716 Main Street East may be developed as a single parcel of land to provide a high density residential building of up to twelve (12) storeys in height and with a maximum residential density of 166 dwelling units per net hectare and without the requirement to generally provide 25% of the gross site area as pedestrian open space and streetscape elements.

SPECIFIC POLICY AREA NO. 27

- 4.11.3.27** The land identified as Specific Policy Area No. 27 on Schedule “I1” of this Plan, being part of the lands at 1050 Main Street East shall be developed for a multi storey format building having a minimum density of 85 units per hectare and a minimum height of 6 storeys. The maximum density is 150 units per hectare, with a maximum height of 8 storeys. An additional 4 storeys (12 storeys maximum height) is permitted subject to bonussing. Local commercial uses shall only be permitted on the first floor and only if located in a mixed use building. Office uses are permitted on the second storey and above within the building. The majority of the required parking will be provided in a parking structure above and/or below grade.

Notwithstanding policy 5.5.3.11, the lands identified as Specific Policy Area No. 27 on Schedule “I1” of this Plan, being part of the lands at 1050 Main Street East, may be permitted a bonus in height of up to 4 storeys and regulated by the implementing zoning.

SPECIFIC POLICY AREA NO. 28

- 4.11.3.28** The land identified as Specific Policy Area No. 28 on Schedule “I1” of this Plan, being the lands located at the south west corner of Derry Road West and Farmstead Drive, Block 53, Registered Plan 20M-1115 known as 610 Farmstead Drive, shall be developed with a maximum density of up to 213 units per net hectare.

SPECIFIC POLICY AREA NO. 29

- 4.11.3.29** That notwithstanding Section C.9.5.1.4 (b) of the Derry Green Corporate Business Park Secondary Plan, the lands identified as Specific Policy Area No. 29 on Schedule “I1” of this Plan, being part of the lands legally known as Part of Lot 12, Concession 5, may permit limited surface parking between the building and the street, provided adequate berming and landscape screening are implemented.

SPECIFIC POLICY AREA NO. 30

- 4.11.3.30** The lands identified as Specific Policy Area No. 30 on Schedule “I1” of this Plan, being 1287 Costigan Road, Block 36, R.P. 20M-1030, the maximum residential density for High Density Residential uses is 175 units per net hectare.

SPECIFIC POLICY AREA NO. 31

- 4.11.3.31** Notwithstanding subsections C.10.5.6.2 a) and C.10.5.5.1 e) iii), the Major Node Area located at the southeast corner of Louis St. Laurent Avenue and Tremaine Road and identified as Specific Policy Area No. 31 on Schedule “I1” of this Plan may be developed in its entirety with grade-related multiple attached housing forms at a minimum density of 70 units per net hectare.

SPECIFIC POLICY AREA NO. 32

- 4.11.3.32** For the Major Node located at the southeast corner of Tremaine Road and the proposed collector road and identified as Specific Policy Area No. 32 on Schedule “I1” of this Plan, the following shall apply:

Notwithstanding the policies of subsection C.10.5.6.2 e) to the contrary, the gross floor area for retail and service commercial uses shall be as follows:

- i) Retail and service commercial uses may be provided in mixed use building(s) and/or in a purpose designed commercial building(s) to a maximum of 2,787 m².
- ii) The minimum gross floor area of retail and service commercial uses shall be 930 m² for a mixed-use building(s), or 1,860 m² for developments that include a purpose designed commercial building(s).

SPECIFIC POLICY AREA NO. 33

- 4.11.3.33** The lands identified as Specific Policy Area No. 33 on Schedule “I1” of this Plan, being 17 Bronte Street South, may be used for a mixed use building containing office uses on the first storey only, up to a maximum gross floor area of 148 m² and two (2) upper floor dwelling units.

SPECIFIC POLICY AREA NO. 34 (OPA 34)

- 4.11.3.34** The land identified as Specific Policy Area No. 34 on Schedule “I1” of this Plan, being part of the lands at 15 Harris Boulevard (known legally as Block 213, R.P. 20M-821) shall have a residential density of between 100 and 240 dwelling units per net hectare.

SPECIFIC POLICY AREA NO. 34 (OPA 51)

- 4.11.3.34** The land identified as Specific Policy Area No. 34 on Schedule “I1” of this Plan, being the lands at 7480 Derry Road, shall be developed for a multi storey format residential building having a maximum density of 218 units per net hectare and a maximum height of six storeys.

SPECIFIC POLICY AREA NO. 35

- 4.11.3.35** The land identified as Specific Policy Area No. 35 on Schedule “I1” of this Plan, being the lands at 130 Thompson Road South may be developed to provide three high density residential buildings of up to 31 storeys in height and with a maximum residential density of 524 units per hectare. A minimum of 950 square metres of commercial/retail space must be provided on the ground floor of any of the three high-rise residential buildings.

SPECIFIC POLICY AREA NO. 36

- 4.11.3.36** Notwithstanding Section 3.6 (Secondary Mixed Use Nodes) and C.6.5.5 (Bristol Survey Secondary Plan Secondary Mixed Use Node), the lands identified as Specific Policy Area No. 36 on Schedule “I1” of this Plan, being the lands - legally known as Part of Lot 10, Concession 3 (NS Trafalgar) may be developed to provide three high-rise residential buildings with heights of 25, 20 and 14 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 295 units per hectare.

SPECIFIC POLICY AREA NO. 37

- 4.11.3.37** Notwithstanding Section 3.2 the land identified as Special Policy Area No. 37 on Schedule “I1” of this Plan, being the lands at 1050 Bronte Street South may be developed to provide for mixed-use and/or purpose designed residential buildings with a maximum residential density of 185 units per hectare.

SPECIFIC POLICY AREA NO. 38

- 4.11.3.38** In addition to the uses permitted in the Low Density Residential Sub-Area, the lands identified as Specific Policy Area No. 38 on Schedule “I1” of this Plan, being 79 Martin Street, may also be used for a building containing office uses, up to a total maximum gross floor area of 383 square metres.

SPECIFIC POLICY AREA NO. 39

- 4.11.3.39** The land identified as Specific Policy Area No. 39 on Schedule “I1” of this Plan, being the lands at 28, 60 & 104 Bronte Street North may be developed to provide two mixed use residential buildings of up to 18 storeys in height and with a maximum residential density of 380 units per hectare.

SPECIFIC POLICY AREA NO. 40

- 4.11.3.40** The land identified as Specific Policy Area No. 40 on Schedule “I1” of this Plan, being the lands at 555 Bessborough Drive may be developed as Residential Medium Density 2 in its entirety, to provide 90 townhouse dwelling units with a minimum residential density of 56 units per hectare

SPECIFIC POLICY AREA NO. 41

- 4.11.3.41** That notwithstanding Section C.9.5.1.4 b) and C.9.5.2.3 d) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 41 on Schedule “I1” of this Plan, being part of the lands legally known as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, may permit limited surface parking between the building and the street, provided adequate berming or landscape screening are implemented.

Notwithstanding Section C.9.5.1.2 b) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 41 on Schedule “I1” and designated Business Park Area with a Natural Heritage Oriented Area overlay on Schedule “C-9-B” of this Plan, being part of the lands legally known as Part of Lots 7, 8, and 9, Concession 5, Former Geographic Township of Trafalgar, *light industrial uses* shall be permitted irrespective of the amount of accessory office gross floor area provided and such uses shall be implemented in accordance with Section C.9.5.1.6 of this Plan.

SPECIFIC POLICY AREA NO. 42

- 4.11.3.42** The area identified as Specific Policy Area No. 42 on Schedule “I1” of this Plan applies to the lands located north of James Snow Parkway bounded by the North Hydro Corridor to the south, the continuation of the hydro corridor and the CN Railway to the west, No. 5 Side Road and the Town of Halton Hills to the northwest, and the Sustainable Halton Plan (SHP) Urban Area Boundary to the north and east in the Town of Milton.

These lands shall be subject to the following additional development application requirements:

- a) James Snow Parkway from Highway 401 to No. 5 Side Road is planned to be widened to six lanes from Highway 401 to Tremaine Road per the Region’s Transportation Master Plan. The proposed start of construction is currently scheduled for 2030, but is subject to change. Should network improvements in the area be required through a Transportation Impact Study as a result of new development, prior to the commencement of road widening, the applicant will be responsible for the financing and construction of such improvements.
- b) If road connections traversing the hydro corridor adjacent to the James Snow Parkway are proposed as part of new development, and supported by the required Transportation Impact Study that addresses Halton Region’s Access By-law 32-17 and Halton Region’s Access Management Guideline, the applicant will be responsible for arranging the necessary permissions to permit these connections.

Subject to the Transportation Impact Study, a connection may be

classified as public road and the right-of-way requirements at an intersection of James Snow Parkway will need to consider all right-of-way, including the Region of Halton's daylight standard and the applicable Access Management Guidelines. Further, the financing and construction of these connections will be the responsibility of the applicant.

- c) Subject to the Transportation Impact Study, should network improvements on Boston Church Road be required as a result of new *development*, the applicant will be responsible for the financing and construction of such improvements.

The applicant will be fully responsible for ensuring any and all requirements of the Municipal Class Environmental Assessment process are fulfilled, as they relate to any required improvements or modifications to Boston Church Road.

- d) Any road connections to Esquesing Line shall be evaluated and confirmed by the Transportation Impact Study before Stormwater and other servicing studies are completed to ensure the study considers the impact of the potential road connections.
- e) The Transportation Impact Study may be required to consider the impact of new *development* at both the Regional Road 25 and James Snow Parkway interchanges with Highway 401.
- f) The applicant will be required to submit a Comprehensive Environmental and Servicing Study for the subcatchment area that fully assesses existing conditions and the potential impacts of proposed development with respect to, at a minimum, hydrology, hydraulics, hydrogeology, fluvial processes, erosion, slope stability and the natural environment (including, but not limited to, ecological functions) to the satisfaction of the Region of Halton, Town of Milton and Conservation Halton.

The scope of the Comprehensive Environmental and Servicing Study shall be confirmed with the Region of Halton, the Town of Milton and Conservation Halton.

- g) Subject to a Heritage Easement Agreement approved by the Town, the James Snow farmhouse at 8350 Esquesing Line may be relocated on the lands designated Business Commercial Area on the west side of Esquesing Line and north of the North Hydro Corridor.

Notwithstanding Section 3.7.6.2 of this Plan, the only permitted uses on these lands shall be business and professional offices, a standalone

restaurant and service commercial uses. The service commercial uses that may be permitted are those that are complementary to, and serve the employment area.

- h) In addition to the uses permitted in the Industrial Area designation, the lands identified as Special Policy Area No. 42 on Schedule I1 of this Plan, being 8350 Esquesing Line, Part of Lots 3 and 4, Concession 4, a Broadcasting/ Communication Facility use shall also be permitted.

SPECIFIC POLICY AREA NO. 43

- 4.11.3.43** The land identified as Specific Policy Area No. 43 on Schedule “I1” of this Plan, being the lands at 101 Nipissing Road may be developed to provide three high density residential buildings of up to 19 storeys in height and with a maximum residential density of 575 units per hectare.

SPECIFIC POLICY AREA NO. 44

- 4.11.3.44** The land identified as Specific Policy Area No. 44 on Schedule “I1” of this Plan, being the lands at 6712 Fifth Line are permitted to allow surface parking between the building and the street on Derry Road between James Snow Parkway and Fifth Line.

SPECIFIC POLICY AREA NO. 45

- 4.11.3.45** The land identified as Specific Policy Area No. 45 on Schedule “I1” of this Plan, being the lands at 145 & 151 Nipissing Road may be developed to provide two residential buildings of up to 23 storeys in height and Floor Space Index (FSI) up to 5.0.

SPECIFIC POLICY AREA No. 46

- 4.11.3.46** The land identified as Specific Policy Area No. 46 on Schedule “I1” of this Plan, being the lands at 6439 Regional Road 25 may be developed to provide three six-storey residential buildings with a maximum density of 198 units per hectare.

SPECIFIC POLICY AREA NO. 47

- 4.11.3.47** The maximum permitted density of a development located on the lands identified as Specific Policy Area No. 47 on Schedule “I1” of this Plan, being 180, 182, 184, 190 and 194 Bronte Street South is 354 units per net hectare.

SPECIFIC POLICY AREA NO. 48

- 4.11.3.48** The land identified as Specific Policy Area No. 48 on Schedule “I1” of this Plan, being the lands legally known as Part of Lots 7 and 8 at the southwest quadrant of Louis St. Laurent Avenue and Bronte Street South, are permitted to allow up to 16,550 square metres gross floor area (GFA) of retail/commercial

space, thus increasing the total allowable commercial GFA to 42,256 square metres for the entire Secondary Mixed Use Node.

SPECIFIC POLICY AREA NO. 49

- 4.11.3.49** The land identified as Specific Policy Area No. 49 on Schedule “I1” of this Plan, being lands legally known as Part of Lots 7, 8, 9 and 10, Registered Plan 375, on the east side of Ontario Street South, north of Laurier Avenue, are permitted to allow up to 267 units per net hectare for the purpose of high-density residential development.

SPECIFIC POLICY AREA NO. 50

- 4.11.3.50**
- i) The lands identified as Specific Policy Area No. 50 on Schedule I1 of this Plan, being the lands municipally known as 11801 Derry Road, are permitted to allow surface parking between the building and the street on lands immediately adjacent to Derry Road.
 - ii) In addition to uses permitted in the Industrial Area designation, the lands identified as Specific Policy Area No. 50 on Schedule I1 of this Plan, being the lands municipally known as 11801 Derry Road, a Banquet Facility use shall also be permitted.
 - iii) In addition to uses permitted in the Business Park Area designation at Gateway locations or immediately adjacent to Derry Road, the lands identified as Specific Policy No. 50 on Schedule I1 of this Plan, being the lands municipally known as 11801 Derry Road, a Motor Vehicle Dealership use shall also be permitted.

SPECIFIC POLICY AREA NO. 51

- 4.11.3.51** The land identified as Specific Policy Area No. 51 on Schedule “I1” of this Plan, being lands municipally known as 8584, 8598 and 8604 Regional Road 25, are permitted to allow a commercial truck dealership with an accessory service and office use in addition to the uses listed in Section 3.8.3.

SPECIFIC POLICY AREA NO. 52

- 4.11.3.52** The land identified as Specific Policy Area No. 52 on Schedule “I1” of this Plan, being lands municipally known as 7265 No. 5 Side Road are permitted to allow a commercial truck dealership in addition to the uses listed in Section 3.8.3.

SPECIFIC POLICY AREA NO. 53

- 4.11.3.53** That notwithstanding Section C.9.5.1.5 b) and C.9.5.2.3 d) of the Derry Green Corporate Business Park Secondary Plan, on lands identified as Specific Policy Area No. 53 on Schedule I1 of this Plan, being the lands at 6728 Sixth Line

know legally as Part of Lot 10, Former Geographic Township of Trafalgar, Town of Milton, may permit surface parking between the building and the street, within the Street Oriented Business Park overlay designation along Derry Road.

That notwithstanding Section 2.8.3.13 building functions which do not directly serve the public, such as loading bays may be placed along the Clark Boulevard street frontage.

5.0 IMPLEMENTATION

5.1 INTRODUCTION

The implementation section establishes policies with respect to the phasing and financing of development, general implementation mechanisms such as secondary plans, zoning, site and parks acquisition, land division and interpretation, and more specific mechanisms such as the requirement for financial agreements between the Town and landowners in order to secure, amongst other matters, the phasing and financing policies and objectives as set out below.

5.2 PHASING AND FINANCE *D1(xvii)

5.2.1 GENERAL *D1(xvii)

PURPOSE

5.2.1.1 The purpose of establishing *development* phasing and finance criteria for the Established Urban Area, HUSP Urban Area, and Sustainable Halton Plan *Urban Area* in the Official Plan is to ensure that residential and industrial/commercial *development* coincides with and supports the timely delivery of the necessary *infrastructure development* including the building of roads, schools, parks, and the introduction of increased transit service and facilities, an increase in public servicing levels such as fire and police and the timely development of water and wastewater servicing *infrastructure*. A fundamental purpose of establishing phasing and financing criteria and objectives is to ensure that the impacts on existing taxpayers of the cost of new development within the HUSP and Sustainable Halton Plan *Urban Areas* are minimized.

5.2.1.2 Within the Urban Area, *development* phasing strategies will give priority to achieving the targets for population, employment, density and intensification contained in Sections 2.1.4 and 2.1.5 of this Plan, and the development of *Strategic Growth Areas*, employment lands, infilling and completion of existing neighbourhoods and communities, in accordance with provisions of the Regional Plan. Each development phase shall support the creation of healthy communities.

5.2.1.3 The phasing program is based on the following criteria: transportation infrastructure; community based infrastructure; servicing infrastructure; planning considerations; environmental objectives, and financial objectives. In particular, the phasing policies established by this Plan will support a rate and phasing of growth that is consistent with those relevant objectives of the Regional Plan.

5.2.2. PHASING AND FINANCE OBJECTIVES *D1(xvii)

5.2.2.1 From an overall perspective, it is the objective of the phasing and finance policies of this Plan, within the Urban Area:

- i) to give priority to *development* of *Strategic Growth Areas*, employment lands, infilling and *completion* of existing neighbourhoods and communities and ensure that a full range and mix of housing types can be provided in each phase, in accordance with Figure 2 in Section 2.1.5 of this Plan;
- ii) to control the progression from one phase to another within the HUSP and Sustainable Halton Plan *Urban Areas* based on substantial occupancy of the earlier phase, and the availability of *infrastructure* and *community facilities*; and the fulfilment of the requirement for a financial agreement between the *Town*, the Region where required, and the landowners securing funds, or the provision of services or both such that the impacts on existing taxpayers of the cost of new development are minimized;
- iii) to maintain viable agricultural areas for as long as possible; and
- iv) to maintain an acceptable balance between residential and non-residential assessment to minimize tax impacts.

5.2.2.2 More specific objectives which have been taken into account when the phasing program was considered for those Planning Districts and related neighbourhoods as identified on Schedule "D" to be released for the preparation of Secondary Plans, are:

- a) Support for the C.B.D. - Districts which, by their location, are most supportive of the expansion of the C.B.D. and the reinforcement of the C.B.D. as the Town's primary commercial focus;
- b) Efficiency of Transit Service - Districts which promote increased transit usage at the lowest incremental operating and capital costs;
- c) Community Identity and Character - Districts which, by their location, maintain and enhance the town's existing Identity and Character;

- d) Piped Services - Districts which most economically can be provided with those storm drainage, sanitary sewer and water facilities which ultimately will be required to serve their respective sub-watersheds;
- e) Roadways - Districts which can be most readily and economically provided with roadway facilities and which do not require upgrading of arterial roads systems;
- f) Community-based Facilities - Districts which, by their location, can be most readily and economically provided with Community-based Facilities;
- g) Housing - Districts which best support the provision of a housing supply consistent with the Town's Municipal Housing Statement and Official Plan policies in terms of employment opportunities and housing mix; and,
- h) Finance - Districts which most likely enhance the Town's ability to finance the required services to all residents with minimized impacts on existing taxpayers.

5.2.3 PHASING AND FINANCE POLICIES *D1(xvii)

5.2.3.1 In the *Urban Area*, approvals for all new *development* will be on the basis of connection to municipal water and wastewater system(s), unless otherwise exempt by other policies of the Regional Plan and in accordance with the Urban Services Guidelines adopted by the Region of Halton.

5.2.3.2 In the Established Urban Area, including the C.B.D. area, it is the intent of this Plan to encourage programs for allocating servicing capacities on the basis of the status of *development* approvals and the *Town's* phasing strategies.

5.2.3.3 It is the intent of the Plan to encourage a balance of *development* between industrial/commercial/residential uses, as determined by the *Town's* monitoring processes established in accordance with the provisions of subsections 5.3.3.1 to 5.3.3.4 of this Plan.

5.2.3.4 In order to implement the *policy* of this Plan, applications for *development* within new Secondary Plan areas shall only be approved, and *development* shall only proceed from one *development* phase to the next when:

- a) the *Region* has approved a financial and implementation plan based on a Secondary Plan prepared in accordance with the provisions of Section 5.4.3 of this Plan and the municipal portion of the Joint Infrastructure

Staging Plan as described in the Regional Plan Urban Expansion Area, a Secondary Plan will be required;

- b) The *Town* has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the new Secondary Plan area;
- c) Phasing of *development* has been determined and implemented by the *Town* and the *Region*;
- d) The landowner(s) have entered into an agreement or agreements with the *Town* for the provision of funds or the provision of services or both in accordance with the approved financial plan for the new Secondary Plan area; and,
 - i) in order to reflect particular circumstances that may apply to an individual phase or phases of *development* within the new Secondary Plan area, the *Town* may require a separate agreement or agreements with the landowners within such phase or phases; and,
 - ii) landowners who are not parties to the original agreements referred to in subsection d and d(i) herein shall enter into agreements assuming all the rights and obligations of the agreements, as applicable, as if they had been original signatories to that agreement;
- e) Landowners within the new Secondary Plan area have entered, or will enter, into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of *development* for the provision of matters such as community and *infrastructure* facilities; and,
- f) Any additional requirements of the *Town* and/or the Regional Municipality of Halton are satisfied.

5.2.3.5 Secondary Plans will incorporate those community and urban design features identified as part of this Plan and neighbourhood tertiary plans prepared in accordance with subsections 5.3.3.7 and 5.3.3.8, which address both the design criteria and phasing criteria identified as part of this Plan.

a.11.3.13 As a component of the required Phase 2 Secondary Plan, policies regarding sub-phasing within Phase 2 and criteria for commencing development of Phase 3

shall be approved and included within the Town of Milton Official Plan as an amendment.

- 5.2.3.7** The Town of Milton will set a priority for residential growth, first east/south-east and then west, to extend outwards from the urban core, centred around Main Street, in support of the CBD as a whole and the historic downtown in particular.
- 5.2.3.8** Prior to commencement of development in Phase 1B and the first sub-phase of Phase 2, 3400 actual dwelling units within Phase 1A must have building permits issued.
- 5.2.3.9** Within the Established Urban, HUSP, and SHP *Urban Areas*, Secondary Plans will be prepared with regard to the maximization of the permissible density allowed by the Plan and the *Town of Milton's Consolidated Zoning By-law*, taking into account other relevant policies of the Plan.
- 5.2.3.10** The approval of Secondary Plans and release of neighbourhoods for development will be considered in terms of the Area School Boards ability to reserve school sites.
- 5.2.3.11** Prior to commencement of development in the Derry Green Corporate Business Park Secondary Plan area, a minimum of 75 percent of the land area of the Phase 1 – Employment area located within the Urban Area of the Town of Milton shall be within registered plans of subdivision.
- 5.2.3.12** Lands within the Derry Green Corporate Business Park area will be subject to the preparation of a Secondary Plan which will, in addition to the provisions of Section 5.4.3, examine and satisfy to the Town and Region, the phasing, location, financing and construction of the James Snow Parkway.
- 5.2.3.13** The Town of Milton in conjunction with the Region will monitor the rate and characteristics of development to determine whether phasing adjustments are required for financial or economic reasons.
- a.11.3.14** The development of lands south of Derry Road within the HUSP Urban Area will be subject to the financing and timely construction of the proposed east-west arterial road.
- a.11.3.15** [DELETED. SECTION NOT IN USE]
- 5.2.3.16** Development in the HUSP Urban Area shall set a priority for growth, first east/south-east, and then west, to extend outwards from the existing urban core around Main Street, in support of the CBD as a whole, and more specifically

the historic downtown. Development within the Established Urban, HUSP *Urban Area*, and SHP *Urban Area* shall be phased in accordance with the policies of Section 5.2.3 of this Plan and on the basis of with the following criteria:

- a) The adequacy of, and proximity to, existing and planned municipal servicing facilities, municipal water supplies and trunk distribution and servicing systems, to service the proposed development;
- b) The need for, and timing of, local or Regional capital works projects to accommodate the proposed development;
- c) The need for, and timing of, any required public services;
- d) The proximity of the proposed development to existing and future community infrastructure;
- e) The provision of community-related land uses such as schools, parks and commercial facilities to accommodate community needs in accordance with the policies of the Ministry of Education;
- f) The logical and sequential extension of urban development to avoid scattered or disjointed development patterns; and,
- g) The requirements of, or participation in, existing or required local and/or Regional servicing and financial agreements under the Planning Act or Development Charges Act or this Plan.

a.11.3.16 The sub-phasing of *development* within any Secondary Plan shall be determined in conjunction with and shall reflect the Financial Impact Analysis required under Section 5.2.3.15.

a.11.3.17 Within the *Urban Area*, *agricultural uses* are encouraged and permitted as interim uses until the lands are required for the orderly phasing of urban development.

5.3 OFFICIAL PLAN MANAGEMENT

5.3.1 GENERAL

PURPOSE

- 5.3.1.1** To ensure that the goals and policies of the Official Plan are successfully achieved, effective implementation mechanisms are required.

BASIS FOR IMPLEMENTATION

- 5.3.1.2** The policies established by this Plan shall be implemented by means of the powers conferred upon the Town of Milton by the Planning Act, the Municipal Act and other applicable statutes. In particular, this Plan will be implemented by the Zoning By-law, subdivision control, legislation pursuant to the Municipal Act, consents, and the provision of municipal services and public works. In addition, the policies which apply to the Niagara Escarpment Plan Area, that is those lands designated Escarpment Natural, Escarpment Protection, Escarpment Rural, and lands within the Niagara Escarpment Plan Area designated Mineral Resource Extraction Area and Natural Heritage System, shall be implemented through the development permit system established pursuant to the Niagara Escarpment Planning and Development Act.

5.3.2 OFFICIAL PLAN MANAGEMENT OBJECTIVES

- 5.3.2.1** To maintain an Official Plan which reflects the Town's current approach to development in the context of social, economic and environmental considerations through a process including monitoring, review and amendment.

5.3.3 OFFICIAL PLAN MANAGEMENT POLICIES

MONITORING

- 5.3.3.1** The Town shall monitor on a regular basis at a Town-wide, area, planning district and neighbourhood scale, as appropriate, selected indicators which will assist in evaluating and identifying policies of the Official Plan which may require further research, modification and/or amendment. The Town shall also establish a program for tracking trends, events and decisions of significance to the Town and the Official Plan which occur in areas outside the Town.

5.3.3.2 The Town shall establish a Geographic Information System which is designed, developed and maintained to provide information to permit effective monitoring of land use decisions, as well as meeting other needs of the municipality and the public.

5.3.3.3 The Town shall establish and monitor a housing and business related information base for use by the Town, the public and the development industry. Subject to staff resources, and in conjunction with the Region, this information base may include:

- a) an inventory of potential residential development sites, showing number of units, type of units, servicing status and other relevant information;
- b) recent housing construction trends;
- c) profile of existing housing stock;
- d) accommodation costs in the Town; and,
- e) examples of innovative new forms of housing which are being built in the Town.

5.3.3.4 A report outlining the results of the monitoring program will be prepared on a regular basis and submitted to Council. Copies of this report will be made available to community residents on request at the Town Hall.

REVIEW

5.3.3.5 The Town will prepare regular reports on the results of the monitoring process established in accordance with subsections 5.3.3.1 through to 5.3.3.3 inclusive of this Plan. The reports will include a determination regarding the implications of the results of the monitoring process with respect to the Official Plan and the need for revisions.

5.3.3.6 Regardless of the results of the monitoring process established in accordance with subsections 5.3.3.1 through to 5.3.3.3 inclusive of this Plan, the Town shall hold a public meeting a minimum of once every five years to review the Official Plan and receive public input with respect to the need for revision.

AMENDMENT

5.3.3.7 Where the Town's monitoring and review processes identify the need for modifications to the Official Plan, the Town may undertake additional studies

in order to support such a change and to prepare the appropriate amendments in accordance with the provisions of the Planning Act.

- 5.3.3.8** The Town may also amend the Plan as a result of applications for development which are submitted to it, or in order to bring the Plan into conformity with Provincial Policy Statements under the Planning Act, changes to provincial plans such as the Niagara Escarpment Plan, the Greenbelt Plan and Parkway Belt West Plan or changes to the Regional Plan or other circumstances which require an amendment.

EXPANSIONS TO URBAN BOUNDARIES *D1(xviii), D2(xxi)

- 5.3.3.9** Expansions to the *Urban Area* Boundary can only be introduced based on a *Municipal Comprehensive Review* undertaken by the Region as part of its statutory Five-Year Official Plan Review, subject to the policies of the Regional Plan are met.

The new *Urban Area* Boundary for Milton as determined through the Regional Five-Year Official Plan Review exercise shall be incorporated by an amendment to this Plan.

EXPANSION TO HAMLET AREAS

- 5.3.3.10** Expansions to existing Hamlets as shown on Schedule “A” – Rural Land Use Plan shall not be permitted.

PUBLIC PARTICIPATION

- 5.3.3.11** The Town shall endeavour to maintain an effective public consultation with respect to the Official Plan and other planning matters.
- 5.3.3.12** The Town shall make available to the public, at reasonable cost, copies of all Municipal plans, studies, reports and information that is not considered confidential under the Freedom of Information and Privacy Act.
- 5.3.3.13** The Town shall ensure, to a degree that is financially feasible, that all information provided to the public is up to date.
- 5.3.3.14** Prior to the adoption of the Official Plan, Zoning By-law, Community Improvement Plan or any amendments thereto, the Town shall ensure that adequate information is available to the public regarding the proposed policies

or regulations, and at least one public meeting shall be held at which any persons in attendance shall be afforded the opportunity to make representations with respect to the proposed policies or regulations.

5.3.3.15

Notice of a statutory public open house or statutory public meeting relating to any application for Official Plan amendment, Zoning By-law amendment, Plan of Subdivision and Plan of Condominium that requires a public meeting under *The Planning Act* shall be provided, at a minimum with additional notice requirements at the discretion of the *Town*, in the following manner at least 20 days prior to the date of the statutory public open house or statutory public meeting:

- a) Notice of any privately initiated development applications in any area of the *Town* requiring such notice will be provided through on-site signage along the frontage of the subject lands at all points where a road abuts or intersects with the lands and any other location deemed necessary by the *Town*, in the local newspaper, on the *Town's* website and through digital and online channels, as appropriate.
- b) Notice of privately initiated development applications requiring such notice will be provided by prepaid first class mail to every owner of land, condominium owner and condominium corporation within 200 m of the land subject to the application within the *Urban Area* and 300 m of the land subject to the application outside the *Urban Area*, and to those people who have requested notice.
- c) Notice of any publicly initiated development application requiring such notice in any area of the *Town* will be provided on the *Town's* website and through digital and online channels, as appropriate and in the local newspaper(s).
- d) Notice of a meeting to be held in public for an application under Section 5.3.5 b) iv) of this Plan shall be given to every owner of land within 60 metres of the subject lands.

5.3.3.16

The public meeting relating to the adoption or amendment to the Official Plan, Zoning By-law, or Community Improvement Plan will be held by Council or, a standing Committee of Council. The recommendation of the Committee or the final review of the matter by Council, shall be considered by Council at a meeting open to the public, where any person may arrange to appear before Council.

5.3.3.17

Where any changes are proposed to a proposal or to proposed policies or regulations of the Official Plan, Zoning By-law or Community Improvement

Plan after the date of the public meeting, Council shall determine whether or not the extent of the change requires any further notice be given or whether a further public meeting must be held.

5.3.3.18 Council may forego Public Notification and Public Meeting(s) in connection with a technical Official Plan or Zoning By-law Amendment if the amendment will not affect the provisions and intent of the Official Plan or Zoning By-law or an amendment previously enacted to either document in any material way and may include the following matters:

- a) consolidations of previous amendments into the parent document without altering any approved policies or maps;
- b) changing the numbers of sections or the order of sections but not adding or deleting sections;
- c) correcting grammatical or typographical errors which do not affect the intent or effect of the policies or maps;
- d) rewording policies or re-illustrating mapping to clarify the intent and purpose of the plan or to make it easier to understand without affecting the intent or purpose of the policy or maps;
- e) changing reference to legislation where changes to legislation have occurred.

5.3.3.19 Prior to the adoption of a Comprehensive Official Plan or Zoning By-law, a Secondary Plan, a Character Area Plan or other similar major planning study, and prior to the approval of any public works project or community facility, community consultation shall be required. For this purpose, a Community Consultation Plan shall be required.

5.3.3.20 A Community Consultation Plan shall determine the appropriate method of public involvement through:

- a) open houses;
- b) public meetings;
- c) public workshops or focus groups;
- d) surveys; or
- e) other similar methods.

5.3.3.21 Notwithstanding the policies of subsections 5.3.3.19 and 5.3.3.20, the Town may determine that public consultation is not appropriate and if so, shall set out the reasons for this conclusion in the Community Consultation Plan.

5.3.3.22 The Community Consultation Plan should:

- a) provide for effective notice procedures to promote public awareness of the proposal;
- b) include, to the extent known, all stakeholders in a proposal;
- c) provide for balanced representation on all workshops, focus groups or other similar consultations; and
- d) provide for meeting locations that have barrier free access.

OTHER LEGISLATION

5.3.3.23 The Town shall review and monitor, on a regular basis, existing and future legislation contained in Provincial statutes which apply to areas of municipal jurisdiction and where appropriate, shall amend existing by-laws and enact new by-laws to further implement the policies of this Plan.

OTHER LEVELS OF GOVERNMENT

5.3.3.24 The Plan provides a framework for co-ordinating the activities of a wide range of public agencies including the Federal and Provincial and Regional Governments. The actions of these agencies are also essential for the implementation of the Plan. The Town shall establish and maintain effective mechanisms for the co-ordination of these agencies as they affect the Town, within the framework provided by the Plan.

PRIVATE SECTOR

5.3.3.25 The Town shall encourage private groups and individuals to take positive action to help achieve the policies of the Plan.

EXISTING USES

5.3.3.26 Notwithstanding the land use designations of this Plan, any land use which legally existed prior to this Plan may continue so long as the use is not abandoned or expanded, in which case the intended land use must conform to the Plan designation.

5.3.4 COMPLETE APPLICATION REQUIREMENTS

5.3.4.1 The Council of the Town of Milton requires that all privately initiated planning applications, with the exception of those filed under Section 45 of the Planning Act, be considered complete prior to any acceptance of the application for the purpose of processing. The Commissioner of Development Services or his/her designate, shall determine whether or not an application is considered complete in accordance with the following requirements, as may be required based on the scale, scope and type of application, and shall notify the applicant in writing within 30 days of receipt of the application of the determination.

5.3.4.2 Requirements for a complete application:

- a) Applicants are required to complete the mandatory Pre-Application Process with the Town prior to the submission of an application for development. The mandatory Pre-Application Process includes the owner or the applicant and other affected agencies, including but not limited to, the Region of Halton and the applicable Conservation Authority. Where the application is being made to both the Town and another approval authority, every effort will be made to hold joint meetings.”;.
- b) If required by the Official Plan, approved Secondary Plan, Tertiary Plan, Subwatershed Study, Subwatershed Impact Study or any other such plan or study required by the Official Plan policies affecting the lands.
- c) Mapping, drawings, reports and technical studies relevant to the scale, scope and type of application, shall be required to support any application for development, such information to be determined during the mandatory Pre-Application Process by the Town and Region in consultation with the applicant and other appropriate agencies. The supporting information may include, but not necessarily be limited to the following:
 - i) Planning policy considerations:
 - An approved Secondary Plan and/or Tertiary Plan
 - An approved Subwatershed Study
 - An approved Subwatershed Impact Study
 - Planning Justification Report
 - Draft Official Plan Amendment
 - Draft Zoning By-law Amendment

- Market Impact Assessment
- Financial Impact Study
- Capital Impact Assessment
- Other studies, as required, to demonstrate Official Plan conformity

ii) Description of the site and proposal:

- Aerial photograph
- Survey plan
- Draft plot or concept plan
- Draft Plan of Subdivision or Condominium
- Draft Official Plan Amendment or Zoning By-law Amendment, as applicable
- Existing Conditions and/or Opportunities and Constraints Mapping

iii) Environmental and Cultural considerations:

- Tree Inventory, Analysis and Preservation Study
- Woodlot Inventory/Analysis Assessment
- Natural Heritage Area Enhancement Plan
- Demarcation of physical (as staked by the applicable Conservation Authority) and stable top of bank, shown as a surveyed line
- Demarcation of the limit of wetlands (as staked by the applicable Conservation Authority), natural heritage areas, natural hazards and/or areas regulated by a Conservation Authority
- Fish Habitat Assessment
- Environmental Site Screening Questionnaire
- Phase I Environmental Site Assessment followed by Phase II Environmental Site Assessment/Record of Site Condition
- Environmental Impact Study/Report/Assessment
- An approved Subwatershed Study
- An approved Subwatershed Impact Study
- Archaeological Assessment
- Cultural Heritage Impact Assessment and /or Conservation Plan
- Agricultural Impact Assessment

iv) Engineering considerations:

- An approved Subwatershed Study

- An approved Subwatershed Impact Study
- Stormwater Management Report including plans/sediment and erosion controls
- Hydrogeological, Soils and/or Geotechnical Study
- Grading and Drainage Plan
- Functional Servicing Report and/or Plan
- Traffic Impact Study
- Noise and Vibration Study
- Community Service Plan
- Lighting Assessment
- Hydraulic Analysis for Flood Plain Delineation
- Erosion and Sediment Control Plan
- Natural Hazards Stable Slope / Erosion Assessment
- Parking Justification Study
- Pedestrian Level Wind Study
- Railway Crash Wall Assessment

v) Urban Design considerations:

- Approved Urban Design Guidelines
- Streetscape Design Study
- Architectural Control Guidelines
- Sun Shadow Analysis
- Park and Open Space Concept Plan
- Building elevations, in accordance with applicable Urban Design Guidelines
- Pedestrian and Cycling routing plan
- Accessibility Considerations Audit
- Neighbouring Concept Plan
- Urban Design Brief
- Landscape Plan and Details

vi) Site Plan Drawings

- Site Plan and Details
- Aerial Photographs and/or Context Plan
- Architectural Drawings (Floor Plan, Roof Plan, Parking Garage Plan, Screening Details of Roof-Mounted Equipment, Elevations, Building Cross-Sections, Colour Elevations or Perspective Views and Digital Architectural Massing Model)
- Existing Conditions and Removals Plan
- Reference Plan for Land Dedication or Easements
- Topographical Survey and Real Property Survey
- Landscape Plan and Details

- Tree Inventory and Preservation Plan including Tree Protection Details
 - Woodlot Inventory, Analysis and Assessment
 - Natural Heritage Area Enhancement Plan
 - Demarcation of the Limits of Natural Hazards (top-of-bank, erosion hazard, flood plain) as a surveyed line for areas Regulated by a Conservation Authority
 - Demarcation of the limit of wetlands, natural heritage areas and/or areas Regulated by a Conservation Authority
 - Fish Habitat Assessment
 - Endangered Species Assessment
 - Streetscape Design Plan
 - Park and Open Space Concept Plan
 - Garbage Enclosure Details
 - Acoustic Buffer, Fencing and Structure Details
 - Accessibility Plan and Details
 - Pedestrian and Cycling Circulation Plans
 - Photometric Plan and Exterior Light Fixture Details (Pole-Mounted and Wall-Mounted)
 - Erosion and Sediment Control Plan and Details
 - Site Grading Plan and Details
 - Site Servicing Plan and Details
 - Stormwater Management Plan and Details
 - Retaining Wall / Structure Plan and Details
 - Pavement Marking and Signage Plan
 - Vehicle Maneuvering and Turning Plans
 - Construction Management Plan
 - Shoring and Excavation Plans and Details
- d) In addition to the requirements as set out in c) i) through v), other supporting information and materials may be required by the Town as identified during the Pre-Application Process if deemed relevant and necessary to the evaluation of the particular application, or may be identified during the processing of the application, after the application has been deemed complete.
- e) All information, reports, studies and/or plans as required by the Town shall be carried out by a qualified professional consultant(s) in accordance with any applicable Terms of Reference, standards or specifications applicable within the Town or other authority jurisdiction and retained by and at the expense of the proponent. The Town, acting reasonably, may be required a peer review of any report, study and/or plan by an appropriate public agency or by a professional consultant retained by the Town at the proponent's expense.

- f) Depending on the proposed development, the Town may encourage the applicant to hold a Public Information Centre meeting, at the proponent's expense, in advance of the submission of a formal Planning Act application. Notice should be provided:
 - a. at least 20 days prior to the date of the Public Information Centre Meeting; and,
 - b. Provided by prepaid first class mail to every owner of land, condominium owner and Condominium Corporation within 200 metres of the land subject to the application within the *Urban Area* and 300 metres of the land subject to the application outside of the *Urban Area* and to those people that have requested notice.
- g) The scale and scope of any required report, study or plan is dependent upon the scale and scope of the proposal and its complexity and the type of planning approval requested and will be determined through the Pre-Application Process.
- h) All planning applications shall be filed with a complete application form, Record of Pre-Consultation, Record of Comment, the supporting materials required and the prescribed Town, Region and Conservation Authority fee(s).
- i) All planning applications shall be filed with photographs of all signage and notices as may be required by the Town prior to such filing.
- j) The Commissioner of Development Services, or his/her designate, shall only deem an application complete for the purpose of initiating the processing of such application upon proof of compliance with all of the requirements outlined in sub-sections a) through h) above.
- k) Notwithstanding the foregoing, the Commissioner of Planning and Development, or his/her designate, may exempt certain applications from any or all of the above requirements except those outlined in the Planning Act Regulations.

5.3.4.3 Incomplete Applications

"The Commissioner of Development Services, or his/her designate, may determine that a Planning Act application is incomplete pursuant to the Planning Act where:

- a) The applicable Subwatershed Impact Study or Subwatershed Impact

Study addendum is not complete;

- b) Environmental considerations that establish the limits of development are outstanding such as, but not limited to, the demarcation of the limits of natural heritage systems, wetlands, woodlands, natural hazards and/or area regulated by a Conservation Authority;
- c) A Regional Official Plan Amendment is required;
- d) A Secondary Plan is required;
- e) The owner or applicant is proposing public infrastructure through an application for a zoning by-law amendment or site plan control; and,
- f) In the case of an application for site plan control, if it does not conform to the Official Plan and does not comply with the Town's Zoning By-law.

5.3.4.4 Mandatory Pre-Application Process

- a) Prior to the submission of an application for an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, Plan of Condominium or Site Plan Control, an owner or applicant is required to meet with the appropriate Town staff and relevant agencies including, but not limited to, the Region and the applicable Conservation Authority in accordance with the requirements of the applicable Town By-law governing the Pre-Application Process, to determine what studies, plans and items are required to support a planning application that meets the complete application requirements of this Official Plan.
- b) The intent of the mandatory Pre-Application Process is to determine the scale and scope of any required study, plan or item with this scale and scope being dependent on the size of the proposal, its relationship to adjacent land uses and the type(s) of planning approval(s) required.

5.3.5 DELEGATED AUTHORITY

- a) The Town may, by by-law, delegate authority to pass by-laws under section 34 of the Planning Act that are of a minor nature to a committee of Council or an individual who is an officer, agent or employee of the municipality, such as the Commissioner of Development Services or his/her designate.
- b) Delegation of authority to pass by-laws under section 34 of the Planning Act shall be limited to:
 - i) a by-law to remove a Holding "H" symbol;

- ii) A by-law to authorize the temporary use of land, buildings or structures;
 - iii) A housekeeping by-law for the purpose of making clerical or other changes to assist in the interpretation of the Zoning By-law; and
 - iv) A by-law to permit amendments to the zoning by-law which are minor in nature and for the purpose of accommodating new dwelling units greater than the current number of dwelling units that exist on a site, including affordable housing and modular housing, subject to satisfying the criteria in Section 5.3.5 c) i).
- c) The delegation of authority authorized under Section 5.3.5 b) may be subject to conditions of Council which shall include:
- i) The written consent of the Commissioner of Development Services confirming eligibility for consideration of a minor zoning by-law amendment under Section 5.3.5 b) iv) of this Plan.

A minor zoning by-law amendment in accordance with Section 5.3.5 b) iv) may only be considered if the proposed amendment satisfies the following criteria:
 - a) The addition of dwelling units, and their aggregate impact on the subject lands, is determined to be minor in nature;
 - b) The addition of dwelling units is desirable for the development of and will not result in over-development of the subject lands; and
 - c) The proposal conforms with the applicable land use designation policies.
- d) Delegation of authority may be withdrawn, by by-law, in respect of any by-law for which a final disposition was not made before the withdrawal.

5.4 SECONDARY PLANNING PROCESS

5.4.1 GENERAL

PURPOSE

- 5.4.1.1** The Secondary Plan Process establishes a more detailed planning framework for a specific planning area in support of the general policy framework provided by the Official Plan.

5.4.2 SECONDARY PLANNING PROCESS OBJECTIVES

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

5.4.3 SECONDARY PLANNING PROCESS POLICIES

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

- 5.4.3.2** Secondary Plans shall be adopted as amendments to the Official Plan for all lands in the HUSP Urban Area and the Sustainable Halton Plan *Urban Area* designated on Schedule "B" to this Plan. In addition, Secondary Plans may also be adopted by Council for any other areas of the Town deemed appropriate, including the Urban Growth Centre. **DI(xix)*

- 5.4.3.3** The *Town* shall require that Secondary Plans be supported by detailed studies that are carried out by the Town at the cost of the major landowners in each area. The required studies and plans include, but shall not be limited to:

- a) Stormwater Management or if the scale of *development* justifies, a Subwatershed Study in accordance with the requirements of the Regional Plan;
- b) Integrated Transportation Plans;
- c) Environmental Assessment/Impact Studies, if any part of the Natural Heritage System is affected in any area not covered by a Subwatershed Study;

- d) Servicing Studies;
- e) Urban Designs/Master Plans;
- f) Market Analysis where commercial *development* in excess of 9,300 square metres of gross floor area is being proposed;
- g) Development Charges Studies;
- h) Development Phasing Studies;
- i) Fiscal Impact Studies;
- j) Parks Concept Plan;
- k) Archaeological Assessments;
- l) Heritage Resource Assessment;
- m) *Community Facilities/Human Services* Impact Analysis;
- n) Community Infrastructure Plan in accordance with the Regional Guideline;
- o) Consideration for land use compatibility in accordance with the Regional and Provincial Guidelines;
- p) Air Quality Impact Assessment in accordance with the Regional Guideline; and
- q) Agricultural Impact Assessment on the potential impact of urban development on existing *agricultural operations*, including the requirements for compliance with the *Minimum Distance Separation Formulae* where an *agricultural operation* is outside the Urban Area.

5.4.3.4 Secondary Plans shall include, but not be limited to:

- a) A general statement of the intended character of the area along with detailed objectives for the development of the area;
- b) A conceptual plan for the area which establishes the boundaries of the area, and a land use and transportation framework for the lands, together with a description of the concept and desired future for the area;
- c) Policies establishing a strategy for the provision of housing, employment, *community facilities*, open space, commercial services, protection of the Natural Heritage System and for the protection of public health and safety within *hazard lands*;
- d) Detailed urban design policies and directions;
- e) A detailed transportation plan, including pedestrian and bicycle paths and transit routes, including a strategy for the early introduction of transit services in accordance with the policies of Section C.1.2 of this Plan;

- f) Refinements to the boundaries of the Natural Heritage System in accordance with the policies of this Plan, and a detailed strategy for the protection of the *natural environment* including the preservation of natural areas and vistas and the maintenance or enhancement of water quality, and establishment of an open space system and recreation facilities;
- g) Policies establishing a servicing strategy including water and wastewater servicing and the provision of *utilities*;
- h) Population, housing unit and employment capacity targets, including targets for *Affordable Housing*, and the location, types and density of proposed land uses, and the proposed phasing, servicing and financing of development;
- i) Policies to achieve *development densities* and land-use patterns, including the location of neighbourhood facilities, which foster compact and *complete communities*;
- j) Overall *development density* for the area or community and, if it is located within the *designated greenfield area*, how this density will contribute towards achieving the minimum overall *development density* for the *designated greenfield area* and the Regional phasing as set out in Section 2.1.5 and 5.2 of this Plan; and,
- k) Other implementation measures including leisure design policies, environmental/servicing design policies and heritage and archaeological requirements.

5.4.3.5 Where Secondary Planning Areas include significant lands which are already developed, such plans shall also address the following:

- a) identification and assessment of the impacts of the proposed new development or redevelopment on such areas; and,
- b) a comprehensive urban design master plan for the area which addresses the community-wide policies in Section 2.0 of this Plan.

TERTIARY PLANS

5.4.3.6 Tertiary plans are conceptual development plans which indicate general concepts with respect to specific sites or areas within specified parts of the Town, including parts of Secondary Plan areas. Such plans shall generally

indicate development concepts with respect to a major site or group of properties such as the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access.

- 5.4.3.7** The Town may require, through the policies of the Official Plan or a Secondary Plan, the preparation of a tertiary plan for any site or group of sites to guide subsequent site plan approvals.

DEVELOPMENT PLANS

- 5.4.3.8** Where a site specific development application is submitted to the Town in a designation where a development plan is required, such a plan shall be used by the Town as a basis for evaluating the appropriateness of the proposed land use change. The development plan shall include a concept plan for the proposed development which addresses issues such as the proposed uses, the height, location, and spacing of the buildings, the intensity of the proposed use, traffic access, landscaping, lighting, waste disposal and parking. As a basis for the concept, the applicant shall also provide:

- a) data and descriptive material which clearly describes the proposal;
- b) measures planned to mitigate any adverse impacts on surrounding land uses and streets; and,
- c) technical studies such as market, traffic and design which may be required to substantiate information about the site, its surroundings and the proposed development.

SPECIAL STUDIES

- 5.4.3.9** The Town may identify through the Official Plan, Secondary Plans, the monitoring process identified in subsections 5.3.3.2, 5.3.3.3 and 5.3.3.4 of this Plan or other circumstances, issues or concerns with respect to a specific area or areas of the Town, or the Town as a whole, which require more detailed investigation.

- 5.4.3.10** Where issues or concerns that require more detailed investigation have been identified, the Town may direct that a special study be undertaken. The recommendations of such studies may then be incorporated into the Official Plan by amendment where deemed appropriate.

CHARACTER AREA PLANS

5.4.3.11 Character Area Plans are policy statements which address the same planning requirements identified in Secondary Plans except in greater detail with respect to the identification and protection of existing natural and cultural heritage resources. In addition, Character Area Plans provide in greater detail the requirements that ensure that infill development or redevelopment respects the existing character of an area.

5.4.3.12 A Character Area Study shall:

- a) delineate the boundary of a proposed Character Area;
- b) quantify the unique characteristics which gives a "Character Area" its "sense of place", including, but not limited to:
 - a) architectural styles of buildings and their settings;
 - b) natural settings and features;
 - c) the use of native materials and unique craftsmanship;
 - d) cultural heritage resources;
 - e) high quality public spaces;
 - f) vistas of interesting features;
 - g) activities carried out on public and private land;
 - h) street patterns; and,
 - i) landmarks;
- a) review the existing zoning standards to determine whether any modifications are required to better protect the character of the area through the introduction of such features as reduced front yard setbacks, minimum frontages and lot areas which are more reflective of existing development standards in the area all the while identifying opportunities for intensification;
- b) determine other mechanisms for the maintenance of the unique characteristics of the area; and,
- c) develop a strategy for implementation by the Town, including detailed Official Plan policies to maintain the unique *character* of the area.

5.5 ZONING BY-LAW

5.5.1 GENERAL

PURPOSE

- 5.5.1.1** Following adoption of this Plan, it is intended that the Comprehensive Zoning By-law existing at the date of adoption of the Plan be amended, or repealed and replaced, in order to establish development standards and control growth in the Town in conformity with the policies of this Plan.

5.5.2 ZONING BY-LAW OBJECTIVES

To establish the following where necessary:

- a) land use zones within designated areas which will permit the type of development specified in the Official Plan;
- b) development and performance standards appropriate to each type of use; and,
- c) any other regulations needed to implement the intent of this Plan.

5.5.3 ZONING BY-LAW POLICIES

- 5.5.3.1** The Comprehensive Zoning By-law will generally permit the permitted uses in each designation, when appropriate.

- 5.5.3.2** Until such time as the Comprehensive Zoning By-law can be amended to bring it into conformity with this Plan or repealed to allow a new By-law to be enacted, the present Comprehensive Zoning By-law shall remain in effect. However, any amendments shall be in conformity with this Plan. Within the Niagara Escarpment Plan Area where the zoning by-law is not in effect, development shall be administered through the Development Control system pursuant to the Niagara Escarpment Planning and Development Act and the policies of the Niagara Escarpment Plan.

HOLDING ZONES

- 5.5.3.3** Council may incorporate Holding Provisions in the Zoning By-law pursuant to the provisions of the Planning Act.

5.5.3.4 A holding zone may be applied under any or all of the following circumstances:

- a) when development or redevelopment is anticipated in accordance with the provisions of this Plan, but where the details of such development have not been determined;
- b) when the level of Regional and Municipal or Community Services (i.e. water, sewer, drainage, electrical and road access) is not adequate to support the ultimate use but such services are to be provided at a later date in accordance with this Plan;
- c) when the Plan provides for phasing of development or redevelopment;
- d) when lands are affected by adverse environmental effects or other constraints on development which can be resolved to the Town's satisfaction;
- e) when the development of land requires a development agreement, the Holding Provisions may be used until such time as the appropriate agreement is completed and registered on title;
- f) when the development of land proposes the realignment of a creek, as contemplated in an approved Subwatershed Impact Study, and subject to completion of the realignment in accordance with detailed studies and required permits;
- g) when the development of land will affect significant habitat for endangered species, as authorized by an approved Environmental Assessment for a public infrastructure project, and subject to completion of the alteration and/or creek realignment in accordance with detailed studies and required permits; and,
- h) when the development of land introduces new sensitive land uses within the zone of influence of existing industries and (i) mitigation works are to be completed prior to development of the sensitive land uses; (ii) agreements with the Town or other agencies are required; (iii) private agreements are required; and/or (iv) restrictive covenants, easements or other interests in land are required.

5.5.3.5 Lands contained within the Holding Zone category shall be indicated on the Zoning By-law Schedule by the utilization of the letter (H) immediately after the specific zone symbol. The Holding Symbol "(H)" may removed by the passing of an amending by-law by Council. Council shall be guided by the following criteria when considering the removal of a holding symbol:

- a) the lands have been or will be provided with Regional and Town Services which are adequate to service the proposed development of the lands;
- b) all necessary financial and servicing requirements have been met;
- c) all necessary subdivision or development agreements have been entered into and that conditions of those agreements have been or will be met;
- d) the development is consistent with the other provisions of this Plan.

TEMPORARY USE BY-LAWS

5.5.3.6 Temporary use bylaws shall only be passed if they conform to the Regional Plan. Town Council, before passing a by-law to permit a temporary use, shall be satisfied that those of the following requirements, among others, which are relevant to the specific application are, or will be, fulfilled in order to safeguard the wider interests of the general public:

- a) That the proposal fulfils reasonable planning standards;
- b) That the proposed use will be compatible with adjacent uses;
- c) That the size of the parcel of land or building to be used is appropriate for that proposed use; and,
- d) That services such as water, sewage disposal and roads, are sufficient.

5.5.3.7 Council may pass subsequent by-laws to a temporary use by-law granting extensions of up to three years; however, once the subsequent by-law has lapsed, the use permitted by the by-law must cease and if the use continues it will be viewed as an illegal use in regard to the implementing Zoning By-law.

HEIGHT AND DENSITY BONUS PROVISIONS

5.5.3.8 Pursuant to provisions of the Planning Act, Council may, in a Zoning By-law, authorize increases in the height and density of medium and high density residential development, otherwise permitted by the by-law, that will be permitted in return for the provision of such facilities, services or other matters are set out in the zoning by-law. The Town's objectives in authorizing such increases in height or density are:

- a) To encourage the provision of underground or in-building parking for attached housing or mixed use development;
- b) To encourage the provision of rental, affordable and assisted housing;
- c) To encourage the preservation and conservation of buildings or structures of historical, contextual or architectural merit;
- d) To encourage the provision of improved access to public transit;
- e) To encourage the protection of natural features such as woodlots and environmental linkages;
- f) To encourage the provision of parkland above and beyond that required through the provisions of this Plan;
- g) To encourage the provision of unique urban design features above and beyond the requirements of this plan;
- h) to encourage the provision of day care and other public or quasi-public facilities; and,
- i) to encourage the provision of public art.

5.5.3.9 A site-specific zoning by-law will establish detailed development standards that would apply when a bonus is awarded and the relationship between these standards and the conditions which must be met, if the bonus standards are to apply.

5.5.3.10 In the granting of a height and density bonus, the Town may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services or other matters to be provided.

- 5.5.3.11**
- a) The maximum residential density and height permitted through the bonus provisions may exceed that which is permitted in the general Official Plan policies. However, no residential development may be granted bonus density in excess of 20 percent beyond the maximum density provided in the parent zoning by-law nor may a bonus in height be granted in excess of 3 storeys.
 - b) Notwithstanding any provisions of Section B.5.5.3.11a) to the contrary, within the Boyne Survey Secondary Plan Area, a residential

development may be granted a bonus in height up to a maximum of five additional storeys.

INTERIM CONTROL BY-LAWS

- 5.5.3.12** Council may pass Interim Control By-laws in accordance with the provisions of the Planning Act to control the use of lands and buildings within designated areas of the Town until such time as studies required by Council to assess planning and engineering issues are prepared and approved. The By-law may specify a time period (which shall not exceed one year) prohibiting the use of land, buildings and structures, except for those purposes as set out in the By-law.
- 5.5.3.13** In the event that the review or study related to an Interim Control By-law has not been finalized within one year, Council may amend the Interim Control By-law in order to extend the period of time for which it is in effect, provided the total period of time it is in effect does not exceed two years from the day of passing of the Interim Control By-law.
- 5.5.3.14** If Council has not passed a by-law under the Planning Act subsequent to the completion or review of the study within the period of time specified in the Interim Control By-law, the provisions of any zoning by-law passed under the Act that applied to the subject lands immediately prior to the coming into force of the Interim Control By-law again come into force.

5.6 SITE PLAN CONTROL

5.6.1 GENERAL

PURPOSE

- 5.6.1.1** Site Plan Control is generally required to ensure the highest standards of design and efficiency of land use.

NIAGARA ESCARPMENT DEVELOPMENT CONTROL AREA

- 5.6.1.2** Development within the Niagara Escarpment Development Control Area, as defined by Ontario Regulation 826/90, as amended, is regulated by the Niagara Escarpment Commission through the issuance of Development Permits. All development requires a Development Permit unless specifically exempted by Ontario Regulation 828/90, as amended. All development shall comply with the Niagara Escarpment Plan and the Town of Milton Plan. No building permit or other permit relating to development shall be issued unless a Niagara Escarpment Development Permit has been issued from the Niagara Escarpment Commission.

5.6.2 SITE PLAN CONTROL OBJECTIVES

To improve the efficiency of land use and servicing and to encourage a more attractive form of development by:

- a) improving the treatment of site plan details to maintain consistent municipal standards in the proposed Site Plan Control Area;
- b) ensuring the safety and efficiency of vehicular and pedestrian access;
- c) minimizing land use incompatibility between new and existing development;
- d) providing functional and attractive on-site facilities such as landscaping and lighting;
- e) controlling the placement and provision of required services such as driveways, parking, loading facilities, garbage collection and site grading and drainage facilities;

- f) providing for integration with the Town's heritage character and unique physical setting; and,
- g) ensuring a high quality of building massing and design.

5.6.3 SITE PLAN CONTROL POLICIES

5.6.3.1 Pursuant to the provisions of the Planning Act, the Town shall designate by-law all of the land within the Town as a Site Plan Control Area. The following classes of development shall be exempt:

- a) all farm operations including agriculture and farm related buildings or structures that are utilized in farming operations and which, by their nature, do not directly serve the public and/or do not charge public user fees except for Agricultural uses located in Natural Heritage System. Agricultural related Commercial or Industrial operations, such as farm equipment sales and service, farm supply sales and off-farm agricultural storage, service or supply establishments or similar uses, are not subject to this exemption; and,
- b) licensed aggregate operations that are controlled under the Provincial Aggregate Resources Act. However, the Town of Milton encourages the Ministry of Natural Resources to circulate the proposed rehabilitation site plan to the Town for its comment.

5.6.3.2 Where a proposed development is within the designated Site Plan Control Area, the Town may require road widening needed to achieve the road allowance to meet the Town and Regional rights-of-way and daylighting standards as established in Section 2.0 of this Plan and Part IV, Section E of the Regional Plan along the frontage of the development as a condition of Site Plan Approval.

5.6.3.3 In accordance with the Planning Act, site plan approval applicants may be required to enter into a site plan agreement and provide to the satisfaction at no expense to the Town, any or all of the requirements set out in the Planning Act.

5.6.3.4 A scoped Site Plan control process, as specified in the Site Plan Control By-law, may apply to new or replacement single-detached, semi-detached or duplex dwellings and building additions to single-detached, semi-detached or duplex dwellings within areas designated *Character Areas* to the extent that the review and approval will apply only to:

- a) Building massing, scale, siting, height, coverage, setback and architecture features;

- b) Right-of-way requirements, as identified on Schedule “F”, and daylighting, in accordance to policies of Section 2.6.3 of this Plan; and,
- c) Stormwater management.

5.7 LAND DIVISION

5.7.1 GENERAL

PURPOSE

- 5.7.1.1** This section establishes the procedures related to land division for the policies set out in this Plan.

5.7.2 LAND DIVISION OBJECTIVES

- 5.7.2.1** To implement the policies established by this Plan by a variety of means including the powers related to subdivision control, condominium development and consents in the Planning Act.

5.7.3 LAND DIVISION POLICIES

PLANS OF SUBDIVISION

- 5.7.3.1** All lands within the Town are subject to subdivision control and part-lot control. Council may consider passing a By-law under the provisions of the Planning Act deeming old registered, undeveloped plans which are inadequate due to matters such as lot size, unsuitable access or undesirable location, not to be registered.

- 5.7.3.2** Only those plans of subdivision will be recommended for approval which:

- a) conform with the general policies and designations of the Plan;
- b) can be provided with adequate services and facilities as set out in the Plan;
- c) are not premature or not in the best interests of the community; and,
- d) will not limit the Town's ability to finance services for all residents without imposing undue increases in taxation in accordance with the policies of Section 2.12 of this Plan.

- 5.7.3.3** In evaluating applications for approval of plans of subdivision, Council shall consider all matters contained in Section 51 of the Planning Act and additional information specified in this Plan.

5.7.3.4 A plan of subdivision shall generally be required:

- a) where a new road or extension to an existing road is required; or,
- b) where more than three lots are to be developed and/or the owner is retaining sufficient lands for the development of additional lots; or,
- c) where Council deems it necessary in the public interest for the proper development of the lands.

5.7.3.5 The Town may as a condition of approval pursuant to the Planning Act, require that the owner of lands subject to a plan of subdivision enter into one or more agreements which may be registered against the title of the subject lands.

- a) Draft plans of subdivision will include a lapsing date under subsection 51(32) of the Planning Act. When determining whether draft approval should be extended for lapsing draft plans of subdivision, the policies of the Growth Plan for the Greater Golden Horseshoe and the Regional Plan shall be considered.
- b) If a plan of subdivision or part thereof has been registered for eight years or more and does not meet the growth management objectives of the Growth Plan for the Greater Golden Horseshoe and the Regional Plan, the Town may use its authority under subsection 50(4) of the Planning Act to deem it not to be a registered plan of subdivision, where construction or installation of Regional or Local services has not commenced, and, where appropriate, amend site-specific designations and zoning accordingly.

CONDOMINIUMS

5.7.3.6 Only those development proposals submitted under the Condominium Act which conform to the general policies and designations of this Plan and which can be provided with adequate services shall be recommended for approval. In evaluating such plans, Council shall require information specified in Sections 2.0, 3.0 and 4.0 of this Plan to evaluate a proposal and may require a development agreement to ensure adequate service levels.

CONSENTS

5.7.3.7 A consent should only be considered where a plan of subdivision is deemed to be unnecessary and where the application conforms with the policies of this Official Plan and the policies of the Niagara Escarpment Plan and Greenbelt Plan, where applicable.

- 5.7.3.8** Notwithstanding any other provisions of Section 5.7 of this Plan, a consent for technical or legal purposes may be permitted where a separate lot is not being created (such as a boundary adjustment, easement or rights-of-way). The lots which are the subject of such an application must comply with the Zoning By-law or the By-law must be amended or a variance granted as a condition of the consent.

LOT CREATION IN MATURE NEIGHBOURHOOD AREAS

- 5.7.3.9** Applications for consent within *Mature Neighbourhood Areas* shall achieve consistency with the *character* of the *Mature Neighbourhood Area*.

CRITERIA APPLICABLE IN ALL DESIGNATIONS

- 5.7.3.10** The following general policies shall be utilized for evaluating consent applications in all designations on Schedules "A" and "B" to this Plan, in addition to other provisions of this Plan which may be applicable to a particular application.

- a) Road Access
 - a) The lot to be retained and the lot to be severed must have frontage on and have direct access to an open, improved public road which is maintained on a year-round basis and the frontage must conform with zoning by-law requirements or be conditional on an amendment or variance thereto.
 - b) Lots shall not be created which would access onto a road where a traffic hazard would be created due to limited sight lines on curves or grades.
 - c) Lots with direct access from Provincial Highways or Regional Roads will only be permitted where the appropriate authority advises that an entrance permit will be issued.
 - d) Any required road widenings, improvements or extensions to existing rights-of-way may be required as a condition of severance approval.
- i) Lot Size
 - b) The lot area and frontage of both the lot to be retained and the lot to be severed must be adequate for existing and proposed uses and must allow for the development of a use which is compatible with adjacent uses by

providing for sufficient setbacks from neighbouring uses and where required the provision of appropriate buffering. The proposed lots must also comply with the provisions of the Zoning By-law. Where it is not possible to meet the standards of the Zoning By-law, the Council may amend the standards in the By-law or a variance may be granted as a condition of approval, where such action is considered appropriate.

i) Access

The proposed lot(s) will not restrict the development of other parcels of land, particularly the provision of access to allow the development of remnant parcels in the interior of a block of land.

c) Wastewater and Water Services

d) Consents within the Established Urban Area as designated on Schedule "A" shall only be considered where the lot can be serviced as a condition of approval, by the municipal wastewater and water systems within the Urban Area boundary.

e) Consents outside the Established Urban Area as designated on Schedule "A" shall only be considered where it has been established by the Region of Halton that the lot size, topography, soils and drainage are suitable to permit proper siting of buildings, to obtain availability of potable water to the site and to permit the installation of an adequate means of wastewater disposal on both the severed and retained parcels where both parcels are to be used for residential purposes.

i) Protection of Agricultural Operations

In order to preserve and protect *agricultural operations*, wherever they are located in the *Town* inside the Established *Urban Area* boundary, as designated on Schedule "B", a severed lot for other than agricultural purposes shall be located where it will have the minimum impact on surrounding *agricultural operations* and the location will comply with the *Minimum Distance Separation (MDS) Formulae*. For clarity, no consent shall be permitted to sever *on-farm diversified uses* from the *commercial farm* property on which it is located..

e) Park Dedication

Where a consent is approved, as a condition of approval, 5 percent of the lands may be required to be conveyed to the Town for park purposes where the consent is for residential purposes or up to 2 percent for

commercial or industrial uses, or a cash payment in lieu of land may be required.

f) Mineral Resource Protection Area *D5

Applications for consent to create a new lot within or adjacent to lands as identified through mapping prepared by the Ministry of Northern Development, Mines and Forestry or the Ministry of Natural Resources as shown on Schedule “P” of this Plan shall be discouraged in order to protect the aggregate resource for its long term use.

g) Lot Creation in Valleylands

Applications for lot creation where the developable portion of the lot is below the stable top of bank of major or minor valleylands shall be denied.

CONDITIONS OF APPROVAL

5.7.3.11 The Town may require the following as conditions of approval of a consent application for the severed lot or the retained lot where such a condition is appropriate:

- h) payment of taxes;
- i) payment of development charges;
- j) payment of drainage and local improvement charges;
- k) provisions for extension of the municipal wastewater or water systems;
- l) provisions for stormwater management;
- m) road dedications and improvements;
- n) park dedications or payment-in-lieu;
- o) construction and maintenance of fences.
- p) approval of a Zoning By-law amendment; and,
- q) approval of a site plan in accordance with the provisions of the *Planning Act*.

GREENBELT PLAN PROTECTED COUNTRYSIDE, AGRICULTURAL RURAL AND ESCARPMENT AREAS

5.7.3.12 Where an application for consent is received for lands outside the Urban Area or Hamlet Areas, as designated on Schedule "A", Land Use Plan, and the Schedules to the Hamlet Secondary Plans in Part C of this Plan, such consents shall only be permitted where they conform to the policies of Section 5.7 of this Plan, and applicable policies of the Regional and Provincial Plans. New lots may only be created:

- a) for the purposes of acquisition by a *public body*,
- b) for the purpose of consolidating *lots*;
- a) for adjusting *lot* lines provided that:
 - i) the adjustment is minor and for legal or technical reasons such as *easements*, corrections of deeds and quit claims; and,
 - ii) the proposal does not result in additional building *lots*; or
 - iii) for the purpose of creating a new *lot* for conservation purposes as part of the Bruce Trail within the Niagara Escarpment Plan Area provided that the lot creation is in accordance with policies of the Niagara Escarpment Plan and is consistent with Regional and *Town* Official Plan policies.

5.7.3.13 The creation of new building *lots* on private services must meet minimum criteria set forth by the *Region's* Guidelines for Hydrogeological Studies and Best Management Practices for Groundwater Protection.

5.7.3.14 *Single detached dwellings*, where permitted by policies of this Plan, are limited to one permanent dwelling per *lot* unless:

- a) the residential use is accessory to *agriculture* in which case *objectives* and *policies* relating to the Agricultural Area designation apply; or
- b) for the purpose of preserving the local, provincial or national heritage value of an existing *single detached dwelling* within the Niagara Escarpment Plan Area, in which case a second *single detached dwelling* may be permitted in accordance with policies of the Niagara Escarpment Plan and this Plan.

Such additional dwellings on the same *lot* shall not be the basis for the creation of additional building *lots*.

NATURAL HERITAGE SYSTEM

- 5.7.3.15** When an application for consent is received for lands designated Natural Heritage System on Schedules "A" and "B" where uncertainly exists as to the boundary in accordance with the policies of subsection 2.2.3.8 of this Plan, in addition to the policies of subsection 5.7.3.10, the requirements of the Conservation Authority, the Region and, where applicable, the Province and Niagara Escarpment Commission must be satisfied.

5.8 COMMITTEE OF ADJUSTMENT

5.8.1 GENERAL

PURPOSE

- 5.8.1.1** A Committee of Adjustment is established in order to ensure that any proposed development within the Town maintains the general character and intent of the Official Plan.

5.8.2 COMMITTEE OF ADJUSTMENT OBJECTIVES

To ensure that the proposed development and specific uses of land that involve variances to by-laws conform to the general intent and purpose of this Plan and the Zoning By-law.

5.8.3 COMMITTEE OF ADJUSTMENT POLICIES

- 5.8.3.1** In accordance to the provisions of the Planning Act, Council may appoint a Committee of Adjustment which may authorize variances from the Zoning By-law and Interim Control By-law regulations and the extension or enlargement of legal non-conforming uses. In addition to the provisions of the Planning Act, the Committee of Adjustment, in determining whether a variance is desirable, shall take into account the following:

- a) site constraints and/or restrictions to meeting the requirements of the zoning by-law have been identified;
- b) whether or not alternative designs for a building which would be in conformity with the by-law are clearly not feasible or appropriate for the site;
- c) specific regard for the natural and cultural heritage resources which may be affected by the application; and,
- d) an undesirable precedent would not result from the approval of the variance.

- 5.8.3.2** Minor variance applications for *development* within *Mature Neighbourhood Areas* shall be evaluated based on the following additional criteria:

- a) that the scale, massing, building height, built form features and coverage are *compatible* with and respectful of the existing *character* of the *Mature Neighbourhood Area*; and
- b) that the impacts on adjacent properties are minimized.

LEGAL NON-CONFORMING USES

5.8.3.3 A land use which is lawfully in existence prior to the passage of the implementing Zoning By-law as proven to the Town's satisfaction by the proponent, and which continues to be utilized for such purpose may continue as a legal non-conforming use or may be deemed to conform to the intent of the Plan for the purpose of the By-law.

5.8.3.4 The policies of the Niagara Escarpment Plan Area shall provide guidance for the treatment of existing uses in the Escarpment Natural, Escarpment Protection, Escarpment Rural and Mineral Resource Extraction Area.

EXTENSION OR ENLARGEMENT OF NON-CONFORMING USES

5.8.3.5 In accordance with the provisions of the Planning Act, Council may amend a by-law passed under Section 34 to permit the extension or enlargement of any land, building or structure prohibited by the Zoning By-law provided the following requirements are met. The Committee of Adjustment will be similarly guided in considering applications under Section 44 of The Planning Act:

- a) It is not possible to relocate such a use to a place where it will conform to the By-law;
- b) The proposed extension or enlargement will not unduly aggravate the situation already created by the existence of the use and should, if possible, be designed to alleviate adverse effects of the use such as outside storage;
- c) The abutting uses will be afforded reasonable protection by the provision of appropriate buffering and setbacks;
- d) The proposed extension or enlargement should be in appropriate proportion to the size of the non-conforming use;

- e) Adequate provision will be made for safe access and adequate off-street parking and loading facilities; and,
- f) All services, including private sewage disposal and water supply systems, shall be or can be made adequate.

5.8.3.6 The Town shall not be obligated to grant permission to extend or enlarge a non-conforming use under any circumstances.

BUILDINGS DAMAGED OR DESTROYED BY FIRE OR NATURAL DISASTER

5.8.3.7 Notwithstanding the policies of subsection 5.8.3.5, nothing will prevent the rebuilding or repair of any building or structure that is damaged or destroyed by fire or a natural disaster subsequent to the adoption of this Plan, provided that the dimensions of the original building or structure are not increased, the use of the building or structure is not altered, or the building or structure is not located in a Natural Heritage System Area designation. However, where the area of the lot is sufficient the new buildings and structures will be located in conformity with the requirements of the Zoning By-law. Further, nothing in this section shall prevent the strengthening to a safe condition of such a building or structure, provided such alteration or repair does not increase the height, size of volume or change the use.

5.8.3.7 Any building which has been ordered demolished by the Chief Building Official may be rebuilt provided all municipal regulations are complied with.

5.9 PROPERTY MAINTENANCE AND ACQUISITION

5.9.1 GENERAL

PURPOSE

- 5.9.1.1** A program of property maintenance and land acquisition is necessary in order to establish and maintain minimum standards of maintenance and service.

5.9.2 PROPERTY MAINTENANCE AND ACQUISITION OBJECTIVES

To develop and administer a comprehensive policy and program for land acquisition and property maintenance within the Town.

5.9.3 PROPERTY MAINTENANCE AND ACQUISITION POLICIES

- 5.9.3.1** The Town shall continue to enforce its property maintenance and occupancy standards by-law pursuant to the provisions of the Planning Act.

- 5.9.3.2** A Property Standards Officer shall be appointed, as provided for in the Planning Act, to administer and enforce the property maintenance and occupancy standards by-law.

- 5.9.3.3** A Property Standards Committee shall be appointed, as provided for in the Planning Act, to hear appeals against the order of the Property Standards Officer.

- 5.9.3.4** Zoning and Building By-laws will be enforced to encourage the maintenance and improvement of property.

- 5.9.3.5** Municipally owned properties and structures, including such services as roads, sidewalks and street lights, will be maintained to a reasonable standard and in good repair over the planning period.

DEMOLITION CONTROL

- 5.9.3.6** The Town may enact a by-law creating an area or areas of demolition control as authorized by the provisions of the Planning Act in areas where there is a concern with the preservation of the character of the area and the impact of the premature demolition of buildings.

LAND ACQUISITION

5.9.3.7 Land shall be acquired for park purposes through the use of a variety of mechanisms in accordance with the provisions of this Plan, including:

- a) parkland dedications as a condition of development approval in accordance with the provisions of the Planning Act;
- b) funds allocated in the Town's operating or capital budget from general revenue or development charge capital contributions;
- c) funds received for park purposes in lieu of required land dedications;
- d) lands bequeathed or donated to the Town for park purposes;
- e) leases and agreements to use certain lands for park purposes;
- f) environmental linkage areas; and
- g) lands or funds received as a result of bonusing pursuant to the policies of subsection 5.5.3.8 of this Plan.

5.9.3.8 The Town may require as a condition of development or redevelopment, the conveyance of land to the municipality for park purposes in accordance with the following standards:

- a) Residential Uses:

Five percent of the proposed land or one hectare for every 300 dwelling units for a low, medium or high density residential development or redevelopment whichever is greater;

- a) Commercial, Industrial or Other Employment Uses:

Two percent of the proposed land.

5.9.3.9 The Town may require, in lieu of conveyance of land for park purposes, the payment of cash in lieu of parkland equal to the value of any land required to be conveyed in accordance with the provisions of the Planning Act.

5.9.3.10 Where a development or redevelopment proposal includes lands which are used for the following uses, such lands shall not be acceptable as part of the parkland dedication and shall be conveyed to the Town or other public agency:

- a) lands subject to flooding;
- b) lands used for stormwater management functions;
- c) steep valley slopes;
- d) ravine lands below the top-of-bank; and,
- e) lands in setbacks from the top-of-bank required by the Town and the appropriate Conservation Authority.

5.9.3.11 Where appropriate, land within the Town, including critical parts of the Natural Heritage System, may be acquired by the Town and held for the purpose of implementing this Plan. In addition, there is a land acquisition program for the implementation of the Niagara Escarpment Plan, which may lead to the acquisition of lands along the Escarpment by such bodies as the Ontario Heritage Foundation.

PUBLIC WORKS

5.9.3.12 All public works shall be carried out in accordance with the policies of the Plan.

5.10 INTERPRETATION

5.10.1 GENERAL

The Plan is a statement of *policy*. It is intended as a guide to Council; however, some flexibility in interpretation may be permitted, provided the general intent is maintained.

The Plan is intended to be read in its entirety and the relevant policies are to be applied in each situation. While specific policies may cross-reference other policies, this does not detract from the need to read the Plan as a whole.

Directive Language

The auxiliary verbs "may", "should" and "shall" are used throughout this Plan in the following context:

"May" is used to indicate that the *policy* is permissive and not mandatory or obligatory and that there is some discretion in the interpretation of and/or flexibility in the application of the particular *policy* of the Plan.

"Should" is used to indicate that the *policy* is directive and demands conformity unless it is demonstrated, on the basis of sound planning principles, that conformity cannot be achieved;

"Shall" is used to indicate that the *policy* is mandatory and conformity is required.

5.10.2 BOUNDARIES

5.10.2.1 Locations, boundaries, or limits described in the text or indicated on Schedules "1", "1A", "A", "A1", "B", "C", "D", "D1", "D2", "E", "F", "G", "H", "I", "I1", "J", "K", "L", "M", "N", "O", "O1", "P", "C.2.A", "C.2.B", "C.3.A", "C.4.A", "C.5.A", "C.6.A", "C.6.B", "C.6.C", "C.6.D", "C.6.E", "C.7.A.CBD", "C.7.A.1CBD", "C.7.B.CBD", "C.7.C.CBD", "C.7.D.CBD", "C-8-A", "C-8-A1", "C-8-B", "C-8-C", "C-8-D", "C-8-E", "C-8-F", "C.9.A", "C.9.B", "C.9.C", "C.10.A", "C.10.B", "C.10.C", "C.10.D", "C.11.A", "C.11.B", "C.11.C", "C.11.D", "C.12.A", "C.12.B", "C.12.C", "C.13.A", "C.13.B", "C.13.C", "C.13.D", and "C.13.E" are intended to be approximate only, except where they are bounded by roads, railway lines, or other clearly defined physical features. Where the general intent of the plan is maintained, minor boundary adjustments will not necessitate an amendment to the plan.

5.10.2.2 The outer boundary of any designation location within the Niagara Escarpment Plan Area on Schedule "A", that is the boundary which does not abut another

Escarpment designation on Schedule "A", is fixed and inflexible and can be changed only by an amendment to the Niagara Escarpment Plan. It is formed by a combination of such features as roads, railways, electrical transmission lines, municipal and property boundaries, lot lines, rivers and topographic features.

- 5.10.2.3** The internal boundaries between the designations within the Niagara Escarpment Plan Area on Schedule "A" however, are less definitive except where they are formed by such facilities as roads, railways, and electrical transmission lines. These internal boundaries, are not intended to be site specific and should not be used for accurate measurement. The exact delineation of designation boundaries on specific sites will be done by the implementing authority through the application of the designation criteria utilizing the most detailed or up-to-date information available, and site inspections. Such designation boundary interpretations will not require amendments to the Niagara Escarpment Plan.

5.10.3 STATED MEASUREMENTS AND QUANTITIES

All number and quantities in the text shall be interpreted as approximate only. Minor variations from any numbers or quantities will be permitted providing the intent of the Plan is preserved.

5.10.4 LEGISLATION

Where this Plan makes reference to a Provincial Plan or Act or an Ontario Regulation, to the Minimum Distance Separation Formulae or a Provincial Policy Statement, such reference shall include any subsequent amendments or replacements.

5.10.5 ACCESSORY USES

Whenever a use is permitted in a land use designation, it is intended that uses, building or structures normally incidental, and accessory to that use are also permitted, unless the Plan states otherwise.

5.10.6 DEFINITIONS

The following set of key terms used in the Plan have been defined as follows and act as a guide to their interpretation:

ACCESSORY BUILDING OR STRUCTURE means a detached building or structure that is not used for human habitation, the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same lot.

ACCESSORY SERVICE USES means service uses for employees including cafeterias and day care facilities which are contained within the same building.

ACTIVE FRONTAGES means an area that should contribute to the interest, life and vibrancy of the *public realm*. This is achieved by providing a pedestrian oriented façade and uses at street level.

ACTIVE TRANSPORTATION means non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. The *active transportation* network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate *active transportation*.

ADAPTIVE MANAGEMENT PLAN means an approach to managing complex natural systems by continually improving management *policies* and practices based on learning from the outcomes of operational programs that include monitoring and evaluation.

ADDITIONAL RESIDENTIAL UNIT (ARU) means a self-contained residential dwelling unit, with its own cooking facility, sanitary facility and sleeping area, that is located either within a single detached, semi-detached or townhouse dwelling, or within an ancillary building or structure on the same lot as a single detached, semi-detached or townhouse dwelling. An *ARU* may also be referred to as an additional dwelling unit.

ADULT ENTERTAINMENT USE means any premises or part thereof in which is provided, in pursuance of a trade, calling, business or occupation, goods or services appealing to or designed to appeal to erotic or sexual appetites or inclinations. An Adult Entertainment Use also includes an Adult Video Store, an Adult Specialty Shop and a principal use Body Rub Parlour.

For the purposes of the definition of Adult Entertainment Use, the following definitions also apply:

"goods" includes books, magazines, pictures, slides, film, phonograph records, pre-recorded magnetic tape and any other viewing or listening matter, clothing and accessories;

"services" includes activities, facilities, performances, exhibitions, viewings and encounters but does not include the exhibition of film

approved under the Theatres Act;

"services designed to appeal to erotic or sexual appetites or inclinations" includes,

- a) services of which a principal feature or characteristic is the nudity or partial nudity of any person;
- b) services in respect of which the word "nude", "naked", "topless", "bottomless", "sexy" or "nu" any other word or picture, symbol or representation having like meaning or implication as used in any advertisement.

ADULT VIDEO STORE Means an establishment where pre-recorded video tape, video discs, films and/or slides made or designed to appeal to erotic or sexual appetites or depicting sexual acts are offered for rent or sale. An Adult Video Store shall not include facilities for the screening or viewing of such products.

ADULT SPECIALTY STORE means a retail establishment specializing in the sale of goods and materials made or designed to appeal to erotic or sexual appetites.

ADVERSE EFFECT means, as defined in the Environmental Protection Act, one or more of

- i) Impairment of the quality of the *natural environment* for any use that can be made of it,
- ii) Injury or damage to property or plant or animal life,
- iii) Harm or material discomfort to any person
- iv) An *adverse effect* on the health of any person
- v) Impairment of the safety of any person
- vi) Rendering any property or plant or animal life unfit for human use
- vii) Loss of enjoyment of normal use of property, and
- viii) Interference with normal conduct of business.

AFFORDABLE HOUSING means housing with market price or rent that is affordable to households of low and moderate income spending no more than 30 per cent of their gross household income

- a) Affordable rental housing should meet the demand of households at the low end, as described in the *Region's* annual State of Housing Report. Such households would be able to afford at least three out of ten rental units on the market. b) Affordable ownership housing should meet the demand of households at the high end, as identified in the *Region's* annual State of Housing Report. Such households would have sufficient income left, after housing expenses, to sustain the basic standard of living.

AGRICULTURE or AGRICULTURAL INDUSTRY or AGRICULTURAL OPERATION or AGRICULTURAL USE or FARMING means the growth of crops, including nursery, biomass, and horticultural crops (but not *horticultural trade use*); raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

AGRICULTURE-RELATED USES means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

AGRI-FOOD NETWORK means a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

AGRI-TOURISM USES means those farm-related tourism uses, including limited accommodation such as bed and breakfast establishments, that promote the enjoyment, education or activities related to the farm operation.

ANIMAL KENNEL means a building, structure or premises used for the raising or boarding of dogs, cats, or other household pets.

ARCHAEOLOGICAL POTENTIAL of an individual development property is based on determining the land's association with a wide range of geographic and cultural-historical features which would have directly influenced previous use and settlement by past inhabitants, and thus provide an indication of the likelihood of archaeological resources being present. The presence or absence of these features within and around a particular parcel of land therefore provides the basis for the determination of the need for an archaeological assessment prior to development impacts.

ARCHAEOLOGICAL RESOURCES means artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

AREA-SPECIFIC PLAN means a Local Official Plan Amendment applying to a specific geographic area such as a secondary plan.

ASSISTED HOUSING means housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program.

BED AND BREAKFAST ESTABLISHMENTS means sleeping accommodation for the travelling or vacationing public within a single dwelling which is owned by and is the principal residence of the proprietor, to a maximum of three guest rooms, and may include the provision of breakfast and other meals and services, facilities or amenities for the exclusive use of the occupants.

BEST MANAGEMENT PRACTICES means optimal techniques and methods for stormwater management identified through a formal decision/evaluation process.

BLOCK-LEVEL DENSITIES means the densities, represented by *Floor Space Index (FSI)*, which are typically achieved by various forms of building type on a block. The *block-level densities* are an average of the *FSI* values achieved on individual *lots* or land parcels within each block. Individual *lots* or land parcels may have higher or lower *FSIs* depending on their unique conditions and *development* potential.

BODY RUB PARLOUR Includes any premises or part thereof where a body rub is performed, offered or solicited in pursuance of a trade, calling, business or occupation, but does not include any premises or part thereof where the body rubs performed are for the purpose of medical or therapeutic treatment and are performed or offered by persons otherwise duly qualified, licensed or registered so to do under the laws of the Province of Ontario.

BODY RUB Includes the kneading, manipulating, rubbing, massaging, touching, or stimulating, by any means, of a person's body or part thereof but does not include medical or therapeutic treatment given by a person otherwise duly qualified, licensed or registered so to do under the laws of the Province of Ontario.

BONA FIDE FARMER means a person who owns and whose principal occupation is the operation of a commercial farm or farms in Halton.

BROWNFIELD SITES means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be under-utilized, derelict or vacant.

BUFFER means an area of land located adjacent to *Key Features* or *watercourses* and usually bordering lands that are subject to *development* or *site alteration*. The purpose of the *buffer* is to protect the features and *ecological functions* of the Regional Natural Heritage System by mitigating impacts of the proposed *development* or *site alteration*. The extent of the *buffer* and activities that may be permitted within it shall be based on the sensitivity and significance of the *Key Features* and watercourses and their contribution to the long term *ecological functions* of the Regional Natural Heritage System as determined through a Sub-watershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.

BUILDING HEIGHT means the vertical distance measured from the established grade of a building or structure to:

- a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater;
- b) in the case of a mansard roof, the deck line of the roof;
- c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornament, masts, flues, tanks, mechanical rooms, plant or equipment.

BUILT means that a building permit has been issued for a specific lot.

BUILT BOUNDARY means the limits of the developed *urban area* as identified in the Provincial Paper, *Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006*, (2008).

BUILT HERITAGE RESOURCES means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the *Ontario Heritage Act*, or listed by local, provincial or federal jurisdictions.

BUILT-UP AREA means all land within the *Built Boundary*.

CANNABIS PRODUCTION AND PROCESSING FACILITY means a premises used for the production, processing, testing, destroying, packaging, and/or shipping of cannabis where a license, permit or authorization has been issued under applicable federal law. For the purposes of this definition, production shall include the growing and harvesting of cannabis and processing shall include the extraction of cannabis oil and the manufacturing of products containing cannabis.

CENTRE FOR BIODIVERSITY means an area identified through an official plan amendment that encompasses existing *natural heritage features* and associated *enhancements to the Key Features* and is of sufficient size, quality and diversity that it can support a wide range of native species and *ecological functions*, accommodate periodic local extinctions, natural patterns of disturbance and renewal and those species that are area sensitive, and provide sufficient habitat to support populations of native plants and animals in perpetuity. Any such amendment shall include a detailed and precise justification supporting the identification of the area, based on current principles of conservation biology.

CHARACTER means the aggregate of features that combined indicate the quality and nature of a particular area. The distinct features include built and natural attributes of an area such as: scale and massing, vegetation, topography, lotting pattern, colour, texture, material and the relation between buildings, spaces, and landforms.

CHARACTER AREA means an existing developed or planned area within the Town, which has distinct land use functions and a unique, identifiable *character* that is different from surrounding areas.

COMMERCIAL FARM means a farm which is deemed to be a viable farm operation and which normally produces sufficient income to support a farm family.

COMPATIBILITY STUDY(IES): a study that assesses potential *adverse effects* and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.

COMPLETE COMMUNITIES means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community *infrastructure* including *affordable housing*, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

COMMUNITY FACILITIES means schools, individual parks, a system of parks, open space and leisure facilities such as community centres, leisure centres and other education, recreation and park facilities.

COMPATIBLE means development or redevelopment or uses which may not necessarily be the same as or similar to the existing or desired development, but which blends, conforms or is harmonious with the ecological, physical, visual or cultural environment and which enhances an established community and co-exists with existing development without unacceptable adverse impact on the surrounding area.

COMPLETION means entirely built, approved by the appropriate authorities and occupied.

CONSERVATION AUTHORITY means the Halton Region Conservation Authority or the Grand River Conservation Authority.

COTTAGE INDUSTRY means an activity conducted as an accessory use within a *single detached dwelling* or in an addition to the dwelling or an *accessory building* not further than 30m from the dwelling and serviced by the same private water and wastewater systems, performed by one or more residents of the household on the same property. A *cottage industry* may include activities such as dressmaking, upholstering, weaving, baking, ceramic-making, painting, sculpting and the repair of personal effects in conformity with the relevant provisions of this Plan.

CULTURAL HERITAGE LANDSCAPES means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways and industrial complexes of cultural heritage value.

CULTURAL HERITAGE RESOURCES means elements of the landscape which, by themselves, or together with the associated environment, are unique or representative of past human activities or events. Such elements may include *built heritage resources*, *cultural heritage landscapes*, and *archaeological resources*.

CULTURAL USE means a theatre, a commercial school, a gallery or similar use that assists in the promotion of a cultural community, but does not include an Adult Entertainment Use.

CUMULATIVE IMPACT means the effect on the physical, natural, visual and *cultural heritage resources* of the environment resulting from the incremental activities of development over a period of time and over an area. All past, present and possible future activities are to be considered in assessing cumulative impact.

DESIGNATED GREENFIELD AREA means the area within the *Urban Area* that is not *Built-Up Area*.

DEVELOPMENT means the creation of a new *lot*, a change in land use, or the construction of buildings and structures, any of which requires approval under the Planning Act, or that are subject to the Environmental Assessment Act, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process;
- b) activities or works under the Drainage Act; or
- c) within the Greenbelt Plan Area, the carrying out of *agricultural* practices on land that was being used for *agricultural* uses on the date the Greenbelt Plan 2005 came into effect.

DEVELOPMENT CAPACITY means capacity of a site to support use or change in use without significant negative impact on the Greenbelt and Natural Heritage Systems.

DEVELOPMENT DENSITY means the number of residents and jobs combined per gross hectare. Areas of the Natural Heritage System are excluded from the calculation of this density.

DEVELOPMENT PLAN means a plan developed in conformity with the provisions of subsection 5.4.3.8 of this Plan.

DISABILITY means:

- a) any degree of physical *disability*, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or

hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device,

- b) a condition of mental impairment or a developmental *disability*,
- c) a learning *disability*, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language,
- d) a mental disorder, or
- e) an injury or *disability* for which benefits were claimed or received under the insurance plan established under the Workplace Safety and Insurance Act, 1997.

EASEMENT means a negotiated interest in the land of another which allows the easement holder specified uses or rights without actual ownership of the land.

ECOLOGICAL FUNCTION means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

EMERGENCY SHELTER means a facility that provides supervised temporary lodging, board and/or personal support services to homeless individuals round the clock.

EMPLOYMENT AREA means areas designated in this Plan for clusters of business and economic activities including manufacturing uses; uses related to research and development in connection with manufacturing; warehousing uses, including uses related to the movement of goods; retail and offices uses associated with manufacturing and warehousing; facilities that are ancillary to manufacturing and warehousing and any other business and economic uses prescribed by provincial legislation. 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.

ENHANCEMENTS TO THE KEY FEATURES means ecologically supporting areas adjacent to *Key Features* and/or measures internal to the *Key Features* that increase the ecological resilience and function of individual *Key Features* or groups of *Key Features*.

ENTERTAINMENT USE means a theatre, arena, auditorium, public hall, billiard or pool room, bowling alley, ice or roller rink, dance or music hall or curling rink; but does not include an Adult Entertainment Use.

ENVIRONMENT means the complex of physical, chemical and biotic factors (as climate, soil and living things) that act upon an organism or an ecological community and ultimately determine its form and survival.

ENVIRONMENTAL FARM PLAN means a voluntary, confidential, agricultural producer driven planning exercise that uses specifically designed resource material and technical assistance to develop a farm plan that identifies on farm environmental risks and establishes a priority sequence of action items to reduce those risks.

ENVIRONMENTALLY SUSTAINABLE means the result of development activities that maintains and/or enhances the natural environment to meet the needs of the present without compromising the needs of future generations.

ESSENTIAL means that which is deemed necessary to the public interest after all alternatives have been considered and where applicable, as determined through the Environmental Assessment process.

EXISTING USE means the use of any land, building or structure legally existing or approved under a Parkway Belt land use regulation on the day of adoption of this Plan by *Town Council* or, the amendment to this Plan giving effect to the subject section by *Town Council*, or in the case of the Niagara Escarpment Plan Area, the day of approval of the Niagara Escarpment Plan or an amendment to that Plan or, in the case of the Greenbelt Plan, a use which lawfully existed on December 15, 2004. An *existing use*, building or structure may expand or be replaced in the same location and of the same use in accordance with Local Zoning By-laws. For the purpose of *horticultural trade uses*, they are considered *existing uses* provided that they are recognized as legal uses under the Zoning By-law or through the issuance of a development permit by the Niagara Escarpment Commission; such a process must commence within one year and be completed within five years of December 16, 2009.

FARMING (see **AGRICULTURE**).

FARM VACATION HOMES means sleeping accommodation for the travelling or vacationing public within a single dwelling which is owned by and is the principal farm residence to a maximum of three guest rooms and may include participation in farm activities and the provision of meals and offer services, facilities or amenities for the exclusive use of the occupants.

FILL LINE means a line delineating that area of a watershed which is subject to the Fill, Construction and Alteration to Waterway Regulations of the appropriate Conservation Authority.

FISHERIES MANAGEMENT means the management of fish habitat and fish population for the purpose of sustaining and improving the quality and quantity of fish.

FISH HABITAT means spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

FLOOD FRINGE means the outer portion of the *flood plain* between the floodway and the limit of regulatory flood. Flood depths and velocities are generally less severe in the flood fringe than those experienced in the floodway.

FLOOD PLAIN means, for *river, stream and small inland lake systems*, the area, usually lowlands, adjoining the *watercourse*, which has been or may be subject to flooding hazards.

FLOODWAY means the channel of a watercourse and that inner portion of the flood plain where flood depths and velocities are generally higher than those experienced in the flood fringe. The floodway represents that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property.

FLOOR SPACE INDEX (FSI) means the ratio of the *Gross Floor Area* of all buildings or structures to lot area. *Community facilities* and *infrastructure* are excluded from the calculation of *FSI*.

FOOD STORE means a building or part of a building which is used primarily for the retail sale of food as well as personal and household items. A food store may include a convenience or specialty food store which generally contains less than 3,250 square metres of floor space. A food store which contains 3,250 or more square metres of floor space may be referred to as a grocery store or supermarket and may also provide a wider range of retail goods and services.

FOREST means woodlands as defined by the Woodlands Improvement Act, covering a ground area of 10 hectares or more.

FOREST MANAGEMENT or **FORESTRY** means the wise use and management of forests for the production of wood and wood products, to

provide outdoor recreation, to maintain, restore, or enhance environmental conditions for wildlife, and for the protection and production of water supplies.

GENERAL INDUSTRIAL USE means a full range of manufacturing, warehousing uses, including uses related to the movement of goods, and outdoor storage.

GREENFIELD AREA (See **DESIGNATED GREENFIELD AREA**).

GREYFIELD SITES means developed properties that are not contaminated. They are usually, but not exclusively, commercial properties that may be under-utilized, derelict or vacant.

GROSS FLOOR AREA means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.

GROSS RESIDENTIAL AREA means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal or proposed use of which are dwellings, together with abutting local and collector roads, local institutional uses and open space areas.

HAZARD LANDS means properties or lands that could be unsafe for *development* due to naturally occurring processes. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the flooding or erosion hazard limits.

HEALTH PROFESSIONAL REGULATED means a person registered under the Regulated Health Professions Act, S.O. 1991, C.18, or as a drugless practitioner under the Drugless Practitioners Act, R.S.O. 1990, C.D. 18 including: Audiologists, Chiropodists, Chiropractors, Dental Hygienists, Dental Technologists, Denturists, Dentists, Dieticians, Massage Therapists, Medical Laboratory Technologists, Medical Radiation Therapists, Midwives, Naturopaths, Nurses, Occupational Therapists, Opticians, Optometrists, Pharmacists, Physicians, Physiotherapists, Podiatrists, Psychologists, Respiratory Therapists, Speech Language Pathologists. A "Body Rub Parlour" may also be permitted as an accessory use to a "Regulated Health Professional" office provided such accessory use does not exceed a maximum of 30% of the total gross floor area of the "Regulated Health Professional" office, and provided that the business access shall only be from an entrance in common with the principal "Regulated Health Professional" office.

HIGHER ORDER TRANSIT means transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

HOME INDUSTRY means a small scale use providing a service primarily to the rural farming community and which is accessory to a single detached dwelling or agricultural operation, performed by one or more residents of the household on the same property. A home industry may be conducted in whole or in part in an accessory building and may include a carpentry shop, a metal working shop, a welding shop, an electrical shop, or blacksmith's shop, etc., but does not include a motor vehicle repair or paint shop or furniture stripping.

HOME OCCUPATION means an activity which provides a service as an accessory use within a *single detached dwelling* or in an addition to the dwelling or in an *accessory building* not further than 30 m away from the dwelling and serviced by the same private water and wastewater systems, performed by one or more of its residents of the household on the same property. Such activities may include services performed by an accountant, architect, auditor, dentist, medical practitioner, engineer, insurance agent, land surveyor, lawyer, realtor, planner, hairdresser desk top publisher or word processor, computer processing provider, teacher or day care provider.

HOMELESSNESS means an immediate lack of housing, or no access to safe, stable housing, or living in extremely sub-standard housing, or being at risk of losing existing housing.

HORTICULTURAL TRADE USES means a non-farm business associated with the sale, supply, delivery, storage, distribution, installation, and/or maintenance of horticultural plants and products used in landscaping, but does not include uses associated with the principal *agricultural operation*.

HUMAN SERVICES means services relating to health, education, culture, recreation, public safety and social services.

HYBRID ROAD means a local public road where one side of the road functions principally as a rear yard generally in conjunction with a garage, whereas the other side of the road is a front yard condition that could also include a garage.

INCIDENTAL USE means a use (e.g. swimming pool) normally accessory to but not an essential part of an existing use.

INFRASTRUCTURE means the collection of public capital facilities including highways, transit terminals and rolling stock, bicycle lands, sidewalks and multi-use paths, municipal water and wastewater systems, solid waste management facilities, storm water systems, schools, hospitals, libraries, community and recreation centres, other public service facilities, and any other public projects involving substantial capital investment. It includes not only the provision of new facilities but also the maintenance and rehabilitation of existing ones.

INTELLIGENT TRANSPORTATION SYSTEM means a broad spectrum of technologies, computers and strategies designed to optimize the use of available and planned roads and other transportation *infrastructure* at a fraction of the cost of adding additional *infrastructure*. Examples of such a system are: traffic signal coordination, demand responsive traffic signals, variable message signs, emergency route diversion, signal priority/pre-emption for transit vehicles and in-vehicle information systems.

INTENSIFICATION means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of *brownfield sites*;
- b) the *development* of vacant and/or under-utilized *lots* within previously developed areas;
- c) *infill development*; or
- d) the expansion or conversion of existing buildings.

INTENSIFICATION CORRIDORS means *Strategic Growth Areas* identified along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher density mixed use *development* consistent with planned transit service levels.

INSTITUTIONAL USE means use of land for some public or social purpose but not for commercial purposes, and may include governmental, religious, educational, charitable, philanthropic, hospital or other similar or non-commercial use to serve the immediate community.

KEY FEATURES means key natural heritage and hydrological features described in Section 4.9.1.3 and Section 4.10.1.2 of this Plan.

LANDFORMS means distinctive physical attributes of land such as slope, shape, elevation and relief.

LIFE SCIENCE INDUSTRIES means new, neo-traditional products or services using renewable resources and developed from the advanced understanding of the biology and chemistry of organisms. Examples are personalized genetic medicine, plastics made from corn, and fuel from farm products and waste.

LIGHT INDUSTRIAL USE means a range and mix of manufacturing, and warehousing uses operating within a wholly enclosed building with no outdoor storage or significant sources of noise and vibration, and does not include truck terminals, fuel depots, cement and asphalt batching, waste management, and composting.

LINKAGE means an area intended to provide connectivity supporting a range of community and ecosystem processes enabling plants and animals to move between *Key Features* over multiple generations. *Linkages* are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term sustainability of the Regional Natural Heritage System. They are not meant to interfere with *normal farm practice*. The extent and location of the *linkages* can be assessed in the context of both the scale of the proposed *development* or *site alteration*, and the *ecological functions* they contribute to the Regional Natural Heritage System.

LOT means a parcel of land:

- a) described in a deed or other document legally capable of conveying an interest in land, or
- b) shown as a *lot* or block on a registered plan of subdivision.

LOW AND MODERATE INCOME HOUSEHOLDS mean: those households defined through Halton's annual *State of Housing Report*, and in accordance with definitions of *Affordable* and *Assisted* Housing in this Plan. The income thresholds for *low and moderate income households* should not be more than those as defined in the Provincial Policy Statement.

MAJOR CREEK OR CERTAIN HEADWATER CREEK means, as it applies to the fourth criterion under the definition of *significant woodlands* in this Plan, all *watercourses* within a *Conservation Authority* Regulation Limit as of the date of the adoption of this Plan and those portions of a *watercourse* that extend beyond the limit of the *Conservation Authority* Regulation Limit to connect a *woodland* considered *significant* based on the first three criteria under the definition of *significant woodland* in this Plan, and/or *wetland* feature within the Regional Natural Heritage System. The extent and location of *major creeks* or *certain headwater creeks* will be updated from time to time by the

appropriate *Conservation Authority* and as a result may lead to refinements to the boundaries of *significant woodlands*.

MAJOR OFFICE means office buildings of 4,000 sq m or greater, or with 200 jobs or more.

MAJOR TRANSIT STATION AREA means the area including and around any existing or planned *higher order transit* station within the *Urban Area*; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk.

MARKET HOUSING means private housing for rent or sale, where price are set through supplies and demands in the open market.

MATURE NEIGHBOURHOOD AREA means an older residential area within the Residential Area designation, as identified in the implementing Zoning-By-law, characterized by predominantly single-detached dwellings generally on large lots, and other built and natural qualities that collectively provide a distinct and recognizable *character*.

MEDIUM OR HIGH PROFILE DEVELOPMENT means development that by its size or character provides a focus to a group of buildings, a focus to a community, is reasonably visible in an area of high exposure and by its nature or impact is worthy of special consideration.

MINERAL AGGREGATE OPERATIONS means

- a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the Aggregate Resources Act, or successors thereto;
- b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and,
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary products but subject to limitations under Section 4.7.2.2e).

MINERAL AGGREGATE RESOURCE CONSERVATION means

- a) the recovery and recycling of manufactured materials derived from *mineral aggregate resources* (e.g. glass, porcelain, brick, concrete,

asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new *mineral aggregate resources*; and,

- b) the wise use of *mineral aggregate resources* including utilization or extraction of on-site *mineral aggregate resources* prior to *development* occurring.

MINERAL RESOURCES or MINERAL AGGREGATES or MINERAL AGGREGATE RESOURCES means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.

MINIMUM DISTANCE SEPARATION FORMULAE means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

MOBILITY HUB means *Major Transit Station Areas (MTSAs)* that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have, or are planned to have a concentration of mixed use development around a major transit station. Given the high level of transit service at or forecasted for *Mobility Hubs* relative to other *MTSAs*, it is recommended that the *Mobility Hub* areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other *MTSAs*.

MUNICIPAL COMPREHENSIVE REVIEW means an official plan review, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of the Provincial Growth Plan.

NATURAL ENVIRONMENT means the air, land and water, or any combination or part thereof.

NATURAL FEATURES or NATURAL HERITAGE FEATURES or NATURAL HERITAGE FEATURES AND AREAS means features and/or

areas which are important for their environmental and social values as a legacy of the natural landscapes of an area.

NEGATIVE IMPACTS means:

- a) in regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive *development* or *site alteration* activities;
- b) in regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and,
- c) in regard to other components of the Regional Natural Heritage System, degradation that threatens the health and integrity of the *natural features* or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

NET RESIDENTIAL AREA means an area consisting of one or more surveyed and registered lots, blocks or parcels the principal or proposed use of which is dwellings.

NIAGARA ESCARPMENT PARK AND OPEN SPACE MASTER/MANAGEMENT PLAN means a master or management plan for parks and open space within the Niagara Escarpment Parks and Open Space System which are not in conflict with the Niagara Escarpment Plan.

NORMAL FARM PRACTICE means a practice as defined in the Farming and Food Production Protection Act, 1998 that:

- a) is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar *agricultural operations* under similar circumstances, or
- b) makes use of innovative technology in a manner consistent with proper advanced farm management practices.

If required, the determination of whether a farm practice is a *normal farm practice* shall be in accordance with the provision of the Farming and Food Production Protection Act, including the final arbitration on *normal farm practices* by the Farm Practices Protection Board under the Act.

100 YEAR STORM means the storm, and the associated flooding, based on analysis of precipitation, snow melt or a combination thereof, having a return

period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

OFFICE USE means the carrying on of a business in which one or more persons are employed in the management or direction of an agency, business, organization, including the office of a Regulated Health Professional but excludes such uses as retail sale, the manufacture, assembly or storage of goods, or places of assembly or amusement.

ON-FARM DIVERSIFIED USES means uses that are secondary to the principal agricultural use of the property, and are limited in area. *On-farm diversified uses* include but are not limited to, *home occupations, home industries, agri-tourism uses*, and uses that produce value-added agricultural products.

ORIGINAL TOWNSHIP HALF LOT means half of an original township lot where the township was originally surveyed into 80 ha. lots.

ORIGINAL TOWNSHIP LOT means the township lot as shown on an original plan where an original plan is a plan certified by the Surveyor General as being the original survey. Generally, original township lots are 40 ha.

PIT means land or land under water from which unconsolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Sub-section 1 (3) of the Aggregate Resources Act.

PLANNED CORRIDORS means corridors identified through Provincial Plans, this Plan, or preferred alignment(s) determined through the Environmental Assessment Act process which are required to meet projected needs.

PODIUM means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the *tower* portion of a *tall building* by being set forward or articulated architecturally.

POLICY means statement which guides the use of the municipality's powers in the pursuit of its goals and objectives.

PRIME AGRICULTURAL AREA means areas where *prime agricultural lands* predominate. This includes areas of prime agricultural lands and associated Canada Land inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of

ongoing agriculture. *Prime agricultural areas* have been identified on Schedule “O” of this Plan. Section 4.4.4. sets out policies for land within *Prime Agricultural Areas*.

PRIME AGRICULTURAL LANDS means specialty crop lands and those lands of agricultural soils classes 1, 2 and 3 (and combination equivalents thereof), as defined in the Canada Land Inventory of Soil Capability for Agriculture, in this order of priority for protection.

PROVINCIALY SIGNIFICANT WETLANDS means *wetlands* so classified by the Ministry of Natural Resources based on the Ontario *Wetland Evaluation System 2013 Southern Manual*, as amended from time to time.

PUBLIC AGENCY or PUBLIC BODY means any federal, provincial, regional, county or municipal agency including any commission, board, authority or department including Ontario Hydro, established by such agency exercising any power or authority under a Statute of Canada or Ontario.

PUBLIC AGENCY OR PUBLIC USE means use by a **PUBLIC BODY**, For the purposes of this Plan, the Bruce Trail Association shall be treated as if it were a public agency/body with respect to the role of the Association in securing and managing the Bruce Trail Corridor under Part 3 of the Niagara Escarpment Plan.

PUBLIC REALM means all spaces to which the public has unrestricted access, such as streets, parks and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the *public realm*.

QUARRY means land or land under water from which consolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Sub-section 1 (3) of the Aggregate Resources Act.

REGION means the Council and administration of the Regional Municipality of Halton.

REGIONAL OR SUB-REGIONAL COMMERCIAL DEVELOPMENT means those facilities which attract and meet the shopping demands of the wider regional or sub-regional market and which are generally larger than 10,000 square metres.

REGIONAL STORM means the storm (and the rainfall and the runoff that it brings) used as the basis to delineate the regulatory flood plain.

REGULATORY FLOOD means the approved standard(s), a regional flood or a one-in-one-hundred-year flood, used in a particular watershed to define the limit of the flood plain for regulatory purposes.

RENEWABLE ENERGY SYSTEMS means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to: wind, water, biomass, biogas, biofuel, solar energy, geothermal energy, and tidal forces.

RESTRICTIVE means being stringent in permitting uses, as measured by the physical extent to which development is being allowed and/or by the development's impacts on the social, economic and natural environment.

RESIDENTIAL AREA means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal or proposed use of which is dwellings.

RESIDENTIAL CARE FACILITY means a home, group care facility or similar facility occupied by more than 8 residents, exclusive of staff or receiving family, who live as a single housekeeping unit requiring specialized or group care, supervised on a daily basis, and which is licensed, approved, supervised or funded by the Province.

RESIDENTIAL DENSITY (NET) means the ratio of the number of dwelling units located or proposed to be located on the lot and the area of the lot where the area to be measured includes only those parts of the lot which are classified as a residential use zone.

RESIDENTIAL DENSITY (GROSS) means the ratio between the number of dwelling units located or proposed to be located on a lot and the area of the lot where the area to be measured includes all land within the lot proposed to be used for roads or any other purpose such as parks etc.

RIGHT TO FARM means the right of a farmer to lawfully pursue *agriculture* in areas where *agriculture* is permitted by this Plan. This definition includes the right to move farm equipment in the pursuit of *agriculture*.

RIVER, STREAM AND SMALL INLAND LAKE SYSTEMS means all *watercourses*, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

ROOMING, BOARDING OR LODGING HOUSES are dwellings where lodging for four or more persons is provided in return for remuneration or the provision of services or both and where the lodging units do not have both bathrooms and kitchen facilities for the exclusive use of individual occupants.

SENSITIVE LAND USES means buildings, amenity areas or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges, fumes, sound waves or radiation generated by a nearby major facility. *Sensitive land uses* may be part of the natural or *built* environment and include examples such as: residences, day care centres, hospitals, and schools.

SERVICE COMMERCIAL USES means a commercial operation offering services of a clerical, business, professional and administrative nature such as banking, accounting, investment and financial planning, architects and other consultants and personal service uses such as restaurants and taverns, florists, dry cleaners, tailors, travel agents, fitness centres, personal grooming shops, specialty food stores.

SETBACK means the distance between a line established as the stable top of channel bank of a watercourse, or as the stable top of valley bank of a watercourse, as determined by the appropriate Conservation Authority and the proposed development boundary.

SHARED HOUSING means a living arrangement which is licensed or regulated under a provincial or federal statute, and the operation is subject to provincial or Federal oversight, where up to ten (10) individuals, exclusive of staff, share accommodation as a single housekeeping unit within a dwelling unit and are supported and/or supervised within that unit.

SIGNIFICANT means

- a) in regard to *wetlands*, an area as set out under the definition of *significant wetlands* in this Plan;
- b) in regard to coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
- c) in regard to the habitat of endangered species and threatened species, the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species

or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;

- d) in regard to *woodlands*, an area as set out under the definition of *significant woodlands* in this Plan; and,
- e) in regard to other components of the Regional Natural Heritage System, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

SIGNIFICANT WETLANDS means:

- a) for lands within the Niagara Escarpment Plan Area, *Provincially Significant Wetlands* and wetlands as defined in the Niagara Escarpment Plan that make an important ecological contribution to the Regional Natural Heritage System;
- b) for lands within the Greenbelt Plan Area but outside the Niagara Escarpment Area, *Provincially Significant Wetlands* and wetlands as defined in the Greenbelt Plan;
- c) for lands within the Regional Natural Heritage System but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and wetlands that make an important ecological contribution to the Regional Natural Heritage System; and,
- d) outside the Regional Natural Heritage System, *Provincially Significant Wetlands*.

SIGNIFICANT WOODLAND means a *Woodland* 0.5ha or larger determined through a *Watershed Plan*, a Subwatershed Study or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

- a) the *Woodland* contains forest patches over 99 years old,
- b) the patch size of the *Woodland* is 2 ha or larger if it is located in the *Urban Area*, or 4 ha or larger if it is located outside the *Urban Area* but below the *Escarpment Brow*, or 10 ha or larger if it is located outside the *Urban Area* but above the *Escarpment Brow*,
- c) the *Woodland* has an interior core area of 4 ha or larger, measured 1 00m from the edge, or

- d) the *Woodland* is wholly or partially within 50m of a major creek or certain headwater creek or within 150m of the *Escarpment Brow*.

SINGLE DETACHED DWELLING means a separate building containing not more than one dwelling unit and may include a chalet, cottage, or mobile home.

SITE ALTERATION means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site but does not include *normal farm practices* unless such practices involve the removal of fill off the property or the introduction of fill from off-site locations.

SOLID WASTE means ashes, garbage, refuse, domestic waste, industrial waste, municipal waste, hazardous waste and such other wastes as are designated in the regulations under The Environmental Protection Act, but does not include agricultural waste, inert fill, inert rock fill, condemned or dead animals or parts thereof, or hauled sewage sludge for disposal on farmland.

SPECIALTY CROP AREA means an area designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
- b) a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops.

STEP BACK means the horizontal distance from the front face of the *podium* to the uppermost floors of a mid-rise building or the *tower* portion of a *tall building*, projecting balconies excepted. The *step back* is in addition to a required setback.

STRATEGIC GROWTH AREAS means lands identified within the *Urban Area* that are to be the focus for accommodating population and employment *intensification* and higher-density mixed uses in a more compact built form. *Strategic Growth Areas* include Urban Growth Centres, *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes.

SUSTAINABLE DEVELOPMENT means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

TALL BUILDING means generally a high rise building having a height greater than 8 storeys, or which appears tall in relation to its surrounding context and will be a prominent feature on the skyline.

THEATRE means any premises or part thereof where motion pictures or live performances are shown or held but does not include an Adult Entertainment Use.

TOWER means the portion of a *tall building* above the *podium* including the tower top or crown.

TOWN means The Town of Milton.

TRADITIONAL URBAN FORM means an overall design which captures the spirit and character of pre-World War II North American village-type development.

TRANSIT-SUPPORTIVE means *development* that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities. *Transit-supportive development* will be consistent with Ontario's Transit-Supportive Guidelines.

TRANSPORTATION SUPPLY MANAGEMENT means the application of various facility designs or operational measures to increase the carrying capacity of the transportation network and complement *travel demand management* strategies to achieve similar *objectives* of reducing travel and shifting modes or travel time. Examples include high-occupancy vehicle lanes, reverse travel lanes, queue-jumping lanes and priority-signals for transit vehicles, commuter parking lots, and inter-modal transfer centres.

TRAVEL DEMAND MANAGEMENT means the application of a range of measures aimed at influencing travel patterns by reducing the amount of travel and shifting travel to non-peak periods or more efficient travel modes. Examples include carpooling, vanpooling, walking, cycling, public transit, alternative work hours and telecommuting.

TREE means any species of woody perennial plant, including its root system, which has reached or can reach a height of at least 4.5m above ground at physiological maturity.

TREESCAPE means a grouping of *trees* usually found along roads and stream courses, and between fields.

UNIVERSAL PHYSICAL ACCESS means housing designs that incorporate the following principles and features:

- a) universality-same means for all users,
- b) flexibility-providing choice in methods of use and adaptable to the need of the user,
- c) low physical effort-usable with a minimum of effort and fatigue,
- d) accessibility-providing for adequate sight lines, reach, hand grip and use of helpful devices,
- e) safety-minimal consequences of errors with fail-safe features,
- f) simplicity-minimal complexity and accommodating a wide range of skills and abilities, and
- g) perceptible information-communicating necessary information effectively and in various ways.

URBAN AREA means the lands so designated on Map 1 of the Region of Halton Official Plan and consists of the Existing Urban Area, the HUSP Urban Area, and the Sustainable Halton Urban Area as depicted on Figure C of this Plan.

URBAN SERVICES means municipal water and/or wastewater systems or components thereof which are contained within or extended from Urban Area designations or from municipalities abutting Halton Region.

UTILITY means a water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power, including *renewable energy systems*, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public transit or interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

VEGETATION PROTECTION ZONE means, as it applies within the Greenbelt Plan Area, a vegetated buffer area surrounding a *Key Feature* within

which only those land uses permitted within the feature itself are permitted. The width of the *vegetation protection zone* is to be determined when new development or site alteration occurs within 120 metres of a *Key Feature*, and is to be of sufficient size to protect the feature and its functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function.

VETERINARY CLINIC means the office of a veterinary surgeon and premises for the treatment of animals.

WATERSHED MANAGEMENT means the analysis, protection, development, operation and maintenance of water, water-related features, terrestrial resources and fisheries of a drainage basin.

WATERSHED PLAN means a plan used for managing human activities and natural resources in an area defined by watershed boundaries. *Watershed Plans* shall include, but are not limited to, the following components:

- a) a water budget and conservation plan;
- b) land and water use and management strategies;
- c) a framework for implementation;
- d) an environmental monitoring plan;
- e) requirements for the use of environmental management practices and programs;
- f) criteria for evaluation the protection of water quality and quantity, and key hydrologic features and functions; and,
- g) targets on a watershed or sub-watershed basis for the protection and restoration of riparian areas and the establishment of natural self-sustaining vegetation.

WAYSIDE PIT AND QUARRY means a temporary *pit* or quarry opened and used by or for a *public authority* solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

WETLANDS means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water

tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit *wetland* characteristics are not considered to be *Wetlands* for the purposes of this definition. Within the Greenbelt Plan Area, *wetlands* include only those that have been identified by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

WILDLIFE MANAGEMENT means management of wildlife habitats for the purposes of sustaining the quantity and quality of wildlife.

WOODLAND means land with at least: 1000 *trees* of any size per ha, or 750 *trees* over 5 cm in diameter per ha, or 500 *trees* over 12 cm in diameter per ha, or 250 *trees* over 20 cm in diameter per ha but does not include an active cultivated fruit or nut orchard, a Christmas *tree* plantation, a plantation certified by the *Region*, a *tree* nursery, or a narrow linear strip of *trees* that defines a laneway or a boundary between fields. For the purpose of this definition, all measurements of the *trees* are to be taken at 1.37 m from the ground and trees in regenerating fields must have achieved that height to be counted.

PART C - SECONDARY PLANS/CHARACTER AREA PLANS

C.1 GENERAL

In accordance with the provisions of Section 5.4.3 of this Plan, Secondary Plans and other area plans such as Character Area Plans may be prepared to allow for more detailed area-based, issue-based and site-based planning in newly developing areas or other areas where specific issues and concerns are identified.

C.1.2 The appropriate Secondary Plans shall provide for, among other criteria, in accordance with the policies of Section 5.4 of this Plan:

- a) policies related to the provision of transit service showing, if possible, location and level of anticipated services;
- b) transit-supportive corridors with appropriate policies and Zoning By-laws to encourage pedestrian movement and transit usage; and,
- c) a network of pedestrian and bicycle paths in the Urban Area that serves a transportation function, providing convenient access to activity centres and transit routes.

C.1.3 Part C of the Official Plan includes all the secondary plans prepared for specific areas of the Town. These Secondary Plans are:

- Section C.2 Milton 401 Industrial/Business Park
- Section C.3 Hamlet of Campbellville
- Section C.4 Hamlet of Brookville
- Section C.5 Hamlet of Moffat
- Section C.6 Bristol Survey Secondary Plan
- Section C.7 Milton Central Business District
- Section C.8 Sherwood Survey Secondary Plan
- Section C.9 Derry Green Corporate Business Park
- Section C.10 Boyne Survey Secondary Plan
- Section C.11 Trafalgar Secondary Plan
- Section C.12 Milton Education Village Secondary Plan
- Section C.13 Britannia Secondary Plan

C.2 MILTON 401 INDUSTRIAL/BUSINESS PARK SECONDARY PLAN

C.2.1 GENERAL

C.2.1.1 PURPOSE

The purpose of the Milton 401 Industrial/Business Park Secondary Plan is to establish a more detailed planning framework for the Milton 401 Industrial/Business Park Planning District in support of the general policy framework provided by the Official Plan.

C.2.1.2 LOCATION

C.2.1.2.1 The Milton 401 Industrial/Business Park Planning District is located partially in the Established Urban Area and partially in the Town's HUSP Urban Area as shown on Schedule "B" of the Official Plan and is bounded by:

- a) North No. 5 Sideroad;
- b) East SHP *Urban Area* boundary
- c) South Highway 401, Steeles Avenue, Martin Street, and former rail right-of-way; and,
- d) West Bronte Street, Sixteen Mile Creek, Peru Road, tributary of Sixteen Mile Creek and Tremaine Road.

C.2.2 PLANNING DISTRICT CONCEPT

C.2.2.1 INDUSTRIAL/BUSINESS PARK CHARACTER

C.2.2.1.1 The Secondary Plan is designed to create a comprehensively planned, high quality, industrial/business park with approximately an additional 23,700 employees, as well as a gateway to the Urban Area, which reflects the Milton's unique Escarpment context and the strong sense of community and the environment evident in the Town by:

- a) providing a transportation system, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connection to key market areas, as well with the Existing Milton Urban Area, within the Planning District, and with other surrounding areas of the Town;
- b) ensuring that development fronting on major roads, and the road allowances, achieve high urban design standards to reinforce the Town's image and provide an attractive entrance to the community;

- c) providing the flexibility to accommodate a broad range of potential uses, while at the same time, ensuring that there are appropriate controls on development to ensure that high quality uses locate at key locations such as the 401 interchanges and to minimize potential conflicts between uses, including conflicts which relate to the character of specific areas of the Industrial/Business Park;
- d) creating a linked open space system within the Planning District which is linked to the natural heritage system in other areas of the Town;
- e) ensuring that the relationship to the Niagara Escarpment, a key feature which distinguishes Milton, is enhanced and strengthened through the natural heritage system and through the maintenance of views to the Escarpment where feasible, recognizing the proposed level of development;
- f) providing for the potential of features and/or community facilities within the Planning District which may serve as landmarks or focal points for the Industrial/Business Park, its employees and also for all Town residents; and,
- g) recognizing, that within the general vision for the Industrial/Business Park, individual areas may develop their own specific character.

C.2.2.2 KEY DESIGN ELEMENTS

C.2.2.2.1 The following key design elements form the basis of the Secondary Plan as outlined on Schedule "C.2.A", 401 Industrial/Business Structure Plan. They include:

a) **Linked Open Space System**

An essential basis for the creation of a strong sense of community and environment, is the development of a natural/open space system which protects key environmental features and is connected, where feasible, to the open space system in the rest of the Urban Area, as well as to the surrounding rural area. Open space linkages along stream and utility corridors will be supplemented by pedestrian and bicycle links along key roads. In addition, where parks are proposed, or it is feasible to preserve hedgerows as development proceeds, these features can be integrated into the natural/open space system.

f) **Escarpment Views**

The view of the Niagara Escarpment from the Industrial/Business Park and, in particular, from Highway 401, is fundamental to the image of the community to visitors. It is the most significant landmark on the 401 between Windsor and Toronto. As such, it is critical to the creation of the community's image that it be preserved and enhanced where feasible, recognizing the proposed level of development, through the design of buildings, roads and landscape treatments.

g) Connectivity/Accessibility

Improved external and internal access including roads and pedestrian/bicycle paths, strengthens the area's accessibility and marketability. It also improves integration with the rest of the community, as well as significantly enhancing its gateway function.

Any proposed Gateway elements along Regional roads and at Regional intersections shall be planned outside of the ultimate Regional Right-of-way.

h) 401 Landscape Corridor

The view of the Town from the 401 is one of the most significant in forming the community's image both for residents and visitors. A number of initiatives have already been taken to enhance this image (e.g. fountain at 25 interchange). However, the need for a comprehensive landscape corridor on either side of the 401 should be established by the Secondary Plan. This corridor will also provide a visual linkage between different parts of the Natural Heritage System and emphasize visual connections to the Escarpment.

i) Enhanced Streetscape Design

Regional Road 25, Steeles Ave., No. 5 Sideroad and James Snow Parkway all represent major access routes into and through the community. In addition, each of these roads has a significant role in the community:

- a) Regional Road 25 is the major gateway into the Urban Area;
- b) Steeles Ave. represents the key interface between the employment and residential areas;
- c) No. 5 Sideroad, and the James Snow Parkway link north of the 401, represent an important interface between the urban and rural areas, and, in the case of No. 5 Sideroad, the Towns of Milton and Halton Hills.

As such, it is important in creating the image of the community, that these streets have an enhanced level of streetscape design.

j) Significant Character Buildings

There are no designated heritage buildings in the Secondary Plan. However, there are a very limited number of buildings which have an architectural quality that contributes to the character of the area. Consideration should be given to their reuse and/or incorporation into future development where feasible.

k) Landmark Features

In the development of the Park, the Town shall work with the owners to incorporate landmark features and/or community facilities which may act as focal points for the development and the Town.

3 Gateways

The 401 Interchanges; Regional Road 25 at No. 5 Sideroad, James Snow Parkway and Steeles Ave.; Steeles Ave. at James Snow Parkway and Industrial Drive and Tremaine Road at both Highway 401 and No. 5 Sideroad are recognized as key points of entry or "gateways" to the Town which will require special design treatment both of the road right-of-way and any development adjacent to the right-of-way.

C.2.3 GOAL AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section 2 of this Plan, the following specific goal and objectives are applicable to the Milton 401 Industrial/Business Park Planning District.

C.2.3.1 GOAL

C.2.3.1.1 To create a comprehensively planned, high quality industrial/business park, as well as a gateway to the Urban Area, in the Milton 401 Industrial/Business Park which reflects Milton's unique Escarpment context and the strong sense of community and the environment evident in the Town, as well as assisting the Town in achieving long-term economic success.

C.2.3.2 OBJECTIVES

C.2.3.2.1 To create an industrial/business park that take advantage of Milton's competitive advantage in the Greater Toronto Area market and its location adjacent to the Highway 401 corridor by establishing a development framework that:

- i) streamlines approvals;
- ii) is flexible in dealing with various types and forms of land uses and building; and,
- iii) promotes a program of urban design that is attractive and financially responsible.

C.2.3.2.2 To create a functional transportation system, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connections to key market areas, as well with the Established Urban Area, within the Planning District and with other surrounding areas to ensure maximum opportunities for integration with the rest of the community.

C.2.3.2.3 To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the Industrial/Business Park, while providing the flexibility to accommodate a broad range of potential uses.

C.2.3.2.4 To create a linked open space system connected with other areas of the Town, including a trail system, which forms a central feature of the Industrial/Business Park, protects key existing natural features, including woodlots, and which is accessible, wherever feasible, and visible for residents and visitors.

C.2.3.2.5 To develop a functional servicing and phasing approach which ensures that all services are provided in a cost-effective and timely manner as the area develops.

C.2.3.2.6 To preserve existing natural and cultural heritage features wherever feasible and provide for the potential of community facilities or the creation of other landmark features which may serve as focal points for the Industrial/Business Park, employees and Town residents.

C.2.3.2.7 To mitigate impacts on existing clusters of residential development from adjacent non-residential employment uses through design and the establishment of appropriate setbacks and buffering, while recognizing that the primary use of the area is for employment development.

C.2.3.2.8 To work with the Ministry of Transportation and abutting owners to create a comprehensive landscape corridor on either side of Highway 401.

C.2.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 2 of this Plan, the following policies are applicable to the Milton 401 Industrial/Business Park Planning District.

C.2.4.1 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

PLANNED HIGHWAY 401 INTERCHANGE IN VICINITY OF PERU ROAD

- C.2.4.1.1** The development of this interchange shall be in accordance with the policies of Section 2.6.3.5 of the Official Plan.

JAMES SNOW PARKWAY

- C.2.4.1.2** As part of the Region's 2022 Transportation Planning Master Plan the need to widen James Snow Parkway from 4 to 6 lanes from Highway 401 to the extension of Tremaine Road were improvements identified to accommodate travel demand in 2031, improvements will be identified and further refined through a Municipal Class Environmental Assessment Study to be completed by Halton Region.

Further, the Region will evaluate access management for the James Snow Parkway west of Regional Road 25 in accordance with the Region's Access By-law 32-17 and the Region's Access Management Guideline.

C.2.4.2 TRAILS SYSTEM

- C.2.4.2.1** Schedule "C.2.A", 401 Industrial/Business Park Structure Plan establishes the proposed trail and active transportation trail system for the Secondary Plan area. It also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Generally, separate pathways will only be required on arterial roads.

C.2.4.3 SIXTEEN MILE CREEK SUB-WATERSHED STUDY AREAS 2 AND 7

- C.2.4.3.1** The Milton 401 Industrial/Business Park Planning District lies primarily within the Sixteen Mile Creek Subwatershed known as Area 2, with a minor component located in Subwatershed 7, (See Appendix C.6.C to the Official Plan for a map showing Areas 2 and 7). The Sixteen Mile Creek Watershed Plan (1995), prescribes development and resource management principles focused on the protection and preservation of the watershed-based ecosystem. The Watershed Plan recommends that Subwatershed Plans be prepared at the Secondary Plan stage. The Subwatershed Plan for Areas 2 and 7 was completed in January, 2000. It identifies specifics associated with resource management including: servicing approach, management infrastructure type and location,

watercourse management approach, habitat to be protected, phasing considerations, and study requirements for implementation.

C.2.4.3.2 All new development within Subwatershed Areas 2 and 7 shall comply with the recommendations of the Subwatershed Plan. Functional recommendations derived from the subwatershed plan principles, specifically focused on the Milton 401 Industrial/Business Park Secondary Plan Area will also apply. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Plan. In particular, where the Subwatershed Plan permits streams to be realigned or otherwise modified, no amendment shall be required to this Plan where such works are undertaken.

C.2.4.3.3 Due to the strong potential for a regionally significant aquifer to be located beneath this Industrial/Business Park, the use of Best Management Practices to protect this aquifer will be required for all development within this area and consultation with the Region to address Source Water Protection Plans in this area under the Clean Water Act” after Management Practices.

C.2.4.5 URBAN DESIGN

URBAN DESIGN STRATEGY AND GUIDELINES

C.2.4.5.1 Section 2.8 of this Plan establishes a detailed urban design strategy for the Town which is applicable to the Milton 401 Industrial/Business Park Secondary Plan Area.

Further to, and in accordance with the policies of Section 2.8 of this Plan, all development within the Milton 401 Industrial/Business Park Planning District shall be designed in a manner which reflects the policies of this Secondary Plan, particularly Section 2.3, Goal and Objectives, Section C.2.2, Planning District Concept and Schedule “C.2.A”, 401 Industrial/Business Park Structure Plan; and has regard for the Urban Design Guidelines for the Planning District:

GENERAL DESIGN PRINCIPLES

C.2.4.5.2 Further to, and in accordance with the provisions of subsection 2.4.5.1, development shall also be designed in accordance with the following general design principles:

- a) Creation of a well-connected Industrial/Business Park both visually and physically including *transit-supportive* urban design; and,
- b) Creation of a unique, place specific Industrial/Business Park as a gateway to the Urban Area.

KEY DESIGN DIRECTIONS

- C.2.4.5.3** In addition to the policies of this Secondary Plan, the following policies and the designations on Schedule "C.2.A", Structure Plan, provide direction with respect to key design features:

LINKED OPEN SPACE SYSTEM

- C.2.4.5.4** The Linked Open Space System is comprised of:

- a) Lands designated "Natural Heritage System" on Schedule "C.2.B"

The role of these lands shall be determined in accordance with the policies of Section C.2.5 of this Plan.

- l) Roads designated "Open Space Linkage" on Schedule "C.2.A"

The Open Space Linkage designation identifies road allowances which will include additional landscaping and pedestrian/bicycle paths to provide a linkage within the Open Space System.

- m) Stormwater Management Facilities

Stormwater management facilities shall be permitted in all land use designations on Schedule "C.2.B" in accordance with the policies of Section C.2.5.11 and shall be designed, where possible, to be integrated with the open space and trail system.

ESCARPMENT VIEWS

- C.2.4.5.5** The view of the Niagara Escarpment from the Industrial/Business Park, and in particular from Highway 401, is fundamental to the image of the community. Where feasible, recognizing the proposed level of development, these views will be protected primarily through the design of the road pattern, but also through the design and placement of buildings and structures, as key design principles of the Secondary Plan. The Urban Design Guidelines shall provide direction with respect to the implementation of this direction.

CONNECTIVITY/ACCESSIBILITY

- C.2.4.5.6** The enhancement of connectivity and accessibility to the Industrial/Business Park shall be achieved through the enhancements of the transportation system as designated on Schedule "C.2.A", Structure Plan and, in accordance with the policies of Section 2.4.1, Transportation Facilities.

401 LANDSCAPE CORRIDOR

- C.2.4.5.7** All development abutting Highway 401 or related service roads as designated on Schedule "C.2.A" shall be designed to achieve a landscaped corridor along the highway, although views of primary buildings will be permitted. The Town shall implement this direction through the zoning by-law and site plan approval process, with specific reference to the following:

- a) Buildings shall be designed so that all elevations facing a public street including Highway 401 shall present an attractive facade;
- b) views of primary buildings will be permitted, although trees and landscaping will be used to screen elements such as parking, service and loading areas;
- c) parking which is visible from Highway 401 will be limited and generally will be at least partially screened by berms and landscaping;
- d) service and loading facilities will generally not be permitted in any yard facing Highway 401 and, regardless of location, will be screened from Highway 401; and,
- e) open storage will not be permitted on lands abutting Highway 401 or related service roads except in very limited circumstances where it can be demonstrated to the Town that the open storage can completely buffered by landscaping, berms or other screening mechanisms.

ENHANCED STREETSCAPE DESIGN

- C.2.4.5.8** Regional Road 25, Steeles Ave., No. 5 Sideroad and James Snow Parkway all represent major access routes into and through the community. In addition, each of these roads has a significant role in the community. These roads shall all be designed with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, bike paths and boulevards having regard for the Urban Design Guidelines.

In addition, the Town shall through the zoning by-law and site plan approval process, control development along these roads to ensure both a high quality of site design and use. In particular:

- a) buildings shall be designed to front the road with the highest priority in the defined road hierarchy. Facades and yards abutting lower priority roads shall be attractive through appropriate architectural treatments and landscaping;
- b) parking will be at least partially screened by berms and landscaping; and,
- c) service, loading and open storage facilities shall not be permitted in the yard abutting these major roads and shall be screened from these roads.

SIGNIFICANT CHARACTER BUILDINGS

- C.2.4.5.9** Prior to the development of a site which includes a significant character building as designated on Schedule "C.2.A", the character building shall be evaluated by the Town in consultation with the owner, to determine its feasibility for preservation. Where preservation of the building is feasible consideration should be given to its reuse.

LANDMARK FEATURES

- C.2.4.5.10** The 401 Industrial/Business Park already incorporates a key landmark feature (e.g. stormwater management facility with fountain at 401 and 25). In the development of the Park, the Town shall work with the owners to incorporate other features and/or community facilities which may act as focal points for the development and the Town as a whole including a major park, public buildings, or major landscape features. Such features could include the preservation of one or all of the significant character buildings.

GATEWAYS

- C.2.4.5.11** "Gateways" are recognized as key points of entry to the Urban Area of the Town which require special design treatment of both the road allowance and any development adjacent to the road allowance.
The Primary gateway intersections are located at:

- 4 Highway 401 and James Snow Parkway;
- 5 Highway 401 and Regional Road 25; and,

6 Highway 401 and Potential Interchange (Dublin Line vicinity).

Secondary gateway intersections are located at:

- a) Highway 401 and Tremaine Road;
- b) No. 5 Sideroad and Tremaine Road;
- c) No. 5 Sideroad and Regional Road 25;
- d) Steeles Ave. and James Snow Parkway
- e) Steeles Ave. and Martin Street;
- f) Steeles Ave. and the Industrial Dr./Bronte St. area; and,
- g) Regional Road 25 and James Snow Parkway.

C.2.5 **LAND USE POLICIES**

The applicable land use policies of Sections 3 and 4 of the Official Plan, together with the additional policies in this section, shall apply to the lands in the Milton 401 Industrial/Business Park Planning District, in accordance with the land use designations on Schedule "C.2.B", Milton 401 Industrial/Business Park Land Use Plan.

C.2.5.1 OFFICE EMPLOYMENT AREA

GENERAL

C.2.5.1.1 Further to, and in accordance with, the policies of Section 3.7 of this Plan, all applicants for development on lands designated "Office Employment Area" on Schedule "C.2.B" shall submit a development plan which has regard for the Urban Design Guidelines as a basis for the evaluation of applications for development including elevations and plans which demonstrate:

- a) a high quality of landscaped site development abutting Highway 401, Regional Road 25, Steeles Ave and James Snow Parkway as applicable; and,
- b) how the development will enhance the role of these areas as gateways to the Urban Area.

BUSINESS COMMERCIAL AREA

C.2.5.1.2 In addition to the provisions of Section C.2.5.1.1 with respect to development plans, applications for business commercial development, including the redevelopment of existing sites, shall also comply with the provisions of Section 3.4.6 of the Official Plan. Further, notwithstanding the provisions of

Section 3.4.6.6, no outdoor storage shall be permitted, including the storage of garbage.

MAJOR COMMERCIAL CENTRE DEVELOPMENT

C.2.5.1.3 Applications for Major Commercial Centre commercial *development* shall comply with the provisions of Section 3.4.2.9 and 3.4.2.10 of the Official Plan.

C.2.5.2 BUSINESS PARK AREA

C.2.5.2.1 Further to, and in accordance with the policies of Section 3.8 of this Plan, on lands designated "Business Park Area" on Schedule "C.2.B", *general industrial uses* will be permitted north of Highway 401, in addition to the other permitted uses. However, the following uses shall only be permitted subject to a zoning by-law amendment which shall be evaluated based on the submission of a development plan which complies with the provisions of Section C.2.5.1.1:

- a) ancillary retail and *office uses* directly related to the *general industrial use* and located within the industrial building;
- b) any other business and economic uses prescribed by provincial legislation; and
- c) open storage at the rear of a lot, subject to the policies of Section C.2.4.5.7 e) and C.2.4.5.8. d) of this Plan.

C.2.5.3 INDUSTRIAL AREA

C.2.5.3.1 Further to, and in accordance with the policies of Section 3.9 of this Plan, on lands designated "Industrial Area" on Schedule "C.2.B", notwithstanding the provisions of Section 3.9.2.1 which permit the full range of *light and general industrial uses*, the Zoning By-law may not initially permit the full range of such uses on all sites.

C.2.5.3.2 Sites where uses may be restricted shall include sites adjacent to lands in the Major Commercial Centre designation north of Highway 401; and lands which abut the James Snow Parkway and Highway 401.

C.2.5.3.3 On such sites, as identified in Section C.2.5.3.2, the By-law may prohibit specific uses including truck terminals, fuel depots, cement batching and asphalt plants and waste management or composting facilities or similar uses which cannot easily be designed to maintain the high quality development required for such areas. Further, through the By-law or site plan control process, the location and extent of open storage areas may be limited.

- C.2.5.3.4** Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a development plan which complies with the provisions of Section C.2.5.1.1; and provided that the Town is satisfied that the development can be designed to maintain the high quality required for such areas.

C.2.5.4 INSTITUTIONAL AREA

Further to, and in accordance with, the policies of Section 3.10 of this Plan, development on lands designated "Institutional Area" on Schedule "C.2.B" shall be subject to the following policies:

PURPOSE

- C.2.5.4.1** The Institutional Area designation on Schedule "C.2.B" east of Regional Road 25, south of Highway 401 reflects the location of the Maplehurst Correctional Facility, while the designation on the west side of Regional Road 25 reflects the location of the Town's Tourist Information Office and the offices of the Ontario Provincial Police.

PROVINCIAL USES

- C.2.5.4.2** The Town will continue to work with the Province with respect to the development of Provincial facilities on the sites in the Institutional Area designation. In particular, the Town will seek to enhance the design of such development in keeping with the Urban Design Guidelines and the policies of this plan, recognizing the location of these uses at key gateways to the Urban Area.

ALTERNATIVE USES

- C.2.5.4.3** Where all or part of a site which has been identified for an institutional use is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted in order of priority as follows:
- a) other Institutional Uses or parks or other open space uses; and,
 - b) Business Park uses in accordance with the policies of this Plan.

C.2.5.5 NATURAL HERITAGE SYSTEM

The Natural Heritage System policies in Sections 3.12 and 4.8 and 4.9 of this Plan shall apply to the lands in the Natural Heritage System designation on Schedule "C.2.B". However, it should be noted that the boundaries of the Natural Heritage System on Schedule "C.2.B" have been designated in a conceptual manner based on the functional recommendations of the Sixteen Mile Creek Sub-Watershed Study Areas 2 and 7, except where refined by an EIA, subwatershed study and/or through a subdivision application prior to implementing the Natural Heritage System designation. These boundaries apply subject to verification in accordance with the policies of the Halton Region Conservation Authority.

In particular, where the Subwatershed Plan permits streams to be realigned or otherwise modified, no amendment shall be required to this Plan where such works are undertaken.

C.2.5.6 [DELETED. SECTION NOT IN USE]

C.2.5.7 [DELETED. SECTION NOT IN USE]

C.2.5.8 RESIDENTIAL AREA

- C.2.5.8.1** The lands in the Residential Area designation on Schedule "C.2.B" shall develop in accordance with the policies of Section 3.2 of this Plan, as well as the provisions of Section 2.5.9 of this Secondary Plan.

C.2.5.9 RESIDENTIAL SPECIAL POLICY AREA

- C.2.5.9.1** The Residential Special Policy Area designation is an overlay designation. The lands in the Residential Special Policy Area designation on Schedule "C.2.B" shall be developed in accordance with the underlying land use designation. The Special Policy Area designation identifies two areas where there are existing strips of residential dwellings which are unlikely to be redeveloped in the short term. To recognize this situation the following special policies will apply to the subject lands:

a) Zoning

The subject lands shall be zoned to permit the existing use and uses related to the residential use including home occupations. Any new development will require a rezoning and which will be reviewed by the Town in the context of the Secondary Plan policies.

b) Interim Use

In addition to the uses permitted by the underlying land use designation on Schedule "C.2.B", the Town may rezone the lands to permit the use of the existing residential dwellings, including additions to such dwellings, for office or other uses which are compatible both with the adjacent residential uses and uses permitted by the underlying land use designation.

c) Abutting Development

Where development is proposed on lands abutting residential development in the Residential Special Policy Area designation, the Town shall give consideration to the provision of landscaping or other buffering on the boundary with the residential use.

C.2.5.10 PLANNED 401 INTERCHANGE

- C.2.5.10.1** The Planned 401 Interchange designation is not intended to delay *development* in its vicinity. The lands in this designation, and its vicinity as shown on Schedules "C.2.A" and "C.2.B" shall be developed in accordance with the

underlying land use designation. The designation identifies an area where this planned facility may be *built*. It also recognizes that additional study is required in this area before exact road alignments can be determined: Prior to *development* in the vicinity of this interchange, policies in Section 2.6.3.5 shall apply.

C.2.5.11 STORM WATER MANAGEMENT FACILITY

C.2.5.11.1 The Stormwater Management Facility designation on Schedules "C.2.A" and "C.2.B" represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities shall be further refined through the Functional Stormwater Study and when plans of subdivision are prepared. Stormwater Management Facility sites can be relocated without an amendment to this Plan, provided alternative sites have regard for the goal, objectives and policies of this Secondary Plan and the Subwatershed Plans for Areas 2 and 7. Stormwater management facilities shall be permitted in all land use designations on Schedule "C.2.B" and shall be designed, where possible, to be integrated with the open space and trail system.

C.2.5.12 SPECIAL STUDY AREA

The "Special Study Area" designation for the area bound by Steeles Avenue, Martin Street, the CP Rail line and the CN Rail line on Schedule "C.2.B" is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage System and the *Residential Area* along Martin Street, have been identified as an *Strategic Growth Area* on Schedule "K" to this Plan.

Development applications in this area shall be considered premature until the required study is completed.

Further study is required with respect to land use, transportation, servicing and environmental issues prior to redevelopment. Consideration of the introduction of any non-employment uses shall require the completion of a *municipal comprehensive review* and amendment to this Plan.

C.2.6 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section 5.0 of this Plan, the following policies are applicable to the Milton 401 Industrial/Business Park Planning District.

C.2.6.1 PHASING AND FINANCE

Development shall only proceed when the criteria in subsection 5.2.3.4 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Functional Stormwater and Servicing Reports. In addition, development in the Milton 401 Industrial/Business Park Planning District shall only proceed when the following criteria are satisfied:

- a) Lands designated Natural Heritage System shall be dedicated to the Town when adjoining lands are developed as a condition of draft plan approval or site plan approval stage;
- b) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the Town may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the Town through the payment of financial securities or other safeguards, for the construction of the permanent facilities;
- c) The Town has in full force and effect and not subject to appeal a Development Charges By-law under the Development Charges Act, 1997 or successor legislation, identifying the charges applicable to the lands in the Secondary Plan area; and,
- d) Notwithstanding the foregoing Council may, at its sole discretion, determine that a development proposal can proceed, even if the precise requirements in clauses a) to c) above are not fully met, if it is determined by Council that such a proposal is in accordance with the general purpose and intent of these clauses and this Secondary Plan, and if there are no unacceptable negative impacts on the Town as determined by Council.

C.2.6.2 ZONING BY-LAW

- C.2.6.2.1** 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 5.5 of this Plan.

C.2.6.3 CONSENTS

- C.2.6.3.1** Subdivision of land shall generally take place by plan of subdivision in the Milton 401 Industrial/Business Park Planning District. Consents may be

permitted in accordance with the provisions of Section 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.

C.2.6.4 ENVIRONMENTAL ASSESSMENT

C.2.6.4.1 The water, wastewater and roads projects identified by this Secondary Plan are subject to the provisions of the Municipal Engineers Association Class Environmental Assessment, 1993 or its successors.

The provisions of the Class Environmental Assessment must be met in this Secondary Plan or as outlined in the following:

- a) Region of Halton Water/Wastewater Master Servicing Plan;
- b) Region of Halton Master Transportation Plan; and,
- c) Sixteen Mile Creek, Subwatershed Update Study, Areas 2 and 7, 2009.

C.2.6.5 REMOVAL OF EMPLOYMENT LANDS FROM *EMPLOYMENT AREAS*

C.2.6.5.1 The *Town* may consider the removal of lands from *Employment Areas* within the 401 Industrial/Business Park Secondary Plan area only where the requirements of Section 3.7.1.10 have been demonstrated to the satisfaction of the *Town*.

C.3 HAMLET OF CAMPBELLVILLE SECONDARY PLAN

C.3.1 GENERAL OBJECTIVES AND POLICIES

The boundaries of the Campbellville Hamlet are illustrated on Schedule “C.3.A”, and can accommodate 1080 persons. No expansions to the Hamlet area are permitted.

- C.3.1.1** A review of the Secondary Plan policies identified in this Plan for the Hamlet of Campbellville Secondary Plan Area is encouraged and emphasized in order to determine and confirm the appropriateness of the general objectives and policies of Section C.3.1.
- C.3.1.2** Limited infilling or strip development that is a logical, continuous extension of existing development is permitted in order to complete the growth potential.
- C.3.1.3** An extensive public open space network will be encouraged, affording access to important locations in the Hamlet and where possible, affording public access to the Escarpment by such means as providing parking areas, walkways or pedestrian trails.
- C.3.1.4** The minimum net lot size for new development shall be in accordance with the Region of Halton Hydrogeological Study for the Hamlet of Campbellville and a site-specific hydrogeological study which shall be to the satisfaction of the Town and the Region of Halton.
- C.3.1.5** Prior to approval of development in the south-east quadrant of Campbellville, detailed studies will be required to be carried out by the proponent to evaluate the suitability of the site for development. Such studies will include an inventory and evaluation of the environmental features and constraints, will determine whether development is feasible, and if so, will recommend development densities and design consistent with minimizing adverse environmental impacts, all to the satisfaction of the Town and to the satisfaction of the Region of Halton; suitability for septic tank operation, depth to water table; impact on groundwater; water supply; surface drainage (quality and quantity); topography; overburden thickness and the preservation of existing vegetation.
- C.3.1.6** In order to preserve the cultural theme of the existing commercial establishments, new facilities of local importance such as convenience stores, grocery outlets, banks and other personal services, shall be directed to the northern end of the Hamlet Commercial designation and off Main Street. Enterprises of regional significance, such as craft and antique shops, boutiques

and cafes shall be encouraged to locate in the vicinity of the Guelph Line/No. 5 Side Road intersection.

- C.3.1.7** It is the policy of the Town of Milton to permit the continuation of established home occupation uses and the introduction of new home occupations provided that there are no adverse impacts on the local community such as excessive noise, poor aesthetics, traffic and parking congestion. It is intended that home occupation uses will contribute to the "heritage oriented" economy that Campbellville currently supports.
- C.3.1.8** In accordance with the policies of this Plan, the Town shall ensure that through the development process the necessary road allowance widths for both Municipal and Regional Roads are secured. Regional Road No. 1 (also known as Guelph Line or Third Line), has a deemed width in Campbellville of 35 m. Regional Road No. 9 (also known as Campbellville Road or No. 5 Side Road), west of Guelph Line, has a deemed width of 30 m.
- C.3.1.9** It is recognized that the Guelph Junction Woods Environmentally Sensitive Area (ESA) extends into the south-west quadrant of Campbellville, adjacent to the railway tracks, as illustrated on Schedule "C.3.A", and it is the policy of this Plan to restrict alteration of the physical and/or biological features of this ESA. Any such proposed alteration may require an Environmental Impact Assessment in accordance with the policies of Section 4.9 of this Plan.
- C.3.1.10** Development in Campbellville, where applicable, shall meet the objectives and development and growth objectives of the Niagara Escarpment Plan Minor Urban Centre designation and, where applicable, the Escarpment Natural Area policies.

C.4 HAMLET OF BROOKVILLE SECONDARY PLAN

C.4.1 GENERAL OBJECTIVES AND POLICIES

- C.4.1.1** The boundaries of the Brookville Hamlet are illustrated on Schedule “C.4.A”, and can accommodate 650 persons. No expansions to the Hamlet area are permitted.
- C.4.1.2** The Town of Milton will encourage and emphasize development-in-depth, where development will proceed on large lots and with the consideration of the site's natural features.
- C.4.1.3** Limited infilling or strip development is permitted in order to complete the growth potential.
- C.4.1.4** An extensive public open space network will be encouraged, linking all parts of the community to important locations in the Hamlet.
- C.4.1.5** The minimum net lot size for new development shall be in accordance with the Summary and Conclusions of the Hydrogeological Investigation for the Hamlet of Brookville (1982), specifically 0.5 ha., and may be increased should the site conditions and proposed uses so warrant.
- C.4.1.6** In accordance with the policies of this Plan, the Town shall ensure that through the development process the necessary road allowance widths for both Municipal and Regional roads are secured. Regional Road No. 1 (also known as Guelph Line or Third Line) and Regional Road No. 15 (also known as No. 15 Side Road) have deemed widths in Brookville of 35 m.

C.5 HAMLET OF MOFFAT SECONDARY PLAN

C.5.1 GENERAL OBJECTIVES AND POLICIES

- C.5.1.1** The boundaries of the Moffat Hamlet are illustrated on Schedule “C.5.A”, and can accommodate 460 persons. No expansions to the Hamlet area are permitted.
- C.5.1.2** Development will be permitted by infilling or strip development in order to establish a more visible Hamlet identity and to provide essential community services such as parkland and commercial outlets as the community grows.
- C.5.1.3** Development-in-depth is permitted to complete the growth potential primarily in the north-east portion of the Hamlet.
- C.5.1.4** The minimum net lot size for new development shall be in accordance with the Summary and Conclusions of the Hydrogeological Investigation for the Hamlet of Moffat (1982), specifically 0.5 ha, and may be increased should the site conditions and proposed uses so warrant.
- C.5.1.5** In accordance with the policies of this Plan, the Town shall ensure that through the development process the necessary road allowance widths for both Municipal and Regional roads are secured. Regional Road No. 15 (also known as No. 15 Side Road) has a deemed width in Moffat of 35 m.

C.6 BRISTOL SURVEY SECONDARY PLAN

C.6.1 GENERAL

C.6.1.1 PURPOSE

The purpose of the Bristol Survey Secondary Plan is to establish a more detailed planning framework for the Bristol Survey Planning District in support of the general policy framework provided by the Official Plan.

It is a fundamental policy of this Secondary Plan that the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized. In order to ensure the implementation of this policy, the Secondary Plan is based upon the *Town of Milton Financial Plan for the Bristol Survey Secondary Plan and Related Official Plan Amendments* prepared by C.N. Watson and Associates and adopted by Council. No development shall proceed within the Secondary Plan area until the recommendations of the Financial Plan are secured to the satisfaction of Council in accordance with Section C.6.6.1.3 of this Plan.

C.6.1.2 LOCATION

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

a)	North	Highway 401;
	East	James Snow Parkway and its preferred extension route which generally follows the mid-concession line between the 4th and 5th Lines;
b)	South	Mid-lot line between Derry and Britannia Roads; and,
c)	West	Regional Road 25, Derry Road and Thompson Road.

C.6.2 PLANNING DISTRICT CONCEPT

C.6.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a safe, liveable, attractive and healthy community which has the strong sense of community and the environment evident in Milton today by:

- a) ensuring the maximum degree of physical connection with the Existing Milton Urban Area, and particularly the Central Business District, within the Planning District and with other surrounding areas of the Town;
- b) creating a linked open space system within the Planning District which is linked to the greenlands system in other areas of the Town;
- c) developing community facilities within the Planning District which will serve as focal points not only for area residents, but also for all Town residents;
- d) ensuring that a key feature which distinguishes Milton also relates to this area by maintaining views to the Niagara Escarpment;
- e) ensuring a community which is at a human scale with a pedestrian orientation by creating development and a transportation system which reflects the characteristics of the Existing Urban Area.

C.6.2.2 KEY DESIGN ELEMENTS

The Milton East/Southeast Master Concept Plan in Appendix C.6.A forms the basis for the Secondary Plan. Key design elements derived from the Master Concept Plan are outlined on Schedule "C.6.A", Community Structure Plan, Schedule "C.6.B", Transportation Plan and Schedule "C.6.C", Open Space and Pedestrian/Bike Path System. They include:

a) Linked Open Space System

A linked open space system including Greenlands A and Greenlands B Areas, Environmental Linkages, and parkland, as well as a trail system, forms a central feature of the community. The road pattern is designed to give maximum accessibility to this feature both physically and visually (e.g. single sided roads will be required along key features such as 16 Mile Creek). Parks are also used as central "meeting places" for neighbourhoods and sub-neighbourhoods.

b) Bicycle/Pedestrian Trail System

The open space system provides for the development of an extensive system of recreational trails. In addition, sidewalks will be provided on all roads and separate bicycle lanes or paths will be incorporated into the right-of-way on collector and arterial roads to ensure a community which provides for maximum opportunities for pedestrian, bicycle and other similar movement.

c) Road System

The road system within the framework of the Transportation Plan shown on Schedule "C.6.B" will be designed predominately with a modified grid pattern to reflect the historical pattern of the original urban area. This ensures:

- i) maximum connections within the planning district and to other areas of the Town;
- ii) maximum potential for the provision of a viable transit service;
- iii) ease of pedestrian/bicycle movement;
- iv) maintenance of views to the Niagara Escarpment; and,
- v) potential for the creation of views of key public facilities and landmark structures.

d) Community Structure

The Planning District includes portions of two secondary mixed use nodes and a major institutional area (District Nodes on Schedule "C.6.A") which provide facilities for the District and the entire Urban of the Town. In addition, the Planning District is comprised of four neighbourhoods, each focused on a neighbourhood centre which includes a range of park and community facilities. The neighbourhoods in turn are comprised of a number of sub-neighbourhoods which are focused on small parks known as "Village Squares".

e) Character Roads

Fourth Line is protected as a character road which will maintain the existing pavement width and rural character, including the hedgerows which border it. Existing character buildings will be maintained wherever possible, while compatible in-fill development, in keeping with the existing character and the Residential Area designation, such as low and medium density residential uses and local institutional and commercial uses, will also be permitted. In addition, a new road abutting the valley of the Sixteen Mile Creek will be designed as a character road with special care being taken in to ensure that its design maximizes views into the valley, while protecting its natural environmental quality.

f) Gateways

Regional Road 25; James Snow Parkway between Highway 401 and Main Street; and Main Street are recognized as a major "gateways" to the Town which will require special design treatment both of the road

right-of-way and the development adjacent to the right-of-way, including the lands to the east of James Snow Parkway located outside of the Bristol Survey Planning District.

C.6.3 **GOAL AND OBJECTIVES**

Further to, and in accordance with, the goals and objectives of Section 2 of this Plan, the following specific goal and objectives are applicable to the Bristol Survey Planning District.

C.6.3.1 **GOAL**

To create a safe, liveable, attractive and healthy community in Bristol Survey which has the strong sense of community and the environment evident in Milton today, and which is designed to be integrated with the Existing Urban Area and its Central Business District.

C.6.3.2 **OBJECTIVES**

C.6.3.2.1 To create strong physical connections with the Existing Urban Area to ensure maximum opportunities for integration of the two areas.

C.6.3.2.2 To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.

C.6.3.2.3 To create a linked open space system connected with other areas of the Town, including a trail system, which forms a central feature of the community, protects key existing natural features, including woodlots, and which is easily accessible and visible for residents and visitors.

C.6.3.2.4 To create a road system with a modified grid pattern to ensure:

- a) maximum connections within the planning district and to other areas of the Town;
- b) maximum potential for the provision of a viable transit service;
- c) ease of pedestrian/bicycle movement;
- d) maintenance of views to the Niagara Escarpment and,
- e) potential for the creation of views of key public facilities and landmark structures.

- C.6.3.2.5** To create secondary mixed use nodes at key locations which provide community facilities for both the District and the Town as a whole.
- C.6.3.2.6** To develop a residential community with its own special character which maintains the "small town" character of the Existing Urban Area.
- C.6.3.2.7** To develop neighbourhoods that each have a "sense of place" created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks which are designed as "meeting" points for the immediate area.
- C.6.3.2.8** To ensure that the street and path system is designed to provide for maximum opportunities for pedestrian, bicycle and other similar movement.
- C.6.3.2.9** To protect Fourth Line as a character road by minimizing changes to the existing road design and ensuring that adjacent character development is preserved wherever feasible and that infill development is compatible with, and sympathetic in design to, the natural environment, the rural nature of the existing streetscape, and existing character buildings.
- C.6.3.2.10** To protect and enhance the Main Branch of the Sixteen Mile Creek and adjacent Greenlands, and increase its accessibility to the public by the creation of a character road along its east side.
- C.6.3.2.11** To develop a servicing and phasing plan which ensures that all services, including school sites parks and community facilities, are provided in a cost-effective and timely manner as the area develops.
- C.6.3.2.12** To preserve existing natural and cultural heritage features wherever feasible.
- C.6.3.2.13** To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that the ultimate amount of backlotting on major roads is minimized.
- C.6.3.2.14** To design James Snow Parkway between Highway 401 and Main Street, Main Street and Regional Road 25, as well as the adjacent development, including the lands to the east of James Snow Parkway located outside of the Bristol Survey Planning District, to reflect their role as "gateways" to the Milton Urban Area.

C.6.4 *STRATEGIC POLICIES*****

Further to and in accordance with the Strategic Policies of Section 2 this Plan, the following policies are applicable to the Bristol Survey Planning District.

C.6.4.1 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

CHARACTER ROADS

- C.6.4.1.1** Further to and in accordance with the transportation facilities identified in Table 2 - Function of Transportation Facilities in Section 2.6.3 of this Plan, Fourth Line and a new road which abuts the east boundary of the valley of the Main Branch of the Sixteen Mile Creek in the Secondary Plan Area will be classified as Character Roads. A Character Road will have the same function and general design guidelines as a local road (See Table 2). In addition, in the case of an existing road such as Fourth Line, the road will be maintained in a manner which retains the existing natural environment and rural nature of the streetscape. In the case of a new road, such as the proposed "river drive" abutting the valley of the Main Branch of the Sixteen Mile Creek, special care will be taken in the design of the road to ensure that it maximizes views into the valley, while protecting its natural environmental quality.

JAMES SNOW PARKWAY

- C.6.4.1.2** The Town shall work with the Region of Halton and the landowners in the Bristol Survey Planning District to ensure that the James Snow Parkway is constructed, at least within the boundaries at the Planning District, as soon as possible to minimize the impacts on the function of the internal road system for the Planning District.

C.6.4.2 TRAILS SYSTEM

Schedule "C.6.C", Open Space and Pedestrian/Bicycle Path System establishes the proposed recreational pedestrian/bicycle trail system for the Secondary Plan area. It also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Generally, separate pathways will only be required on arterial roads.

C.6.4.3 SIXTEEN MILE CREEK SUB-WATERSHED STUDY AREAS 2 AND 7

The Bristol Survey Planning District lies within the Sixteen Mile Creek Subwatersheds known as Areas 2 and 7 (See Appendix C.6.C for a map showing Areas 2 and 7). The Sixteen Mile Creek Watershed Plan (1995), prescribes development and resource management principles focused on the protection and preservation of the watershed-based ecosystem. The Watershed Plan recommends that a Subwatershed Plan be prepared at the Secondary Plan stage. The Subwatershed Plan identifies specifics associated with resource management including: servicing approach, management infrastructure type

and location, watercourse management approach, habitat to be protected, phasing considerations, and study requirements for implementation.

All new development within Subwatershed Areas 2 and 7 shall comply with the recommendations of the Subwatershed Plan. Functional recommendations specifically focused on the Bristol Survey Secondary Plan Area will also apply, subject to verification as part of the completion of the subwatershed planning process. No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Plan.

C.6.4.4 HOUSING MIX

The ultimate housing mix targets for the Urban Area as found within Section 2.7.3.4 the Official Plan shall apply to the Bristol Survey Planning District. These targets are 60 per cent single detached and semi-detached, 15 per cent row housing or similar housing forms and 25 per cent apartment or similar housing form mix.

C.6.4.5 URBAN DESIGN

C.6.4.5.1 Section 2.8 of this Plan establishes a detailed urban design strategy for the Town which is applicable to the Bristol Survey Secondary Plan Area.

C.6.4.5.2 Further to, and in accordance with the policies of Section 2.8 of this Plan, all development within the Bristol Survey Planning District shall be designed in a manner which reflects the following urban design objectives and the Urban Design Guidelines in the Bristol Survey Implementation Strategy:

- a) To create new development that has an immediate character in part by retaining, where possible, through site specific assessment, existing vegetation and character buildings;
- b) To create a linked open space system that provides well connected, strategically located, highly visible and thereby safe greenspace corridors throughout the community;
- c) To reinforce and extend the character of the historical portion at the Town of Milton, through compact new development which respects and complements the existing Town scale and character of buildings, public spaces and neighbourhoods;
- d) To provide a framework for the continued development of a diverse and distinct community identity with viable commercial and public use facilities which will serve the growing needs of the local and

surrounding community while complementing the existing facilities of the Central Business District;

- e) To provide a high quality streetscape design to accommodate safe pedestrian, bicycle and vehicular links within the Bristol Survey Secondary Plan lands and to the surrounding community;
- f) To extend Main Street as a pedestrian-oriented street and gateway to the Town and the Central Business District, and to create a special gateway along James Snow Parkway between Highway 401 and Main Street, through the siting and design of buildings, provision of coherent and memorable streetscape treatments and incorporation of existing community facilities, providing for the design of future development on the lands immediately to the east of James Snow Parkway located outside of the Bristol Survey Planning District.
- g) To establish Regional Road 25 as a gateway which reflects the unique natural open space character of the community through the provision of streetscape treatments and the siting and design of buildings and structures.

C.6.4.5.3 Further to, and in accordance with the provisions of subsection C.6.4.5.2, development shall also be designed in accordance with the following general design principles:

- a) Development shall be based on a grid system of roads which facilitates connectivity between sub-neighbourhoods and adjacent neighbourhoods in the Planning District as identified on Schedule "C.6.A" and between the Planning District and the other areas of the community, particularly the Central Business District.
- b) Through the use of single loaded roads and other approaches, the road pattern will be designed to maximize views and accessibility of the watercourses, parks, schools and other natural and community features. The east/west roads shall also be designed to maximize views of the Escarpment. The grid may be modified in response to natural and open space conditions; cul-de-sacs shall be discouraged.
- c) A hierarchy of community facilities will be located at the termination of view corridors, in locations which allow them to serve as focal points for the Planning District as a whole, neighbourhoods and sub-neighbourhoods.
- d) The Urban Design Guidelines will establish five types of streets with respect to design treatment:

i) Gateway Streets - Arterials/Collectors

Gateway streets will provide a symbolic function to identify the entrance to the Urban Area in a manner which reflects its historic character and natural environmental features; as well as the distinct nature of the Bristol Survey Planning District. Gateway streets will have the highest form of design treatment, including special signage and central medians;

ii) Character Street

The Character Street designation shown on Schedule "C.6.B" is applicable to Fourth Line in recognition of its unique rural character which will be maintained, as well as the new "river drive" abutting the east side of the valley of Sixteen Mile Creek. The "river drive" shall be designed in a manner which recognizes this special natural feature.

iii) Primary Streets - Arterials/Collectors/Local Streets

Primary Streets connect neighbourhoods to the major focal points of the Planning District. They also link sub-neighbourhoods, provide access to parks, schools and the trail system. In addition, they define the boundaries of the Planning District and the neighbourhoods.

The Primary Streets, particularly those which connect neighbourhoods to the major focal points or which act as boundaries to the Planning District, will have a higher order of design than the Secondary Streets, through the extended use of tree and feature planting, paving, lighting and signage design.

iv) Secondary Streets - Collector/Local Streets

Secondary Streets do not have a symbolic role, but are designed to support transportation needs while recognizing that streets are used as key neighbourhood socialization spaces. The design requirements of secondary streets are less substantial than for primary streets.

v) Local Hybrid Street/Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, local hybrid streets, lanes and service roads may be considered. The design requirements of such facilities will be

much more limited than for other streets. At the same time, certain minimum standards will be required.

- e) Reverse lotting shall be strongly discouraged and a range of alternatives will be encouraged to ensure a high quality streetscape design which:
 - i) Accommodates attractive and safe pedestrian, bicycle and vehicular links within the Bristol Survey Secondary Plan lands and to the surrounding community;
 - ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety;
 - iii) provides for an attractive and safe streetscape for pedestrians, bicyclists and drivers.
- f) A mix of lot sizes, building types and architectural styles will be encouraged on a street-by-street basis to reinforce the character of the existing community. In particular, dwellings shall be designed to reduce the impact of garages.

C.6.5 *LAND USE POLICIES*

The applicable land use policies of Sections 3 and 4 of the Official Plan together with the additional policies in this section, shall apply to the lands in the Bristol Survey Planning District in accordance with the land use designations on Schedule "C.6.D", Land Use Plan.

C.6.5.1 RESIDENTIAL AREA

RESIDENTIAL MIX

C.6.5.1.1 The residential mix in the Bristol Survey Planning District shall be in accordance with the ultimate housing mix targets for the Urban Area and the policies of Subsection 3.2.1.4 of this Plan. In addition:

- a) High density residential development shall be encouraged to take a variety of forms, the majority of which should be "street oriented";
- b) Street-oriented Medium Density I residential uses shall be encouraged to be interspersed with single and semi-detached dwelling units throughout the Planning District in small blocks of from five to 30 units and particularly in areas adjacent to the Neighbourhood Centre Areas, as well as Village Squares and Greenlands A and B Areas;

- c) Medium Density II uses shall be encouraged to locate adjacent to James Snow Parkway and other arterial roads; and,
- d) All individual residential units shall be encouraged to front on and have access to public roads; however, where development fronts on arterial roads or on Main Street, vehicular access may be provided from hybrid roads, lanes or service roads.

PERMITTED USES

C.6.5.1.2 The permitted uses in the Residential Area designation shall be in accordance with the policies of Section 3.2.2 of this Plan with the exception that:

- a) Local Institutional Uses, particularly those operated by public agencies or through a public-private partnership, shall be located in the Neighbourhood Centre Area, Institutional Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7, particularly for privately owned facilities such as places of worship, private schools and day care facilities;
- b) Local Commercial Uses shall be located in the Neighbourhood Centre Area, Local Commercial Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7; and,
- c) Detached dwellings with or without *additional residential units*, duplex and semi-detached dwellings, will be permitted in the Medium Density I residential area at a maximum density of 35 units per net hectare and Section 3.2.3.1 shall not apply.

MEDIUM DENSITY RESIDENTIAL I

C.6.5.1.3 Where street-oriented medium density residential uses, such as street townhouses, are interspersed with single and semi-detached dwelling units in blocks of five to 30 units, the policies of subsections 3.2.3.1 a), b) i) and e) of this Plan shall not be applicable. However, such development shall be evaluated and will be to the satisfaction of the Town at the draft plan of subdivision stage to ensure appropriate integration with the adjacent low density dwelling units in accordance with the Urban Design Guidelines which form part of the Bristol Survey Planning District Implementation Strategy. The submission of building elevations may be required to assist in the evaluation of such proposals.

C.6.5.2 RESIDENTIAL/OFFICE AREA

Further to, and in accordance with, the policies of Section 3.3 of this Plan, development on lands designated "Residential/Office Area" which abut Fourth Line shall be designed in conformity with the policies of Subsection C.6.5.11 and shall generally maximize the amount of open space on the site and the setbacks from the Fourth Line. In addition, all development in the Residential/Office Area designation shall be designed to be integrated with adjacent development in the Residential Area designation with respect to building elevations and relationship to the street.

C.6.5.2.1 Further to, and in accordance with, the policies of Section 3.3 of this Plan, for the lands designated "Residential/Office Area" at 15 Harris Boulevard, high density development shall have density of between 100 and 240 dwelling units per net hectare.

C.6.5.2.1 Further to, and in accordance with the policies of Section 3.3 of this Plan, the lands designated "Residential/Office Area" at 1050 Main Street East, shall be developed in accordance with Specific Policy Area No. 27.

C.6.5.3 NEIGHBOURHOOD CENTRE AREA

PURPOSE

C.6.5.3.1 The Neighbourhood Centre Area designation on Schedule "C.6.D" is intended primarily for community uses and facilities which serve the neighbourhood as a whole, including elementary schools, neighbourhood parks, community centres, arenas, and local institutional and commercial uses and to a limited extent, compatible high density residential development. These areas are designed to support the community structure as established in Schedule "C.6.A" by providing focal points for each neighbourhood.

PERMITTED USES

C.6.5.3.2 The Neighbourhood Centre Area designation on Schedule "C.6.D" means that the main permitted uses shall be uses which by their activity, scale and design are compatible adjacent with residential uses and which primarily serve the adjacent neighbourhood, including elementary schools, transit stops, postal outlets, parks and open space systems including trails, community recreational and leisure facilities, places of worship, day care facilities and convenience commercial and office uses and other similar local institutional and commercial uses. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited uses not specifically identified as permitted if required to ensure their viability. The following additional uses may also be permitted:

- a) High density residential development with a minimum density of 70 units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of subsections 3.3.3.3 and 3.3.3.5 of this Plan;
- b) *Shared housing* in accordance with the policies of subsection 3.2.3.3 of this Plan, and supportive housing; and,
- c) *Home Occupation uses* in accordance with the policies of subsection 3.2.3.8 of this Plan; and,
- d) For the lands designated Neighbourhood Centre Area at 1287 Costigan Road, shall be developed in accordance with Specific Policy Area No. 30 and Section 3.3.3.5 of this Plan.

SITE DESIGN

C.6.5.3.3 Development in the Neighbourhood Centre Area designation shall be reviewed by the Town in accordance with the Urban Design Guidelines which form part of the Bristol Survey Planning District Implementation Strategy. In particular *development* shall be designed to:

- a) maximize multiple use of lands and facilities;
- b) eliminate barriers between facilities, particularly between parks and schools;
- c) ensure that buildings are oriented to public streets;
- d) maximize public service and safety; and,
- e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

ALTERNATIVE USES

C.6.5.3.4 Where all or part of a site which has been identified for an institutional use is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted as determined by the Town in order of priority as follows:

- a) other Local Institutional Uses or parks or other open space uses;
- b) other permitted uses in the Neighbourhood Centre Area designation; and,

- c) Low Density Residential and Medium Density Residential I and II uses in accordance with the policies of Section 3.2 of this Plan.

C.6.5.4 INSTITUTIONAL AREA

Further to, and in accordance with, the policies of Section 3.10 of this Plan, development on lands designated "Institutional Area" on Schedule "C.6.D" shall be subject to the following policies:

PURPOSE

- C.6.5.4.1** The Institutional Area designation on Schedule "C.6.D" is intended primarily for major public and quasi-public uses which serve the Bristol Survey Planning District, although uses which serve a Town-wide function may also be permitted.

PERMITTED USES

- C.6.5.4.2** The Institutional Area designation on Schedule "C.6.D" means that the main permitted uses shall be public, quasi-public and private non-profit uses which serve the Bristol Survey Planning District, or which have a Town-wide function on sites which generally exceed 1 hectare. In addition, accessory service commercial uses and office functions shall be permitted as well as:

- a) High density residential development with a minimum density of 70 units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of subsections 3.3.3.3 and 3.3.3.5 of this Plan in conjunction with institutional uses or on separate sites;
- b) Residential Care Facilities or supportive housing, in conjunction with the institutional uses or on separate sites;
- c) Any institution which contains more than ten (10) individuals, exclusive of staff, in conjunction with institutional uses or on separate sites; and,
- d) Home Occupation uses in accordance with the policies of subsection 3.2.3.8 of this Plan.

SITE DESIGN

- C.6.5.4.3** Development in the Institutional Area designation shall be reviewed by the Town in accordance with the Urban Design Guidelines which form part of the Bristol Survey Planning District Implementation Strategy. In particular, development shall be designed to:

- a) maximize multiple use of lands and facilities;
- b) eliminate barriers between facilities, particularly between parks and schools;
- c) ensure that buildings are oriented to public streets;
- d) maximize public service and safety; and,
- e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

ALTERNATIVE USES

C.6.5.4.4 Where all or part of a site which has been identified for an institutional use such as a school or a park is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted in order of priority as follows:

- a) other Institutional Uses or parks or other open space uses;
- b) other permitted uses in the Institutional Area designation; and,
- c) Low Density Residential and Medium Density Residential I and II uses in accordance with the policies of Section 3.2 of this Plan.

C.6.5.5 SECONDARY MIXED USE NODE

Further to, and in accordance with, the policies of Section 3.6 of this Plan, development on lands designated "Secondary Mixed Use Node" at the intersection of Thompson Road and Louis St. Laurent Avenue on Schedule "C.6.D" shall be designed to recognize that lands to the south of Louis St. Laurent Avenue form a significant part of the Node, although they may not develop initially because of their location in the Boyne South Planning District.

In addition, lands in this Secondary Mixed use Node may be used for Medium Density Residential uses in accordance with the policies of Section 3.2, and may be used for Low Density Residential uses where it has been demonstrated to the satisfaction of the Town of Milton that all or part of the Secondary Mixed Use Node is not required for the main permitted uses, particularly commercial, high density residential, secondary school and park uses, and the Low Density Residential uses can be appropriately integrated with the other development in the Node. In addition, this Node, including the lands south of Louis St. Laurent Avenue may be developed with up to 29,728 square metres of total commercial floor space.

C.6.5.6 GREENLANDS A AREA

The Greenlands A Area policies in Sections 3.12 and 4.8 of this Plan shall apply to the lands in the Greenlands A Area designation on Schedule "C.6.D". However, it should be noted that the boundaries of the Greenlands A Area on Schedule "C.6.D" have been designated in a conceptual manner based on the functional recommendations of the Sixteen Mile Creek Sub-Watershed Study Areas 2 and 7 for the Bristol Survey Secondary Plan Area. These boundaries apply subject to verification as part of the completion of the subwatershed planning process and in accordance with the policies of the Halton Region Conservation Authority.

C.6.5.7 GREENLANDS B AREA

Further to, and in accordance with, the policies of Section 4.9 of this Plan, the following policies apply to the lands designated Greenlands B Area on Schedule "C.6.D".

PURPOSE

- C.6.5.7.1** The purpose of the Greenlands B Area designation in the Bristol Survey Planning District is to protect key woodlot or woodlot/wetland areas.

CRITERIA FOR DESIGNATION

- C.6.5.7.2** The Greenlands B Area designation includes woodlots and woodlot/wetland areas which meet one or more of the following criteria:

larger features, in relation to other features in the Planning District;

linked to nearby features or watercourses; and,

- a) features which contain wetland areas.

PERMITTED USES

- C.6.5.7.3** The Greenlands B Area designation on Schedule "C.6.D" means that only the following uses may be permitted subject to the policies of this Section:

- a) Existing agricultural operations;
- b) Existing, legally established uses;
- c) Recreational trails and similar non-intensive recreation uses;
- Forest, wildlife and fisheries management;

- d) Archaeological activities; and
- e) Transportation and utility facilities approved as part of an environmental assessment.

C.6.5.7.4 GREENLANDS B AREA POLICIES

- a) The Greenlands B Area designation applies to woodlots or woodlots/wetlands identified for preservation in the Planning District.
- b) Prior to development of lands adjacent to any Greenlands B Area, the Town shall require the preparation of an environmental impact assessment which will:
 - i) establish the exact boundaries of the woodlot or woodlot/wetland, including any lands required for buffering;
 - ii) assess the possible impacts from the proposed development including matters such as grading, construction practices, stormwater management setbacks and building placement; and,
 - iii) provide a recommended plan to demonstrate how natural ecological systems and processes will be maintained and how disruption to existing natural features and functions will be minimized.
- b) The environmental impact assessment shall be completed to the satisfaction of the Town prior to the approval of development adjacent to the Greenlands B Area. Where the Environmental Impact Study recommends that the boundary of the Greenlands B Area can be altered, or the area can be removed, and the Town approves the recommendation, in consultation with the Conservation Authority, the adjustments can be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Greenlands B Area designation.
- c) It will be the objective of the Town to have the lands in the Greenlands B Area, where their protection is recommended through an environmental impact assessment, dedicated to the Town. However, where any land designated under the Greenlands B Area is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that such lands shall be purchased by the Town or other public agency; although the Town shall ensure that consideration is given to acquisition of these features through the development approval process.

- d) Where new development is proposed on a site, part of which is designated as Greenlands B Area, such lands shall only be considered acceptable as part of the dedication for park purposes where it is demonstrated that the Town's active recreational facility requirements are fulfilled.

C.6.5.8 VILLAGE SQUARE AREA

The Village Square designation on Schedule "C.6.D" represents a general location for generally passive open space areas which are intended to serve as focal points for a sub-neighbourhood in accordance with the policies of Section 2.5.3 and Table 1 of this Plan. The location and configuration of the Village Squares shall be further refined when plans of subdivision are prepared and these sites will generally include to lots and other passive recreation features such as gazebos and seating areas. Village Square sites can be relocated provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan.

C.6.5.9 ENVIRONMENTAL LINKAGE AREA

Further to, and in accordance with, the policies of Section 3.13, Environmental Linkage Area, of this Plan, the following policies apply to the Environmental Linkage Area designation on Schedule "C.6.D" which consists of the Union Gas High Pressure Gas Transmission Line Easement:

- a) It is an objective of this Secondary Plan to develop the lands in the Environmental Linkage Area as a part of the open space system for the Bristol Survey Planning District including recreational trails, seating areas, and where permitted by Union Gas Limited, recreation facilities such as athletic fields, bocce ball courts and tennis courts.
- b) The permitted uses, in addition to those in Section 3.13.2 of this Plan shall include gas pipelines and related facilities, recreational trails, athletic fields, and light weight vehicle parking lots;
- c) No significant structures shall be permitted in the Environmental Linkage Area;
- d) All uses of the Union Gas Easement, including any plan to disturb the ground and plant trees, shall be subject to the approval of Union Gas Limited, in consultation with the *Town*.

C.6.5.10 MAJOR COMMERCIAL CENTRE

Development applications on lands designated “Major Commercial Centre” shall comply with the policies of Section 3.4.2 of this Plan.

C.6.5.11 CHARACTER AREA

The Character Area designation on Schedule "C.6.A" is an overlay designation. The lands in the Character Area shall be developed in accordance with the underlying land use designation, having regard for the following policies.

FOURTH LINE CHARACTER AREA

C.6.5.11.1 In accordance with Subsection 2.10.3.35 of this Plan, Fourth Line and the lands abutting that road, as designated on Schedule "C.6.D", shall be developed as a "character area". The Fourth Line Character Area shall not require the preparation of a Character Area Plan in accordance with the policies of Section 2.10.3.37, rather the area shall be developed in a manner which retains the existing natural environment and rural nature of the local streetscape and each site will be subject to site plan approval. In particular:

- a) the existing hedgerows and individual trees which border the road will be preserved and enhanced;
- b) the rural cross-section of the road will be maintained if possible, and the paved portion of the road will not be widened;
- c) the Town will work with the owners of character buildings, including farmsteads and residences fronting on the Fourth Line to ensure that they, and portions of their sites, are preserved and incorporated into future adjacent development;
- d) new development abutting the Fourth Line shall be designed in a manner which is compatible with, and sympathetic in design to, the natural environment and rural nature of the existing streetscape and with existing character buildings and the Residential Area designation, including low density and medium residential uses and local institutional and commercial uses; and,
- e) disruption to the existing natural environment, topography and vegetation in the Character Area shall be minimized.

SIXTEEN MILE CREEK ROAD CHARACTER AREA

C.6.5.11.2 In accordance with subsection 2.10.3.35 of this Plan, the proposed new "river drive" which abuts the east side of the valley of Sixteen Mile Creek and lands

abutting that road as designated on Schedule "C.6.D" shall be developed as a "character area". The Sixteen Mile Creek Road Character Area shall be developed in a manner which ensures that special care is taken in the road design to ensure that it maximizes views into the valley, while protecting its natural environmental quality. In particular:

- a) development abutting the road shall be designed in a manner which is compatible with, and sympathetic in design to, the natural environment and shall be limited to the east side of the road, except for public buildings and facilities; and,
- b) disruption to the existing natural environment, topography and vegetation in the Character Area shall be minimized.

C.6.5.12 LOCAL COMMERCIAL AREA

The lands in the Local Commercial Area designations as shown on Schedule "C.6.D" shall be developed in accordance with the policies of Sections 3.2.3.6 and 3.2.3.7 of this Plan and shall not exceed 2,325 square metres of total commercial floor space in size in any specific designation. Notwithstanding this policy, the maximum permitted total floor space for Local Commercial Uses within the Local Commercial Area located at Maple Avenue and Thompson Road shall be 2,750 square metres.

- i) notwithstanding the policies of 3.2.3.6 and C.6.5.12, "Residential Medium Density I" uses shall be permitted in accordance with policy C.6.5.1.3 within the Local Commercial Area on the west side of James Snow Parkway at the intersection of Trudeau Drive.

C.6.5.13 TRANSPORTATION STUDY AREA

The Transportation Study Area designation is an overlay designation. The lands in the Transportation Study Area shall be developed in accordance with the underlying land use designation. The Study Area designation identifies two areas where additional study is required before the exact road alignment can be determined as follows:

- a) This Plan addresses the need and justification component of the Environmental Assessment for Louis St. Laurent Avenue. However, an environmental assessment will be required prior to the construction of Louis St. Laurent Avenue to address specific alignment and mitigation measures. At that time the exact crossing of the Sixteen Mile Creek will have to be addressed, which may affect the present location of the intersection of the Road with Regional Road 25. The southern boundary

of the Bristol Survey Planning District will follow the approved alignment of Louis St. Laurent Avenue.

- b) A grade separation will ultimately be required at Thompson Road and the CP Rail line. At the time of the environmental assessment for that grade separation, the possibility of the development of a road connection between Nipissing Drive and the Bristol Survey Planning District should be addressed. To preserve the potential for this connection, a potential road right-of-way should be protected on the east side of Thompson Road south of the railway in this area.

C.6.5.14 STORM WATER MANAGEMENT POND

The Stormwater Management Pond designation on Schedule "C.6.D" represents a general location for these facilities. The location and configuration of the Stormwater Management Ponds shall be further refined through the Subwatershed Plans for Areas 2 and 7 and when plans of subdivision are prepared. Stormwater Management Pond sites can be relocated without an amendment to this Plan, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the Subwatershed Plans for Areas 2 and 7. Stormwater management facilities shall be permitted in all land use designations on Schedule "C.6.D" and shall be designed to be integrated with the open space and trail system.

C.6.5.15 BUSINESS PARK AREA

Further to and in accordance with the policies of Section 3.8 of this Plan, applications for development on lands designated "Business Park Area" within the Existing Urban Area on Schedule "B" or within an approved Secondary Plan shall be permitted subject to:

- a) The provisions of the Milton 401 Industrial Park Secondary Plan as outlined within Part C of this Plan where applicable;
- b) The submission of a development plan for lands outside the Milton 401 Industrial Park Secondary Plan area which demonstrates that the proposed development can be physically integrated with existing and proposed uses of adjacent lands, including lands outside the Business Park Area designation;
- c) No outdoor storage being allowed;
- d) A high quality of landscaped site development particularly adjacent to Provincial Freeways, Highways, Major Arterial, Minor Arterial and Multi-Purpose Arterial roads;

- e) The proposed development complies with the Community-wide policies of Section 2.0 of this Plan; and,
- f) Applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use.

C.6.5.16 SPECIAL STUDY AREA

The Special Study Area designation shown on Schedule "C.6.D" of this Plan is an overlay designation and applies to those lands where further study may be required with respect to planning, transportation or environmental issues. Future permitted uses in and adjacent to the Special Study Area will depend on the results of a specific Special Study Area study. No amendment to this Plan will be required to implement the most appropriate land uses for the area in question, as determined through the Special Study Area study.

C.6.6 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section 5.0 of this Plan, the following policies are applicable to the Bristol Survey Planning District.

C.6.6.1 PHASING AND FINANCE

C.6.6.1.1 Development in the Bristol Survey Planning District shall proceed in two phases, 1A and 1B as designated on Schedule "C.6.E". Prior to the commencement of development in Phase 1B and the first sub-phase of the Milton West/Southwest Planning District, 3,400 actual dwelling units within Phase 1A must have building permits issued. However, lands in Phase 1B may be included in Phase 1A without an amendment to this Plan at the sole discretion of the Town and the Regional Municipality of Halton, provided that the financial and other requirements of the Town and the Regional Municipality of Halton are satisfied. Lands in Phase 1A may be included in Phase 1B, without an amendment to this Plan at the sole discretion of the Town and the Regional Municipality of Halton, where the financial and other requirements of the Town and the Regional Municipality of Halton are not satisfied. Where the lands are transferred from Phase 1B to 1A in accordance with this provision, there shall be a concurrent transfer of lands from Phase 1A to 1B equivalent in terms of the potential number of dwelling units which may be generated by development of those lands.

C.6.6.1.2 Building Permits shall only be issued when the criteria in subsection 5.2.3.15 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Phasing Plan which forms part of the Bristol Survey Secondary Plan Implementation Strategy. In addition, building

permits in the Bristol Survey Planning District shall only be issued when the following criteria are satisfied:

- a) Recognizing that the Community Park is located outside the Bristol Survey Planning District and is therefore the responsibility of the Town of Milton, the Community Park in the Community Park Area designation on Schedule "B" to the Official Plan on the west side of Regional Road 25 shall be constructed and delivered prior to the lands in Phase 1A being 70% built;
- b) The District Park in the Institutional Area designation (Schedule "C.6.A") at Main and Thompson Roads involves the redevelopment of an existing arena/park facility and it shall be constructed and delivered prior to the lands in Phase 1A being 60% built;
- c) The District Park in the Secondary Mixed Use Node (Schedules "C.6.A" and "C.6.C") shall be constructed and delivered prior to the lands in Phase 1B being 25% built;
- d) Neighbourhood Parks shall be constructed and delivered prior to the lands in Phase 1A of Neighbourhoods 1-3 and Phase 1B of Neighbourhood 4 as identified on Schedule "C.6.A" being 25% built;
- e) Village Squares shall be constructed and delivered prior to the lands in Phase 1A of that sub-neighbourhood (sub-neighbourhoods are identified on Schedule "C.6.A") being 25% built or in Neighbourhood 4, 25% of the lands in Phase 1B;
- f) School sites for each neighbourhood shall be shown as a block(s) on a plan of subdivision before 25% of Phase 1A of Neighbourhoods 1-3 as applicable is built and 25% of Phase 1B of Neighbourhood 4 as applicable is built.
- g) Lands designated Greenlands A Area and Greenlands B Area shall be dedicated to the Town when adjoining lands are approved for development as a condition of draft plan approval or site plan approval;
- h) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the Town may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the Town through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

- i) The Town has in full force and effect and not subject to appeal a Development Charges By-law under the Development Charges Act, 1997 or successor legislation, identifying the charges applicable to the lands in the Secondary Plan area:

Notwithstanding the foregoing Council may, at its sole discretion, determine that a development proposal in Phases 1A or 1B can proceed, even if the precise requirements in clauses a) to h) above are not fully met, if it is determined by Council that such a proposal is in accordance with the general purpose and intent of these clauses and this Secondary Plan, and if there are no unacceptable negative impacts on the Town as determined by Council.

C.6.6.1.3 The lands designated as a Special Policy Area, Phase 1A on Schedule “C.6.E”. may proceed prior to other lands in Phase 1A, if the Regional Municipality of Halton determines that adequate water and wastewater servicing is available. However, such development may only proceed in accordance with the policies of subsections C.6.6.1.1 and C.6.6.1.2 of this Secondary Plan.

C.6.6.1.4 In order to implement the policy of this Secondary Plan that the cost of new development shall have minimal impact on existing taxpayers, in addition to the policies of Section C.6.6.1.2 above development shall only proceed when:

- a) The Town has in full force and effect, and not subject to appeal, 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 area;
- b) Landowners within the Secondary Plan area have entered into an agreement or agreements amongst themselves and satisfactory to Council to address the distribution of all costs of development including those which may not be recoverable by the Town under the Development Charges Act, 1997, particularly the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, storm water management facilities and schools, all in accordance with the *Town of Milton Financial Plan for the Bristol Survey Secondary Plan and Related Official Plan Amendments* prepared by C. N. Watson and Associates and adopted by Council; and,
- c) Landowners within the Secondary Plan area have entered into an agreement or agreements or have made other satisfactory arrangements with the Town for the provision of funds or the provision of services or both in accordance with the *Town of Milton Financial Plan for the Bristol Survey Secondary Plan and Related Official Plan Amendments*.

C.6.6.2 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 5.5 of this Plan

C.6.6.3 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Bristol Survey Planning District. Consents may be permitted in accordance with the provisions of Section 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.

C.7 MILTON CENTRAL BUSINESS DISTRICT

Subsequent to the adoption of the Official Plan, a Secondary Plan for the Central Business District was conducted to provide detailed direction with respect to the allocation of land uses, heritage protection, street layout, and urban design.

The plan was developed with the aid of an extensive program of public consultation and participation. The policy findings of the Secondary Plan process were integrated into the existing Section 3.5. The following schedules should be read in conjunction with Section 3.5:

Schedule “C.7.A.CBD” Central Business District Height Limits

Schedule “C.7.B.CBD” Central Business District Open Space, Linkages
and Nodes

C8 SHERWOOD SURVEY SECONDARY PLAN

C.8.1 General

C.8.1.1 PURPOSE

The purpose of the Sherwood Survey Secondary Plan is to establish a more detailed planning framework for the Sherwood Survey Planning District in support of the general policy framework provided by the Official Plan.

It is a fundamental policy of this Secondary Plan that the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized. In order to ensure the implementation of this policy, the Secondary Plan is based on the *Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments* prepared by C.N. Watson and Associates and adopted by Council. No development shall proceed within the Secondary Plan area until the recommendations of the Milton Financial Plan and a Regional Financial Plan are secured through agreements with affected parties to the satisfaction of the respective Councils in accordance with Section C.8.6.1 of this Plan.

C.8.1.2 LOCATION

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

- a) North Highway 401;
- b) East Peru Road, CP Rail, CN Rail, Regional Road 25;
- c) South Westerly extension of Louis St. Laurent Ave.; and,
- d) West Tremaine Road (Reg. Road 22).

C.8.2 PLANNING DISTRICT CONCEPT

C.8.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:

- a) ensuring the maximum degree of physical connection with the Existing

Milton Urban Area, especially the Central Business District, within the Sherwood Survey Planning District itself, and with other surrounding areas of the Town, particularly the Niagara Escarpment;

- b) creating a linked greenlands/open space system within the Planning District which is connected to the Niagara Escarpment and the greenlands/open space system in other areas of the Town;
- c) developing community facilities within the Planning District which will serve as focal points not only for area residents, but also for all Town residents;
- d) ensuring that development is sensitive to the Niagara Escarpment given its proximity to the Escarpment, and that development is designed to maintain views to the Escarpment;
- e) ensuring a compact community developed at an overall density of 30 units per net hectare with a pedestrian orientation by creating development and a transportation system which reflects the characteristics of the Existing Urban Area and which is supportive of transit and pedestrian/bicycle movement; and,
- f) providing the opportunity for at least one area known as an “Eco-tech Village”, to be developed as a demonstration project of community and building design based on the principles of environmental sustainability and incorporating the most current technology.

C.8.2.2 KEY DESIGN ELEMENTS

The Sherwood Survey Secondary Plan Master Concept Plan in Appendix C.8.A forms the basis for the Secondary Plan. Key elements derived from the Master Concept Plan are outlined in Schedule “C-8-A”, Community Structure Plan, Schedule “C-8-B”, Transportation Plan and Schedule “C-8-C”, Greenlands/Open Space and Pedestrian/Bike Path System. They include:

- a) **Linked Greenlands/Open Space System**

A linked greenlands/open space system including Greenlands A and Greenlands B Areas, Environmental Linkages, and parkland, as well as a trail system, forms a central feature of the community and forms a strong connection to the Niagara Escarpment Plan Area. The road pattern is designed to give maximum accessibility to these features both physically and visually (e.g. single loaded roads will be required along key features in a manner as identified in the urban design guidelines). Parks are also used as central “meeting places” for neighbourhoods and

sub-neighbourhoods. ***(Does not apply to lands owned by Angelo Capozzi in Part of Lot 8, Concession 2, N.S as a result of OMB appeal)***

b) Bicycle/Pedestrian Trail System

The greenlands/open space system provides for the development of an extensive system of recreational trails. In addition, sidewalks will be provided on all roads and separate bicycle lanes or paths will be incorporated into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement.

c) Niagara Escarpment

The Plan has been designed to maximize open space adjacent to the Escarpment, including the creation of a large area of publicly owned passive open space north of Steeles Ave. (Reg. Road 8) in accordance with the policies of the Niagara Escarpment Plan; a neighbourhood centre, including a District Park, south of Main St. and provision for a tree lined buffer along the east side of Tremaine Road (Reg. Road 22) south of Main St. Provision is also made for trail connections to the Escarpment and the protection of views to the Escarpment. In addition, the policies of the Plan direct lower density development to areas in proximity to the Escarpment.

d) Road System

The road system within the framework of the Transportation Plan shown on Schedule “C-8-B” will be designed with a modified grid pattern where natural features and topography allow in that part of the Planning District south of Main Street. The grid pattern reflects the historical pattern of the original urban area and the development pattern of the Sherwood Survey. This ensures:

- i) maximum connections within the Planning District and with other areas of the Town;
- ii) maximum potential for provision of a transit service;
- iii) ease of pedestrian/bicycle movement;
- iv) maintenance of views to the Niagara Escarpment; and,
- v) potential for the creation of views of key public facilities and landmark structures.

In the Milton Heights Neighbourhood, the road pattern will be also be designed to achieve these objectives, recognizing that the significant natural features and other physical barriers mean that a grid system will generally not be feasible or appropriate.

e) Community Structure

The Planning District includes:

- i) a significant portion of a secondary mixed use node and a major institutional area, along with a small portion of another secondary mixed use node (District Node and Major Institutional Node designations on Schedule “C-8-A”) which provide facilities for the District and the entire Urban Area of the Town;
- ii) a major Community Park which serves the Town as a whole with a wide range of recreation facilities;
- iii) four neighbourhoods, three of which are focused on a neighbourhood centre which includes a range of park and community facilities, and the other (Milton Heights) which is focused on major open space areas complemented by park facilities;
- iv) a number of sub-neighbourhoods focused on small parks known as “Village Squares”; and,
- v) an “Eco-Tech Village(s) based on the principle of environmental sustainability and incorporating the most current technology.

f) Character Roads

A number of roads in the Secondary Plan Area, and the areas adjacent to them provide unique and attractive environments because they exhibit a range of characteristics including some or all of the following:

- i) concentration of mature, existing trees and other vegetation; and/or,
- ii) concentration of character buildings and/or;
- iii) close proximity to the Niagara Escarpment; and/or,
- iv) rural cross-section and non-standard road pavement width.

The following character roads as defined on Schedule “C.8.B”, and the areas adjacent to them will be protected as character roads and areas:

- i) Existing Tremaine Road (Reg. Road 22) and 3rd Sideroad in Milton Heights;
- ii) Steeles Ave in the vicinity of Peru Road and Peru Road south of Sixteen Mile Creek; and,
- iii) Existing Main Street between Tremaine Road and the newly aligned Main Street West.

The intent of this designation is the maintenance of the existing pavement width and character of these roads, with special regard being had to the protection of existing residences and mature vegetation fronting on these streets. Existing development will be maintained wherever possible, while compatible in-fill development, in keeping with the existing character and the Residential Area designation, will also be permitted.

g) Enhanced Streetscape Design

The realigned Tremaine Road (Reg. Road 22), as well as that portion of Tremaine south of the realignment, and realigned Main Street West represent major access routes into and through the community. In addition, each of these roads has a significant role in the community. Recognizing that Tremaine Road is a Regional Road, the Town will work to ensure that these roads will be designed with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, private/public utilities, bike paths and boulevards in accordance with direction in the Town’s Urban Design Guidelines and Regional Right-of-Way Dimension Guidelines and subject to an Environmental Assessment. In particular, with respect to development adjacent to Tremaine Road (Reg. Road 22), special care will be taken to provide a suitable buffer adjacent to the Niagara Escarpment and to reduce impacts on existing residences. More specifically in the design of Tremaine Road and adjacent development, care will be taken to maximize views of the Sixteen Mile Creek and the Niagara Escarpment, particularly the Milton Outlier portion of the Niagara Escarpment. In addition, south of Main Street a tree lined buffer will be created where feasible through the design of Tremaine Road or beyond the road allowance along the east side of Tremaine Road (Reg. Road 22).

In addition, the Town shall through the subdivision, zoning by-law and site plan approval process, control development along these roads to

ensure both a high quality of site design and use. In particular, buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.

h) Gateways

“Gateways” are recognized as key points of entry to the Urban Area of the Town, which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Primary gateway intersections are located at:

- i) Regional Road 25 and Louis St. Laurent Ave.;
- ii) Realigned Tremaine Road (Reg. Road 22) at Highway 401;
- iii) Realigned Main Street at Tremaine Road (Reg. Road 22); and,
- iv) Steeles Ave. (Reg. Road 8) at realigned Tremaine Road (Reg. Road 22);

Secondary gateway intersections are located at:

- i) Derry Road at Tremaine Road (Reg. Road 22);
- ii) Louis St. Laurent Ave. at Tremaine Road (Reg. Road 22); and,
- iii) First Line at Louis St. Laurent Ave.

C.8.3 GOAL AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section 2 of the Official Plan, the following specific goal and objectives are applicable to the Sherwood Survey Planning District.

C.8.3.1 GOAL

To create a safe, liveable, attractive and healthy community in Sherwood Survey which has the strong sense of community and the environment evident in Milton today, and which is designed to be integrated with the Existing Urban Area and its Central Business District.

C.8.3.2 OBJECTIVES

- C.8.3.2.1** To create strong physical connections with the Existing Urban Area, particularly the Central Business District, to ensure maximum opportunities for

integration of the two areas.

- C.8.3.2.2** To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.
- C.8.3.2.3** To create a linked greenlands/open space system, including a trail system, connected with other areas of the Town, particularly the Niagara Escarpment. This open space system will form a central feature of the community, protect and enhance key existing natural features, including woodlots, and be easily accessible and visible to residents and visitors.
- C.8.3.2.4** To ensure that development is sensitive to the proximity of the area to the Niagara Escarpment by maximizing open space areas and limiting the density of development adjacent to the Escarpment, protecting views of the Escarpment and creating trail connections, including a major staging area for trails to the Escarpment, in accordance with the policies of the Escarpment Plan.
- C.8.3.2.5** To create a road system south of Main Street, which is a modified grid pattern to ensure:
- a) maximum connections within the Planning District and to other areas of the Town;
 - b) maximum potential for provision of a viable transit service;
 - c) ease of pedestrian/bicycle movement;
 - d) maintenance of views to the Niagara Escarpment;
 - e) potential for the creation of views of key public facilities and landmark structures; and,
 - f) potential for passive solar energy orientation.
- C.8.3.2.6** To create a road system in the Milton Heights Neighbourhood, which is designed to achieve the objectives of the system south of Main Street, while recognizing that a grid system is not generally feasible or appropriate in this area because of physical constraints.
- C.8.3.2.7** To create a secondary mixed use node at Bronte St. and Louis St. Laurent Ave. which provides community facilities for both the District and the Town as a whole.
- C.8.3.2.8** To develop a residential community within the Milton Heights Neighbourhood with its own special character which maintains the “small town” character of

the Existing Urban Area and reflects its very unique location in close proximity to the Niagara Escarpment.

- C.8.3.2.9** To provide an opportunity for the creation in the Planning District of at least one residential or mixed-use community known as an “Eco-Tech Village” to be a demonstration project of community and building design based on the principles of environmental sustainability and incorporating the most current technology, to facilitate the development of sustainable communities in Milton.
- C.8.3.2.10** To develop neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks which are designed as “meeting” points for the immediate area.
- C.8.3.2.11** To ensure that the street and path system is designed to provide for maximum opportunities for pedestrian, bicycle and other similar movement.
- C.8.3.2.12** To protect the character of existing Tremaine Road (Reg. Road 22) and 3rd Sideroad in Milton Heights, the Steeles Ave/Peru Road area and existing Main Street as character roads by minimizing changes to the existing road design and ensuring that the adjacent character of development is preserved wherever feasible, and that development is compatible with, and sympathetic in design to, the natural environment and the nature of the existing streetscape and existing buildings.
- C.8.3.2.13** To ensure, with Regional approval, that the design of the reconstructed and realigned Tremaine Road (Reg. Road 22) maximizes views of the Sixteen Mile Creek and the Niagara Escarpment and is sensitive to the relationship with these two features.
- C.8.3.2.14** To develop a servicing and phasing plan, in consultation with the Region and with Regional approval where applicable, which ensures that all services, including major capital projects such as grade separations, and school sites, parks, community facilities and public/private utilities, are provided in a cost-effective and timely manner as the area develops.
- C.8.3.2.15** To protect and enhance existing natural heritage features as part of linked greenlands/open space system.
- C.8.3.2.16** To preserve existing cultural heritage features “in situ” wherever possible, or if necessary on an alternative, appropriate site. Conversion to non-residential uses may also be considered.
- C.8.3.2.17** To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering,

while ensuring that reverse lotting on major roads is generally prohibited.

- C.8.3.2.18** To design Regional Road 25, Tremaine Road (Reg. Road 22) at the 401, Steeles Ave, Derry Road (Reg. Road 7) and Main Street to reflect their role as major “gateways” to the Milton Urban Area.
- C.8.3.2.19** To ensure the coordination of design and placement of utility infrastructure for all utilities (including telecommunications, cable, hydro, gas, and Canada Post) required for any part of the Secondary Plan area prior to draft plan approval.

C.8.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 2 of this Plan, the following policies are applicable to the Sherwood Survey Planning District.

C.8.4.1 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

Transportation infrastructure shown on Schedules attached to the Sherwood Survey Secondary Plan may be subject to Environmental Assessments at both the Regional and Local levels. In the interim the proposed locations are conceptual and will only be finally determined upon completion of the required Environmental Assessments.

C.8.4.1.1 CHARACTER ROADS

Further to and in accordance with the transportation facilities identified in Table 2 –Function of Transportation facilities in Section 2.6.3 of this Plan, Tremaine Road (Reg. Road 22) and 3rd Sideroad in Milton Heights, as well as a portion of existing Steeles Ave. (Reg. Road 8) and Peru Road south of the Sixteen Mile Creek and existing Main Street will be classified as Character Roads. These roads will have the same function and general design guidelines as a local road (see Table 2 of the Official Plan); however, where these roads are Regional Roads the design guidelines will be compatible with Regional Design Guidelines. In addition, these roads will be maintained in a manner, which retains the existing natural environment and rural nature of the streetscape and will be sensitive to the protection or enhancement of views toward the Niagara Escarpment.

C.8.4.1.2 PUBLIC TRANSIT

In conformity with Sections 2.6.3.22 and 2.6.3.23 of the Official Plan, the Town will ensure that the development of the Sherwood Survey maximizes the potential for provision of a transit service, including the development of transit

-supportive design criteria.

C.8.4.1.3 FUTURE AND EXISTING GRADE SEPARATIONS

Future and existing grade separations are designated on Schedule “C-8-B”. The design of development should protect for the eventual construction of the future grade separations based on projected traffic volumes, possible increases in future rail traffic and the potentially limited roadway crossings of the rail lines. The design of development should also provide for future improvement to the existing grade separations at Steeles Ave. (Reg. Road 8) and Main Street.

C.8.4.1.4 DRIVEWAY ACCESS

The Town will work with the Region to ensure that safe solutions are found to provide alternative access for existing driveways which access directly on Regional Roads, particularly Tremaine Road (Reg. Road 22).

C.8.4.1.5 COLLECTOR ROADS

The collector road system, which provides access from the existing Industrial and proposed Business Park Areas to new Tremaine Road, consists of Peru Road and Third Sideroad east of new Tremaine Road. Peru Road may, in part, be closed, subject to Council approval, provided it is replaced with an alternate industrial collector road that provides access from the Industrial and Business Park Areas to new Tremaine Road.

C.8.4.2 TRAILS SYSTEM

Schedule “C-8-C”, Greenlands/Open Space and Pedestrian/Bicycle Path System establishes the proposed recreational pedestrian/bicycle trail system for the Secondary Plan area. The trail system will be coordinated with both the Town and Regional trail system. It also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Generally, separate pathways will only be required on arterial roads.

The trail system as shown for Milton Heights on Schedule “C-8-C” is conceptual in nature and will be adjusted to reflect the natural heritage system and road patterns, as refined through individual plans of subdivision.

C.8.4.3 SIXTEEN MILE CREEK AND INDIAN CREEK SUBWATERSHED STUDIES AND SUBWATERSHED IMPACT

The Sherwood Survey Planning District lies within two subwatersheds (See Appendix C.8.C for map showing boundaries of subwatersheds):

- a) Sixteen Mile Creek Subwatershed, Area 2; and,

b) Indian Creek Subwatershed Area.

The Sixteen Mile Creek Watershed Plan (1995) and the Bronte Creek Watershed Plan (2002 - Indian Creek is a tributary of Bronte Creek) prescribe development and resource management principles focused on the protection and preservation of the watershed-based ecosystem. The Watershed Plans recommend that subwatershed plans be prepared at the Secondary Plan stage, and plans have been completed for Area 2 of Sixteen Mile Creek and for Indian Creek in Sherwood Survey.

Subwatershed plans identify specifics associated with resource management including: stormwater servicing approach, management infrastructure type and location, watercourse management approach, habitat to be protected, phasing considerations, and study requirements for implementation. The recommendations in the subwatershed plans provide general principles to be used as guidelines in the preparation of the Subwatershed Impact Studies (SIS). All new development in the Sherwood Survey will have regard for the recommendations of the applicable subwatershed plan and will be subject to the findings of the relevant Subwatershed Impact Studies (SIS) as approved by the Town in consultation with the relevant public agencies. No amendments to the Secondary Plan shall be required to implement the recommendations of the subwatershed plans or for changes in the location of stormwater facilities in accordance with the policies of Section C.8.5.16 of this Plan.

Further, prior to draft plan approval, Subwatershed Impact Studies (SIS) are required for each Sub-watershed Impact Area identified on Schedule “C-8-E” to this Plan. The study areas can be modified or consolidated subject to the approval of the Town, in consultation with the Conservation Authority and the Region. The goal of these studies will be to achieve a greater level of detail in the integration of servicing and stormwater management. The objectives of the studies will be:

- a) a preferred servicing plan (including public/private utilities);
- b) road layout
- c) integration of stormwater management facilities;
- d) exploration of opportunities to integrate recreation opportunities with stormwater management;
- e) phasing and cost sharing in areas of multiple ownership; and,
- f) validation of fisheries mitigation and compensation.

Further, the Subwatershed Impact Studies will also provide a:

- a) detailed assessment of terrestrial resources and associated ecological functions;
- b) establish the boundaries of the environmental protection areas, the buffers required for the preservation and maintenance of these features and the terrestrial corridor widths;
- c) assess the possible impacts from the proposed development and mitigation options;
- d) provide a recommended plan to demonstrate how natural ecological systems and processes will be maintained and improved, where appropriate, and how disruption to existing natural features and functions will be minimized;
- e) conceptual plan demonstrating how habitat and/or ecological functions can be protected, maintained and improved where appropriate to provide important ecological gains in the Subwatershed Impact Area;
- f) preliminary environmental protection plan demonstrating how high constraint terrestrial features (core areas), linkages and heritage trees will be protected and enhanced using buffers and tree preservation measures; and,
- g) conceptual plan outlining how the suggested Natural Heritage System in the Management Plan or equivalent alternative will be implemented. However, if an alternative is developed, its effectiveness must be related to the policies, objectives and targets in the Management Plan and it must clearly demonstrate compatibility with the Natural Heritage Systems developed in adjacent Subwatershed Impact Areas.

C.8.4.3.1 MILTON HEIGHTS RESTORATION AND ENHANCEMENT

Restoration and enhancement of natural features within the Milton Heights Neighbourhood, as identified in an approved Subwatershed Impact Study (SIS), shall be restored concurrently with the development of the lands which include these restoration and enhancement areas.

Where development on lands within Milton Heights would result in a net loss of terrestrial habitat features, as shown in the net gain analysis in an approved Subwatershed Impact Study, off-site compensation must be undertaken concurrent with the development of these lands to compensate for the total net loss in area and function. The lands identified in the Subwatershed Impact Study for the off-site compensation shall be within the general vicinity where the loss will occur, on lands owned or to be owned by a public agency. The final location

and details of the off-site compensation proposal shall be provided in an Addendum to the Subwatershed Impact Study subject to the requirements of this policy. The area of the off-site compensation shall be equal to the total net loss in area identified in the SIS, and it must be implemented in a manner that is contiguous with other natural habitats. The off-site compensation shall represent not only a compensation for area lost but also enhanced function of natural heritage features and functions.

C.8.4.4 ECO-TECH VILLAGE

C.8.4.4.1 LOCATION

An “Eco-tech Village” may be permitted in any residential designation in the Sherwood Survey Secondary Plan without an amendment to this Plan subject to the preparation and approval by the Town of a Tertiary Plan in accordance with the policies of Sections 5.4.3.6 and 5.4.3.7 of the Official Plan. Further, development of the Eco-tech Village may proceed as soon as servicing can be made available and the related Subwatershed Impact Study can be completed, regardless of the development phase in which the site is located, subject to approval by the Town and the Region of Halton, including satisfaction of all their financial and other requirements. However, such development shall comply with the policies for the Greenlands A Area, Greenlands B Area and Environmental Linkage Area designations where applicable.

C.8.4.4.2 DEFINITION

The Eco-tech Village shall be a residential or mixed-use community based on the principles of environmental sustainability and incorporating the most current technology. The Eco-tech Village is intended to be a minimum of 20 hectares in size and shall contain the following design elements:

- a) the production of innovative designs of a pedestrian oriented, ecologically sustainable mixed-use or residential community;
- b) the creation of a mix of land uses and /or community design that encourages modes of transportation other than the private automobile;
- c) the creation of streetscapes that are pedestrian in scale, promote walking and social interaction while enhancing the ecological systems;
- d) the creation of a variety of housing densities and types appropriate for a range of households and which would support transit use and represent a compact urban form;
- e) building designs and building techniques that minimize resource use,

improves safety, create improved microclimates and encourage pedestrian activity;

- f) the introduction of the natural ecosystem into the Eco-Tech Village;
- g) design and infrastructure elements to serve multiple functions to increase ecological activity and reduce resource use; and,
- h) implementation of an alternative and/or renewable source of energy and heating and cooling in the Village such as district heating and windmills.

C.8.4.4.3 DEVELOPMENT PRINCIPLES

In addition to the design elements in Section C.8.4.4.2, the Eco-Tech Village shall generally comply with the following:

- a) provide for a variety of housing types and the integration of land uses including “Live/Work” opportunities;
- b) provide roads designed as pedestrian, cycling and ecological linkages with traffic calming measures;
- c) provide convenient connections to transit;
- d) provide flexible and adaptable built forms and where feasible community design;
- e) provide passive solar and cooling through building orientation and landscaping;
- f) ensure that the existing landscape directs the community design process through recognition, incorporation and enhancement of existing elements such as creeks and woodlots, and existing grading where possible; and,
- g) augment the existing landscape features with linear connections, the use of native vegetation and the promotion of biodiversity;
- h) implement the Town of Milton Sustainable Development Guidelines.

C.8.4.4.4 ENERGY EFFICIENCY

In addition, to the design principles outlined above, an Eco-tech Village shall:

- a) Implement innovative efficient and effective methods of providing energy through:

- i) the incorporation of demonstration projects for alternative energy options, including the investigation and, if feasible, the implementation of renewable energy resources and district energy systems; and,
 - ii) minimizing energy needs and flat-lining the energy profile of the design of the Village.
- b) Increase energy efficiency and minimize environmental impacts in building design through:
 - i) promoting the standard for residential construction at a minimum of R-2000 and for commercial buildings, a minimum of C-2000;
 - ii) incorporating opportunities for efficiencies through orientation and use of passive solar energy and alternative landscape option;
 - iii) incorporating future alternative uses and life stages in building design;
 - iv) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;
 - v) maximizing opportunities for storm water and grey water reuse for non-potable purposes; and,
 - vi) incorporating water conservation measures in all buildings and landscaping.

C.8.4.4.5 NATURAL SYSTEMS

Promote the preservation and integration of the environment by designing the natural systems to:

- a) maximize, where feasible, recharge on site and naturalize conveyance of water to the stream system;
- b) use storm water management corridors for the creation of linkages within the community and at a regional scale;
- c) incorporate storm water management facilities into parks and open space;
- d) preserve the natural topography of the community, where possible;

- e) preserve existing ecosystems and features where possible;
- f) recreate additional ecosystems as part of the public park system; and,
- g) use native vegetation along roadways and other corridors.

C.8.4.4.6 TELECOMMUNICATIONS/SMART WIRING

Incorporate the most current feasible technological standard for communications infrastructure to provide a full range of “Live/Work” opportunities within the Eco-tech Village.

C.8.4.5 HOUSING MIX

C.8.4.5.1 GENERAL HOUSING MIX TARGET

The ultimate housing mix targets for the Urban Area found in Section 2.7.3.4 of the Official Plan, shall apply to the Sherwood Survey Planning District. These targets are 60 per cent single detached and semi-detached, 15 per cent row housing or similar housing forms and 25 per cent apartment or similar housing form mix.

C.8.4.5.2 RESIDENTIAL DENSITY DISTRIBUTION

Notwithstanding the policies of Section 2.7.3.5 of the Official Plan, which encourage an even distribution of residential density throughout the Urban Area, and the HUSP direction to achieve an overall density of 30 units per net hectare, in the Sherwood Survey Planning District, residential development in Neighbourhoods in proximity to the Niagara Escarpment shall have a lower density than those neighbourhoods which are not adjacent to the Escarpment to ensure that development is sensitive to the Escarpment environment. The average density in each Neighbourhood as designated on Schedule “C-8-A1” shall be:

- a) Milton Heights Neighbourhood 15 units per net hectare, although lots situated abutting Provincial Freeways, Major Arterial Roads and Railway Corridors may be developed at 40 units per net hectare;

Development proposals and plans of subdivision within the Milton Heights Neighbourhood shall be coordinated with existing or proposed development on the adjacent lands and within the sub-neighbourhood. Development proposals and plans of subdivision shall reflect the policies of this plan and address such issues as compatibility of land use and transition of density, lot sizes and housing type based on consideration of the proximity of new development to:

- i) the Niagara Escarpment Plan Area and natural heritage features;

- ii) arterial roads, employment lands, railways and provincial highways and employment areas; and,
- iii) existing residential development.

with a principle overall objective of maintaining a significant degree of larger lot development adjacent to the Niagara Escarpment Plan Area.

The density of development in the Milton Heights Neighbourhood may vary from a high of 40 units per net hectare near arterial roads, employment lands, provincial highways, railways and employment areas to a low of 15 units per net hectare near the Niagara Escarpment Plan Area, existing residential development and natural heritage features subject to the following policies.

Development must reflect the unique setting adjacent to the Niagara Escarpment and the character of the existing residential communities. In order to achieve appropriate transitions to the existing residential communities, the Niagara Escarpment Plan Area and natural heritage features, consideration must be given to locating village squares in transition areas and increasing the landscaped open space on the lot through the implementation of appropriate setbacks. In addition, the maximum height and massing of dwellings will be limited.

Notwithstanding the range of densities identified above and provided the intent of the policy is otherwise maintained, the average density shall not exceed 43 units per net hectare for the residential area classified as a Class 4 Area in accordance with the Ministry of Environment Environmental Noise Guideline NPC-300.

- b) Scott Neighbourhood North Average 26 units per net hectare;

Notwithstanding the overall average density requirement of 26 units per net hectare for the Scott Neighbourhood North, as shown on Schedule “C-8-A1”, the designated residential development area, located south of Main Street and east of the Greenlands A designation and adjacent to the Niagara Escarpment Plan Area shall have a maximum of 15 units per net hectare.

The lands south of realigned Main Street and west of the Greenlands A designation within the Scott Neighbourhood North, shall also be designed in a manner which provides a transition of lower density residential development adjacent to the Niagara Escarpment Plan Area and the District Park. This transition is to be accomplished through a distribution of density, lot sizes and housing styles, which will range from larger lot single-family detached residential development directly adjacent to realigned Main Street, to smaller lot single family detached residential development adjacent to the southerly

border of the Scott Neighbourhood North. Adjacent to the Niagara Escarpment Plan, the maximum density shall be 22 units per net hectare.

- c) Scott Neighbourhood South 35 units per net hectare;
- d) Harrison Neighbourhood 35 units per net hectare; and,
- e) Willmott Neighbourhood 40 units per net hectare.

C.8.4.6 URBAN DESIGN

C.8.4.6.1 Section 2.8 of this Plan establishes a detailed urban design strategy for the Town, which is applicable to the Sherwood Survey Secondary Plan Area.

C.8.4.6.2 Further to, and in accordance with the policies of Section 2.8 of this Plan, all development within the Sherwood Survey Planning District shall be designed in a manner which reflects the following urban design objectives and the goal and objectives of this Secondary Plan (Section C.8.3) and the Urban Design Guidelines in the Milton Sherwood Survey Implementation Strategy:

- a) To create new development that has an immediate character in part by retaining, where possible, through site-specific assessment, existing vegetation and character buildings;
- b) To create a linked greenlands/open space system that provides well connected, strategically located, highly visible and thereby safe green space corridors throughout the community;
- c) To reinforce and extend the character of the historical portion of the Town of Milton, through compact new development which respects and complements the existing Town scale and character of buildings, public spaces and neighbourhoods and high quality building materials;
- d) To provide a framework for the continued development of a diverse and distinct community identity with viable commercial and public use facilities which will serve the growing needs of the local and surrounding community while complementing the existing facilities of the Central Business District;
- e) To provide a high quality streetscape design to accommodate safe pedestrian, bicycle and vehicular links within the Sherwood Survey Secondary Plan lands and to the surrounding community;
- f) To extend and realign Main Street as a pedestrian-oriented street and gateway to the Town and the Central Business District, through the siting and design of new buildings and open space areas and the

provision of coherent and memorable streetscape treatments and protection of existing buildings.

- g) To protect the character of the streetscape of the following roads through the protection of existing buildings, the siting and design of new buildings and streetscape treatments:
 - i) Tremaine Road (Reg. Road 22) and 3rd Line in Milton Heights;
 - ii) Steeles Ave. (Reg. Road 8)/Peru Road area south of the Sixteen Mile Creek; and ,
 - iii) existing Main Street west of realigned Main Street.
- h) To design development adjacent to Tremaine Road (Reg. Road 22) in a manner, which provides a suitable buffer adjacent to the Niagara Escarpment, reduces impacts on existing residences, results in views to the Sixteen Mile Creek and the Niagara Escarpment, and creates coherent and memorable streetscape treatments.
- i) To design development in Neighbourhoods which are in proximity to the Niagara Escarpment to ensure that the design is less intense, a transition in density has been proposed as per Schedule “C-8-A1”.
- j) To encourage the grouping/clustering or combining of public/private utilities wherever possible to enhance streetscape design.

C.8.4.6.3 Further to the policies of Section C.8.4.6.2, development shall also be designed in accordance with the following general design principles:

- a) Development shall be based on a modified grid road system south of Main Street which achieves the objectives set out in Section C.8.3.2.5 of this Plan. Within the Milton Heights Neighbourhood, the road system will be designed to achieve the same objectives, while recognizing that a grid system is generally not feasible.
- b) Views and accessibility of the watercourses, parks, schools and other natural and community features will be maximized by requiring the use of single loaded roads adjacent to such features in addition to other approaches in a manner as identified in the urban design guidelines. The east/west roads shall also be designed to maximize views of the Escarpment. Cul-de-sacs will be discouraged. . ***(Does not apply to lands owned by Angelo Capozzi in Part of Lot 8, Concession 2, N.S as a result of OMB appeal)***
- c) A hierarchy of community facilities will be located in locations which

allow them to serve as focal points for the Planning District as a whole, neighbourhoods and subneighbourhoods.

- d) The Urban Design Guidelines will establish five types of streets with respect to design treatment:

i) Gateway Streets – Arterials/Collectors

Gateway streets will provide a symbolic function to identify the entrance to the Urban Area in a manner which reflects its historic character and natural environmental features; as well as the distinct nature of the Sherwood Survey Planning District. Gateway streets will have the highest form of design treatment, including special signage and central medians.

In particular, in consultation with the Region, Regional Road 25 shall be designed as a gateway that reflects the unique natural open space character of the community through the provision of streetscape treatments and the siting and design of buildings and structures. Realigned Main Street will be designed in accordance with the policies of Section C.8.2.2 g) as a pedestrian-oriented street and gateway to the Town and the Central Business District through the siting and design of buildings and parks, and the provision of coherent and memorable streetscape treatments. Finally, Tremaine Road (Reg. Road 22) in consultation with the Region will be designed in accordance with the policies of Section C.8.2.2 g) to enhance views to the Sixteen Mile Creek and the Escarpment.

ii) Character Road

The Character Road designation is applicable to Tremaine Road (Reg. Road 22) and 3rd Line in Milton Heights in recognition of the unique character of the existing Milton Heights development. It is also applicable to the Steeles Ave. (Reg. Road 8)/Peru Road area, south of Sixteen Mile Creek and existing Main Street, west of realigned Main St. to reflect the special nature of those areas. Character roads will be designed in accordance with the policies of Section C.8.2.2 f).

iii) Primary Streets – Arterials/Collectors/Local Roads

Primary Streets connect neighbourhoods to the major focal points of the Planning District. They also link sub-neighbourhoods, provide access to parks, schools (with

secondary schools being located on arterials and elementary schools on collectors and local roads) and the trail system. In addition, they define the boundaries of the Planning District and the neighbourhoods.

The Primary Streets, particularly those which connect neighbourhoods to major focal points or which act as boundaries to the Planning District, will have a higher order of design than the Secondary Streets, through the extended use of tree and feature planting, paving, lighting and signage design.

iv) Secondary Streets – Collector/Local Roads

Secondary Streets do not have a symbolic role, but are designed to support transportation needs while recognizing that streets are used as key neighbourhood socialization spaces. The design requirements of secondary streets are less substantial than for primary streets.

v) Local Hybrid Road/Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, local hybrid streets, lanes and service roads may be considered. The design requirements of such facilities will be much more limited than for other streets. At the same time, certain minimum standards will be required to address pavement width and relationship to parking areas.

- e) Reverse lotting will not be permitted, except where the Town is satisfied that there is no other feasible option. A range of alternatives, such as lanes and hybrid streets, will be encouraged to ensure a high quality of streetscape design which:
- i) provides for an attractive and safe streetscape for pedestrians, bicyclists and drivers as well as attractive and safe links for all users of the transportation system within the Sherwood Survey Planning District and to the surrounding community; and,
 - ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety.
- f) A mix of lot sizes, building types and architectural styles with high quality building materials will be encouraged on a street-by-street basis to reinforce the character of the existing community. In particular, dwellings shall be designed to reduce the impact of garages, and garages

shall generally not project beyond the main wall of a unit without significant mitigating design elements.

- g) Consideration shall be given to the location of public utilities within public rights-of-way as well as on private property. Utilities will be grouped/clustered or combined where possible to minimize visual impact. The Town will encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, lighting standards and transit shelters.

C.8.4.7 EMERGENCY RESPONSE FACILITIES

A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Sherwood Survey. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this plan, emergency response facilities may be located in any land use designation other than any designation within the Greenlands System.

C.8.5 LAND USE POLICIES

The applicable land use policies of Sections 3 and 4 of the Official Plan together with the additional policies in this section shall apply to the lands in the Sherwood Survey Planning District in accordance with the land use designations on Schedule “C-8-D”, Land Use Plan.

C.8.5.1 RESIDENTIAL AREA

C.8.5.1.1 RESIDENTIAL MIX

The residential mix in the Sherwood Survey Planning District as a whole, and for individual subdivisions which exceed 200 lots in size, shall be in accordance with the ultimate housing mix targets for the Urban Area, the policies of Subsection 3.2.1.4 of the Official Plan and the density distribution policies of Section C.8.4.5.2 of this Plan. In addition:

- a) Medium Density I residential uses shall have a minimum density of 20 units per net hectare and a maximum of 35 units per net hectare. Street-oriented Medium Density I residential uses shall be encouraged to be interspersed with single and semi-detached dwelling units throughout the Planning District in small blocks of from five to 30 units and particularly in areas adjacent to the Neighbourhood Centre Areas, as well as Village Squares and Greenlands A and B Areas;
- b) Medium Density II uses shall be encouraged to locate adjacent to arterial

roads and shall have a minimum density of 35 units per net hectare and a maximum of 70 units per net hectare; and,

- c) All individual residential units shall be encouraged to front on and have access to public roads; however, where development fronts on arterial roads, vehicular access may be provided from hybrid roads, lanes or service roads subject to the approval of the Town in consultation with the Region.

C.8.5.1.2 PERMITTED USES

The permitted uses in the Residential Area designation shall be in accordance with the policies of Section 3.2.2 of this Plan with the exception that:

- a) Local Institutional Uses, particularly those operated by public agencies or through a public-private partnership, shall be located in the Neighbourhood Centre Area, Institutional Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7, particularly for privately owned facilities such as places of worship, private schools and day care facilities and public elementary schools in the Scott Neighbourhood given the location of that Neighbourhood Centre and the size of the Neighbourhood.
- b) Local Commercial Uses shall be located in the Neighbourhood Centre Area, Local Commercial Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7 and existing local commercial uses in Milton Heights may be recognized; and,
- c) Detached dwellings with or without *additional residential units*, duplex and semi-detached dwellings, will be permitted in the Medium Density I residential area at a maximum density of 35 units per net hectare and a minimum density of 15 units per net hectare and Section 3.2.3.1 shall not apply.
- d) Notwithstanding any other policy of this plan for the lands designated “Residential Area” at 7480 Derry Road, Residential Medium Density 2 development shall be developed with a maximum density of 218 units per net hectare and a maximum height of six storeys in accordance with Specific Policy Area No. 34.

C.8.5.1.3 MEDIUM DENSITY RESIDENTIAL I

Where street-oriented medium density residential uses, such as street townhouses, are interspersed with single and semi-detached dwelling units in blocks of five to 30 units, the policies of subsections 3.2.3.1 a), b) i), and e) of this Plan shall not be applicable. However, such development shall be evaluated and will be to the satisfaction of the Town at the draft plan of subdivision stage to ensure appropriate integration with the adjacent low density dwelling units in accordance with the Urban Design Guidelines which form part of the Sherwood Survey Planning District Implementation Strategy. The submission of building elevations may be required to assist in the evaluation of such proposals.

C.8.5.1.4 RESIDENTIAL AREA POLICIES FOR MILTON HEIGHTS

The following additional policies apply to the Residential Area in Milton Heights:

- a) Development of the lands, consisting of the development block north of Third Sideroad, generally between Milton Heights Crescent and the subdivision road to the east may only proceed by plan of subdivision.
- b) Development of the lands, south of Third Sideroad, generally between new Tremaine Road and Milton Heights Crescent, may only proceed, by plan of subdivision, subject to land assembly and dedication of a local road right-of-way parallel with Third Sideroad.
- c) Multi-unit residential developments shall provide adequate on-site parking and outdoor amenity area(s).
- d) Development proposals shall incorporate a landscape buffer along Highway 401 outside of the required Ministry of Transportation setback and adjacent to the Niagara Escarpment Plan Area.
- e) The maximum height of new residential development west of new Tremaine Road shall be two-storeys, except for the development block abutting Highway 401, where the maximum height shall be three-storeys for those dwellings directly abutting Highway 401. Lofts may be included in the roof space above the second storey for:
 - i. the development block abutting Highway 401; and,
 - ii. dwellings on larger lots within the development block abutting the village square, subject to being located immediately across the street from the development block abutting Highway 401,

increased setbacks, landscaping, the elimination of garages in the front yard, and other architectural and site design mitigation.

- f) All development in the new Residential Area shall be subject to a comprehensive noise assessment, in consultation with the industrial land owner(s) and operator(s) to the east, to the satisfaction of the approval authorities in accordance with the following:
- g) The noise assessment shall take into account the separation distance required between the General Industrial Area and the Residential Area designations in accordance with the applicable Ministry of Environment regulations and guidelines.
- h) The implementing Zoning By-law shall establish regulations to secure the necessary land use compatibility between the new residential development and the existing industries to the east, including noise mitigation.
- i) The use of a holding provision shall be established in the implementing Zoning By-law to ensure the implementation of adequate noise mitigation necessary to secure land use compatibility between the Residential Area, which include new sensitive land uses, and the industrial landowner(s) and operator(s).
- j) The relevant landowners of the residential development shall agree to enter into appropriate private agreements, easements and/or restrictive covenants with the industrial land owner(s) and operator(s), and the Town where necessary or desirable.
- k) Residential development, south of Third Sideroad, east of new Tremaine Road, and north of Sixteen Mile Creek shall be classified as a Class 4 Area pursuant to the Ministry of Environment Environmental Noise Guideline NPC-300 and shall include receptor-based mitigation measures, where required. Notwithstanding the Class 4 Area classification, residential development shall meet the Class 1 requirements and be designed in a manner, which minimizes noise penetration to the interior of the development and incorporates best practices with respect to noise mitigation.

C.8.5.2 RESIDENTIAL/OFFICE AREA (*Does not apply to lands owned by Angelo Capozzi in Part of Lot 8, Concession 2, N.S as a result of OMB appeal*)

Further to, and in accordance with, the policies of Section 3.3 of this Plan, all development in the Residential/Office Area designation shall be designed to be

integrated with adjacent development in the Residential Area designation with respect to building elevations and relationship to the street. In addition, development in the Residential/Office Area designations:

- a) at the intersection of Regional Road 25 and Louis St. Laurent Ave., and Tremaine Road (Reg. Road 22) and Louis St. Laurent Ave. will reflect the significance of these gateway locations in accordance with the policies of Section C.8.4.6, Urban Design; and,
- b) adjacent to the hospital shall be designed to be compatible with the hospital use, and uses, which support that use including medical offices, shall also be encouraged.

Notwithstanding the policies of Section 3.3.2 b) Medium Density I residential uses shall not be permitted in the Residential/Office Area designation. Consideration may be given to permitting a limited amount of Medium Density II development in the Residential/Office Area designation at a minimum density of 50 units per net hectare. However, no Residential/Office Area designation may be developed in its entirety for Medium Density II development.

C.8.5.2.1 Notwithstanding any other policy of this plan for the lands designated Residential/Office Area at 610 Farmstead Drive, being Block 53, Registered Plan 20M-1115, High Density Residential Development shall be developed with a maximum density of up to 213 units per net hectare, in accordance with Specific Policy Area No. 28 and Section 4.11.3.28 and Sections 3.3.3.3 and 3.3.3.5.

C.8.5.3 NEIGHBOURHOOD CENTRE AREA

C.8.5.3.1 PURPOSE

The Neighbourhood Centre Area designation on Schedule "C-8-D" is intended primarily for community uses and facilities which serve the neighbourhood as a whole, including elementary schools, neighbourhood parks, community centres, arenas, and local institutional and commercial uses and to a limited extent, compatible high density residential development. These areas are designed to support the community structure as established in Schedule "C-8-A" by providing focal points for each neighbourhood.

C.8.5.3.2 PERMITTED USES

The Neighbourhood Centre Area designation on Schedule "C-8-D" means that the main uses permitted shall be uses which by their activity, scale and design are compatible with adjacent residential uses and which primarily serve the

adjacent neighbourhood, including elementary schools, transit stops, postal outlets, parks and open space systems including trails, community recreational and leisure facilities, places of worship, day care facilities and convenience commercial and office uses and other similar local institutional and commercial uses. However, a District Park will also be located in the Neighbourhood Centre Area located between existing and realigned Main Street. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited uses not specifically identified as permitted, if required to ensure their viability. The following additional uses may also be permitted:

- a) High density residential development with a minimum density of 70 units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of subsections 3.3.3.3 and 3.3.3.5 of this Plan.
- b) Medium Density Residential II with a minimum density of 35 units per net hectare and a maximum density of 70 units per net hectare in accordance with the policies of subsection 3.2.3.2 of this Plan;
- c) *Shared housing*, in accordance with the policies of subsection 3.2.3.4 of this Plan; and subject to compliance with applicable codes, regulations and all other applicable land use policies and,
- d) Home Occupation uses in accordance with the policies of subsection 3.2.3.8 of this Plan.

Notwithstanding the foregoing, it is recognized that the designation of elementary schools on Schedule “C-8-D” is conceptual and is intended to recognize general potential locations for elementary schools. The exact location and configuration of school sites will be established in conformity with the policies of this Plan during the preparation of plans of subdivision in consultation with the Boards of Education. Further, the size and configuration of each school shall be consistent with the policies and requirements of the respective School Board.

Notwithstanding the permitted uses of this section, high and medium density residential development are not permitted within the Neighbourhood Centre Area located between existing Main Street and the proposed realignment of Main Street, east of Tremaine Road (Reg. Rd. 22). Any residential development permitted within this Neighbourhood Centre Area shall be in accordance with Policy C.8.5.14.1, and have a maximum of 4 units per net hectare.

C.8.5.3.3 SITE DESIGN

Development in the Neighbourhood Centre Area designation shall be reviewed by the Town in accordance with the Sherwood Survey Planning District Urban Design Guidelines. In particular, development shall be designed to:

- a) maximize multiple use of lands and facilities;
- b) eliminate barriers between facilities, particularly between parks and schools;
- c) ensure that buildings are oriented to public streets;
- d) maximize public service and safety; and,
- e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.8.5.3.4 ALTERNATIVE USES

Where all or part of a site which has been identified for an institutional use is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted as determined by the Town in order of priority as follows:

- a) other Local Institutional Uses or parks or other open space uses;
- b) other permitted uses in the Neighbourhood Centre Area designation; and,
- c) Medium Density Residential I and II uses in accordance with the policies of Section 3.2 of this Plan.

C.8.5.4 INSTITUTIONAL AREA

Further to, and in accordance with, the policies of Section 3.10 of this Plan, development on lands designated "Institutional Area" on Schedule "C-8-D" shall be subject to the following policies:

C.8.5.4.1 PURPOSE

The Institutional Area designation on Schedule "C-8-D" is intended primarily to recognize the existing hospital. However, these lands may also be used for major public and quasi-public uses which specifically serve the Sherwood Survey Planning District, or a Town-wide function.

C.8.5.4.2 PERMITTED USES

The Institutional Area designation on Schedule "C-8-D" means that the main permitted uses shall be the existing hospital and public, quasi-public and private non-profit uses which serve the Sherwood Survey Planning District, or which have a Town-wide function on sites which generally exceed 1 hectare. In addition, accessory service commercial uses and office functions shall be permitted as well as:

- a) High density residential development with a minimum density of 70 units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of subsections 3.3.3.3 and 3.3.3.5 of this Plan in conjunction with institutional uses or on separate sites;
- b) *Shared housing* in accordance with the policies of subsection 3.2.3.4 of this Plan, in conjunction with institutional uses or on separate sites and subject to compliance with applicable codes, regulations and all other applicable land use policies; and,
- c) Home Occupation uses in accordance with the policies of subsection 3.2.3.8 of this Plan.

C.8.5.4.3 SITE DESIGN

Development in the Institutional Area designation shall be reviewed by the Town in accordance with the Sherwood Survey Planning District Urban Design Guidelines. In particular, development shall be designed to:

- a) maximize multiple use of lands and facilities;
- b) eliminate barriers between facilities, particularly between parks and schools;
- c) ensure that buildings are oriented to public streets;
- d) maximize public service and safety; and,
- e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.8.5.4.4 ALTERNATIVE USES

Where all or part of a site which has been identified for an institutional use is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted in order of priority as follows:

- a) other Institutional Uses or parks or other open space uses;
- b) other permitted uses in the Institutional Area designation; and,
- c) Medium Density Residential I and II uses in accordance with the policies of Section 3.2 of this Plan.

C.8.5.5 SECONDARY MIXED USE NODE

Further to, and in accordance with, the policies of Section 3.6 of this Plan, development on lands designated "Secondary Mixed Use Node" at the intersection of Bronte Road and Louis St. Laurent Ave. on Schedule "C-8-D" shall be designed to recognize that lands to the south of Louis St. Laurent Ave. form a significant part of the Node, although they may not develop initially because of their location in the Milton South Planning District. In addition to the uses permitted in Section 3.6, which include commercial uses and institutional uses such as secondary schools and fire halls, lands in this Secondary Mixed Use Node may be used for Medium Density I and II Residential uses in accordance with the policies of Section 3.2. Further, the primary location for a secondary school shall be in the Secondary Mixed Use Node and development of this or other institutional uses may occur in the portion of the Node located south of Louis St. Laurent Ave. subject to the approval of the extension of servicing by the Region in accordance with the provisions of the Regional Plan. However, consideration will be given to locating a secondary school to front onto Derry Road within any land use designation with the exception of Greenlands A and Greenlands B, if it deemed necessary to locate outside of the Secondary Mixed Use Node. In addition, this Node, including the lands south of Louis St. Laurent Avenue may be developed with up to 29,728 square metres of total commercial floor space.

C.8.5.6 GREENLANDS A AREA

The Greenlands A Area policies in Sections 3.12 and 4.8 of the Official Plan shall apply to the lands in the Greenlands A Area designation on Schedule "C-8-D". However, it should be noted that the boundaries of the Greenlands A Area designations on Schedule "C-8-D" have been designated in a conceptual manner based on the functional recommendations of the Indian Creek Sub-Watershed Study and the Sixteen Mile Creek Sub-Watershed Study Area 2 for the Sherwood Survey Secondary Plan Area. These boundaries, which would include any required buffers, apply subject to verification as part of the completion of the subwatershed planning process and the preparation of the Subwatershed Impact Studies, in accordance with policies of the Regional Official Plan and in consultation with Conservation Halton.

Where, as part of the completion of the subwatershed planning process, and the

preparation the Subwatershed Impact Study, it is recommended that the boundary of the Greenlands A Area can be altered, and the Town approves the recommendation, in consultation with Conservation Halton, the adjustments can be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Greenlands A Area designation and the underlying designation shall be removed from any lands added to the Greenlands A Area.

Further, the lands in the Greenland A Area designation are considered to be a crucial part of the proposed greenlands open space system intended for the Urban Area and shall be acquired by the Town of Milton in accordance with the policies of Section 5.9.3.7 of this Plan.

C.8.5.6.1 IMPLEMENTATION

Prior to development of lands adjacent to Greenland areas and subsequent to the preparation of the required Subwatershed Impact Study, where necessary, the Town may require the preparation of a detailed implementation plan which refines surveyed boundaries of the Greenlands and associated buffers and defines mitigation plans including such matters as grading, construction practices and building placements on each development site. The implementation plan will implement the recommendations of the SIS study.

C.8.5.7 GREENLANDS B AREA

Further to and in accordance with the policies of Section 4.9 of the Official Plan, the following policies apply to the lands designated Greenlands B Area on Schedule “C-8-D”.

C.8.5.7.1 PURPOSE

The purpose of the Greenlands B Area designation in the Sherwood Survey Planning District is:

- a) to protect areas which have been identified as having environmental significance based on the functional recommendations of the Indian Creek /Sixteen Mile Creek Subwatershed Management Study for the Sherwood Survey Secondary Plan Area; and,
- b) to identify key areas which form the basis for the greenlands/open space system for the Sherwood Survey.

C.8.5.7.2 PERMITTED USES

Notwithstanding the policies of this Plan, the Greenlands B Area designation on Schedule "C-8-D" means that only the following uses may be permitted

subject to the policies of this Section:

- a) Existing agricultural operations;
- b) Existing, legally established uses;
- c) Recreational trails and similar non-intensive recreation uses;
- d) Forest, wildlife and fisheries management;
- e) Archaeological activities, only as required by a Provincial Ministry;
- f) Transportation and utility facilities approved as part of an environmental assessment; and,
- g) Publicly owned watershed management and flood and erosion facilities.

C.8.5.7.3 GREENLANDS B AREA POLICIES

- a) The Greenlands B Area designation applies to streams and related valleys, fish habitat, wooded areas and related buffers, identified for protection in the Indian Creek and Sixteen Mile Creek Area 2 Sub-Watershed Studies in the Planning District.
- b) The boundaries of the Greenlands B Area designations on Schedule "C-8-D" have been designated in a conceptual manner based on the functional recommendations of the Indian Creek Sub-Watershed Study and the Sixteen Mile Creek Sub-Watershed Study Area 2 for the Sherwood Survey Secondary Plan Area. These boundaries, which would include any required buffers as determined through the Subwatershed Impact Study, apply subject to verification as part of the completion of the subwatershed planning process, and the preparation of the Subwatershed Impact Studies, in consultation with Conservation Halton and in accordance with the policies of the Region of Halton Official Plan.

Where as part of the completion of the subwatershed planning process, and the preparation of the Subwatershed Impact Study, it is recommended that the boundary of the Greenlands B Area be altered, and the Town approves the recommendation, in consultation with Conservation Halton and in accordance with policies in the Regional Official Plan, the adjustments can be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Greenlands B Area designation and the underlying designation shall be removed from lands incorporated into the Greenlands B Area designation.

- c) The policies of Section C.8.5.6.1 apply to the Greenlands B Areas.
- d) It will be the objective of the Town to have the lands in the Greenlands B Area, where their protection is recommended through the Subwatershed Impact Study, dedicated to the Town. However, where any land designated under the Greenlands B Area is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that such lands shall be purchased by the Town or other public agency; although the Town shall ensure that consideration is given to acquisition of these features through the development approval process.
- e) Where new development is proposed on a site, part of which is designated as Greenlands B Area, such lands shall only be considered acceptable as part of the dedication for park purposes where it is demonstrated that the Town's active recreational facility requirements cannot be fulfilled outside the Greenlands B Area.

C.8.5.8 ENVIRONMENTAL LINKAGE AREA

Further to, and in accordance with, the policies of Section 3.13, Environmental Linkage Area, of this Plan, the following policies apply to the Environmental Linkage Area designation on Schedule "C-8-D" which consists of the Union Gas High Pressure Gas Transmission Line Easement and adjacent lands:

- a) It is an objective of this Secondary Plan to develop the lands in the Environmental Linkage Area as a part of the greenlands/open space system for the Sherwood Survey Planning District.
- b) The permitted uses, in addition to those in Section 3.13.2 of this Plan, shall include gas pipelines and related facilities, recreational trails, seating areas, recreation facilities such as athletic fields, bocce ball courts and tennis courts, creeks and buffers and vehicle parking lots. However, parking lots shall be restricted to light weight facilities on the Union Gas Easement.
- c) No significant structures shall be permitted in the Environmental Linkage Area;
- d) All uses of the Union Gas Easement, including any plan to disturb the ground and plant trees, shall be subject to the approval of Union Gas Limited, in consultation with the Town.

C.8.5.9 COMMUNITY PARK AREA

The Community Park Area policies in Section 3.11 of this Plan shall apply to the lands in the Community Park Area designation on Schedule "C-8-D". This Park is intended to serve not only the residents of Sherwood Survey, but all the residents in the Town. It will include a range of active recreation facilities, as well as passive open space and unique attractions. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited uses not specifically identified as permitted, if required to ensure their viability.

The location and configuration of the Community Park in the Milton Heights Neighbourhood shall be further refined when the plans of subdivision are prepared. The Community Park in Milton Heights shall be relocated within the Milton Heights Neighbourhood, within the lands that are south of Third Sideroad and east of new Tremaine Road. This alternative area for the location of the park is consistent with the goals, objectives and policies of this Secondary Plan. The final site, as detailed in the plan of subdivision for the lands, must have significant frontage and access on an arterial and/or collector road.

C.8.5.10 VILLAGE SQUARE AREA

The Village Square designation on Schedule "C-8-D" represents a general location for generally passive open space areas which are intended to serve as focal points for a sub-neighbourhood in accordance with the policies of Section 2.5.3 and Table 1 of this Plan. The location and configuration of the Village Squares shall be further refined when plans of subdivision are prepared and these sites will generally include tot lots and other passive recreation features such as gazebos and seating areas. Village Square sites can be relocated provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan. However, regardless of the location, such sites must have significant frontage on a public street, generally on two sides of the property.

C.8.5.11 RESIDENTIAL/EMPLOYMENT AREA

Further to, and in accordance with, the policies of Section 3.4 of this Plan, applicants for development on lands designated "Residential/Employment Area" on Schedule "C-8-D" shall develop in accordance with the Sherwood Survey Secondary Plan Concept Plan in Appendix C.8.A and the Sherwood Survey Urban Design Guidelines. Further, while Section 3.4 permits medium density residential development it will be limited, and the majority of permitted residential development shall be high density with a minimum density of 50 units per net hectare. In addition, applicants will be required to submit:

- a) elevations and plans which demonstrate a high quality of landscaped site development abutting Bronte Road;
- b) elevations and plans which demonstrate that the interface between the development and any existing or proposed adjacent development, is compatible with respect to site design, and noise studies and lighting plans, if required by the Town, to address issues of noise and light impacts; and,
- c) studies which address the need to provide appropriate noise, vibration and safety impact mitigation measures for where development is proposed adjacent to the railway right-of-way.

Notwithstanding the foregoing, a medical office and related accessory uses may be located at the southwest corner of Bronte Street and Derry Road. In addition, a Secondary School may be located adjacent to the Secondary Mixed Use Node if a location in the Node is not feasible.

C.8.5.12 BUSINESS PARK AREA

Further to and in accordance with the policies of Section 3.8 of this Plan, applications for development on lands designated "Business Park Area" shall be permitted subject to:

- a) No outdoor storage being allowed;
- b) A high quality of landscaped site development particularly adjacent to Provincial Freeways, major arterials and arterial roads;
- c) The proposed development complies with the Community-wide policies of Section 2.0 of this Plan;
- d) Applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use; and,
- e) The Business Park Area designation south of Third Sideroad and west of Peru Road shall provide a land use buffer between the new residential area and the existing major industries located to the east, subject to the following:
 - i) A noise assessment approved by the Town which takes into account the separation distance required between the General Industrial Area and the Residential Area designations in accordance with the applicable Ministry of Environment regulations and guidelines. The noise mitigation shall include an appropriate physical separation between the new residential area

and the existing major industries to the east together with mitigation secured through specific residential building designs in appropriate locations.

- ii) Noise sensitive land uses, which involve sleeping accommodation or facilities for worship or prayer, such as hotels, daycares, funeral homes, or places of worship, are not permitted, unless a noise study is provided, in accordance with the applicable Ministry of Environment regulations and guidelines, in consultation with the affected industrial land owner(s) and operator(s), in consideration of the Town's Noise By-law, and to the satisfaction of the Town.
 - iii) The implementing Zoning By-law shall establish regulations to secure the necessary land use compatibility between the new residential development and the existing industries to the east, including noise mitigation.
 - iv) The lands may be placed in a Business Commercial Zone with a maximum floor space of 2,787 square metres for retail commercial uses, which may include a convenience or specialty food store of less than 464.5 square metres, but shall not include a Food Store.
 - v) The design of the Business Park Area shall be compatible with the proposed residential development across the street and shall implement noise mitigation measures, where possible. Built form shall be oriented to the street with a landscape buffer along the streetline. Massing and roof form must be considered in relation to the residential development and where possible include noise mitigation considerations. Parking shall generally be located in the rear yard, and fully or partially screened.
 - vi) The Business Park Area, consisting of an existing heritage building, identified on the Town's heritage register, and abutting a Community Park designation, shall, if relocated, then be included as part of the Community Park designation without further amendment to this plan. If the heritage dwelling is retained in situ, adaptive reuse is encouraged and, in an amending zoning by-law, permitted uses shall be limited to those business park uses which will permit the conservation of heritage attributes of the structure.
- f) The Business Park Area designation north of Third Sideroad shall provide a land use and a noise mitigation buffer between the new

residential area and the existing major industries located to the east, subject to the following:

- i) Permanent noise mitigation shall be provided within the Business Park lands as a buffer between the existing major industries to the east and the new residential area to the west, in accordance with a noise study, that is compliant with the applicable Ministry of Environment regulations and guidelines, prepared in consultation with the affected industrial land owner(s) and operator(s), and to the satisfaction of the Town. The noise mitigation measures shall include non-residential buildings of specific heights and configurations, and/or a sound barrier consisting of a berm/fence combination.
- ii) Noise sensitive land uses, which involve sleeping accommodation or facilities for worship or prayer, such as hotels, daycares, funeral homes, or places of worship, are not permitted, unless a noise study is provided, in accordance with the applicable Ministry of Environment regulations and guidelines, in consultation with the affected industrial land owner(s) and operator(s), in consideration of the Town's Noise By-law, and to the satisfaction of the Town.
- iii) The use of a holding provision shall be established in the implementing Zoning By-law to ensure the implementation of adequate noise mitigation necessary to secure land use compatibility between new sensitive land uses and the industrial land owner(s) and operator(s).
- iv) The relevant landowners of the residential development shall agree to enter into appropriate private agreements, easements and/or restrictive covenants with the industrial land owner(s) and operator(s), and the Town where necessary or desirable.

C.8.5.13 LOCAL COMMERCIAL AREA

The lands in the Local Commercial Area designations as shown on Schedule "C.8.D" shall be developed in accordance with the policies of Sections 3.2.3.6 and 3.2.3.7 of this Plan and shall not exceed 2,325 square metres of total commercial floor space in size in any specific designation.

In addition, the Local Commercial Area in the northwest quadrant of Derry Road and the north/south collector shall be permitted to have up to 2,972.8 square metres of commercial floor space and include a 1,579.3 square metre food store, and, the Local Commercial Area in the southwest quadrant of Derry

Road and the north/south Collector shall be permitted to have up to 4,645 square metres of commercial floor space, including a food store of up to 2,787 square metres. This LCA may be located on lands of up to 5 acres.

Also, lands designated as Local Commercial Area located in Milton Heights at the 3rd Sideroad and Tremaine Road may be developed with up to 2,787 square metres of commercial floor space.

A gas bar or service station may be located in a Local Commercial Area designation located on an Arterial Road, subject to detailed design review particularly with respect to the relationship of the development to the street for which the Town shall require the highest quality street-oriented urban design.

C.8.5.14 CHARACTER AREA

The Character Area designation on Schedule "C-8-A" is an overlay designation. The lands in the Character Area shall be developed in accordance with the underlying land use designation, having regard for the following policies.

C.8.5.14.1 MILTON HEIGHTS, STEELES AVE. (REG. ROAD 8)/PERU ROAD AND MAIN STREET CHARACTER AREAS

In accordance with Subsection 2.10.3.25 of this Plan, the community of Milton Heights, the Steeles Ave. (Reg. Road 8)/Peru Road area and the Main Street area as designated on Schedule "C-8-D", shall be maintained as-a "character areas". These character areas shall not require the preparation of Character Area Plans in accordance with the policies of Section 2.10.3.37, rather the areas shall be developed in a manner which retains the existing natural environment and rural nature of existing streetscapes and each site will be subject to site plan approval. In particular:

- a) the existing trees which border Tremaine, Third Sideroad west of Milton Heights Crescent, Steeles Ave. (Reg. Road 8) in the vicinity of Peru Road, Peru Road south of Sixteen Mile Creek and existing Main Street will be preserved and enhanced;
- b) the rural cross-section and paved portion of existing local roads will be retained if possible;
- c) the Town will work with the owners of existing buildings, particularly any character buildings to ensure that the buildings, and portions of their sites, are preserved and incorporated into future adjacent development;
- d) new development abutting these roads shall be designed in a manner which is compatible with, and sympathetic in design to, the natural

environment and rural nature of the existing streetscape and with existing character buildings, as well as in conformity with the Residential Area designation, including low density and medium density residential uses and local institutional and commercial uses;

- e) deleted
- f) development of the realigned Main Street will reflect its role as a gateway to the Central Business District and the Town with coherent and memorable streetscape treatments.

C.8.5.14.2 TREMAINE ROAD (REG. ROAD 22) CHARACTER AREA

In accordance with subsection 2.10.3.36 of this Plan, Tremaine Road (Reg. Road 22) south of the CP Rail line and lands abutting that road as designated on Schedule "C-8-D" shall be developed as a "character area". The Tremaine Road (Reg. Road 22) Character Area shall be developed in a manner which ensures that special care is taken in the road design to ensure that it maximizes views of the Niagara Escarpment, while providing a landscaped buffer along the east side. In particular:

- a) development abutting the road shall be designed in a manner which is compatible with, and sympathetic in design to, the natural environment and the proximity to the Niagara Escarpment; and,
- b) disruption to the existing natural environment, topography and vegetation in the Character Area shall be minimized.

C.8.5.14.3 THIRD SIDEROAD CHARACTER AREA

In accordance with subsection 2.10.3.32 of this Plan, Third Side Road between Milton Heights Crescent and new Tremaine Road as designated on Schedule "C-8-D" shall be developed as a "Character Area". The Third Sideroad Character Area shall be developed in a manner to create a traditional "village main street" character. In particular:

- a) to mitigate the concerns with traffic impacts experienced by existing residents, an alternate road connection is to be provided linking the residential area to the north of Third Sideroad with new Tremaine Road and existing Third Sideroad is to be retained as a "village main street" with on-street parking;
- b) new development abutting Third Sideroad shall be designed in a manner which is compatible with, and sympathetic in design to, the Niagara Escarpment setting, the natural environment and rural nature of the

existing streetscape and with existing character buildings, as well as in conformity with the Residential Area designation;

- c) new development shall create a transition to the Milton Heights Character Area and the existing character buildings it contains along Third Sideroad between Milton Heights Crescent and existing Tremaine Road; this transition shall include, but not be limited to restrictions of massing and height and increased building setbacks and landscape open space;
- d) subject to the requirements of a noise study, satisfactory to the Town, new development shall consist of low density residential uses, and may include detached dwellings and/or live-work units with limited office and commercial uses permitted on the ground floor, including specialty retail, service commercial, personal service and office uses in accordance with Section 3.2.3.6 and 3.2.3.7 a) and b);
- e) the maximum height of new development shall be two storeys. The massing of the roof shall be minimized with the objective of lowering the overall height of the dwelling;
- f) garages and parking are to be accommodated in the rear yard and, where possible, shared driveways to common parking areas and/or driveways paired between dwellings are encouraged;
- g) opportunities for on-street parking are to be maximized through the subdivision design, including consideration of lot size and alternate provisions to access rear yard parking areas. The provision of significant on-street parking on Third Sideroad in front of the lot(s) may be considered in determining the parking requirements for commercial and/or office uses within the Third Sideroad Character Area in the implementing Zoning By-law; and,
- h) development of Block 85, north of Third Sideroad, generally between new Tremaine Road and Milton Heights Crescent, may only proceed, by plan of subdivision.

C.8.5.15 CHARACTER BUILDINGS

Schedule “C-8-C” designates character buildings identified by the Town as being of historical or architectural interest. Prior to the development of a site which includes a character building, the building will be evaluated by the Town in consultation with the owner, to determine the feasibility of preservation. Where preservation is feasible, the Town will work with the owner to ensure that the buildings, and portions of their sites, are preserved and incorporated

into future adjacent development. The Town will encourage preservation “in situ” wherever possible, or if necessary, relocation on an alternative, appropriate site. Conversion to other uses may also be considered.

C.8.5.16 STORMWATER MANAGEMENT FACILITY

C.8.5.16.1 STORMWATER MANAGEMENT FACILITY LOCATION

The Stormwater Management Facility designation on Schedule “C-8-D” represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities are more specifically delineated in the Subwatershed Plans. They will be further refined through the applicable Subwatershed Impact Study and through Stormwater Management Plans prepared in support of individual development applications.

C.8.5.16.2 RELOCATION OF STORMWATER MANAGEMENT FACILITY DESIGNATIONS

Stormwater Management Facility sites can be relocated or consolidated without amendment to this Plan, subject to the approval of the Town and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the applicable Subwatershed Plans, Conceptual Fisheries Compensation Plans and Subwatershed Impact Studies.

C.8.5.16.3 LOCATION PERMITTED IN ALL LAND USE DESIGNATIONS

Stormwater management facilities shall be permitted in all land use designations on Schedule “C-8-D” and shall be designed to be integrated with the greenlands/open space system, provided that no such facility may be located below the Regional Floodline or in a woodlot.

C.8.5.17 NIAGARA ESCARPMENT PROTECTION AREA

The lands in the Niagara Escarpment Protection Area designations, including the Niagara Escarpment Protection Area, Niagara Escarpment Protection Area – Greenlands B Area, Niagara Escarpment Rural Area and Niagara Escarpment Protection Area – Passive Open Space designations on Schedule “C-8-D” shall be subject to the policies of Section 4.2 of the Plan. The intent of the designations is to provide more detailed direction with respect to intent for these areas within the context of the existing policies as follows:

a) **Niagara Escarpment Protection Area – Greenlands B Area**

This designation incorporates lands which have been identified through the Indian Creek Subwatershed Study as “Greenlands B Area”. Therefore, in addition to the policies of Section 4.2 of the Plan, regard

shall also be had to the policies of Section 4.9, Greenlands B Area, in considering any changes to the use of these lands. The Town shall also consider, if financially feasible, the acquisition of these lands to allow for the creation of a complete linked greenlands/open space system.

b) **Niagara Escarpment Protection Area – Passive Open Space**

This designation incorporates lands which the Town will consider for acquisition as part of its parks and greenlands/open space system to provide for passive open space uses and to protect the face of the Niagara Escarpment and the lands adjacent to the Niagara Escarpment. The Town recognizes the Escarpment Protection Area policies and, will only consider uses for these lands which are in conformity with the Niagara Escarpment Plan. The Town of Milton will comply with the requirements of the Niagara Escarpment Plan for the lands acquired for passive open space uses.

In addition, the lands in Specific Policy Area No. 13 shall be subject to the policies of Section 4.11.3.13 of the Official Plan.

C.8.6 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section 5.0 of this Plan, the following policies are applicable to the Sherwood Survey Planning District.

C.8.6.1 PHASING AND FINANCE

C.8.6.1.1 Development in the Sherwood Survey Planning District shall proceed in three phases, 2A, 2B, and 2C as designated on Schedule "C-8-F". Prior to the commencement of development in each phase, an acceptable financing plan must be approved by the Town and Region and any additional financial and other requirements of the Town and the Regional Municipality of Halton shall be satisfied; confirmation shall be received from utility providers and schools that appropriate services can be accommodated; and, the following conditions must be met:

- a) Phase 2B - 60% of the developable land area of Phase 2A must be in registered plans of subdivision prior to the commencement of development in Phase 2B.
- b) Phase 2C - 60% of the developable land area of Phase 2B must be in registered plans of subdivision prior to the commencement of development in Phase 2C.

Notwithstanding the foregoing, the Town may permit the development of an Eco-Tech Village in accordance with the policies of Section C.8.4.4. of this Plan.

C.8.6.1.2 Notwithstanding the policies of Section C.8.6.1.1, development in the Milton Heights Neighbourhood shall be permitted when it has been demonstrated to the satisfaction of the Town and the Region that:

- a) water and wastewater servicing is available and that the use of such available capacity will not compromise infilling opportunities in the Existing Urban Area as designated on Schedule “B” to the Official Plan;
- b) Sufficient transportation capacity is available or can be made available to service this neighbourhood and other development that has committed and allocated water and wastewater capacity within other Phases of the Secondary Plan;
- c) Financial arrangements are feasible within the Regional budget in order to accommodate this neighbourhood’s development and the subsequent phasing of the Secondary Plan; and,
- d) Financial agreements have been entered into with the Town, Region and Milton Heights landowners to ensure the servicing and transportation requirements and any other functional requirements are achieved.

Further, regardless of the timing of development in the Milton Heights Neighbourhood, the Town will use its best efforts to work with the Region of Halton to, where technically feasible, provide municipal water and wastewater to the existing Milton Heights community, as defined on Schedule “C-8-D”, Character Area, and to put in place major new road infrastructure, before significant new development occurs in the neighbourhood.

C.8.6.1.3 Notwithstanding the Phasing and Finance Policies contained within Section C.8.6.1.1., residential development within the Harrison and Willmott Neighbourhoods of the Sherwood Survey Secondary Planning District may commence when 60% of the residential building permits within the phase 2A development south of Derry Road have been issued, given that major servicing infrastructure required for the proposed Phase 2A development will need to be accommodated within the above noted greenfields area, in accordance with the Region of Halton Water/Wastewater Master Servicing Plan, without an amendment to this Plan at the sole discretion of the Town and Region of Halton, and provided that all relevant financial, functional, and other requirements of the Town and Region of Halton, as deemed necessary, are satisfied.

C.8.6.1.4 Building Permits shall only be issued when the criteria in subsection 5.2.3.15

of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Phasing Plan which forms part of the Sherwood Survey Secondary Plan Implementation Strategy. In addition, building permits in the Sherwood Survey Planning District shall only be issued when the following criteria are satisfied:

- a) The Community Park in the Community Park Area designation on Schedule "B" to the Official Plan on the west side of Regional Road 25 shall be constructed and conveyed to the Town prior to the lands in Phase 2 being 30% built;
- b) The Community Park in the Community Park Area designation on Schedule "B" to the Official Plan on the east side of realigned Tremaine Road (Reg. Road 22) north of Third Sideroad shall be constructed and conveyed to the Town prior to the lands in Phase 2 being 70% built;
- c) The Passive Open Space Area on Schedule "C-8-D" shall be conveyed to the Town prior to the release of any lands for development;
- d) The District Park Area on Schedule "C-8-D" shall be conveyed to the Town prior to the lands in Phase 2 being 60% built;
- e) Neighbourhood Parks which serve the various phases shall be constructed and conveyed to the Town prior to the lands in the Phase as identified on Schedule "C-8-A" being 25% built;
- f) Village Squares shall be constructed and conveyed to the Town prior to the respective sub-neighbourhood (sub-neighbourhoods are identified on Schedule "C-8-A") being 25% built;
- g) School sites for each neighbourhood shall be shown as a block(s) on an approved draft plan of subdivision before 25% of the respective phase of the Secondary Plan is built.
- h) Lands designated Greenlands A Area and Greenlands B Area shall be dedicated to the Town when adjoining lands are approved for development as a condition of draft plan approval or site plan approval;
- i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the Town may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been made, to the satisfaction of the Town through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

- j) Lands required for large utility structures shall be shown as block(s) 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;
- k) The Town has in full force and effect and not subject to appeal a Development Charges By-law under the Development Charges Act, 1997 or successor legislation, identifying the charges applicable to the lands in the Secondary Plan area:

Notwithstanding the foregoing:

- i) Public infrastructure such as parks, firehalls, schools and servicing facilities may proceed at any time regardless of the development phase, subject to the availability of servicing infrastructure and other requirements both at the Local and Regional levels, even if the precise requirements of clauses a) to h) above have not been met; and,
- ii) Council may, at its sole discretion, determine that a development proposal in any phase can proceed, even if the precise requirements in clauses a) to h) above are not fully met, if it is determined by Council that such a proposal is in accordance with the general purpose and intent of these clauses and this Secondary Plan, and if there are no unacceptable negative impacts on the Town or Region as determined by Council.

C.8.6.1.5 In order to implement the policy of this Secondary Plan that the cost of new development shall have minimal impact on existing taxpayers, in addition to the policies of Sections C.8.6.1.1. through to C.8.6.1.4. above, development shall only proceed when:

- a) The Town has in full force and effect, and not subject to appeal, 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 area;
- b) Landowners within the Secondary Plan area have entered into an agreement or agreements amongst themselves to address the distribution of all costs of development including those which may not be recoverable by the Town under the Development Charges Act, 1997, or any successor legislation, particularly the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, storm water management facilities, public/private utilities and schools, all in accordance with the *Town of Milton*

Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments prepared by C. N. Watson and Associates and adopted by Council; and,

- c) Landowners within the Secondary Plan Area have entered into an agreement or agreements or have made other satisfactory arrangements with the Town for the provision of funds or the provision of services or both in accordance with the Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments and have entered into an agreement with the Region in accordance with the Region's Financial Plan.

C.8.6.1.6 Prior to approval of development within the Secondary Plan area, all interested telecommunications providers and other utilities are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

All interested telecommunications providers and other utilities wishing to be located within a development areas should be located within an initial common trench, whenever possible, to avoid unnecessary over digging and disruption on municipal rights of way.

Consideration shall be given to the location of utilities within public rights-of-way as well as on private property. Utilities shall be grouped/clustered or combined where possible to minimize visual impact. Utilities shall be placed in such a manner so as to not visually detract from the streetscape. The Town shall encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, light standards, bulk water meters and transit shelters.

The Town supports where feasible the provision of electronic communication technology involving high capacity fibre optics to enhance telecommunication services within the Secondary Plan Area.

C.8.6.2 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 5.5 of this Plan.

C.8.6.3 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Sherwood Survey Planning District. Consents may be permitted in accordance with the provisions of Section 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.

C.8.6.4 POTENTIAL SHALE RESOURCE

Notwithstanding any other policies of this Plan, the Town recognizes that there is a potential shale resource under portions of the Sherwood Survey Secondary Plan Area. The Town will work with the landowners to encourage the extraction of this resource, where economically viable, prior to the commencement of urban development.

C9 DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN

C.9.1 GENERAL

C.9.1.1 PURPOSE

The purpose of the Derry Green Corporate Business Park Secondary Plan is to establish a more detailed planning framework for the Derry Green Corporate Business Park Planning District in support of the general policy framework provided by the Official Plan.

It is a fundamental purpose of this Secondary Plan to ensure that:

- a) the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized;
- b) to the maximum extent possible and practical, the conveyance of lands for community facilities shall keep pace with growth in the Secondary Plan area 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) to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure shall keep pace with the growth in the Secondary Plan area 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 in both a fiscally responsible and physically efficient manner;
- d) overall development in the Secondary Plan area shall be phased in accordance with Schedule “C.9.C” – Derry Green Corporate Business Park Secondary Plan Phasing Plan and the phasing policies of Section C.9.6.1;
- e) development in the Secondary Plan area shall be consistent with the requirements and recommendations of the Subwatershed Update Study (SUS), Functional Stormwater and Environmental Management Strategy (FSEMS), Conceptual Fisheries Compensation Plan (CFCP) and applicable Subwatershed Impact Study (SIS) as approved to the satisfaction of the Town of Milton and the Region of Halton, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities; and

- f) the progression of development within the Secondary Plan is managed in a manner which promoted the achievement of efficient land use and development patterns and is supported by an appropriate range of public infrastructure, facilities, services, and amenities.

C.9.1.2

In order to ensure the implementation of this policy, no applications for development shall be approved and no development shall proceed in the Secondary Plan area unless development conforms with the phasing policies of Section C.9.6.1.2, and until:

- a) the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associated Economists Ltd., as modified by Report CORS-063-12, is approved by Council;
- b) the Town has in full force and effect, and not subject to appeal, 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 area;
- c) the recommendations of the Financial Plan are secured through agreements with affected parties to the satisfaction of Council in accordance with Section C.9.6.1 of this Plan; and,
- d) the recommendations of the Region's financial plan are secured through agreements with affected parties to the satisfaction of Regional Council in accordance with application Regional policies.

C.9.1.3 LOCATION

C.9.1.3.1

The Derry Green Corporate Business Park Planning District is located in the Town's Urban Expansion Area as shown on Schedule "B" of the Official Plan and is bounded by:

- a) North Highway 401 and the west edge of the floodplain of the Middle Branch of Sixteen Mile Creek;
- b) East West edge of the floodplain of the Middle Branch of Sixteen Mile Creek;
- c) South North edge of the floodplain of the Centre Tributary of the Middle Branch of Sixteen Mile Creek; and,
- d) West James Snow Parkway.

C.9.2 PLANNING DISTRICT CONCEPT

C.9.2.1 CORPORATE BUSINESS PARK CHARACTER

C.9.2.1.1 The Secondary Plan is designed to create a comprehensively planned, high quality, corporate business park. It will have approximately 17-18,000 employees based on an assumption of approximately 45 employees per net hectare. This area will also serve as a gateway to the Urban Area and, as such, will reflect the strong sense of community and the environment evident in Milton today by:

- a) providing a multi-modal transportation system, including road, rail, transit and trail/path facilities, and a development pattern which supports that system, to ensure the maximum degree of physical connection to key market areas, as well with the Existing Milton Urban Area, within the Planning District, and with other surrounding areas of the Town;
- b) ensuring that development fronting on major roads, and the road allowances, achieves high urban design standards to reinforce the Town's image and provide an attractive entrance to the community;
- c) providing the flexibility to accommodate a broad range of potential uses in the Corporate Business Park as a whole, while at the same time, establishing appropriate controls on development to ensure that high quality and prestige uses locate at key locations such the areas fronting on Highway 401, Derry Road and James Snow Parkway, and to minimize potential conflicts between uses, including conflicts which relate to the character of specific areas of the Corporate Business Park and the relationship to residential development on the west side of James Snow Parkway;
- d) creating a Natural Heritage System within the Planning District which is connected to the Natural Heritage System and parkland in other areas of the Town, particularly the Provincial Greenbelt to the east and south of the Planning District;
- e) providing for the potential of features and/or community facilities including a Community Park, within the Planning District which may serve as landmarks or focal points for the Corporate Business Park, its employees and also for all Town residents; and,
- f) recognizing that within the general vision for the Corporate Business Park, individual areas may develop their own specific character.

C.9.2.2 KEY DESIGN ELEMENTS

C.9.2.2.1 The following key design elements form the basis of the Secondary Plan as outlined on Schedule “C.9.A”, Derry Green Corporate Business Park Structure Plan. They include:

a) Natural Heritage System

A Natural Heritage System consisting of habitat complexes, watercourse corridors and buffers is a central feature of the community protecting key environmental features and where feasible providing a connection to the Natural Heritage System in the rest of the Urban Area, as well as to the surrounding rural area and, in particular, the Provincial Greenbelt to the east and south of the Secondary Plan Area. The road system will be aligned to give appropriate accessibility to the Natural Heritage System both physically and visually.

b) Bicycle/ Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, generally location within the outer portion of the Natural Heritage System buffers. In addition, sidewalks or, in certain locations, multi-use trails, will be provided on all roads and separate bicycle lanes will be incorporated into the right-of-way on collector and arterial roads to ensure a community which provided maximum opportunities for pedestrian, bicycle and other similar movement, as well as access to transit services. All development shall have regard for the Town’s Trails and Cycling Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

c) Connectivity/Accessibility

The Secondary Plan Area includes numerous barriers to connectivity and accessibility, both externally and internally, (e.g. Highway 401, gas line and the railway). Improved internal and external access for vehicles, but also for pedestrians and cyclists, strengthens the area’s integration with the rest of the community, as well as enhancing its gateway function and marketability. The road system within the framework of the transportation system designated on Schedule “C.9.A” and “C.9.B” will be designed with a modified grid pattern to enhance connectivity and accessibility. Key planned improvements to the transportation system designed to over come barriers to connectivity and accessibility

include:

- a) a grade separation at the railway for Fifth Line;
 - b) pedestrian/bicycle bridge over the Middle Branch of the Sixteen Mile Creek at the gas pipeline;
 - c) road connections to James Snow Parkway opposite existing roads on the west side of the Parkway; and,
 - d) easterly extensions of Main Street and Louis St. Laurent Blvd.
- d) Highway 401 Landscape Corridor

The view of the Town from Highway 401 is one of the most significant in forming the community's image both for residents and visitors. A number of initiatives have already been taken to enhance this image (e.g. fountain at RR25 interchange). The 401 Industrial/Business Park established a requirement for the creation of a landscape corridor along Highway 401 and this should be continued in the Derry Green Corporate Business Park. This corridor will also provide a visual linkage between different parts of the Natural Heritage System.

- e) Enhanced Streetscape Design

James Snow Parkway and Derry Road represent major access routes into and throughout the community. In addition, each of these roads has a significant role in the community:

- i) James Snow Parkway is a major gateway to the Urban Area and is the key interface between the Corporate Business Park and the residential community to the west; and,
- ii) Derry Road is also a major gateway to the Urban Area from the east.

As such, it is important in creating the image of the community, that these streets have an enhanced level of streetscape design including coordinated street furniture and landscaping. The Town will work with the Region, recognizing that these are Regional roads, to achieve this objective.

- f) Integration of Cultural Heritage Resources

The retention of cultural heritage resources contributes to the character of the area. A careful review of all the identified cultural heritage

resources will be required to determine how best to integrate the key features with the proposed development, including the adaptive reuse of built heritage resources.

g) Gateways

The intersections of Main Street and James Snow Parkway; Derry Road and James Snow Parkway; Louis St. Laurent Boulevard and James Snow Parkway; and Derry Road and Sixth Line are recognized as key points of entry or “gateways” to the Town which will require special design treatments both of the road right-of-way and any development adjacent to the right-of-way.

h) Hydro/Utility Corridor

A significant corridor north of the railway in the Secondary Plan area is used for Hydro transmission facilities. These facilities and the lands in the corridor are publicly owned and the function of the corridor is not anticipated to change. This fact must be recognized in the Plan.

C.9.3 VISION AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section 2 of this Plan, the following vision and objectives are applicable to the Derry Green Corporate Business Park Planning District.

C.9.3.1 VISION

C.9.3.1.1 The Derry Green Corporate Business Park will be based on strong design requirements to ensure the achievement of quality development, while providing for a full range of employment uses in a variety of different environments. These will include prestige offices, campus settings in close proximity to the Natural Heritage System; and street related *light industrial uses*.

C.9.3.2 OBJECTIVES

C.9.3.2.1 To create a Corporate Business Park that capitalizes on Milton’s competitive advantage in the Greater Toronto Area market and its location adjacent to the Highway 401 corridor by establishing a development framework that:

- a) streamlines approvals;
- b) is flexible in dealing with various types and forms of land uses and buildings while directing prestige uses to key locations; and,

- c) promotes a program of urban design that is attractive and financially responsible.

- C.9.3.2.2** To create functional transportation system, including road, rail, transit and trail/path facilities, which ensures the maximum degree of physical connections to key market areas, as well as with the Existing Urban Area, within the Planning District and with other surrounding areas. This system should be based on a modified grid road system and designed to ensure maximum accessibility and connectivity and opportunities for integration with the rest of the community.
- C.9.3.2.3** To ensure through the establishment of urban design guidelines and other measures, including zoning regulations, a high quality and consistent level of urban design for both public and private areas of the Corporate Business Park, including specific directions to ensure the highest quality of development at key locations, while providing the flexibility to accommodate a broad range of potential use in the Corporate Business Park as a whole.
- C.9.3.2.4** To create, in consultation with the Region of Halton and Conservation Halton, a linked Natural Heritage System, including a trail system, which is connected with other areas of the Town, forms a central feature of the Corporate Business Park, protects and enhances key existing natural features, and which is easily accessible and visible to residents and visitors.
- C.9.3.2.5** To develop a function servicing plan, in consultation with the Region and with Regional approval where applicable, which ensures that all services, including major capital projects, are provided in a cost-effective and timely manner as the area develops.
- C.9.3.2.6** To preserve existing cultural heritage features which are designated or on the Town's heritage register, "in situ" wherever possible or, if supported by an approved heritage study, on an alternative, appropriate site. Adaptive reuse of these features will be encouraged.
- C.9.3.2.7** To create focal points for the Corporate Business Park, employees and Town residents through the use of cultural heritage features which are designated or on the Town's heritage register, or the creation of other landmark features, including a Community Park.
- C.9.3.2.8** To ensure an appropriate interface with the residential development west of James Snow Parkway and to mitigate impacts to the extent feasible on remaining, existing residential development and agricultural operations from adjacent new, non-residential and employment uses through design and the establishment of appropriate setbacks and buffering, while recognizing that the primary and long term use of the area is for employment development.

- C.9.3.2.9** To work with the Ministry of Transportation and abutting owners to create a comprehensive landscape corridor along Highway 401 and pedestrian/bicycle trail linkages across Highway 401 at major crossings such as James Snow Parkway.
- C.9.3.2.10** To work with the Region to design James Snow Parkway and Derry Road, and key intersections on those roads, to reflect their roles as major “gateways” to the Milton Urban Area.

C.9.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Second 2 of this Plan, the following policies are applicable to the Derry Green Corporate Business Park Planning District.

C.9.4.1 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

C.9.4.1.1 General

- a) Transportation infrastructure shown on the Schedules attached to the Derry Green Corporate Business Part Secondary Plan may be subject to Environmental Assessments at both Regional and Town levels, recognizing that this Secondary Plan together with the “Derry Green Corporate Business Park Transportation Strategy Report (December 2010)” and the “Halton Region Transportation Master Plan (2031) – The Road to Change” satisfy Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations of transportation infrastructure are conceptual and will only be finally determined upon completion of any required Environmental Assessments. Where appropriate, some of the required detail and assessment may be completed as a component of the plan of subdivision review process which will examine among other issues minimizing impacts on the Natural Heritage System and open space system.
- b) 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 and/or the Region. All roadway and driveway spacing shall conform to standard roadway engineering practices and is to be approved by the respective roadway jurisdiction.
- c) The range of land uses ultimately developed within the Secondary Plan area may, in some instances, not require the full road network identified on the Schedules to the Secondary Plan. Where, through the submission of supplementary transportation studies, it can be demonstrated to the

satisfaction of the Town and the Region that certain roads are not required, the road network as illustrated on the Schedules to this Secondary Plan may be modified accordingly, without amendment to this Plan.

C.9.4.1.2 Sixth Line

A portion of Sixth Line south of Derry Road is within the Regional Storm flood plain associated with the Sixteen Mile Creek and is subject to seasonal flooding. As a result, Sixth Line may have to be diverted in order to move it outside of the Regional Storm flood line. No development shall occur on adjacent lands until flood free access is available and has received all required approvals, including but not limited to the approval of an Environmental Assessment.

C.9.4.1.3 Future Major Arterial Road Study Area

The Region's Transportation Master Plan (2031) – the Road to Change has identified the need for additional north/south Regional arterial road capacity within the Derry Green Corporate Business Park Secondary Plan to support travel demand in 2031. Within Milton, the Transportation Master Plan has conceptually identified a new north/south corridor located between Fifth and Sixth Lines, extending from Britannia Road to Provincial Highway 401.

As part of Halton Region's 2016 Transportation Master Plan, a Corridor Study will be undertaken to define the study area to be considered through the Class Environmental Assessment for the new corridor.

In the interim, development may commence in accordance with the Secondary Plan including the phasing plan in Schedule "C-9-C" within the area between Fifth and Sixth Lines, extending from Britannia Road to Provincial Highway 401, provided that the development does not restrict consideration of alternatives for the location of the corridor as part of the Corridor Study, and subject to the consent of the Region of Halton.

The Secondary Plan identifies a north/south local collector road within the area between Fifth and Sixth Lines, extending from Britannia Road to Provincial Highway 401. The need for this collector road will be reviewed in consultation with the Region of Halton prior to its construction. If the Region's Corridor Study determines that a Regional arterial road will be located within this area and that the local collector road is no longer required, the collector road will be deleted without amendment to the Plan.

C.9.4.2 PUBLIC TRANSIT

In conformity with Section B.2.6.3.19 and B.2.6.3.20 of the Official Plan, the

Town will ensure that the development of the Derry Green Corporate Business Park maximized the potential for the provision of transit service, including the development of transit-supportive design criteria and standards in the Urban Design Guidelines.

C.9.4.3 FUTURE RAILWAY GRADE SEPARATION

A future railway grade separation is designated on the Schedules to the Secondary Plan. The design of development shall protect for the eventual construction of the future grade separation based on projected traffic volumes, possible increases in rail traffic including expanded GO Transit service, and the limited road way crossings of the rail line.

In accordance with, and further to the policies of Section B.2.6.3.9 of this Plan, due to the presence of hydroelectric transmission towers in the immediate vicinity of the CP Rail line, the alignment of the Fifth Line grade separation (underpass) will result in the need for an asymmetric road widening loaded to the east side of Fifth Line.

C.9.4.4 TRAILS SYSTEM

Schedule “C.9.A”, Derry Green Corporate Business Park Structure Plan establishes the proposed recreational pedestrian/bicycle trail system for the Secondary Plan area. It also identified the location of roads which will be designed in accordance with the Town’s standards to accommodate a bicycle path as part of the roadway and/or a multi-use path. Separate multi-use paths will only be required on arterial roads. A potential bicycle trail linkage is identified crossing Highway 401 on James Snow Parkway. The Town will work with the Ministry of Transportation and the Region of Halton to establish this bicycle trail linkage in this location, and at other major crossings.

C.9.4.5 SIXTEEN MILE CREEK SUB-WATERSHED UPDATE STUDY

C.9.4.5.1 All new development within the Derry Green Corporate Business Park shall be consistent with the recommendations of the SUS, including the use of Low Impact Development Practices. Functional recommendations, derived from the SUS principles and specifically focused on the Derry Green Corporate Business Park Secondary Plan Area will also apply as outlines in the FSEMS and the CFCP.

No amendments to the Secondary Plan shall be required to implement the recommendations of the Subwatershed Update Study, FSEMS or CFCP. Such functional recommendations will be implemented through the required SIS as approved by the Town in consultation with Conservation Halton, the Region and any other relevant public agencies. In particular, where the SUS, FSEMS

or CFCP supports the realignment, relocation, elimination, replication or other modification of watercourse corridors or other key features including wetlands and restoration areas or changes in the locations of drainage facilities in accordance with the policies of Section C.9.5.10 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

C.9.4.5.2 In addition to the SUS, the Halton-Hamilton Source Protection Committee, with support from the Region of Halton and the Ministry of Environment, is in the process of completing the Source Water Protection Plan for Halton Region. There are no Source Water Protection implications in this area as it is outside any well-head protection area.

C.9.4.5.3 Subwatershed Impact Studies are required for Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. The study areas can be modified or consolidated subject to approval of the Town, in consultation with the Conservation Authority and the Region of Halton. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The Terms of Reference for the Subwatershed Impact Studies must be adhered to and can be found in the FSEMS.

C.9.4.6 URBAN DESIGN

C.9.4.6.1 Urban Design Strategy and Guidelines

Section B.2.8 of this Plan established a detailed urban design strategy for the Town which is applicable to the Derry Green Corporate Business Park Secondary Plan Area.

Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the Derry Green Corporate Business Park Planning District shall be designed in a manner which reflects the following principles and policies, as well as the other policies of this Secondary Plan, particularly Section C.9.2, Planning District Concept, Section C.9.3, Vision and Objectives, and Schedule “C.9.A”, Derry Green Corporate Business Park Structure Plan; and has the regard for Urban Design Guidelines for the Planning District. Development is encouraged to employ innovative and sustainable design features and construction practices consistent with the approach advocated by the Leadership in Energy and Environmental Design (LEED) rating system.

C.9.4.6.2 General Design Principles

Further to, and in accordance with the provisions of Vision and Objectives of subsection C.9.3.1, development shall be designed in accordance with the following general design principles:

- a) Creation of a visually and physically well-connected Corporate Business Park incorporating high quality streetscape design and urban design which is innovative and supportive of transit and active transportation.
- b) Creation of a unique, place specific Corporate Business Park as a gateway to the Urban Area

C.9.4.6.3 Key Design Directions

In addition to the policies of this Secondary Plan, the following policies and the designations on Schedule “C.9.A”, Structure Plan, and “C.9.B”, Land Use Plan, provide directions with respect to key design features.

C.9.4.6.4 Natural Heritage System

The Natural Heritage System as designated on Schedules “C.9.A” and “C.9.B” consisting of habitat complexes, watercourse corridors and buffers, is a central feature of the Secondary Plan area and forms a strong connection to lands within the Greenbelt Plan.

C.9.4.6.5 Connectivity/Accessibility

Strong connectivity and accessibility both internally and externally for the Corporate Business Park shall be achieved through the enhancements of the transportation system as designated on Schedule “C.9.A”, Structure Plan and, in accordance with the policies of Section C.9.4.1-C.9.4.4 and the other policies of this Secondary Plan.

C.9.4.6.6 Highway 401 Landscape Corridor

All development abutting Highway 401 or any related service roads shall be designed to achieve a landscaped corridor along the highway, although views of primary buildings will be permitted. The corridor shall be located outside of any lands required by the Ministry of Transportation and the width shall be specified in the Zoning By-law. In addition, to further implement this direction:

- a) buildings shall be designed so that all elevations facing a street, including Highway 401, present an attractive, articulated elevation;
- b) views of primary buildings will be permitted, although trees and landscaping will be used to screen elements such as parking, service and loading areas;
- c) parking which is visible from Highway 401 will be limited and generally will be at least partially screened by berms and landscaping; and,

- d) service and loading facilities, or open storage, will not be permitted in any yard facing Highway 401 and, regardless of location, will be screened from Highway 401.

C.9.4.6.7 Enhanced Streetscape Design

James Snow Parkway, Derry Road, and Main Street East represent major access routes into and through the community. The Town will ensure that they are designed with an enhanced and co-ordinated approach to landscaping, street tree planting, sidewalks, lighting, private/public utilities, bike and multi-use paths and boulevards in accordance with the Town's Urban Design Guidelines and Regional Right-of-Way Dimension Guidelines and subject to any required Environmental Assessment.

In addition, the Town shall through the zoning by-law and site plan approval process, ensure *development* immediately adjacent to these roads achieve a high quality of site and building design. In particular:

- a) *Development* should be “street-oriented”;
- b) Significant parking areas will be screened by berms and landscaping;
- c) Service, loading and open storage facilities shall not be permitted in the yard abutting these major roads and shall be screened from these roads;
- d) Safe and functional vehicular and pedestrian access shall be provided; and,
- e) The use of native and non-native species for landscaping and street tree planting will be promoted. Consideration will be given to eco-friendly features, including Low Impact Development (LID) practices in any streetscape design and landscaping involving publicly owned road rights-of-way.

C.9.4.6.8 Streetscape Design

The design of all streets in the Corporate Business Park will also be carefully reviewed to ensure that the streets are functional for goods movement, while still being comfortable for pedestrians and bicyclists. The Urban Design Guidelines will establish specific design treatment for all streets.

C.9.4.6.9 Cultural Heritage Features

In the development of the Corporate Business Park, land owners shall be strongly encouraged to incorporate key cultural heritage features with the proposed development, including the adaptive reuse of built heritage resources.

C.9.4.6.10 Gateways

“Gateways” are designated on Schedule “C.9.A” and are key points of entry to the Urban Area of the Town which require special design treatment of both the road allowance and adjacent development. In addition, it is recognized that the railway also serves as a “gateway” to the Town, and consideration will be given to screening open storage along the tracks to minimize its visual impact.

C.9.4.7 CULTURAL HERITAGE

Four properties in the Secondary Plan area are considered of cultural heritage significance. They are listed on the Town’s register and the Town may consider their designation under the *Ontario Heritage Act*. These properties are 7429 Fifth Line, 7542 Fifth Line, 7622 Fifth Line and 6566 Sixth Line and are designated on Schedule “C.9.B” as “Cultural Heritage Resources”.

C.9.4.7.1 The Town shall, in conformity with the heritage policies of Section B.2.10 of the Official Plan, actively encourage:

- a) the conservation of these buildings or any other sites which may be identified and listed on the register or designated under the *Ontario Heritage Act*;
- b) their retention in-situ wherever possible or, if supported by an approved heritage study, on an alternative, appropriate site; and,
- c) their integration with the Corporate Business Park development.

C.9.4.7.2 The existing uses shall be encouraged to continue, however, adaptive re-use of the building and site, shall also be permitted. Notwithstanding the uses permitted in the land use designation applicable to these sites, permitted adaptive re-use shall be restricted to a limited commercial use or uses such as offices, a restaurant, a studio or a workshop subject to a zoning by-law amendment and site plan approval, and provided that:

- a) the character and appearance of the building and site are maintained, and any additions maintain the character, to the satisfaction of the Town;
- b) for 6566 Sixth Line, the approval of Conservation Halton, recognizing that the site is located in the floodplain; and,
- c) for 7622 Fifth Line, the Town is satisfied, in consultation with Conservation Halton, that there will be no significant impact on the natural environment recognizing that the site is located in the Natural Heritage System designation.

C.9.4.8 PUBLIC INFRASTRUCTURE AND SERVICES

- a) Federal, Provincial, Regional and Town-owned and/or operated public infrastructure and services are permitted to be located within any land use designation, except the Natural Heritage System designation, subject to the completion and approval of an Environmental Assessment or where such public infrastructure and services are required as a condition of approval under the *Planning Act*;
- b) Notwithstanding the foregoing, public infrastructure such as roads, above and below ground utilities including water and wastewater mains, storm sewers, gas lines, underground telecommunications infrastructure and stormwater management outlets may be located within the Natural Heritage System designation subject to the satisfactory demonstration of the following:
 - a) There are no feasible alternatives to the proposed location; and,
 - b) The degree of intrusion is minimized to the extent possible.
- c) The provision of temporary/interim water and wastewater servicing to facilitate development may be considered by the Town and Region, where full services will be provided within a defined period of time and a requirement that connection to full services will be required once available, provided that it complies with all relevant policies of this Plan, and is in accordance with any applicable Provincial, Regional and local planning legislation and regulations.

C.9.5 LAND USE POLICIES

The applicable land use policies of Sections 3 and 4 of the Official Plan, together with the additional policies on this section, shall apply to the lands in the Derry Green Corporate Business Park Planning District, in accordance with the land use designations on Schedule “C.9.B”, Derry Green Corporate Business Park Land Use Plan.

C.9.5.1 BUSINESS PARK AREA

C.9.5.1.1 General

Limited open storage may be permitted at the rear of a lot, subject to a zoning by-law amendment, on lands designated “Business Park Area” on Schedule “C.9.B”, with the exception of lands at “Gateway” locations; lands immediately adjacent to James Snow Parkway, Derry Road and Main Street East; and lands subject to the “Natural Heritage Oriented Area” overlay designation, where it

can be demonstrated to the *Town* that the open storage can be buffered by landscaping, berms or other screening mechanisms.

C.9.5.1.2 Overlay Designations

The following uses shall be the only uses permitted on lands designated “Business Park Area” on Schedule “C.9.B”, immediately adjacent to James Snow Parkway, Derry Road, and Main Street East; and in the “Natural Heritage Oriented Area” overlay designation, subject to the applicable policies of Sections C.9.5.1.3 and C.9.5.1.4 and the submission of a *development* plan which illustrate how the policies of this Plan and the Urban Design Guidelines will be addressed:

- a) *light industrial uses*;
- b) ancillary retail and office uses directly related to the *light industrial use* and located within the industrial building; and
- c) research and development uses, excluding uses which produce biomedical waste.

C.9.5.1.3 Service Stations/Gas Bars

Service stations/gas bar uses including related convenience stores, care wash and other accessory uses shall only be permitted subject to the Urban Design Guidelines, a site specific amendment to the Zoning By-law and site plan approval on lands designated “Business Park Area” immediately adjacent to Derry Road. Such uses shall be prohibited at the intersection of Derry Road and any Arterial Road. Such development shall not be subject to the specific policies of Section 9.5.1.5, but shall be designed to foster an urban character recognizing the specific requirements of the use.

C.9.5.1.4 Street Oriented Design

Development applications on lands designated “Business Park Area” immediately adjacent to James Snow Parkway, Derry Road and Main Street East shall be reviewed by the Town in accordance with the Urban Design Guidelines. In particular, *development* shall be designed with street-oriented sites and buildings, including a continuous frontage of buildings, contributing to the pedestrian orientation of the street, wherever feasible; have a minimum height of 6 metres; and be encouraged to exceed one storey in height.

The relationship of any *development* to the Natural Heritage System designation, including any crossings, shall be evaluated in conformity with the policies of the Natural Heritage System designation of this Plan, and the Subwatershed Update Study.

C.9.5.1.5 Natural Heritage Oriented Area

Lands designated “Business Park Area” with a “Natural Heritage Oriented Area” overlay designation on Schedule “C.9.B” shall be reviewed by the Town in accordance with the Urban Design Guidelines. In particular:

- a) development shall be designed to ensure that buildings and other uses not only capitalize on their location, but that they are sensitive to impacts on the surrounding Natural Heritage System;
- b) careful consideration shall be given to the design of impervious surfaces and other factors that impact stormwater management including the use of LID practices;
- c) Natural heritage supporting areas and restoration areas which may be located on the site and which have been identified through the SUS and FSEMS shall be considered for integration into the development where feasible in such a way as to link them to the Natural Heritage System; and,
- d) development shall be designed with a campus-like design to achieve better integration with the surrounding Natural Heritage System.

C.9.5.1.6 Natural Heritage Oriented Area – Special Use Area

Schedule "B" as Natural Heritage Oriented Area - Special Use shall be subject to the policies of the Natural Heritage Oriented Area save and except that the existing place of worship is permitted to operate one day per week on the lands. The Zoning By-law shall place restrictions on the use to ensure that the building footprint size and intensity of the use is not increased.

C.9.5.2 PRESTIGE OFFICE AREA

See Prestige Area policies in [Section 3.4.7](#).

C.9.5.3 INDUSTRIAL AREA

C.9.5.3.1 Further to, and in accordance with the policies of Section B.3.9 of this Plan, on lands designated “Industrial Area” on Schedule “C.9.B”, notwithstanding the provisions of Section B.3.9.2.1 which permit the full range of *light industrial and general industrial uses*, the Zoning By-law may not initially permit the full range of such uses on all sites.

C.9.5.3.2 Sites where uses may be restricted shall include sites adjacent to the railway, Fifth and Sixth Lines and lands adjacent to the Natural Heritage System designations on Schedule “C.9.B”.

C.9.5.3.3 On sites identified in Section C.9.5.3.2, or other sites as the Town may determine, the By-law may prohibit specific uses including truck terminals, fuel depots, cement batching and asphalt plants and waste management or compositing facilities or similar uses which cannot easily be designed to maintain the high quality of development required for such areas. Further. Through the By-law or site plan control process, the location and extent of open storage areas may be limited and/or specific buffering may be required.

C.9.5.3.4 Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a development plan which illustrates how the policies of this Plan and the Urban Design Guidelines will be addressed, including elevations and plans; and may be approved provided that the Town is satisfied that the development can be designed to maintain the high quality required for such areas.

C.9.5.4 NATURAL HERITAGE SYSTEM

C.9.5.4.1 Purpose

Within the Derry Green Corporate Business Park Secondary Plan, the “Greenlands A Area” and “Greenlands B Area” designations as established in the Official Plan are collectively designated “Natural Heritage System” in order to better reflect the systems approach taken to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed. The purpose of the Natural Heritage System designation in the Derry Green Corporate Business Park Secondary Plan Area is:

- a) to protect areas which have been identified as having environmental significance based on the functional recommendations of the Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study, the FSEMS and CFCP for the Derry Green Corporate Business Park Secondary Plan Area; and,
- b) to establish a Natural Heritage System, achieving enhanced natural habitat areas and ecological functions that will be resilient to the impacts of the adjacent urban development.

C.9.5.4.2 Criteria for Designation

The lands in the Natural Heritage System on Schedules “C.9.A” and “C.9.B” consist of the following key features and functions:

- a) habitat complexes consisting of valleylands, forest, thicket, meadow, wetland and associated restoration areas;

- b) watercourse corridors; and,
- c) buffers.

C.9.5.4.3 Permitted Uses

The Natural Heritage System designation on Schedules “C.9.A” and “C.9.B” means that only the following uses may be permitted subject to the policies of this Section:

- a) recreational trails and similar non-intensive recreation uses;
- b) forest, wildlife and fisheries management;
- c) archaeological activities in accordance with Provincial Ministry requirements; and,
- d) public infrastructure in accordance with Section C.9.4.8.

C.9.5.4.4 Criteria for Habitat Complexes

The FSEMS identifies the location of habitat complexes consisting of valleylands, forest, thicket, meadow, and wetland and associated restoration areas. The boundaries of habitat complexes shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a) key NHS areas as defined in the FSEMS;
- b) goals and conservation priorities in the FSEMS; and,
- c) targets and implementation details in the FSEMS.

C.9.5.4.5 Criteria for Watercourse Corridor Design

The FSEMS and CFCP identify the approach for watercourse corridor design to be followed in the SIS. The dimensions of watercourse corridors, exclusive of the required buffers set out in C.9.5.4.6, measured from stable top of bank to stable top of bank, shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a) Meander belt width of natural channel design, including 10% safety factor, and all required fisheries compensation/habitat;
- b) Maintenance of existing riparian storage volumes;

- c) Watercourse corridors designated to contain Regional Storm storage shall be sized accordingly;
- d) Construction of a stable valley wall from the top of the valley wall to the proposed finished grade at the top of the valley wall; and
- e) Provision of flood protection for adjacent properties up to and including the Regional Storm event.

C.9.5.4.6 Criteria for Buffers

Buffers shall be provided in accordance with the following:

- a) Watercourse Corridors:

10 metres from the greatest hazard (Region Storm flood plain or stable top of bank), except where a trail is planned to be located within the buffer, in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule “C.9.A”. Notwithstanding the foregoing, where a trail is located within a stormwater management facility adjacent to a watercourse buffer, an additional 5 metre buffer width will not be required;

- b) Woodlots:

10 metres from the drip line except where a trail is planned to be located within the buffer in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule “C.9.A”; Where a trail is located within an existing utility easement or an adjacent stormwater management facility, an additional 5 metres buffer width shall not be required.

- c) Sixteen Mile Creek (Middle Branch):

30 metres from the greater of the existing physical top of bank or the stable top of bank limit along both sides of the main valley;

- d) Wetlands:

- a) 30 metres from the boundary of all Provincially Significant Wetlands of any size; and,
- b) 15 metres from the boundary of all other wetlands.

e) Hedgerows:

10 metres from the drip line. Trails may be located within these buffers without augmentation of the 10 m buffer width.

C.9.5.4.7 Natural Heritage System Policies

- a) The boundaries of the Natural Heritage System designations on Schedules “C.9.A” and “C.9.B” have been delineated in a conceptual manner based on the functional recommendations of the Sixteen Mile Creek, Subwatershed Planning Study, Areas 2 and 7, Subwatershed Update Study and FSEMS for the Derry Green Corporate Business Park Secondary Plan Area. These boundaries are subject to field verification as part of the preparation of the Subwatershed Impact Studies, and within those areas regulated by Conservation Halton must be consistent with the policies of Conservation Halton;
- b) Where as part of the subwatershed planning process or in the FSEMS and the approval of the Subwatershed Impact Study(s) it is recommended that the boundary of the Natural Heritage System can be altered through the removal, restoration and/or modification or realignment of watercourse corridors, or other features, or the relocation, modification or elimination of restoration areas, or the modification or elimination of wetlands subject to the replication of their function elsewhere in the Natural Heritage System within the Derry Green Corporate Business Park Secondary Plan, and the Town approved the recommendation, in consultation with Conservation Halton, the recommended alteration of the Natural Heritage System boundary can be made without further amendment to this Plan where such works are undertaken in accordance with an approved SIS. Furthermore, the Natural Heritage System designation shall be deemed to apply to all lands within the modified boundaries and an adjacent land use designation shall be deemed to apply to any lands removed from the Natural Heritage System designation;
- c) Endangered and threatened species were identified in the Derry Green Corporate Business Park Secondary Plan Area through the Subwatershed Update Study. Prior to the earlier of site alteration, subdivision registration and/or site servicing, the proponent will be required to address impacts, if any, to endangered and threatened species through consultation with the Ministry of Natural Resources;
- d) The lands within the Natural Heritage System designation are considered to be a crucial part of the proposed Natural Heritage System and open space system intended for the Milton Urban Area and shall be

acquired by the Town of Milton in accordance with the policies of Section B.5.9.3.7 of this Plan. However, where any land within the Natural Heritage System designation is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that such lands be purchased by the Town or other public agency, but may be acquired by dedication to the Town through the development approval process; and,

- e) Lands within the Natural Heritage System designation shall be enhanced and restored in accordance with the recommendations of the approved FSEMS, CFCP and SIS. Any requirements for restoration planting shall be in accordance with Town standards as set out in the FSEMS.

C.9.5.4.8 Implementation – Lands Adjacent to Natural Heritage System

Prior to development of lands adjacent to the Natural Heritage System, and subsequent to the preparation of the required Subwatershed Impact Study, as condition of draft plan approval or prior to site plan approval where necessary, the Town may require the preparation of a detail implementation plan which defines mitigation plans including matters such as maintenance of clean surface water contribution to watercourses and wetlands, grading, edge management, acceptable construction practices and building placement on each development site. The implementation plan will reflect the recommendations of the Subwatershed Impact Study.

C.9.5.5 ENVIRONMENTAL LINKAGE AREA – PIPELINE EASEMENT

Further to, and in accordance with, the policies of Section B.3.13, Environmental Linkage Area, of the Official Plan, the following policies apply to the Environmental Linkage Area – Pipeline Easement designation on Schedule “C.9.B” which consists of the Union Gas (or any successor in title) High Pressure Gas Transmission Line Easement:

- a) It is an objective of this Secondary Plan to develop the lands in the Environmental Linkage Area/Pipeline Easement as a part of the Natural Heritage System for the Derry Green Corporate Business Park Planning District;
- b) The permitted uses, in addition to those in Section 3.13.2 of this Plan shall include gas pipelines and related facilities;
- c) No significant structures shall be permitted in the Environmental Linkage Area – Pipeline Easement; and,

- d) All uses of, and development within, the Union Gas Easement, including any site alteration, grading or landscaping works, shall be subject to the approval of Union Gas Limited in consultation with the Town.

C.9.5.6 ENVIRONMENTAL LINKAGE AREA

Further to, and in accordance with, the policies of Section B.3.13, Environmental Linkage Area, of the Official Plan, the following policies apply to the Environmental Linkage Area designation on Schedule “C.9.B” which consists of the local scale linkage components of the Natural Heritage System identified through the Subwatershed Update Study, Areas 2 and 7, FSEMS and an approved Subwatershed Impact Study:

- a) The Environmental Linkage Area designation is shown conceptually on Schedule “C.9.B”. This designation is designed to protect lands which have the potential to form linkages in the Natural Heritage System. The designation includes in some cases existing features such as hedgerows, intermittent flow channels or overland flow routes, which have the potential to be rehabilitated or enhanced to form the basis for the linkage, while recognizing that these areas would not generally be subject to any corridor or buffer requirements. They may also be areas where there are no existing features, but where trails or landscape areas could be created to form a linkage;
- b) Notwithstanding the permitted uses in Section B.3.13.2, parking lots and recreational trails are prohibited;
- c) It is the objective of the Town to have the lands in the Environmental Linkage Area designation, where their protection is recommended through the approved Subwatershed Impact Study, dedicated to the Town at no cost to the Town; and,
- d) Development in areas designated “Environmental Linkage Area” shall be in accordance with the policies in Section B.3.13.3 of the Official Plan.

C.9.5.7 RESIDENTIAL SPECIAL POLICY AREA

- C.9.5.7.1** The Residential Special Policy Area designation is an overlay designation. The lands in the Residential Special Policy Area designation on Schedule “C.9.B” shall be developed in accordance with the underlying land use designation. The Special Policy Area designation identifies an area where there is an existing strip of residential dwellings which are unlikely to be redeveloped in the short term. To recognize this situation the following special policies will apply to the

subject lands:

a) Zoning

The subject lands shall be zoned to permit the existing use and uses related to the residential use, including home occupations. Any new development will require a rezoning and which will be reviewed by the Town in the context of the Secondary Plan policies;

b) Interim Use

In addition to the uses permitted by the underlying land use designation on Schedule “C.9.B”, the Town may rezone the lands to permit the use of the existing residential dwellings, including additions to such dwellings, for office or other uses which are compatible both with the adjacent residential uses and uses permitted by the underlying land use designation; and,

c) Abutting Development

Where development is proposed on lands abutting residential development in the Residential Special Policy Area designation, the Town shall give consideration to the provision of landscaping or other buffering on the boundary with the residential use.

C.9.5.8 PARKWAY BELT WEST PLAN/UTILITY CORRIDOR AREA

The Parkway Belt West Plan Area designation on Schedules “C.9.A” and “C.9.B” shall be subject to the policies of Section B.4.6 of this Plan.

C.9.5.9 STORM WATER MANAGEMENT FACILITY/LOW IMPACT DEVELOPMENT PRACTICES

C.9.5.9.1 The Stormwater Management Facility designation on Schedules “C.9.A” and “C.9.B” represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities shall be more specifically delineated in the FSEMS. They will be further refined through the applicable Subwatershed Impact Studies and through Stormwater Management Plans prepared in support of individual development applications. Through the preparation and review of these studies and plans, careful consideration shall also be given to the use of low impact development (LID) practices for stormwater management including the design of impervious surfaces and other factors that positively impact on stormwater management. Through these studies, the management of stormwater from public property, including Regional roadways, shall also be accommodated.

C.9.5.9.2 Stormwater Management Facility sites may be relocated or consolidated without an amendment to this Plan, subject to the approval of the Town and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the Sixteen Mile Creek, Subwatershed Update Study, Areas 2 and 7, 2021, FSEMS, Conceptual Fisheries Compensation Plan and Subwatershed Impact Studies.

C.9.5.10 COMMUNITY PARK AREA

The Community Park Area policies in Section B.3.11 of this Plan shall apply to the lands in the Community Park Area designation on Schedule “C.9.B”. This Park is intended to serve all residents in the Town. It will include a range of active recreation facilities, including major indoor recreation facilities such as arenas and community centres, as well as passive open space and unique attractions.

C.9.6 IMPLEMENTATION

Further to, and in accordance with, the existing implementation policies of Section B.5.0 of this Plan, the following policies are applicable to the Derry Green Corporate Business Park Planning District.

C.9.6.1 PHASING AND FINANCE

C.9.6.1.1 In order to implement the policy of this Secondary Plan set out in Section C.9.1.1, applications for development in the Secondary Plan area shall only be approved, and development shall only proceed in accordance with the phasing policies on Section C.9.6.1.2, and when:

- a) the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modified by Report CORS – 063-12 is approved by Council;
- b) the Town has in full force and effect, and not subject to appeal, 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 area;
- c) Landowners in the Secondary Plan area have entered into an agreement or agreements with the Town for the provision of funds or the provision of services or both in accordance with the recommendations of the *Long-Term Fiscal Impact Assessment of Growth* prepared by Watson & Associates Economists Ltd. as modified by Report CORS - 063-12; and the following:

- a. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the Town may require a separate agreement or agreements with the landowners within each phase or phases; and,
- b. Landowners who are not parties to the original agreements referred to in subsections c) and c)i) herein shall enter into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement;
- d) Landowners in the Secondary Plan area have entered, or will enter into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities; and,
- e) Any additional requirements of the Town and/or Regional Municipality of Halton are satisfied.

C.9.6.1.2 In addition to the policies of Section C.9.6.1.1, development in the Derry Green Corporate Business Park shall proceed in three phases as designated on Schedule “C.9.C”, as well as a Potential Future Phase. Prior to the commencement of development in each phase, the policies of Section B.9.6.1.1 shall be satisfied and confirmation shall be received from the Regional Municipality of Halton that water and wastewater services can be provided, and the following conditions must be met:

- a) Phase 2 – 60% of the developable land in Phase 1 must be in registered plans of subdivision or approved site plans prior to commencement of development in Phase 2;
- b) Phase 3 – 60% of the development land in Phase 2 must be registered plans of subdivision or approved site plans prior to commencement of development in Phase 3; and,
- c) Potential Future Phase – the Town and Regional Municipality of Halton are satisfied that the lands can be appropriately provided with water and wastewater services.

Notwithstanding, the policies in Section C.9.6.1.2 and the phasing shown on Schedule “C.9.C”, the phasing may change as a result of the approval and implementation of the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modified by Report CORS – 063-12 or other considerations including the timing of servicing availability in accordance with the policies set out in Section C.9.6.1.1; and Section C.9.6.1.2 and Schedule “C.9.C” can be modified by the

Town without amendment to this Plan.

C.9.6.1.3 Building Permits shall only be issued when the criteria in Sections B.5.2.3.15 and C.9.6.1.1 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Derry Green Corporate Business Park Water and Wastewater Servicing Area Servicing Plan. In addition, building permits for individual plans of subdivision or phases thereof and site plan applications in the Derry Green Corporate Business Park shall only be issued when the following criteria are satisfied with each criteria to be included as a condition of draft approval or site plan approval, whichever is applicable, and to effected upon registration of a subdivision agreement or site plan agreement:

- a) Lands designated “Natural Heritage System” and “Environmental Linkage Area” has been dedicated to either the Town or to Conservation Halton if so directed by the Town;
- b) Stormwater management facilities shall be 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. Temporary stormwater management facilities shall only be considered where they have been contemplated and addressed in the approved Subwatershed Impact Study; and,
- c) Lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

C.9.6.1.4 Notwithstanding the foregoing policies of Section C.9.6.1.2:

- a) Federal, Provincial, Regional and Town owned and/or operated public infrastructure and services as permitted by Section C.9.4.8 may proceed at any time even if the precise requirements of Section C.9.6.1.2 above have not been satisfied; and,
- b) The Town may, at its sole discretion, but subject to the Regional Municipality of Halton’s confirmation of available services, determine that a regionally or locally-significant employment development proposal within the Secondary Plan that falls outside of Phase 1 can proceed, even if the precise requirements of Section C.9.6.1.2 above are

not fully met, if it can be demonstrated to the Town that such a proposal is in accordance with the general purpose and intent of the general goal and objectives of the Derry Green Corporate Business Park Secondary Plan, and if there are no unacceptable negative impacts to the Town or the Regional Municipality of Halton as determined by Council at its sole discretion.

- C.9.6.1.5** Prior to approval of development within the Secondary Plan area, all interested telecommunications providers and other utilities are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

All interested telecommunications providers and other utilities wishing to be located within a development areas should be located within an initial common trench, whenever possible, to avoid unnecessary over digging and disruption on municipal rights of way.

Consideration shall be given to the location of utilities within public rights of way as well as on private property. Utilities shall be grouped/clustered or combined where possible to minimize visual impact. Utilities shall be placed in such a manner so as to not visually detract from the streetscape. The Town shall encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, light standards, bulk way meters and transit shelters.

The Town supports where feasible the provision of electronic communication technology involving high capacity fibre optics to enhance telecommunication services within the Secondary Plan Area.

C.9.6.2 ZONING BY-LAW

- C.9.6.2.1** 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.9.6.3 CONSENTS

- C.9.6.3.1** Subdivision of land shall generally take place by a plan of subdivision in the Derry Green Corporate Business Park Planning District. 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.

C.9.6.4 ENVIRONMENTAL ASSESSMENT

C.9.6.4.1 The water, wastewater and roads projects identified by the Secondary Plan are subject to the provisions of the Municipal Engineers Association Class Environmental Assessment, 2000, as updated 2007 or its successors.

The provisions of the Class Environmental Assessment must be met in this Secondary Plan or as outlined in the following:

- a) Water and Wastewater Projects – Halton Urban Structure Plan, Water and Wastewater Master Servicing Plan Update, 2008 or as amended;
- b) Transportation Projects – This Secondary Plan together with the Halton Transportation Master Plan, June 2004 and/or Transportation Master Plan 2007 Update satisfy Phases 1 and 2 of the Environmental Assessment process; and,
- c) Sixteen Mile Creek, Subwatershed Update Study, Areas 2 and 7, 2010.

C.9.6.4.2 Projects which are not specifically addressed in the above noted documents, or in this Secondary Plan, are generally either exempt from the provisions of the Class EA or will be addressed by the approvals provided for under the Planning Act (i.e. subdivision approvals).

C.9.6.5 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. In addition, the SUS, FSEMS and CFCP must have been completed to the satisfaction of the Town and the Region of Halton, in consultation with Conservation Halton and where applicable, Provincial and Federal Authorities. Furthermore, prior to the making of any application for draft plan approval, a SIS shall be prepared in accordance with the policies of Section C.9.4.5.4 of this Plan. An application for draft plan approval shall not be considered to be complete unless it reflect the results of the SIS, or provides justification for changes to the SIS satisfactory to the Town.

C.9.6.6 REMOVAL OF EMPLOYMENT LANDS FROM *EMPLOYMENT AREAS*

C.9.6.6.1 It is the policy of the *Town* to protect and preserve *employment areas*.

C.9.6.6.2 *Employment Areas* are defined in the Derry Green Corporate Business Park Secondary Plan as all lands designated as “Business Park Area”, and “Industrial Area” on Schedule “C.9.B”.

- C.9.6.6.3** The *Town* may consider the removal of lands from *Employment Areas* within the Derry Green Corporate Business Park Secondary Plan area only where the requirements of Section 3.7.1.10 have been demonstrated to the satisfaction of the *Town*.

C.10 BOYNE SURVEY SECONDARY PLAN

C.10.1 GENERAL

The purpose of the Boyne Survey Secondary Plan is to establish a more detailed planning framework for the Boyne Survey Planning District in support of the general policy framework provided by the Official Plan.

It is a fundamental policy of this Secondary Plan that:

- a) the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized;
- b) to the maximum extent possible and practical, the conveyance of lands for community facilities shall keep pace with growth in the Secondary Plan area 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) to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure shall keep pace with the growth in the Secondary Plan area 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) overall development in the Secondary Plan area shall be phased in accordance with Schedule “C.10.D” Boyne Survey Secondary Plan Phasing Plan and the policies of Section C.10.6.1;
- e) development in the Secondary Plan area shall be in accordance with the requirements and recommendations of the Sixteen Mile Creek, Areas 2 and 7 Subwatershed Update Study (SUS), Functional Stormwater and Environmental Management Strategy (FSEMS), Conceptual Fisheries Compensation Plan (CFCP) and applicable Subwatershed Impact Studies (SIS) as approved to the satisfaction of the Town of Milton and the Region of Halton, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities; and
- f) the progression of development within the Secondary Plan is managed 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.10.1.2 In order to ensure the implementation of this policy, no applications for

development shall be approved and no development shall proceed in the Secondary Plan area until:

- i) the *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. As modified by Report CORS-063-12 is approved by Council;
- ii) the Town has in full force and effect, and not subject to appeal, 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 area;
- iii) the recommendations of the Financial Plan are secured through agreements with affected parties to the satisfaction of Council in accordance with Section C.10.6.1 of this Plan; and
- iv) the recommendations of the Region's financial plan are secured through agreements with affected parties to the satisfaction of Regional Council in accordance with applicable Region policies.

C.10.1.3 LOCATION

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

- i) North Louis St. Lauren Avenue;
- ii) East James Snow Parkway (RR 4) right-of-way (James Snow Parkway);
- iii) South Britannia Road (RR 6); and,
- iv) West Tremaine Road (RR 22).

C.10.2 PLANNING DISTRICT CONCEPT

C.10.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a complete, safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:

- a) ensuring the maximum degree of physical connection with the Existing Milton Urban Area, within the Boyne Survey Planning District itself, and with other surrounding areas of the Town, particularly the Niagara

Escarpment, Bruce Trail, and Greenbelt Plan – Protected Countryside to the north and west, and the Milton Education Village Neighbourhood planned for the area west of Tremaine Road;

- b) creating a natural heritage system and linked parkland system within the Planning District, which is connected to the Greenbelt, including the Niagara Escarpment Plan Area and the natural heritage system and parkland in other areas of the Town;
- c) developing community facilities and mixed use nodes within the Planning District, including the extensions of two Secondary Mixed Use Nodes, which will serve as focal points not only for area residents, but also for all Town residents;
- d) ensuring that development is sensitive to the Greenbelt, including the Niagara Escarpment, given its proximity to these features, and that development is designed to maintain views to the Escarpment;
- e) ensuring a compact community and *transit-supportive* densities through the achievement of an overall residential density of 40 units per net hectare and an overall density of approximately 70 residents and jobs combined per gross hectare exclusive of lands within the Natural Heritage System;
- f) ensuring a strong pedestrian orientation by creating development and a transportation/transit system which reflects the characteristics of the established Milton Urban Area and which is supportive of transit and pedestrian/bicycle movement; and,
- g) recognizing the unique character of the Omagh area both with respect to cultural heritage and natural heritage.

C.10.2.2 KEY DESIGN ELEMENTS

The Boyne Survey Secondary Plan Master Concept Plan in Appendix C.10.A forms the basis for the Secondary Plan. Key elements derived from the Master Concept Plan are outlined in Schedule “C.10.A”, Community Structure Plan and Schedule “C.10.B”, Active Transportation and Greenlands/Natural Heritage System Plan. They include:

- a) Natural Heritage System

A natural heritage system, consisting of habitat complexes, watercourse corridors and buffers is a central feature of the community and provides a strong connection to the Greenbelt Plan Protected Countryside, and

the Niagara Escarpment Plan Area. The road pattern is aligned to give appropriate accessibility to the natural heritage system both physically and visually (e.g. single loaded roads at key locations and vistas in a manner that has regard to the urban design guidelines). Parks are used as central meeting places for neighbourhoods and sub-neighbourhoods and to the extent possible are located to complement the Natural Heritage System.

b) Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the Natural Heritage System buffers. In addition, sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All development shall have regard for the Town's Trail Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

c) Greenbelt Plan Protected Countryside and Niagara Escarpment Lands.

The Plan has been designed to protect an appropriate interface with the Sustainable Halton Plan (SHP) lands through the location of mixed-use nodes at the intersections of Louis St. Laurent Avenue and Britannia Road (RR 6) with Tremaine Road (RR 22). Provision is also made for the potential of trail connections to the Greenbelt Plan Protected Countryside and the protection of views to the Niagara Escarpment.

d) Road System

The road system within the framework of the Active Transportation Plan shown on Schedule "C.10.B" will be designed with a modified grid pattern. The grid pattern reflects the historical pattern of the established urban area and the development pattern of the Boyne Survey. This ensures:

- i) maximum connections within the Planning District and with other areas of the Town and with the arterial road system;
- ii) maximum potential for provision of transit service;

- iii) ease of pedestrian/bicycle movement;
- iv) maintenance of views to the Niagara Escarpment; and,
- v) potential for the creation of views of key public facilities and landmark structures.

In addition, the alignment of the road pattern shall be designed in a manner which is respectful of and sensitive to the Natural Heritage System, particularly valleylands, to the extent possible.

e) Community Structure

The Planning District includes:

- i) significant portions of two secondary mixed use nodes (District Node designations on Schedule “C.10.A”) which provide facilities for the District and the entire Milton Urban Area of the Town, including substantial commercial uses;
- ii) a range of opportunities for higher density mixed use development at key intersections (nodes) and in corridors (residential/office areas, nodes) along both arterial and local roads to provide for a wide range of housing, and commercial and other services for the community, as well as transit-supportive development densities;
- iii) five neighbourhoods, each of which is focused on a neighbourhood centre, which includes a range of park and community facilities and four of which are also located adjacent to the Natural Heritage System; and,
- iv) a number of sub-neighbourhoods focused on small parks known as “Village Squares”.

f) Gateway Streets/Enhanced Streetscape Design

Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue represent significant corridors in and through the Boyne Survey and the Milton Urban Area, as well as being potential major transit corridors, and as such they require enhanced streetscape design. The design of Tremaine Road will also be critical to ensuring an appropriate interface with the future Sustainable Halton lands. An essential focus of its design in the area will be to mitigate any “barrier” effects.

Internal to Boyne Survey, an east/west system of collector roads consisting of "Community Connectors", a "Community Connector Link" and an "Active Transportation Link" will ultimately link the neighbourhoods in the Secondary Plan Area and provide opportunities for the full range of transportation modes. This system will be designed as a focal point for the community with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, public/private utilities, bike paths and boulevards having regard to the Urban Design Guidelines.

In addition, the Town shall through the subdivision, zoning by-law and site plan approval processes, control development along these roads to ensure both a high quality of side design and built form. In particular, buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.

g) Gateways

"Gateways" are recognized as key points of entry to the Milton Urban Area of the Town which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Gateway intersections are located at:

- a) Tremaine Road (RR 22) and Britannia Road (RR 6)
- b) Regional Road 25 and Britannia Road (RR 6); and,
- c) James Snow Parkway and Britannia Road (RR 6).

C.10.3 GOAL AND OBJECTIVES

Further to, and in accordance with, the goals and objectives of Section 2 of the Official Plan, the following specific goal and objectives are applicable to the Boyne Survey Planning District.

C.10.3.1 GOAL

To create a safe, liveable, attractive, complete and healthy community in Boyne Survey which is designed to be integrate with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole.

C.10.3.2 OBJECTIVES

- C.10.3.2.1** To create strong physical connections with the rest of the Milton Urban Area

and planned future Sustainable Halton Plan expansion areas, particularly the Milton Education Village, to ensure maximum opportunities for integration of all components of the Urban Area.

- C.10.3.2.2** To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.
- C.10.3.2.3** To create, in consultation with the Region of Halton and Conservation Halton, a linked Natural Heritage System and open space system, including a trail system, connected with other areas of the Town, particularly the Greenbelt/Protected Countryside, and the Niagara Escarpment. This system will form a central feature of the community, protect and enhance key existing natural features, including woodlots, and be easily accessible and visible to residents and visitors.
- C.10.3.2.4** To ensure that development is sensitive to the proximity of the area to the Greenbelt/Protected Countryside, including the Niagara Escarpment, by protecting views of the Escarpment and providing for the potential of environmental linkages and trail connections.
- C.10.3.2.5** To create a road system based on a modified grid pattern.
- C.10.3.2.6** To create secondary mixed use nodes at Bronte Street and Louis St. Laurent Avenue, and Thompson Road and Louis St. Laurent Avenue, which provide community facilities for both the District and the Town as a whole including significant commercial facilities.
- C.10.3.2.7** To develop a residential community with its own special character which maintains the “small town” character of the established Milton urban area, while providing for a diverse range of housing options as well as employment opportunities, and transit-supportive development patterns and densities.
- C.10.3.2.8** To develop neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities for social, cultural, recreational, education and religious purposes within neighbourhoods, with a particular emphasis on parks which are designed as “meeting” points for the immediate area.
- C.10.3.2.9** To ensure that the integrated street and path system is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movement as well as access to public transit.
- C.10.3.2.10** To ensure the provision of an appropriate quantity of parkland to adequately

respond to a broad range of recreational needs and functions as well as to support the achievement of the desired level of service for the Secondary Plan area including the provision of a Community Park outside of the Secondary Plan area, widely accessible to the majority of residents and serving a Town-wide function.

- C.10.3.2.11** To recognize the special *character* of the Omagh area and ensure that any *development* reflects its unique *character*.
- C.10.3.2.12** To protect and enhance existing natural heritage features as part of a linked natural heritage system in accordance with the SUS, FSEMS and CFCP.
- C.10.3.2.13** To preserve existing cultural heritage features which are designated or are on the Town's register, "in situ" wherever possible, or if supported by an approved heritage study, on an alternative, appropriate site. Adaptive reuse of these features will be encouraged.
- C.10.3.2.14** To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that reverse lotting major roads is prohibited, except where the Town, after consultation, with the Region and other agencies as applicable, is satisfied that there is no other feasible option.
- C.10.3.2.15** To design Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue to reflect their role as major "gateways" to the Milton Urban Area, and to design the proposed Community Connector System as a focal point for the Boyne Survey.
- C.10.3.2.16** To ensure the coordination of design and placement of utility infrastructure for all utilities (including telecommunications, cable, hydro, gas, and Canada Post) required for any part of the Secondary Plan area through the subdivision process.

C.10.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 2 of this Plan, the following policies are applicable to the Boyne Survey Planning District.

C.10.4.1 TRANSPORTATION FACILITIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

Transportation infrastructure shown on the Schedules attached to the Boyne Survey Secondary Plan may be subject to Environmental Assessments at both Regional and Town levels, recognizing that this Secondary Plan together with the "Boyne Survey Secondary Plan and Milton Education Village Traffic

Operations Assessment” (April 2012) and the “Halton Region Transportation Master Plan (2031) - The Road to Change” satisfy Phases 1 and 2 of the Environmental Assessment process. Regardless, the proposed locations of transportation infrastructure are conceptual and will only be finally determined upon completion of any required Environmental Assessments or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the natural heritage system and open space system. The Town, at its sole discretion, may require additional lands for right-of-way purposes where the approved right-of-way design is required to be modified to minimize impacts on the natural heritage system.

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.

C.10.4.1.1 Public Transit

In conformity with Sections B.2.6.3.19 and B.2.6.3.20 of the Official Plan, the Town will ensure that the development of the Boyne Survey 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. The extension of public transit services to the Secondary Plan Area is encouraged in order to support greater mobility options for its residents.

C.10.4.1.2 Community Connector System

- a) An east/west collector road system designated as "Community Connector" and "Community Connector Link" on Schedule "C.10.B" is intended to provide a focal point for the community integrating urban design, active transportation and transit-oriented development objectives with its transportation function. The design of the Community Connector System shall have regard to the Boyne Survey Urban Design Guidelines. The Community Connectors shall be developed as continuous collector roads, one of which shall have a 24 metre right-of-way the other of which shall have a 26 metre right-of-way. The greater right-of-way width shall be determined through the Tertiary Plan process, with the 26 metre right-of-way being aligned to the frontages of the majority of public spaces within the Neighbourhood Centres. The Community Connector Link shall consist of a 26 metre right-of-way, with additional lands as may be required within the Sixteen Mile Creek buffer to protect for any required structures or active transportation connections as identified through the environmental

assessment process. The lands required for this link shall be conveyed to the Town.

b) **Sixteen Mile Creek Community Connector Study Area**

The alignment of the Community Connector Link, as shown on Schedules “C.10.A”, “C.10.B”, “C.10.C” and Schedule 2 to this OPA within the "Community Connector Study Area", will be evaluated and determined through the completion of an Environmental Assessment for the Area or through a comprehensive process undertaken to the satisfaction of the Town, Region and Conservation Authority. The alignment shall be determined prior to any development approvals being granted to the adjacent lands.

C.10.4.1.3 Planned Active Transportation Link

As shown on Schedule “C.10.B”, a grade-separated Planned Active Transportation Link shall be provided across the CN Rail line. The purpose of this link is to provide continuous non-vehicular east-west connectivity. The design of the link shall incorporate appropriate control measures to ensure the safety of those utilizing the link.

C.10.4.1.4 Future and Existing Grade Separations

Grade separations are designated on Schedule "C.10.B". The design of development shall protect for the construction of the grade separations.

C.10.4.1.5 Driveway Access

The Town will work with the Region to ensure that direct access to Regional roads is restricted and/or controlled and where access to a Regional Road is required, safe solutions shall be found to provide an alternative to direct access, particularly to Tremaine Road (Regional Road 22), Britannia Road (RR 6) and Regional Road 25.

C.10.4.1.6 Roundabouts

- a) Roundabouts shall be the preferred method for intersection traffic control over all-way stop and traffic signals.
- b) Roundabouts shall be designed to incorporate pedestrian crossovers on each approach to the satisfaction of the Town. Additionally, roundabouts shall include bicycle bypasses on approaches with bicycle lanes.
- c) Roundabouts shall be implemented at locations identified to operate

under roundabout control in the Road Network Assessment unless deemed otherwise by the Town.

- d) Additional roundabouts may also be required by the Town where it is determined through the review of specific development applications that traffic signals or all-way stops are warranted at an intersection that was not identified for a roundabout in the Road Network Assessment.
- e) Where the Town has identified the need for single or multi-use roundabouts, the Town may require the conveyance of additional lands for right-of-way purposes. Such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

C.10.4.2 TRAILS SYSTEM

Schedule "C.10.8", Active Transportation and Natural Heritage System Plan establishes the proposed recreational pedestrian/ bicycle trail system for the Boyne Survey Secondary Plan area. The trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels and its design will have regard for the Town of Milton Trails Master Plan Update, the Regional Road Right-of-Way Guidelines and the Regional Active Transportation Master Plan. Schedule "C.10.8" also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Separate pathways will only be required on arterial roads.

C.10.4.3 SIXTEEN MILE CREEK, AREAS 2 AND 7 SUBWATERSHED UPDATE STUDY

- C.10.4.3.1** All new development within the Boyne Survey shall be in accordance with the recommendations of the applicable SUS, including the use of Low Impact Development Practices. Functional recommendations derived from the SUS principles and specifically focused on the Boyne Survey Secondary Plan Area will also apply as outlined in the respective FSEMS and CFCP. No amendments to the Secondary Plan shall be required to implement the recommendations of the applicable SUS, FSEMS or CFCP. Such functional recommendations will be implemented through the applicable SIS as approved by the Town in consultation with Conservation Halton, the Region and any other relevant public agencies. In particular, where the applicable SUS, FSEMS or CFCP supports the realignment, relocation, elimination, replication or other modification of watercourse corridors or other key features including wetlands and restoration areas or changes in the locations of drainage facilities in accordance with the policies of Section C.10.5.14 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

C.10.4.3.2 All new development within Boyne Survey shall comply with the recommendations of the applicable subwatershed study or update study including the use of Low Impact Design Standards. Functional recommendations, derived from the subwatershed plan principles and specifically focused on the Boyne Survey Secondary Plan Area will also apply as outlined in the respective Functional Stormwater and Environmental Management Strategies (FSEMS) and compendium documents titled "Conceptual Fisheries Compensation Plan" (CFCP). No amendments to the Secondary Plan shall be required to implement the recommendations of the applicable subwatershed plan study or update study, FSEMS or CFCP. In particular, where the applicable subwatershed study or update study, FSEMS or CFCP support the realignment or other modification of streams or changes in the locations of drainage facilities in accordance with the policies of Section C.10.5.15 of this Plan, no amendment shall be required to this Plan where such works are undertaken.

C.10.4.3.3 Subwatershed Impact Studies are required for Sub-watershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. These will guide and inform the development of tertiary plans as required in Section C.10.6.5 of this Plan. The study/tertiary plan areas can be modified or consolidated subject to the approval of the Town, in consultation with Conservation Halton and the Region of Halton. The goal of the Subwatershed Impact Studies will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The Terms of Reference for the Subwatershed Impact Study must be adhered to and can be found in the FSEMS.

C.10.4.4 HOUSING MIX

Boyne Survey is designed to provide for a diverse range of housing options and transit-supportive development. To assist in achieving these objectives, the following housing mix target, which anticipates a higher percentage of medium and high density development than in other parts of the Urban Expansion Area, is established:

- a) low density 48%
- b) medium density 35%
- c) high density 17%

C.10.4.5 URBAN DESIGN

C.10.4.5.1 Section B.2.8 of this Plan establishes a detailed urban design strategy for the Town which is applicable to the Boyne Survey Secondary Plan Area.

C.10.4.5.2 Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the Boyne Survey Planning District shall be designed in a manner which:

- a) incorporates the key design elements of Section C.10.2.2;
- b) reflects the goal and objectives of this Secondary Plan in Section C.10.3; and,
- c) has regard to the Boyne Survey Urban Design Guidelines.

C.10.4.5.3 Further to the policies of Section C.10.4.5.2, development shall also be designed in accordance with the following:

- a) Significant views of, and accessibility to, public spaces including parks, schools, stormwater management facilities and other community facilities will be provided in strategic locations through the use of single loaded roads adjacent to such spaces or through the use of other approaches having regard to the Boyne Survey Urban Design Guidelines.
- b) Vistas of the Natural Heritage System will be incorporated strategically into development to afford scenic views and managed public access.
- c) A hierarchy of community facilities will be directed to locations which allow them to serve as focal points for the Planning District as a whole, neighbourhoods and sub-neighbourhoods.
- d) The Urban Design Guidelines establish four types of streets with respect to design treatment:
 - i) Gateway Streets - Arterials/Collectors/Community Connectors

Gateway streets will provide a symbolic function to identify the entrance to the Milton Urban Area in a manner which reflects its historic character and natural environmental features, as well as the distinct nature of the Boyne Survey Planning District. Gateway streets will have the highest form of design treatment, and may include such features as special signage and central medians.
 - ii) Primary Streets – Arterials/Collectors/Community Connectors /Local Roads

Primary Streets connect neighbourhoods to the major focal points of the Planning District. They also link sub-

neighbourhoods, provide access to parks, schools (with secondary schools being located on arterials and elementary schools on collectors and local roads) and the trail system. In addition, they define the boundaries of the Planning District and the neighbourhoods, and in the case of the Community Connectors, serve as focal points for Boyne Survey.

The Primary Streets, particularly the Community Connectors, which connect neighbourhoods to major focal points or which act as boundaries to the Planning District, will have a higher order of design than the Secondary Streets, through the extended use of tree and feature planting, paving, lighting and signage design.

iii) Secondary Streets – Collector/Local Roads

Secondary Streets do not have a symbolic role, but are designed to support transportation needs while recognizing that streets are used as key neighbourhood socialization spaces. The design requirements for secondary streets are less substantial than for primary streets.

iv) Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, lanes and service roads may be considered. The design requirements of such facilities will be much more limited than for local streets. At the same time, certain minimum technical and design standards will be required to address pavement width, relationship to parking areas and other operational considerations including winter control.

- e) A range of alternatives will be encouraged to ensure a high quality of streetscape design which:
- i) provides for an attractive and safe streetscape for pedestrians, cyclists and drivers as well as attractive and safe links for all users of the transportation system within the Boyne Survey Planning District and to the surrounding community; and,
 - ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety.
- f) All development, including low and medium density residential development shall be encouraged to front on and have access to public

roads; however, where development fronts on arterial or collector roads, vehicular access may be provided from lanes subject to the approval of the Town in consultation with the Region. Service roads will be discouraged, but may be considered as an alternative, subject to review by the Town. Reverse lotting shall not be permitted, except where the Town after consultation, where applicable, with the Region and other agencies, is satisfied that there is no other feasible option.

- g) Development shall be designed to support and facilitate access to public transit.
- h) A mix of lot sizes, building types and architectural styles with high quality building materials will be encouraged on a street-by-street basis to reinforce the character of the existing community. In particular, dwellings shall be designed to reduce the impact of garages, and garages shall generally not project beyond the main wall of a unit without significant mitigating design elements.
- i) Consideration shall be given to the location of public utilities within public rights-of-way as well as on private property. Utilities will be grouped/clustered or combined where possible to minimize visual impact. The Town will encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, lighting standards and transit shelters.

C.10.4.6 EMERGENCY RESPONSE FACILITIES AND PUBLIC INFRASTRUCTURE AND SERVICES

A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Boyne Survey. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this Plan, emergency response facilities may be located in any land use designation other than the Natural Heritage System designation, and shall be designed and developed in manner which is compatible with the surrounding neighbourhood.

C.10.4.7 PUBLIC TRANSIT INFRASTRUCTURE AND SERVICES

- a) Federal, Provincial, Regional and Town-owned and/or operated public infrastructure and services are permitted to be located within any land use designation, except the Natural Heritage System designation, subject to the completion and approval of an Environmental Assessment or where such public infrastructure and services are required as a condition of approval under the Planning Act.

- b) Notwithstanding the foregoing, public infrastructure such as roads, above and below ground utilities including water and wastewater mains, storm sewers, gas lines, underground telecommunications infrastructure and stormwater management outlets may be located within the Natural Heritage System designation subject to the satisfactory demonstration of the following:
 - i) there are no feasible alternatives to the proposed location; and
 - ii) the degree of intrusion is minimized to the extent possible.

C.10.5 LAND USE POLICIES

The applicable land use policies of Sections B.3 and B.4 of the Official Plan together with the additional policies in this section shall apply to the lands in the Boyne Survey Planning District in accordance with the land use designations on Schedule "C.10.C", Land Use Plan.

C.10.5.1 RESIDENTIAL AREA

C.10.5.1.1 Permitted Uses

The following uses shall be permitted in the Residential Area designation on Schedule "C.10.C" together with the uses permitted in Section B.3.2.2 d), e), g), i) and j):

- a) Medium Density Residential I uses consisting of low rise residential units such as single detached dwellings, duplex and semi-detached dwellings, townhouses, triplexes and quattroplices and similar grade-related multiple attached housing forms with a density range of 31 to 45 units per net hectare in accordance with the policies of Section B.3.2.3.1 and C.10.5.1.2;
- b) Medium Density Residential II uses consisting of mid-rise multiple attached residential units such as stacked townhouses and apartments with a density range of greater than 45 to 100 units per net hectare in accordance with the policies of Section B.3.2.3.2 and C.10.5.1.3;
- c) High Density Residential uses consisting of apartment buildings and stacked townhouse dwelling units with a common underground parking area, generally containing the equivalent of the required tenant parking, with a density range of greater than 100 to 200 units per net hectare in accordance with the policies of Section C.10.5.1.4; and
- d) Local Institutional Uses, which by their activity, scale and design are compatible with residential uses and which serve adjacent residential

areas, including elementary schools that are in addition to those located within the Neighbourhood Centre Areas, libraries, places of worship, day care facilities and community centres, in accordance with the policies of Sections B.3.2.3.6 and B.3.2.3.7.

C.10.5.1.2 Medium Density Residential I

a) Street Oriented Medium Density Residential Uses

Where street-oriented medium density residential uses, such as street townhouses, are interspersed with single and semi-detached dwelling units in blocks of 15 to 30 units, the policies of Sections B. 3.2.3.1 a), b) i) and e) of this Plan shall not be applicable. However, such development shall be evaluated through the development review process, to the satisfaction of the Town, to ensure appropriate integration with the adjacent low density dwelling units having regard to the Boyne Survey Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

a) Minimum Density Requirements

Notwithstanding the minimum density requirement for the Medium Density Residential I uses, consideration may be given by the Town in areas abutting or across a road from the Natural Heritage System to allowing limited areas of housing at a minimum density of 20 units per net hectare. However, the Town shall be satisfied that the total number of units which would have been required had the subdivision been developed at minimum density of 31 units per net hectare is maintained. Density shall be calculated on the basis of individual plans of subdivision. Where the registration of a draft plan of subdivision is phased, prior to the registration of the first phase, a phasing plan for the entire subdivision shall be submitted and approved by the Town demonstrating the manner in which the overall density requirements are achieved across the entire subdivision area.

C.10.5.1.3 Medium Density Residential II

Medium Density Residential II development shall be permitted in accordance with the policies of Section B.3.2.3.2. Such development shall be encouraged to locate adjacent to arterial, and Community Connector roads to facilitate access to public transit. Furthermore, Medium Density Residential II development shall be evaluated through the development review process, to the satisfaction of the Town, to ensure appropriate integration with the adjacent lower density residential development having regard to the Boyne Survey

Urban Design Guidelines. The submission of building elevations or other related urban design drawings may be required to assist in the evaluation of such proposals.

C.10.5.1.4 High Density Residential Uses

Applications for development of apartment buildings in the High Density Residential use category shall be evaluated based on conformity with all of the following criteria:

- a) Site:
 - i) The area of the site is sufficient to provide appropriate on-site recreation and/or open space amenities, adequate parking facilities and landscaping.
 - ii) The site is generally located abutting an arterial road to facilitate access to public transit.
- b) Mixed Use Development:

The residential uses may form part of a mixed use building or be located in a purposely designed building.
- c) Height and Density:
 - i) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, with a maximum height of 15 storeys and a maximum FSI of 3.0; and,
 - ii) The height or bulk of the proposal will not unduly overshadow any adjacent low and medium density residential uses. Shadow studies may be required from the applicant to satisfy this criterion.

C.10.5.2 RESIDENTIAL/OFFICE AREA

- C.10.5.2.1** The Residential/Office Area designation on Schedule “C.10.C” is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan(s) as required in Section C.10.6.5 of this Plan. Where the approval of the Subwatershed Impact Study(s) results in the realignment of a watercourse corridor or the location of a stormwater management facility such that the lands within the designation no longer have frontage on and direct access to an arterial road, the adjacent land use designation will be deemed to apply to such lands without amendment to this Plan.

- a) **C.10.5.2.2** The main permitted uses in the Residential/Office Area shall be office uses in accordance with the policies of subsection B.3.3.3.6, high density residential uses in accordance with the policies of Section C.10.5.1.4, medium density residential II uses in accordance with the policies of Section C.10.5.1.3, and the other uses permitted in Section B.3.3.2. However, notwithstanding the policies of Section C.10.5.1.4, a maximum height of 15 storeys and a maximum FSI of 3.0 shall be permitted. Office uses shall have a minimum FSI of 1.0 and a minimum height of two storeys, with a maximum height of 15 storeys and a maximum FSI of 3.0. Furthermore, development in the Residential/Office Area designation: fronting on Regional Road 25 will reflect the significance of this gateway location in accordance with the policies of Section C.10.4.5, Urban Design;
- b) adjacent to Fourth Line shall be designed to be integrated with the adjacent Neighbourhood Centre Area and transition appropriately to the Natural Heritage System with a minimum FSI of 1.0 and a minimum height of two storeys and with a maximum height of 8 storeys and a maximum FSI of 2.5. Such development may include mid-rise multiple attached residential uses categorized as Medium Density Residential II such as stacked townhouses and apartments with a density range of greater than 45 to 100 units per net hectare in accordance with the policies of Section B.3.2.3.2; and,
- c) located between Bronte Street and the CN Rail Line shall reflect the following:
 - i) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
 - ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to Bronte Street;
- iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
 - iv) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
 - v) Development shall be designed to facilitate access to public transit.

C.10.5.3 NEIGHBOURHOOD CENTRE AREA

C.10.5.3.1 Purpose

The Neighbourhood Centre Area designation on Schedule "C.10.C" is intended primarily for community uses and public/private facilities which serve the neighbourhood as a whole, and to a limited extent, for compatible high density residential development. These areas are designed to support the community structure as established in Schedule "C.10.A" by providing focal points for each neighbourhood. The Neighbourhood Centre Area designations on Schedule "C.10.A" and "C.10.C" are conceptual, except where bounded by existing major roads or the Natural Heritage System or where sized to support drainage diversion techniques. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan(s) as required in Section C.10.6.5 of this Plan.

C.10.5.3.2 Permitted Uses

The Neighbourhood Centre Area designation on Schedule "C.10.C" means that the main uses permitted shall be uses which by their activity, scale and design are compatible with adjacent residential uses and which primarily serve the adjacent neighbourhood, including elementary schools, transit stops, postal outlets, parks and open space systems including trails, community recreational and leisure facilities, places of worship, day care facilities and convenience commercial and office uses and other similar local institutional and commercial uses. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited, accessory or ancillary uses not specifically identified as permitted, if required to ensure their viability. Provided that the main permitted uses form the great majority of uses within a Neighbourhood Centre Area, the Neighbourhood Centre Area may be rounded out by the following additional uses:

- a) High density residential uses in accordance with the policies of Section C.10.5.1.4;
- b) Medium Density Residential II uses such as stacked townhouses and apartments in accordance with the policies of Sections C.10.5.1.1b), C.10.5.1.3 and B.3.2.3.2; and,
- c) Assisted and special needs housing for seniors and people requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan;

C.10.5.3.3 Notwithstanding the foregoing, it is recognized that the location of neighbourhood parks and designation of elementary schools on Schedule

"C.10.A" is conceptual and is intended to identify general potential locations for these facilities. The exact location and configuration of both parks and school sites will be established in conformity with the policies of this Plan during the evaluation of the tertiary plan as required in Section C.10.6.5 of this Plan, and; specifically with respect to the school locations, in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with provincial, Regional and Town policy.

C.10.5.3.4 Site Design

Development in the Neighbourhood Centre Area designation shall be reviewed by the Town having regard to the Boyne Survey Urban Design Guidelines. In particular, development shall be designed to:

- a) maximize multiple use of lands and facilities;
- b) eliminate barriers between facilities, particularly between parks and schools;
- c) ensure that buildings are oriented to public streets and accessible to public transit;
- d) maximize public service and safety; and,
- e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.10.5.4 INSTITUTIONAL AREA

Further to, and in accordance with, the policies of Section B.3.10 of this Plan, development on lands designated "Institutional Area" on Schedule "C.10.C" shall be subject to the following policies:

C.10.5.4.1 Purpose

The Institutional Area designation on Schedule "C.10.C" is intended primarily for major public and quasi-public uses which serve the Boyne Survey Secondary planning District, although uses which serve a Town-wide function may also be permitted.

C.10.5.4.2 Permitted Uses

The Institutional Area designation on Schedule "C.10.C" means that the main permitted uses shall be public, quasi-public and private non-profit uses

including secondary schools, large religious facilities and places of worship, which serve the Boyne Survey Planning District, or which have a Town-wide function on sites which generally exceed one hectare in area. Quasi-public uses include places of worship, service clubs and organizations and similar charitable and/or philanthropic services which serve broader community needs but are not owned or operated by a public agency. In addition, accessory residential uses such as a rectory, manse and/or caretaker's residence, accessory service commercial uses, retail uses and office functions shall be permitted as well as:

- a) High density residential development in accordance with the policies of Sections C.10.5.1.1 c) and C.10.5.1.4 in conjunction with institutional uses or on separate sites; and,
- b) Assisted and special needs housing for people such as seniors or individuals requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan, in conjunction with institutional uses or on separate sites.

C.10.5.4.3 Site Design

Development in the Institutional Area designation shall be reviewed by the Town having regard to the Boyne Survey Urban Design Guidelines. In particular, development shall be designed to:

- a) Maximize multiple use of lands and facilities;
- b) Eliminate barriers between facilities, particularly between parks and schools;
- c) Ensure that buildings are oriented to public streets;
- d) Maximize public service and safety; and,
- e) Ensure that parking, loading and access areas are designed in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.10.5.4.4 Alternative Uses

Lands within the Institutional Area designation are identified to provide opportunity for the development of a range of public and quasi-public uses in conjunction with the development of the surrounding neighbourhood. If, however, such uses are not developed concurrently with the balance of the neighbourhood, the adjacent land use designation as determined by the Town shall be deemed to apply and the site may be developed accordingly, without amendment to this Plan.

C.10.5.5 SECONDARY MIXED USE NODE

C.10.5.5.1 The Secondary Mixed Use Nodes shall generally develop in accordance with the policies of Section 8.3.6, however:

- a) Single storey commercial buildings may be permitted; however commercial development with additional height and density is strongly encouraged;
- b) Residential development shall be limited predominantly to high density residential uses in accordance with the policies of Section C.10.5.1.4;
- c) Assisted and special needs housing shall also be permitted in buildings which satisfy the policies of C.10.5.3.2 c);
- d) In addition to the policies of B.3.6.3.4, development shall reflect the following:
 - i) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
 - ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;
 - iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
 - iv) For mixed use buildings, pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations;
 - v) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
 - vi) Development shall be designed to facilitate access to public transit;
- e) Notwithstanding the policies of C.10.5.5.1 b), the Town will consider permitting a limited extent of Residential Medium Density II uses, including grade-related multiple-attached housing forms such as townhouses, stacked townhouses and back-to-back townhouses in

accordance with the policies of C.10.5.1.1 b) within the Secondary Mixed Use Nodes subject to a comprehensive development plan in accordance with the policies of C.10.5.6.5 and the following:

- i) the size and configuration of the node is sufficient to accommodate the planned concentration of land uses and built form;
 - ii) the node has sufficient frontage to provide safe and direct access from the adjoining road system;
 - iii) the total number of grade-related dwelling units does not exceed 20 percent of the total number of dwelling units within the specific quadrant of the node in which it is proposed;
 - iv) a concentrated massing of taller buildings is located at key intersections with grade-related forms being located interior to the site such that a transition in heights is created that respects the context of the surrounding lower density neighbourhood;
 - v) generally continuous street walls are provided along major corridors to provide pedestrian-friendly, visually connected and coherent streetscapes;
 - vi) the proposed introduction of grade-related housing maintains the nodal hierarchy established by the Secondary Plan;
 - vii) the grade-related housing form supports and enhances the balance of the existing or planned development within the node; and,
 - viii) it has been demonstrated to the satisfaction of the Town that the initial phases of development will not preclude the achievement of the ultimate vision for the Secondary Mixed Use Node in accordance with the policies of this Plan, having regard to the Boyne Survey Urban Design Guidelines.
- f) Notwithstanding any policies of Section B.3.6.2.1 of this Plan to the contrary, within the Boyne Survey Secondary Plan, the only automotive-related uses permitted shall be gas stations with or without car washes and convenience retail stores ancillary to the gas station use.
- g) Drive through service facilities and gas stations may only be permitted subject to the following:
- i) such uses shall not be located at the intersections of arterial roads

with other arterial roads,

- ii) such uses shall be oriented away from pedestrian traffic generating activities including main entrances and sidewalks and shall be designed in a manner which prioritizes pedestrian comfort and safety and minimizes conflicts between pedestrian and vehicular traffic;
 - iii) the appearance of large expanses of pavement is minimized through the use of landscaping and setbacks; and,
 - iv) such uses shall require a detailed design review having regard to the Boyne Survey Urban Design Guidelines and shall be subject to a site-specific amendment to the zoning by-law through which process detailed design considerations can be appropriately evaluated;
- h) There are two Secondary Mixed Use Nodes located within the Boyne Survey Secondary Plan Area, including that portion of the node located north of Louis St. Laurent Avenue (as currently exists within either the Bristol Survey or Sherwood Survey Secondary Plan Areas as applicable). Each of the nodes shall include a maximum of approximately 29,728 square metres of commercial uses.

Within the Secondary Mixed Use Node located at the intersection of Louis St. Laurent Avenue and Thompson Road, the commercial gross floor area available to the lands within the Boyne Survey shall be distributed equally between the southwest and southeast quadrants of the Node, subject to the provision of high density residential uses on an equivalent area of each quadrant of the node. Such high density residential uses may be developed within purpose-designed and/or mixed use buildings in accordance with Sections C.10.5.5.1 b) and d) of this Plan.

The commercial component within a Secondary Mixed Use Node may precede the residential development within the Node subject to a comprehensive development plan for the entire node in accordance with the policies of C.10.5.6.5.

Notwithstanding the policies of Sections C.6.5.5 and C.8.5.5, the two secondary Mixed Use Nodes may also aggregately accommodate an additional 13,935 sq. metres of commercial uses of which approximately half shall be allocated to the Secondary Mixed Use Node at the intersection of Louis St. Laurent Avenue and Thompson Road and shall be distributed equally between the south west and south east

quadrants of the node.

A market impact study will not be required unless these maximums are proposed to be exceeded. Further, the Town shall review the distribution of retail space in each of the nodes through the tertiary plan process in conjunction with the review of the overall concept plan for the nodes.

C.10.5.5.2 The Secondary Mixed Use Node designations on Schedule “C.10.C” are conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.

C.10.5.6 MAJOR NODE AREA

C.10.5.6.1 Purpose

The Major Node Area designation on Schedule "C.10.C" identifies integrated concentrations of mixed uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for surrounding residential neighbourhoods, be pedestrian-oriented and maximize the use of public transit.

C.10.5.6.2 Permitted Uses

The Major Node Area designation on Schedule "C.10.C" means that the main uses permitted may include a variety of high density residential, institutional and office uses and community facilities. The following additional uses may also be permitted subject to a comprehensive development plan for the entire node in accordance with the policies of C.10.5.6.5:

- a) Medium Density Residential II uses, including limited grade-related multiple attached housing forms subject to the policies of Section C.10.5.1.1. b) and C.10.5.5.1 e).;
- b) Deleted.
- c) Assisted and special needs housing for seniors and people requiring emergency or supportive housing in accordance with the policies of Section B.3.2.3.3 of this Plan;
- d) Local Institutional uses in accordance with the policies of Section C.10.5.1.1.d);
- e) Retail and service commercial uses, generally not exceeding a combined total gross floor area of 2,787 square metres within a single node,

located on the main floor of a multi-storey building. A market impact study will not be required unless this maximum is proposed to be exceeded; or,

Retail and service commercial uses in purpose designed buildings, generally not exceeding a combined total gross floor area of 1860 meters square within a single node, provided that the size of the node is sufficient in size to accommodate the residential unit mix and density for the node in addition to any retail and service commercial uses.

Purpose designed commercial buildings shall have a minimum height of 2 storeys with commercial primarily on the ground floor and with office, institutional and/or community uses primarily on the second floor.

It is strongly encouraged that retail and service commercial uses be developed in combination with one or more mixed use buildings and the combined total gross floor area of the commercial uses shall not exceed 2,750 square metres in accordance with this policy and Sections 3.2.3.6 and 3.2.3.7.

Retail and service commercial uses in the node shall not be permitted to be developed in conjunction with local commercial uses permitted in the Residential Area designation and/or Residential Office Area designation; and,

- f) Drive through service facilities and gas stations with or without car washes and convenience retail stores ancillary to the gas station use and subject to the policies of Section C.10.5.5.1 g).

C.10.5.6.3 The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. In addition, the following policies apply:

- a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
- b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;
- c) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, however development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. For the purposes of this policy, the FSI shall be

calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be zoned to ensure the achievement of the FSI at the time of the approval of the first development application or any phase thereof;

- d) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
- e) Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;
- f) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and,
- g) Development shall be designed to facilitate access to public transit.

C.10.5.6.4 Notwithstanding the foregoing, the Major Node Area designation on Schedule "C.10.C" is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.

C.10.5.6.5 Prior to the granting of any planning approvals, the following are required to the satisfaction of the Town:

- a) A development plan for the entire Node identifying development blocks, with suitable size, configuration and access for the proposed use, and concept plans for the development blocks, in accordance with the policies of 5.4.3.8, C.10.5.5, C.10.5.6, and C.10.5.7;
- b) An urban design brief, in accordance with the Town's Urban Design Brief Terms of Reference; and,
- c) For properties included in the Town's Heritage Register, a Heritage Impact Assessment of the property in accordance with the Town's Terms of Reference, for the purpose of ensuring that the heritage resources are conserved and sympathetically integrated into any proposed development.

C.10.5.7 MINOR SUB-NODE AREA

C.10.5.7.1 Purpose

The Minor Sub-Node Area designation on Schedule "C.10.C" identifies smaller concentrations of mixed uses and higher residential densities at secondary intersection locations. These areas are intended to support the overall neighbourhood structure and, in particular, the use of public transit.

C.10.5.7.2 Permitted Uses

Permitted uses shall be in accordance with Section C.10.5.5 (Major Node Area), however, retail and service commercial uses shall not exceed a combined total gross floor area of 450 square metres within each of the minor sub-nodes.

Notwithstanding the foregoing, the Minor Sub-Node Area designation on Schedule "C.10.C" is conceptual, except where bounded by existing major roads. The exact configuration shall be established in conformity with the policies of this Plan during the preparation of the tertiary plan as required in Section C.10.6.5 of this Plan.

C.10.5.8 NATURAL HERITAGE SYSTEM

C.10.5.8.1 Purpose

Within the Boyne Survey Secondary Plan, the "Greenlands A Area", "Greenlands B Area" and "Greenlands Restoration Area" designations as established in the Official Plan are collectively designated "Natural Heritage System" in order to better reflect the systems approach taken to ensure the protection, preservation and enhancement of the key features, buffers and linkages of which it is composed.

The purpose of the Natural Heritage System designation in the Boyne Survey Secondary Plan Area is:

- a) to protect areas which have been identified as having environmental significance based on the functional recommendations of the SUS, the FSEMS and CFCEP for the Boyne Survey Secondary Plan Area; and,
- b) to establish a Natural Heritage System, achieving enhanced natural habitat areas and ecological functions that will be resilient to the impacts of the adjacent urban development.

C.10.5.8.2 Criteria for Designation

The lands in the Natural Heritage System on Schedules "C.10.B" and "C.10.C" consist of the following key features and functions:

- a) habitat complexes consisting of valleylands, forest, thicket, meadow, wetland and associated restoration areas;

- b) watercourse corridors; and,
- c) buffers.

C.10.5.8.3 Permitted Uses

The Natural Heritage System designation on Schedules “C.10.B” and “C.10.C” means that only the following uses may be permitted subject to the policies of this Section:

- a) recreational trails and similar non-intensive recreation uses;
- b) forest, wildlife and fisheries management;
- c) archaeological activities in accordance with Provincial Ministry requirements;
- d) transportation and public infrastructure in accordance with Section C.10.4.6; and,
- e) and stormwater management facilities in accordance with Section 10.5.8.6 c) (iii).

C.10.5.8.4 Criteria for Habitat Complexes

The FSEMS identifies the location of habitat complexes consisting of valleylands, forest, thicket, meadow, and wetland and associated restoration areas. The boundaries of habitat complexes shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a) key NHS areas as defined in the FSEMS;
- b) goals and conservation priorities in the FSEMS; and,
- c) implementation details in the FSEMS.

C.10.5.8.5 Criteria for Watercourse Corridor Design

The FSEMS and CFCP identify the approach for watercourse corridor design to be followed in the SIS. The dimensions and locations of watercourse corridors, exclusive of the required buffers set out in C.10.5.8.6, measured from stable top of bank to stable top of banks, shall be determined in accordance with the recommendations of an approved SIS on the basis of the following criteria:

- a) Meander belt width for natural channel design, including 10% safety

factor, and all required fisheries compensation/habitat;

- b) Maintenance of existing riparian storage volumes;
- c) Watercourse corridors identified to contain Regional Storm storage shall be sized accordingly;
- d) Establishment of a stable valley wall from the toe of the valley wall to the proposed finished grade at the top of valley wall; and,
- e) Provision of flood protection for adjacent properties up to and including the Regional Storm event.

C.10.5.8.6 Criteria for Buffers

Buffers shall 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), except where a trail is planned to be located within the buffer, in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule “C.10.B”.

Notwithstanding the foregoing, where a trail is located within a stormwater management facility adjacent to a watercourse buffer, an additional 5 metre buffer width will not be required. In addition, no buffer will be required in connection with the realignment of Reach I-NE-1 B-2 or in connection with the treatment of Reaches I-NE-2A-4 and SWS-2A-1 as depicted in the SUS and FSEMS.

- b) Woodlots:

10 metres from the drip line except where a trail is planned to be located within the buffer in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer in accordance with Schedule “C.10.B”. Where a trail is located within an existing utility easement or an adjacent stormwater management facility, an additional 5 metre buffer width shall not be required

- c) Sixteen Mile Creek:

- (i) 30 metres from the greater of the existing physical top of bank or the stable top of bank limit along both sides of the main valley;

- (ii) 10 metres from the drip line of the tableland wooded area in the east-central portion of the valley where top-of-bank setbacks do not apply except where a trail is planned to be located within the buffer in which case an additional 5 metres will be added to the buffer width and the trail will be located within the outer 5 metre portion of the buffer;
 - (iii) notwithstanding (ii) above, where a trail is located within an existing utility easement or an adjacent stormwater management facility, an additional 5 metre buffer width shall not be required; and,
 - (iv) notwithstanding any policies within this Plan, storm water management is permitted within the 30 metre buffer for Sixteen Mile Creek provided that it is located no closer than 15 m to the stable top-of-bank.
- d) 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.
- e) Hedgerows

10 metres from the drip line of the east-west hedgerow between Regional Road 25 and the Sixteen Mile Creek valley and from the drip line of the hedgerow associated with Omagh Woods. Trails may be located within these buffers without augmentation of the 10 metre buffer.

C.10.5.8.7 Natural Heritage System Policies

- a) The boundaries of the Natural Heritage System designations on Schedules “C.10.B” and “C.10.C” have been delineated based on the functional recommendations of the "Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study" and FSEMS for the Boyne Survey Secondary Plan Area.
- b) The Natural Heritage System shall be implemented, enhanced restored or modified in accordance with the recommendations of the approved "Sixteen Mile Creek Areas 2 and 7 Subwatershed Update Study", FSEMS, CFCP, and applicable SISs.
- c) Endangered and threatened species are identified in the Boyne Survey Secondary Plan Area through the SUS. Prior to site alteration,

subdivision registration and/or site servicing, the proponent will be required to address impacts to endangered and threatened species through consultation with the Ministry of Natural Resources.

- d) The lands within the Natural Heritage System designation are considered to be a crucial part of the proposed Natural Heritage System and Open Space System intended for the Milton Urban Area and shall be acquired by the Town of Milton in accordance with the policies of Section C.10.6.2.2 of this Plan.

C.10.5.8.8 Implementation – Lands Adjacent to Natural Heritage System

Prior to development of lands adjacent to the Natural Heritage System and subsequent to the preparation of the required Subwatershed Impact Study, as a condition of draft plan approval or prior to site plan approval where necessary, the Town may require the preparation of a detailed implementation plan which defines mitigation plans including matters such as maintenance of clean surface water contributions to watercourses, and wetlands, grading, edge management, acceptable construction practices and building placement on each development site. The implementation plan will reflect the recommendations of the approved Subwatershed Impact Study.

C.10.5.9 DISTRICT PARK AREA

Two District Park Areas have been designated within the Boyne Survey Secondary Plan Area. These parks are intended to serve one or more Planning Districts and may be developed with indoor and outdoor sports facilities.

C.10.5.10 NEIGHBOURHOOD PARK AREA

The Neighbourhood Park Area designation on Schedule “C.10.A” represents the general location of parks which are intended to serve neighbourhoods within a Planning District. These parks are located centrally within Neighbourhood Centre Areas together with schools and other community facilities and are planned to accommodate a range of outdoor park facilities and athletic fields. The location and configuration of the Neighbourhood Parks shall be further refined through the preparation of the tertiary plan(s), as required in Section C.10.6.5 of this Plan; however, any such refinement, must be conducive to the accommodation of the range of active playing fields and athletic facilities intended to be provided.

C.10.5.11 VILLAGE SQUARE AREA

The Village Square designation on Schedule "C.10.A" represents the general locations of primarily passive open space areas which are intended to serve as

focal points for a sub-neighbourhood in accordance with the policies of Section B.2.5.3 and Table 1 of this Plan. The location and configuration of the Village Squares shall be further refined when the tertiary plans, as required in Section C.10.6.5 of this Plan, are prepared and these sites will generally include tot lots and other passive recreation features such as gazebos and seating areas. Village Square sites may be relocated without an amendment to this Plan provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan, including maintenance of a general distribution through the Secondary Plan Area. In determining the ultimate location and distribution of Village Square sites, consideration should be given, where possible, to their strategic alignment with the Natural Heritage System to support its long term viability and sustainability, to manage public access and to achieve urban design objectives through the provision of important vistas and views. However, regardless of the location, such sites must have significant frontage on a public street, generally on two sides of the property.

C.10.5.12 OMAGH STUDY AREA

Omagh has a special character which reflects its significant cultural heritage and its relationship to the Natural Heritage System. The Omagh designation on Schedules "C.10.A" and "C.10.C" is an overlay designation. In addition to the policies of the underlying land use designations prescribed in this Secondary Plan, lands identified as Omagh on Schedule "C.10.A" are subject to Section B.3.15 of this Plan.

C.10.5.13 EXISTING AGRICULTURAL OPERATIONS

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

C.10.5.14 STORMWATER MANAGEMENT FACILITY/LOW IMPACT DEVELOPMENT PRACTICES

C.10.5.14.1 Stormwater Management Facility Location and Low Impact Development Practices

The Stormwater Management Facility designation on Schedule "C.10.A" represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities are more specifically delineated in the FSEMS. They will be further refined through the applicable Subwatershed Impact Study and through Stormwater Management Plans prepared in support of individual development applications. Through these studies and plans careful consideration shall also be given to the use of low impact development (LID)

practices for stormwater management including the design of impervious surfaces and other factors that impact on stormwater management. Through these studies, consideration shall also be given to account for storm water management as it pertains to drainage from public property, including Regional roadways.

C.10.5.14.2 Relocation of Stormwater Management Facility Designations

Stormwater Management Facility sites can be relocated or consolidated without amendment to this Plan, subject to the approval of the Town and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the applicable FSEMS.

C.10.5.14.3 Location Permitted in all Land Use Designations

Stormwater management facilities shall be permitted in all land use designations on Schedule “C.10.C”. Notwithstanding the foregoing, stormwater management facilities shall not be permitted in the Natural Heritage System except in accordance with the policies of Section C.10.5.8.6 c) iii). Low impact development (LID) practices shall also be permitted in all land use designations in accordance with an approved SIS. Stormwater management facilities and LID practices shall be designed, where possible, to be linked with the natural heritage system and open space system.

C.10.6 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section B.5.0 of this Plan, the following policies are applicable to the Boyne Survey Planning District.

C.10.6.1 PHASING AND FINANCE

C.10.6.1.1 Development in the Boyne Survey Planning District shall proceed in two phases, Phase 3A and Phase 3B as designated on Schedule “C.10.D”. Prior to the approval of any applications for development in Phase 3B, building permits must have been issued by the Town for a minimum of 4,000 dwelling units in Phase 3A.

C.10.6.1.2 Notwithstanding the foregoing:

- a) Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time in Phase 38, 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 Phase 38, prior to the issuance of building permits for 4,000 dwelling units in Phase 3A, 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.10.6.1.3 Prior to the commencement of development in each phase, 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.10.6.1.4 All new urban development in the Boyne Survey Secondary Plan area 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.10.1.1 applications for development in the Secondary Plan area shall only be approved, and development shall only proceed when:

- a) The *Long-Term Fiscal Impact Assessment of Growth* dated December 6, 2010 prepared by Watson & Associates Economists Ltd. as modified by Report CORS-063-12 is approved by Council;
- b) The Town has in force and effect and not subject to appeal a Development Charges By-law under the Development Charges Act, 1997 or successor legislation, identifying the charges applicable to the lands in the Secondary Plan area;
- c) Landowners within the Secondary Plan area have entered into an agreement or agreements with the Town for the provision of funds or the provision of services or both in accordance with The *Long-Term Fiscal Impact Assessment of Growth*. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the Town may require a separate agreement or agreements with the landowners within such phase or phases. In addition, landowners who are not parties to the original agreement or agreements referred to herein shall enter into an agreement with the Town assuming all the rights and obligations of the agreements, as applicable, as if such landowners had been original signatories to that agreement;
- d) Landowners within the Secondary Plan area have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the

provision of water and wastewater servicing and roads;

- 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 Boyne Survey Secondary Plan area has been prepared to the satisfaction of the Region of Halton;
- g) The SUS, FSEMS and CFCP have been approved to the satisfaction of the Town of Milton and the Region of Halton, and in consultation with Conservation Halton; and,
- h) Any additional requirements of the Town and/or the Regional Municipality of Halton are satisfied.

C.10.6.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.10.6.2.1 Building Permits beyond 25% build out of the areas specified below shall only be issued when the criteria in subsection B.5.2.3.15 and C.10.6.1.1 of this Plan and the following criteria are satisfied:

- a) The District Park Area in Phase 3A on Schedule “B” to the Official Plan and Schedule "C.10.A", shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in Phase 3A;
- b) The portion of the District Park Area in Phase 38 on Schedule "C.10.A" owned by the landowners who have signed the Financial Agreement required pursuant to Section C.10.6.1.4 c) shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in Phase 38;
- c) Neighbourhood Parks which serve the various neighbourhoods shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in each Phase as identified on Schedule "C.10.D";
- d) Village Squares shall be prepared to an acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town at or prior to 25% build out of the lands in the respective sub-neighbourhood as identified on Schedule "C.10.A"; and,

- e) School sites for each neighbourhood shall be shown as block(s) on an approved draft plan of subdivision at or prior to 25% build out of the applicable neighbourhood.

C.10.6.2.2 In addition to the foregoing, building permits for individual plans of subdivision/site plans or phases thereof shall only be issued when the following criteria are satisfied, with each criteria to be included as a condition of draft plan approval or site plan approval, whichever is applicable, and to be effected upon registration of a subdivision agreement or site plan agreement:

- a) lands designated Natural Heritage System as may be refined through the subdivision/site plan approval process have been dedicated to the Town, or to Conservation Halton if so directed by the Town;
- b) stormwater management facilities have been constructed and dedicated to the Town, provided that the Town may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the Town approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable shall require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities; and,
- c) lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

C.10.6.3 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.10.6.4 CONSENTS

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

C.10.6.5 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. In addition, the SUS, FSEMS and CFCP must have been completed to the satisfaction of the Town and the Region of Halton, in consultation with Conservation Halton, and where applicable, Provincial and Federal Authorities. Further, prior to making of any application for draft plan approval within any neighbourhood as identified on Schedule “C.10.A” or portion of a neighbourhood approved by the Town, 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. Prior to draft approval, a subdivision application must reflect the results of 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 Subwatershed Impact Studies which shall also be required prerequisite to the granting of draft plan approval. The tertiary plan for lands in Boyne Survey shall address and demonstrate:

- a) the location and configuration of schools, neighbourhoods parks, and village squares;
- b) the location, size and general configuration of stormwater management facilities;
- c) through a traffic impact assessment to be undertaken to the satisfaction of the Town of Milton and Region of Halton:
 - i) intersection configuration;
 - ii) a traffic control plan;
 - iii) detailed road pattern;
 - iv) on and off road active transportation system (including sidewalks, trails, pathways);
 - v) anticipated traffic operations at major intersections;
 - vi) transit service routes; and,
 - vii) Transportation Demand Management (TDM) initiatives.
- d) the location of transit facilities;
- e) the boundaries of land use categories;

- f) concept plans for secondary mixed use nodes, major nodes, minor sub-nodes and residential office areas which may include elevations and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density development;
- g) any refinements to the Natural Heritage System based on the studies and policies of this Plan;
- h) regard for the Boyne Survey Urban Design Guidelines including addressing the relationship of development to Regional roads; and
- i) the recommendations of any supporting technical studies including the noise, vibration and safety impact mitigation measures for development adjacent to the railway right-of-way and noise and vibration impact measures for development adjacent to arterial roads.

C.10.6.6 ENVIRONMENTAL ASSESSMENT

C.10.6.6.1 The water, wastewater and roads projects identified by this Secondary Plan are subject to the provisions of the Municipal Engineers Association Class Environmental Assessment, 2000, as updated 2007, or its successors.

C.10.6.6.2 The provisions of the Class Environmental Assessment must be met in this Secondary Plan or as outlined in the following:

- a) Water and Wastewater Projects Halton Urban Structure Plan, Sustainable Halton Water and Wastewater Master Plan (2011), or as amended;
- b) Transportation Projects -This Secondary Plan together with the Transportation Master Plan To 2031 -The Road to Change;
- c) Sixteen Mile Creek, Areas 2 and 7, Subwatershed Update Study, 2010.

C.10.6.6.3 Projects which are not specifically addressed in the above noted documents, or in this Secondary Plan, are generally either exempt from the provisions of the Class EA or will be addressed through the tertiary plan process or by the approvals provided for under the Planning Act, (i.e. subdivision approvals).

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*.

C.11.1 GENERAL

C.11.2.1 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:

- a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;
- b) 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;
- c) Provides growth management policies to implement the 2031 planning horizon for a minimum target of 32,000 residents and 4,000 jobs;
- d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies, and the

Community Structure Plan; and,

- e) Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed tertiary plan.

C.11.2.2 LOCATION

The Trafalgar Secondary Plan is in the *Town's* SHP Growth Area as shown on Schedule "B" of this Official 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 "NHS" 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 Official 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) Ensure that a range and mix of housing by density, type, unit size and tenure is provided, including opportunities for affordable and assisted housing, to meet the needs of family-sized households balanced with higher density forms of transit supportive housing;
- d) Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;
- e) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with *active transportation* as one of the main organizing features of the community;
- f) Identify the *Public Service Facilities* needs of the community; and,
- g) 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 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 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 NHS and the location of parks and open space adjacent to, or near, the NHS where possible.

C.11.3.4 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.11.3.5 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, intended to accommodate all modes of transportation and accommodate travel throughout the *Region*.

C.11.3.6 CREATE HIGH-QUALITY URBAN SPACES

- a) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- b) Create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (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.11.3.7 FISCAL RESPONSIBILITY

- a) This Secondary Plan shall be developed 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.11.4 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 Trafalgar Secondary Plan.

C.11.4.1 NATURAL HERITAGE SYSTEM

The NHS will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 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.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.2.6.3.22 and B.2.6.3.24 of this Official Plan and with regard for 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 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 identifies a conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the *Town* and Regional levels, having regard for the *Region* and *Town’s* Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the *Town* in consultation with any other appropriate *Public Agency*. Where possible, trails are encouraged to connect to parks.

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

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

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

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

C.11.4.2.3 Road Network

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

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

A potential future collector road extension is identified on Schedule “C.11.B”. If an update to the environmental assessment (EA) is required to accommodate this collector road linkage, Phase 1 and 2 of the EA process shall be undertaken at the Tertiary Plan stage.

C.11.4.2.4 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 includes Trafalgar Road (Regional Road 3), Britannia Road (Regional Road 6) and Derry Road (Regional Road 7).

C.11.4.2.5 Potential Minor Arterial Extension

Within the Secondary Plan, a new east-west major collector road is identified on Schedule “C.11.B”, north of Britannia Road. The continuation of this road, west of Trafalgar Road, will be protected for the potential future connection

with the existing Milton Urban Area through the Britannia Secondary Plan Area and Greenbelt Plan Area as a minor arterial road.

The feasibility, need, and function of the potential east-west minor arterial road, west of Trafalgar Road, as identified on Schedule “C.11.B” shall be further assessed through a Town-wide Transportation Master Plan.

Where the east-west minor arterial road traverses the NHS, it must demonstrate conformity with this Official Plan, C.11.6.4.1 of this Secondary Plan, and the Greenbelt Plan.

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

C.11.4.2.6 Regional Road Considerations

The *Town* will work with the *Region* to ensure that Regional roads, including Trafalgar Road, Britannia 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 after construction of each stage of *development* of the Tertiary Plan (as detailed in Sections C.11.5.1 and C.11.7.5.2 of this Secondary Plan).

A Road Network Assessment (as detailed in Section C.11.7.5.2 f) of this Secondary Plan) must be completed through the Tertiary Plan process (as detailed in Sections C.11.7.1.2 and C.11.7.5.2 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation *infrastructure* to be implemented as required to support full build out of the Trafalgar Secondary Plan area.

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.2.6.3.33 and B.2.6.3.34 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.11.4.3.2 Stormwater Management

In conformity with Section B.2.6.3.39 of this Official 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) are to be more specifically delineated in the Tertiary Plan 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.

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 storm water 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*. At no time shall the *Region* contribute to the cost of land required to construct a storm water management pond or the oversizing of the storm sewer service to accommodate regional or municipal flows.

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.

Subject to Section B.4.9 of this Official Plan, stormwater management facilities and LID techniques shall only be permitted in 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*, *Development Area Environmental Functional Servicing Study (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. Stormwater management facilities are permitted in all other land use

designations.

C.11.4.3.3 Utilities

In conformity with Sections B.2.6.3.40 to B.2.6.3.45 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.11.6.4.1 of this Secondary Plan and supported through an EA if required.

C.11.4.4 HOUSING

C.11.4.4.1 The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Official Plan. In this regard, no more than 50% of the residential units within the overall Secondary Plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are family-sized with at least 2-bedrooms, as demonstrated through the Tertiary Plan. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each Stage.

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

C.11.4.5 URBAN DESIGN

C.11.4.5.1 Section B.2.8 of this Official 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 Official 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 Trafalgar Secondary Plan 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 roadways, 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. Landscaped boulevards considered on Trafalgar Road, Derry Road, and Britannia Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the *Region*;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
- h) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open spaces;
- j) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation

spine through the Secondary Plan. The “Special Character” collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines;

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

C.11.4.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

A range of *infrastructure*, including *Public Service Facilities* will be permitted in all land use designations on Schedule “C.11 .C”, except where not permitted in the NHS in accordance with Sections C.11.4.3.2 and C.11.6.4.1 of this Secondary Plan. 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. Emergency response facilities are permitted in any land use designation other than the NHS 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, NHS 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. Submissions of *development* applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan. In accordance with Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.11.7.5.2 of this Secondary Plan sets out the requirements for the Tertiary Plan.

The Tertiary Plan is intended to implement the Secondary Plan and provide more detail than the Secondary Plan to inform *development*. The Tertiary Plan will be prepared to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency* and will demonstrate how *development* will proceed in a coordinated manner, addressing *infrastructure* servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks, parks and open space, and *linkages*. 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. Where the Tertiary Plan is not consistent with the intent of the Secondary Plan, an amendment to the Secondary Plan will be required.

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 a range of 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 Official Plan, it is expected that this area will continue to evolve to accommodate additional growth through appropriate forms of *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 housing within walking distance of potential local transit stops.

Local Centres provide some *intensification* and mixing of uses including Local Commercial, 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 Local Centres through the Tertiary Plan process without the need for amendment to this Official Plan, provided the intent of the Local Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Local Centre is located. A Local Centre shall be planned to generally accommodate 2,000 m² of non-residential floor area. The Tertiary Plan shall delineate the area of the Local Centres as required in Section C.11.7.5.

If a stormwater management facility, school, park or other public service facility can only feasibly be located in the Local Centre, a proportional amount of Medium Density Mixed Use lands shall be provided within walking distance of the Local Centre to support the provision of local serving transit.

C.11.5.4 NEIGHBOURHOOD CENTRES

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

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

It is intended that flexibility is permitted to determine the location and configuration of Neighbourhood Centres through the Tertiary Plan process without the need for amendment to this Official Plan, provided the intent of the Neighbourhood Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Neighbourhood Centre is located. A Neighbourhood Centre shall be planned to generally accommodate 11,000 m² of non-residential floor area and a minimum of 1,500 people. The Neighbourhood Centre located at Trafalgar Road and Derry Road may be planned to accommodate 4,800 m² of non-residential floor area and a minimum of 750 people. The southernmost Neighbourhood Centre may be planned to accommodate a minimum of 850 people. The Tertiary Plan shall delineate the area of the Neighbourhood Centre as required in Section C.11.7.5.

If a stormwater management facility, school, park or other public service facility can only feasibly be located in the Neighbourhood Centre, a proportional amount of Neighbourhood Centre Mixed Use I or Neighbourhood Centre Mixed Use II lands, as applicable, shall be provided within walking distance of the Neighbourhood Centre to support the provision of higher-order transit.

C.11.5.5 NATURAL HERITAGE SYSTEM (NHS)

The NHS is delineated on Schedules “C.11.A” to “C.11.D” of this Secondary Plan. Components of the NHS are outlined in Sections B.4.9.1.2 and B.4.9.1.3 of this Official Plan.

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 NHS 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 Official 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 shall be calculated on a net residential hectare basis for each land use designation within a Draft Plan of Subdivision. Where the first phase of development within a block will not meet minimum density requirements the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.6 demonstrating how the following phases of the block will be developed to achieve the ultimate density and how other objectives for the site can be achieved.

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, street townhouses, and back-to-back townhouses excluding stacked 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 (i.e., stacked and back-to-back townhouses), where higher density forms of townhouses will be directed to arterial roads, in accordance with the policies of Sections B.3.2.3.1 and C.11.6.1.3; and,
- c) **Medium Density Residential II** uses consisting of mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the policies of Sections B.3.2.3.2 and C.11.6.1.4.

C.11.6.1.2 Low Density Residential

a) General Provisions

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

b) Height and Density Requirements

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

- i) The housing mix is predominantly single-detached and semi-detached housing. To achieve 2031 population projections, a maximum of 25% street townhouses and back-to-back townhouses, excluding stacked townhouses, are permitted provided that back-to-back townhouses are dispersed as demonstrated in the Tertiary Plan in accordance with C.11.7.5.2 e); and,
- ii) A minimum density of 27 units per net hectare is required.

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 generally 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 Official Plan, the following requirements apply:

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

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.3.2.3.2 of this Official Plan, the following requirement applies:

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

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.11.7.5.6.

C.11.6.2.1 Medium Density Mixed-Use

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

service, local serving retail commercial, and community uses.

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

- a) Residential uses in accordance with the Medium Density Residential II designation, except single and semi-detached units shall not be permitted;
- b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan and the following:
 - i) Notwithstanding Section B.3.2.3.7.c) of this Official Plan, Local Commercial uses are generally small-scale retail commercial development up to approximately 2,000 m² anchored by retail commercial, pharmacy, financial institution, personal service uses, or small-scale community uses;
 - ii) The size, location, and configuration of Local Commercial *development* blocks shall be determined at the Tertiary Plan stage; and,
- c) Local Institutional in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

C.11.6.2.2 Neighbourhood Centre Mixed-Use I

The Neighbourhood Centre Mixed-Use I designation identified on Schedule “C.11.C” is conceptual, except where bounded by existing major roads or the NHS. The designation is generally located at collector road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service.

The Neighbourhood Centre Mixed-Use 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.

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

- a) Residential uses including mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the

following:

- i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
- ii) A maximum Floor Space Index (FSI) density generally of 4.0 for apartment and mixed use buildings; and
- iii) The height of the buildings is not to exceed 15 storeys;
- b) Neighbourhood Retail in accordance with the following:
 - i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 m² and are generally anchored by a larger tenant such as a food store or pharmacy;
 - ii) Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
 - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use 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; and,
- c) Local *institutional uses* in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

C.11.6.1.3 Neighbourhood Centre Mixed-Use II

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

and optimize access to planned higher-order transit service.

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

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

- a) Residential uses including multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:
 - i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
 - ii) A maximum Floor Space Index (FSI) density generally of 6.0 for apartment and mixed-use buildings; and,
 - iii) The height of the buildings is not to exceed 25 storeys;
- b) Neighbourhood Retail in accordance with the following:
 - i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 m² and are generally anchored by a larger tenant such as a food store or pharmacy;
 - ii) Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
 - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;
 - iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
 - v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
 - a. Obscure or where necessary minimize visibility to the

- travelling public;
 - b. Support walkability by minimizing pedestrian and automobile interactions; and,
 - c. Be accommodated at-grade within a multi-storey mixed-use building; and
- c) Local *institutional uses* in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

C.11.6.3 PUBLIC SERVICE FACILITIES AND PLACES OF WORSHIP

Notwithstanding the policies of Section B.2.5, development of *Public Service Facilities* such as parks, greenspace and schools, identified on Schedule “C.11.C” and/or through the Tertiary Plan process, as well as places of worship, shall be subject to the policies of this subsection.

C.11.6.3.1 Schools, Libraries, Community Centres and Parks shall be co-located, where possible.

C.11.6.3.2 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 Park and Recreation Strategy. 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 Official 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.11.6.3.3 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.

The following shall not be counted towards parkland dedication:

- a) Landscape *buffers* and vistas;
- b) NHS;
- c) Greenspace lands;
- d) *Active transportation* network lands (unless approved within a park);
- e) Stormwater management lands and associated *buffers*; and,
- f) Green roofs and sustainability features (unless approved within a park).

C.11.6.3.4 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.

A minimum of 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.11.6.3.5 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.

A minimum of 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.11.6.3.6 Village Squares

Village Squares are intended to serve sub-neighbourhoods within the Secondary Plan and are primarily expected to provide park facilities including

playgrounds and open, active recreation areas. Generally, nine (9) Village Squares at approximately 0.2 hectares in size will be provided in the more urban portions of the Secondary Plan. The locations of Village Squares will be determined through the Tertiary Plan process.

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

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

C.11.6.3.7 Greenspace

Greenspace lands are intended to provide open space connections to the NHS, 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.11.6.3.8 Schools

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

The Secondary Plan requires a minimum of six (6) Elementary Schools and one (1) Secondary School. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

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

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

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

C.11.6.3.9 Places of Worship

Background studies have identified a potential need for two (2) additional Places of Worship to the Secondary Plan area. These 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 Official Plan.

C.11.6.4 **NATURAL HERITAGE SYSTEM (NHS)**

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

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

C.11.6.4.1 Permitted Uses

The NHS designation on Schedules “C. 11.A” to “C.11.C” permits uses subject to the policies of Section B.4.8 and B.4.9 of this Official Plan.

C.11.6.4.2 Criteria for Buffers

The NHS as shown on Schedules “C.11.A” to “C.11.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 will be determined through a *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.11.6.4 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

The final *buffers* will:

- g) 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.

- a) In conjunction with other potential mitigative measures, avoid *negative impacts* on *Key Features* and their *ecological functions*; and
- h) Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan, Regional 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.11.6.4.3 Linkages

The NHS as shown on Schedules “C.11.A” to “C.11.D” 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, the Official Plan and the Regional 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 identified 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.11.6.4 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

As shown on Schedule C.11.B, the pipeline corridor will provide an east-west ecological *linkage* which will connect an isolated *Key Feature* that has been identified south of Derry Road and west of Eighth Line, to other components of the NHS to the east and south. Through the *MESP*, further information will be provided regarding the future natural vegetation cover and function of this *linkage*. No further study is required to assess the extent and location of the east-west *linkage* in the *MESP*, *DAEFSS*, and/or *EIA* or equivalent study.

C.11.6.4.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Schedule C.11.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 are to be confirmed 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*.

Based on future studies, further refinements to these features and/or areas, other medium constraint watercourses and/or conservation headwater drainage features may be made without requiring amendment to this 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. An Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, within the Trafalgar Secondary Plan area, 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 Official 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 water and wastewater servicing infrastructure. Development Stages within each Phase shall be delineated within the Tertiary Plan.

C.11.7.1.2 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). If the Tertiary Plan proposes more than 32,000 residents, the *Town* may require that the Tertiary Plan, building on the background studies to the Secondary Plan, identify and address the implications of the additional population on community uses and infrastructure based on terms of reference approved by the *Town*;
- 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 objectives of this Secondary Plan, in accordance with all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;
- 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;
- e) Despite C.11.7.1.2 d), Phase 2 Stage 1 can occur south of Britannia Road prior to lands on the west side of Trafalgar Road north of Britannia Road; and
- f) There is an appropriate range and mix of housing types within each phase, including *affordable housing*, to achieve the targets of this Secondary Plan.

C.11.7.1.3 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 and *Region's* allocation program), exclusive of lands designated Neighbourhood Centre Mixed-Use I and II, of the previous Stage shall have draft plan or site plan approval;
- b) Regional municipal water and wastewater services are extended to the lands in the subject Stage and adequate local water and wastewater servicing has been confirmed by the *Region*;
- 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 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 Secondary 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* to support sustainable growth, pursuant to applicable legislation, are satisfied.

C.11.7.1.4 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,
- b) Notwithstanding the phasing policies above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town's* sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town* 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) The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in subsequent stages, notwithstanding Section C.11.7.1.3. 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.11.7.1.5 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.11.7.1.6 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* 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 and Air Quality Assessment for the Trafalgar Secondary Plan has been completed to the satisfaction of the *Region*;
- g) *Development* staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plan has been endorsed by *Town* Council;
- i) The SWS, *MESP* and *DAEFSS* or other applicable environmental studies have been completed to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency*;
- j) Where required by the *Town* and/or *Region* to facilitate the development of an effective local road network, landowners within the Secondary Plan Area have entered, or will 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,
- k) Any additional requirements of the *Town* and/or *Region* are satisfied.

C.11.7.1.7 This Secondary Plan shall require that 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* 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:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;
- b) 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;
- c) 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;

- d) Shall proceed in sequential Phases shown on Schedule “C.11.D”. Development Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.11.7.1 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.11.7.1.8 The *Town* shall establish a monitoring program, in consultation with the *Region*, to track and report on the status of *built* Single Detached Equivalent units on an annual basis.

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 effected 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*;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.11.6.4, have been dedicated to the *Town*, or to the *Conservation Authority* 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 Official 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 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 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 Official 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* has completed a SWS in consultation with any other appropriate *Public Agency*;
- b) The *Town* has substantially advanced a *MESP* in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas;
- c) Phases 1 and 2 of the Municipal Class EA have been completed for road and *infrastructure* works within the Secondary Plan area;
- d) A Tertiary Plan has been endorsed by Council for the development area or has been deemed substantially advanced by the *Town*.

C.11.7.5.2 Tertiary Plan Submission Requirements

Prior to the making of any application for draft plan approval, a Tertiary Plan shall be prepared in consultation with applicable agencies and submitted in accordance with the policies of Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan. Prior to draft approval, a Draft Plan of Subdivision shall be prepared in accordance with the Secondary Plan and Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the *Town*, in consultation with any other appropriate *Public Agency*. A Tertiary Plan shall be prepared in conjunction with the required *MESP*. The Tertiary Plan for lands in the Trafalgar Secondary Plan shall address and demonstrate:

- a) The Development Stages, within each Phase, as outlined in Schedule “C.11.D”, including the breakdown of anticipated dwellings by type including *affordable housing*, non-residential uses by area and type and the associated population and employment that could occur for each phase;
- b) The location, configuration, and quantum, confirmed with consideration for service standards, of schools, Park Type 1, Park Type 2, and Village Squares;
- c) The potential location of libraries, community centres, emergency services and places of worship;
- d) The preliminary location, size and general configuration of stormwater management facilities;
- e) The potential location of street townhouses and back-to-back townhouses as permitted by Section C.11.6.1.1 a);
- f) A detailed Road Network Assessment is to be completed to the *Town’s* and *Region’s* satisfaction in order to assess impacts on the Regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation *infrastructure* is required to support each stage of *development* in the Trafalgar Secondary Plan area. At a minimum, the detailed Road Network Assessment must:
 - i) Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA process;
 - ii) Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of development;
 - iii) Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation infrastructure requirements to accommodate full build out of *development*;

- iv) Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a term of reference completed to the satisfaction of the *Town* and *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;
- v) Develop an Access Management Strategy to the satisfaction of the *Town* and *Region* as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination in conformity with the Secondary Plan and the Regional Access Management Guideline and By-law 32-17; and
- vi) Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan;
- g) The *active transportation* system (including off-road trails and pathways);
- h) The location of possible transit routes and transit facilities for dedication to the *Town*;
- i) The boundaries of the Local Centres and Neighbourhood Centres in accordance with this Secondary Plan;
- j) The conceptual building massing in the Local Centres and Neighbourhood Centres. This shall demonstrate the approximate mix and density of housing types, gross floor area of non-residential uses, population and employment within each Centre;
- k) The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with policy B.4.8 and B.4.9 of this Official Plan and in accordance with this Secondary Plan;
- l) Consistency with the Trafalgar Secondary Plan Urban Design Guidelines; and,
- m) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

C.11.7.5.3 The *MESP* shall provide direction for the preparation of the Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed-level analysis for the Trafalgar Secondary Plan. 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.

C.11.7.5.4 *DAEFSS* shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. The Terms of Reference and final report for the *DAEFSS* are to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas.

C.11.7.5.5 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*.

Where the first phase of development within a block will not meet minimum density requirements 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*, the intensification plan shall address:

The provision of local roads and small blocks;

- a) The means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;
- b) The siting and orientation of buildings within the block and to the street for the initial development and longer-term intensification;
- c) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,
- d) 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 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 is to be approved by the respective roadway jurisdiction.

This Secondary Plan and concurrent Municipal Class EA satisfy Phases 1 and 2 of the EA processes for collector roads. The proposed locations of collector

roads will only be finally determined upon completion of any required future Phase of the EA process.

C.11.8 INTERPRETATION

Further to, and in accordance with, Section B.5.10 of this Official 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”, and/or “C.11.D” are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan. Where the intent of this Secondary Plan and Official Plan are maintained, minor adjustments to boundaries and the location or proposed specific land uses or facilities will not necessitate an amendment to the Secondary Plan.

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 NHS.

C.11.8.3 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section B.5.10.6 of this Official 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.

DEVELOPMENT AREA ENVIRONMENTAL FUNCTIONAL SERVICING STUDY (DAEFSS) means an integrated environmental and engineering study supporting Draft Plans of Subdivision 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* and provide a greater

level of detail than the *MESP* where required. The *DAEFSS* study area will be determined considering draft plan limits and the extent of drainage areas within the draft plan(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate.

Where draft plan level of detail cannot be provided for the entire *DAEFSS* study area, a *DAEFSS* Addendum or Environmental Impact Assessment 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*.

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, identifies 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* 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 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 Tertiary Plan and providing coordination of Draft Plans of Subdivision 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.

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.

C.12 MILTON EDUCATION VILLAGE SECONDARY PLAN

PREAMBLE:

The Milton Education Village Secondary Plan Area is planned to be a unique and innovative neighbourhood focused around a post-secondary site with a university and community college (Innovation Campus), and related employment and recreation facilities including the Mattamy National Cycling Centre Velodrome, as well as a Village Centre with a mix of residential, retail commercial and service uses. It will be distinct from, yet fully integrated with, the wider Milton community. A complete community that meets resident's daily needs within a short trip from home, including jobs, shopping, learning, open space, recreation, shopping, entertainment, and other amenities and services. It also provides a range of housing options for all stages of life and will support all modes of transportation by foot, bike, transit and car.

C.12.1 GENERAL

C.12.1.1 PURPOSE

The purpose of the Milton Education Village Secondary Plan is to establish a more detailed planning framework for the Milton Education Village Planning District in support of the general policy framework provided by the Official Plan. The planning framework establishes a vision for growth, specific land use designations to guide growth, and growth management policies to implement the planning horizon.

C.12.1.2 LOCATION

The Milton Education Village Secondary Plan is located in the Town of Milton's Sustainable Halton Plan (SHP) Urban Area boundary as shown on Schedule 1 of the Official Plan and is bounded by:

- a) North Niagara Escarpment Plan Area;
- b) East Tremaine Road (Regional Road (RR) 22);
- c) South Britannia Road (RR 6); and,
- d) West Greenbelt Plan Area.

C.12.2 PLANNING DISTRICT CONCEPT

C.12.2.1 VISION

The Milton Education Village will be a dynamic urban village, where innovation meets natural wonder.

The Milton Education Village will be a complete community which is mixed use in character and safe, liveable, attractive and healthy. It will be designed to be integrated with both the Urban Area and surrounding natural and rural areas, leveraging the advantages of both places where the line between education and community converges to reflect the innovative, engaged, balanced and connected character of the Town of Milton as a whole.

C.12.2.2 GUIDING PRINCIPLES AND KEY DESIGN ELEMENTS

C.12.2.2.1 Guiding Principle: An urban village that is visually and physically connected with its landscape setting.

a) Greenbelt Plan/Regional Natural Heritage System/Niagara Escarpment Interface

The interface of the Milton Education Village with the Niagara Escarpment and Greenbelt Plan/Regional Natural Heritage System to the north and west is a critical element of the development of the Village. This includes the potential, where appropriate, for greenway linkages and related trail connections, educational uses related to the university/college, and the protection of view corridors to the Escarpment.

b) Integrated Open Space System

An essential basis for the creation of a strong sense of community and environment is the development of an integrated and sustainable open space system. Protected lands along the Indian Creek and two parks form key components of this system. However, given the limited number of natural features remaining in the Milton Education Village Area, the focus of the system will be the creation of a system of greenways that will accommodate local open space features including privately owned publicly accessible spaces (POPS), stormwater management low impact best management practices development measures and active transportation linkages (i.e. walking, biking). The greenway system will also provide for view corridors to the Greenbelt/Escarpment. The parks and greenway system will provide a variety of open spaces for all ages and abilities including passive and active use in all seasons.

C.12.2.2.2 Guiding Principle: A network of streets, squares and open spaces that create a walkable and active public realm.

a) Connectivity/Accessibility

Maximum connectivity/accessibility will be provided for all modes of travel through:

- i) a modified grid road and active transportation (including greenways) system;
 - ii) integrated greenway and open space system;
 - iii) connections across Tremaine Road including grade separated pedestrian/bicycle connections; and,
 - iv) a transit hub.
- b) Enhanced Streetscape Design/Gateway Streets

As an urban neighbourhood, the streets of the Village are public spaces which are supportive of all modes of transportation including transit, pedestrians and bicyclists. They will provide space for patios, seating areas and other facilities that encourage community interaction. This is particularly true of gateway streets – main entrance roads which access the community and major uses in the community in particular Louis St. Laurent Ave. which will act as the Milton Education Village “main street”. The street system thus must be designed as a focal point for the Milton Education Village with an enhanced and coordinated approach to landscaping, street tree planting, sidewalks, lighting, public/private utilities, bike facilities and boulevards. As such the streets require enhanced streetscape design which supports an active street life. In addition, high quality site design and built form for *development* which supports the importance of the public street will be required.

C.12.2.2.3 Guiding Principle: A compact, mixed use community with densities supportive of transit and active transportation.

Land uses must be developed at a density that supports transit, including nodes of *development* at key intersections, and policies which direct the highest density of *development* to corridors along major roads, particularly Tremaine Road. *Development* of a transit hub that will serve and support the Milton Education Village and the community, and provide a focal point for transit on the west side of the Urban Area will also be a key element of the Village.

C.12.2.2.4 Guiding Principle: An innovation district providing opportunities for knowledge-based employment sectors and for learning beyond the classroom, as well as a range of public and private facilities.

- a) Knowledge-based employment
The university/college and related facilities represents a synergetic and catalytic opportunity for knowledge-based employment.
- b) Recreation Facilities
The Mattamy National Cycling Centre Velodrome provides a full range

of indoor recreation facilities, in addition to its cycling facilities. It is anticipated that the university/college will also include a range of both indoor and outdoor recreation facilities. A high school to be developed to the north of the Velodrome and the proposed park in the southern portion of the Village, and other open spaces, will also provide a range of outdoor recreation facilities.

C.12.3 **OBJECTIVES**

The following objectives seek to achieve the Vision, Guiding Principles and Key Design Elements for the Milton Education Village and will be implemented through the policies of this Plan. The *Town's* objectives for the Milton Education Village are to establish:

- a) A mixed use complete community with a population of at least 22,000 people and jobs by 2051;
- b) An innovation district to accommodate at least 2,900 jobs by 2051;
- c) A post-secondary campus with capacity to accommodate 3,000 students and 460 faculty/staff jobs by 2031, ultimately expanding to 15,000 students and 2,300 jobs by full build-out;
- d) A 'main street' village centre and neighbourhood centre with potential to accommodate 100,000 square feet of space for retail and service uses by 2031 and up to 257,000 square feet of retail/service space by full build-out;
- e) Development designed to promote active transportation and public transit use, with transit supportive densities of between 85 and 115 people and jobs per hectare measured across the entire Milton Education Village area;
- f) A full range and mix of housing in complete walkable neighbourhoods with an elementary school a high school and a park;
- g) A linked and sustainable natural heritage and open space system including parkland dedication in accordance with the Planning Act; and,
- h) Sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.
- i) A Secondary Plan area that shall be developed in a manner that is fiscally responsible for the Town of Milton.

C.12.4 TRANSPORTATION

C.12.4.1 GENERAL

C.12.4.1.1 Street life is central to the vision of the Milton Education Village (MEV), and all *development* in the MEV, including *infrastructure* and buildings, should promote walking. Some areas with the MEV shall be considered pedestrian priority zones, particularly areas abutting streets designated as “Flexible Streets” includes lands immediately surrounding the Transit Hub, the post-secondary campus, and the ‘main street’. In pedestrian priority zones, sidewalks and areas for pedestrians shall be generous, streets shall be designed for slow speeds and on-street parking, and streetscapes shall include pedestrian amenities and wayfinding elements.

C.12.4.1.2 The transportation system developed for the MEV, including public transit facilities, the street network and other elements of the pedestrian realm, shall be planned and designed for universal accessibility.

C.12.4.1.3 The *Town* and *Region* will require applications for development, the submission of a transportation impact study that assesses the impacts of the proposal on the internal and external road network, including the impacts of truck traffic, and/or a pedestrian and bicycle circulation plan that demonstrates how the development facilitates access and circulation by transit users and cyclists and pedestrians.

A Transportation Impact Study is required to support any parcel of land to be developed within the Secondary Plan Area. Each individual Transportation Impact Study will be required to build on the results of the Transportation Study completed in support of the Secondary Plan.

C.12.4.1.4 Design standards and programs will be developed as part of the implementation of the MEV, in particular through individual development applications which will maximize mobility, particularly through active transportation and transit. This will include programs which support the implementation of new technologies such as real-time travel information, mobility internet, electric propulsion, self-driving vehicles, artificial intelligence and the sharing economy. In addition, co-location of facilities will be encouraged to minimize peak travel time including the provision of on-site student housing, and aligning active transportation facilities in the MEV and also with those in surrounding areas.

C.12.4.2 TRAVEL DEMAND MANAGEMENT

Travel demand management (TDM) will be critical to achieving a balanced, sustainable transportation system in the MEV, one that provides and promotes

attractive alternatives to the automobile. The *Town* shall work with the *Region* of Halton and transit agencies, and with developers and businesses in the MEV, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development which is primarily non-residential generally shall be required to include TDM plans, while the *Town* may require applications for high density residential development to submit TDM plans. Such TDM plans shall be prepared by a qualified consultant and will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

C.12.4.3 ACTIVE TRANSPORTATION - WALKING AND CYCLING

C.12.4.3.1 Active transportation links identified on Schedule “C.12.B” are paths principally designed to provide a high level of service for Active Transportation as a component of the transportation network. Active transportation links connect walking, cycling and transit systems enabling access to important destinations within and outside the MEV.

C.12.4.3.2 Active transportation shall be encouraged as a primary, safe, appealing and convenient mode of transportation to, from and within the MEV. Pedestrian infrastructure shall be developed in accordance with the policies of this Secondary Plan. A cycling network shall be incorporated into both the street network and the town-wide trail system.

C.12.4.3.3 An active transportation network shall ensure access and integration of all transportation modes within the network inclusive of:

- a) New pedestrian linkages to the trail network, where feasible;
- b) Dedicated bicycle lanes on both sides of collector roads or separated bicycle facilities on one or both sides of arterial roads, where possible; and,
- c) Bicycle rack and/or storage facilities conveniently located to facilitate access to a range of uses, transit stop locations and trail node locations.

C.12.4.3.4 Construction of cycling facilities, such as bicycle lanes, routes and/or cycle tracks shall align with the Town of Milton’s Transportation Master Plan regarding design standards.

C.12.4.3.5 To achieve the objectives for the *development* of the MEV, it is essential that safe active transportation links are established from the MEV to the east side of Tremaine Road and the rest of the Urban Area. These should be established at all major intersections and other key access points.

C.12.4.4 PUBLIC TRANSIT

- C.12.4.4.1** In conformity with Sections B.2.6.3.19 to B.2.6.3.21 of this Plan and having regard for the Town of Milton's Transportation and Transit Master Plans, the *Town* will ensure that the development of the MEV maximizes the potential for provision of transit service, including through the achievement of appropriate densities, and the development of transit-supportive design criteria and standards. In addition, the *Town* working with the landowners will develop an investment program to support public transit through approaches such as travel demand management plans and cash-in-lieu of parking. The transit system will be designed to support the goal of achieving a minimum 20% modal share. This may include transit priority measures wherever possible. Consideration will also be given not only to the extension of municipal transit, but also to a direct link to GO Transit through approaches such as shuttle bus/Bus Rapid Transit (BRT) to the Milton GO Station and/or an extension of the GO bus service along Derry Road and/or Britannia Road.
- C.12.4.4.2** Public transit facilities, including, but not limited to, right-of-ways, stops, and utilities shall be integrated into the design of adjacent streets and open spaces.
- C.12.4.4.3** A major objective of the *Town* is to facilitate and achieve *development* of the proposed MEV Transit Hub in the vicinity of the post-secondary campus. The *Town* will work to expedite the provision of transit related services and *infrastructure*.
- C.12.4.4.4** The Transit Hub, as a civic facility in the heart of the MEV, should achieve design excellence and relate positively to surrounding land uses and the public realm, as much as feasible. Its design shall be subject to the following:
- a) The Transit Hub facility shall be enclosed within a building, with a roof, to the greatest practical extent, to help define the adjacent public realm and to minimize the noise, visual and other environmental impacts of transit vehicle traffic on the surrounding area;
 - b) The main pedestrian entrance to the Transit Hub building should be easily identifiable and accessible from the municipal sidewalk. The entrance should be set back from the street to provide ample space for high pedestrian volumes and meeting and gathering.
 - c) The Transit Hub shall have a strong street presence, lending visual interest to the streetscape and helping to enliven the public realm. Consideration should be given to incorporating small-scale commercial outlets or public uses (such as information kiosks) oriented towards the municipal sidewalk.

- d) Blank exterior walls should represent a small percentage of the overall façade and should be designed to lend visual interest to the adjacent streetscape;
- e) A high standard of landscaping and streetscaping shall be provided on the open spaces and streets that abut the Transit Hub;
- f) The integration of public art into the design of the Transit Hub and/or the adjacent public realm shall be strongly encouraged; and,
- g) The Transit Hub shall not be subject to the density and height provisions of this Secondary Plan.

C.12.4.5 STREET NETWORK

C.12.4.5.1 A fine-grain grid of streets is fundamental to the development of the MEV. Schedule “C.12.B” identifies the street network planned for the MEV. It is intended to optimize connectivity while providing flexibility for a range of development scenarios. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned development. Minor modifications to the location and alignment of planned streets are permitted without amendment to this Secondary Plan as long as the overall network functionality is not impacted as a result. For modifications to the location and alignment of planned streets in the Natural Heritage System, it must be demonstrated that it is considered *essential* and conform to the policies in Sections 4.8 and 4.9 of this Plan. Any proposed modifications will be completed to the satisfaction of the *Town* and *Region*.

Transportation *infrastructure* shown on Schedule “C.12.B” is approximate and will only be finally determined upon completion of any required Environmental Assessments or through plans of subdivision which will examine and determine the final location, configuration, width and alignment of these facilities subject to the recommendations of Subwatershed Impact Study (SIS) traffic impact studies for individual *development* applications.

C.12.4.5.2 In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of this Plan, the street network shall be in the form of a modified grid and all streets shall be designed as *complete streets*, with attractive, safe and walkable streetscapes for pedestrians, bicyclists and drivers with *development* that fronts on all roads, including Tremaine Road. Parking will be located in a visually unobtrusive manner, in buildings where feasible, or on-street. Careful consideration will be given to the location of ground floor uses such as retail and service commercial development to ensure that they are located in the best position to be successful with respect to market, while acting as a catalyst for an active street environment.

C.12.4.5.3 The street network will include five types of streets with respect to design treatment:

a) Louis St. Laurent Avenue Extension (The Avenue)

Louis St. Laurent Avenue will extend westerly into the MEV as a grand, tree-lined, processional Avenue leading from Tremaine Road to the main Innovation Campus with a right-of-way width up to a maximum of 35.0m. The built form and public realm will define the character of the Avenue, including a design which will support a lively pedestrian environment and a special identity which reflects its role as the main entrance to the Innovation Campus.

b) Collector Roads

Collector Roads connect the MEV to Tremaine Road (RR 22), Britannia Road (RR6) and Louis St. Laurent Avenue. They also connect neighbourhoods within the MEV and provide access to the major focal points of the Planning District such as the Innovation Campus, parks, schools, employment areas and shopping.

The Collector Roads will be designed according to the function of the particular street within the MEV, with a priority on active transportation and transit. Principles of traffic calming will be applied with the extended use of tree and feature planting, paving, lighting and signage design to ensure the safety and attractiveness of the public realm to pedestrians and cyclists.

c) Flexible Street (Pedestrian Priority)

Flexible Streets are to be designed to give priority to pedestrians and cyclists in a shared right-of-way with a width up to a maximum of 26.0m, with the exception of Louis St. Laurent Avenue. These streets will create a pedestrian friendly interface between the Innovation Campus and the Village Centre. A central square will be located at the intersection of the Avenue and the Flexible Street to provide social gathering opportunities and a sense of place and identity for the Village Centre.

d) Local Roads

Local Roads do not have a symbolic role, but are designed to promote active transportation and discourage car movement recognizing that such streets are used as key neighbourhood socialization spaces.

e) Mews/Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, mews or lanes may be considered. Service roads will be discouraged, but may also be considered as an alternative subject to the approval of

the *Town*. The design requirements of such facilities will be much more limited than for local streets. At the same time, certain minimum standards will be required to address pavement width and relationship to parking areas. Reverse lotting shall not be permitted, except where the *Town*, after consultation, where applicable, with the *Region* and other agencies, is satisfied there is no other option.

C.12.4.6 PARKING

C.12.4.6.1 Transit-supportive parking standards for residential and non-residential uses shall be adopted by the *Town* to facilitate development of the MEV and encourage non-automobile travel.

C.12.4.6.2 It is expected that vehicular parking facilities will take multiple forms in the MEV, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking for mixed use and other high density uses. Where surface parking is proposed as part of an initial stage of development, the staging plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

C.12.4.6.3 The *Town* may permit strata parking, including access to parking, under a new local street, public mews or laneway provided the intended purpose, function and character of the street/mews/laneway are not materially or qualitatively compromised, and subject to a strata title agreements and the following conditions:

- a) The development proposal related to the strata parking request, includes a significant institutional, office or other employment use as determined by the *Town*;
- b) The strata title arrangement shall be based on the *Town* strata ownership of the public street/mews/lane over the privately owned underground structure;
- c) Where a new street/mews/lane will entail the inclusion of significant sub-surface infrastructure, the strata title arrangement shall be limited to under the boulevards of the new street/mews/lane. If there is no significant infrastructure required under the new local street/mews/lane, the strata title arrangement may be permitted underneath the full road width; and,
- d) The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (streets), including but not limited to required standards and provisions for the construction and

maintenance of the subsurface structure, and liability issues, to the satisfaction of the *Town*.

C.12.4.6.4 The *Town* may also permit strata parking or utilities under a park, square or Greenway, for use adjacent to the open space, where the following have been demonstrated to the *Town*'s satisfaction:

- a) Due to extreme hydrogeological and/or geotechnical conditions, it is unreasonable to accommodate all the required parking or utilities for the adjacent use under a building, private amenity space and/or local street;
- b) All the required parking cannot be accommodated in an above and/or below-ground structure without compromising the vision, principles and objectives of the Secondary Plan; and,
- c) The proposed underground parking will not materially or qualitatively compromise the intended purposed, function and character of the park, square or Greenway.
- d) Financial impacts are deemed acceptable to the *Town* at its sole discretion.

C.12.4.6.5 Parking generally will not be appropriate under parks, squares or Greenways where trees are intended to grow to their full potential and above-grade elements of underground parking would significantly compromise the design and programming of the park, square or Greenway. Underground parking will generally be more appropriate under parks, squares and Greenways designed predominately for intense daily use and/or civic events and where mature trees and a significant tree canopy are not envisioned and is not permitted in the Natural Heritage System designation.

C.12.4.6.6 Where underground parking or utilities are appropriate, a strata title agreement to the satisfaction of the *Town*, describing such matters as access, maintenance, liability and monetary contributions, shall be required. Vehicular ramps and other accesses shall be located within adjacent buildings wherever possible. Structures within parks, squares or Greenways associated with below grade uses, such as pedestrian entrances/exits, emergency access, and vents, where required, shall be integrated into the design of the open space, except in the Natural Heritage System designation. The area occupied by such structures shall not count toward parkland dedication. In addition, encumbered parkland will not receive equal credit and any parkland credit shall be valued to the satisfaction of the *Town*.

C.12.4.6.7 The appropriateness of any proposed strata park, square or Greenway will be considered through the development application process, supported by a justification report submitted by the applicant. Should the park be approved

such arrangements shall be reflected in an agreement(s) satisfactory to the *Town*. Generally, the following principles will guide the consideration of proposals for Strata Park Agreements with the outcome reflected in the implementing agreement(s):

- a) Strata arrangements for parks shall only be considered where the parkland is provided at grade, is publicly accessible, and meets all other requirements of its respective park classification;
- b) The park, together with the air rights above it, shall be in public ownership as dedicated parkland;
- c) The *Town* shall retain sole and unencumbered control of the surface lands above the strata title, and operate the park as part of the *Town's* public parkland network system;
- d) All surface strata to be conveyed to the *Town* for use as public parkland should be free of all surface easements, structures and systems that would have a negative impact on the design, construction, maintenance and use of the proposed public facilities;
- e) Parkland credits, if any and the related calculation thereof, for a strata park will take into account the potential for additional costs of the development and maintenance of a strata park block, liabilities and the limited uses that are inherent with this type of land development;
- f) The strata park will be designed in a manner commensurate with the planned function of the park and be structurally designed to accommodate the required facilities and landscaping. Such matters will be addressed through the site plan review process; and,
- g) The *Town* shall develop implementation guidelines to further detail the required legal agreements and protocol for entering into Strata Park Agreements, and may develop guidelines for any other matters related to strata parks as deemed appropriate.

C.12.4.6.8 The *Town* shall encourage a portion of the parking provided for any non-residential use to be made available for public parking for visitors who neither live nor work in the MEV. Generally, these shall be parking spaces used by employees during the day but not in the evening or on weekends. The number of parking spaces for public use and their location will be determined when applications for development are reviewed. These public parking spaces may be owned and operated by the building owner, or, if procured by the *Town*, be operated by a municipal authority.

C.12.4.6.9 On-street parking may be considered on collector and local streets throughout the MEV.

- C.12.4.6.10** The *Town* shall consider adopting a cash-in-lieu of parking by-law for the MEV that would permit development applicants proposing institutional, employment and retail uses, to contribute funds toward public parking facilities in lieu of some or all of the required on-site parking spaces. The cash-in-lieu payments shall be based on the parking requirements established for the MEV.

C.12.4.7 ACCESS

- C.12.4.7.1** Access to Tremaine Road shall be in accordance with the Regional By-Law No.32.17 and the most current Halton Region Access Management Guidelines.

- C.12.4.7.2** To facilitate the development of an effective local road network as development proceeds the *Town* and/or *Region* may require landowners in the Secondary Plan Area to enter into agreements amongst themselves to consolidate access to the Regional or local road network.

C.12.4.8 NOISE

- C.12.4.8.1** Subdivisions are required to mitigate transportation noise impacts through design (for example avoiding reverse lotting). Noise barriers as a measure to mitigate transportation noise will only be considered where it has been demonstrated that no other options are available.

C.12.4.9 RIGHT OF WAY

- C.12.4.9.1** Right of way widths on Regional Roads will be subject to the Regional Official Plan or Transportation Master Plan. Land Conveyance to satisfy the Regional Road right of way requirements should be confirmed through consultation with the *Region*.

C.12.5 PARKS, PUBLIC OPEN SPACE AND GREENWAYS

C.12.5.1 GENERAL

- C.12.5.1.1** A Town park, as well as other forms of public open space, form key components of the linked open space system which is an essential element of the community structure of the MEV. These will be supplemented by the Greenway system, recreation and open space facilities which form part of the post-secondary campus, schools, and privately owned publicly accessible spaces (POPS), as well as active transportation linkages (i.e. walking, biking).

Where conceptual trails are proposed in the NHS, the feasibility, siting and design of recreation uses will be subject to review based on recommendations of the Functional Stormwater and Environmental Management Strategy (FSEMS) and Subwatershed Impact Study (SIS) and must demonstrate conformity with applicable NHS protection and enhancement policies of this

Official Plan.

- C.12.5.1.2** The parks and Greenway system will provide a variety of open spaces for all ages and abilities including passive and active use in all seasons as well as view corridors to the Greenbelt/Escarpment. The role and function of this system will be established through the SIS.
- C.12.5.1.3** It is the objective of this Secondary Plan to develop approximately 15 hectares of publicly accessible open space in the MEV. The *Town* shall monitor the use and demand for open space as the MEV develops and may adjust this objective without amendment to the Plan. To meet or exceed this objective, the *Town* may require the dedication of additional parkland in accordance with the Planning Act, or the establishment of new POPS. The additional open space may constitute additions to existing open space, or may take the form of new private or public open space. Alternatively, or in addition, the *Town* may seek to acquire open space in areas adjacent to the MEV, accessible to residents.
- C.12.5.1.4** Parks and open spaces provide critical connections within the larger active transportation network. They should be designed with movement desire lines in mind and generally should accommodate pedestrian through-traffic and, where appropriate, cycling.
- C.12.5.1.5** Parks and open spaces shall support facilities for both active recreation and passive activities. They will be designed as community focal points accommodating programmed and non-programmed activities and reflect multi-generational and multi-use needs, providing spaces for both residential and employment populations.
- C.12.5.2 PARKS**
- C.12.5.2.1** Parkland dedication will be in accordance with the *Planning Act*, R.S.O. 1990, c. P. 13, as amended. The following shall not be counted towards parkland dedication:
- a) Private outdoor amenity space including privately owned public spaces (POPS);
 - b) Green Edges;
 - c) Natural Heritage System lands and associated Vegetation Protection Zones (VPZ);
 - d) Greenways (unless the primary function is as a park);
 - e) Active transportation network lands (unless approved within a park);
 - f) Stormwater management lands and associated buffers; and,

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

C.12.5.2.2 The general location of the proposed public park is identified on Schedule “C.12.A”. The Town Park will be a minimum of 4 ha in size. The park is co-located with the proposed elementary school and should have significant frontage along a minimum of one public street.

C.12.5.2.3 *Town* staff will secure and develop the new parkland through the development approvals process, making use of the provisions under the Planning Act. An agreement among landowners in the MEV and the *Town* is encouraged to equitably distribute the cost of all parkland.

C.12.5.2.4 Subject to detailed design, the Town parkland shall incorporate a suitable balance of hard landscaped, soft landscaped and designated open and playground areas to accommodate a range of active recreation facilities, and other passive, programmed and aesthetic functions.

C.12.5.3 URBAN SQUARES/POPS

C.12.5.3.1 In addition to the Town parkland, smaller Urban Squares and POPS will provide an important complementary function as places for gathering, passive recreation and landscaping. The precise location, size, shape and characteristics of such open space areas shall be determined to the satisfaction of the *Town* during the review of development applications. Generally, 50% of the edges of such areas will front a street, mews, lane or Greenway.

C.12.5.4 STRATA PARKS

C.12.5.4.1 The *Town* may permit parking or utilities under Town parkland, or other publicly accessible open space, for a use adjacent to the park, in accordance with the applicable policies of Section 12.4.6 of this Secondary Plan.

C.12.5.5 GREENWAYS

C.12.5.5.1 The Greenway System shown on Schedule “C.12.A” forms a key part of the proposed recreational pedestrian/bicycle trail system for the MEV. The design will vary depending on local context and conditions, but will have a substantial ‘green’ component (although this will vary from a more urban treatment closer to Tremaine Road, to a more natural approach towards the Greenbelt). The width and design of the Greenway System will give priority to pedestrians and cyclists and, in some cases, will accommodate service and private vehicles without conflict.

C.12.5.5.2 The Greenway System consists of multi-functional corridors for active transportation, which also provide views to the Escarpment and opportunities

for sustainable urban drainage facilities or Low Impact Development (LID) best management practices. They provide alternative opportunities to move through the MEV and enhance the experience of nature and community life. The Greenway System establishes visual and physical connections to features including parks, natural heritage and cultural landscape features, schools and other community facilities, and between neighbourhoods. The Greenway System may, where appropriate, provide for vehicular travel lanes.

- C.12.5.5.3** The Greenway System and other MEV active transportation facilities, including bicycle paths as part of roads, will be further developed in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Plan. The Greenway System will be coordinated with the existing and planned trail systems at both the *Town* and Regional levels. The feasibility, siting and design of the Greenway System will be subject to review based on the recommendations of the FSEMS.

C.12.5.6 GREEN EDGES

- C.12.5.6.1** Green edges provide a sense of community in a natural setting. Green edges are located in areas adjacent to the Greenbelt immediately to the west of the MEV, and on the southern edge of the Natural Heritage System designation (Indian Creek Corridor) on Schedule “C.12.A”. Green edges are also located on the west side of Tremaine Road as identified on Schedule “C.12.A”.

- C.12.5.6.2** The width and treatment of these green edges will be determined through the development application process. The nature of these areas will vary, ranging from more manicured spaces along Tremaine Road, to more naturalized areas adjacent to the Greenbelt and the Indian Creek Corridor.

- C.15.5.6.3** The green edges will connect to the Greenway System and their design will ensure they are linked to adjacent open spaces.

C.12.6 COMMUNITY SERVICES AND FACILITIES

C.12.6.1 GENERAL

- C.12.6.1.1** Community services and facilities such as schools, places of worship, cultural facilities and day care facilities are an essential basis for the creation of the MEV community. The appropriate timing for their establishment will be dependent on the pace and nature of *development* in the MEV. However, it is important to identify appropriate locations for such uses, including opportunities for co-location, and to ensure that when they are required, they are incorporated appropriately.

- C.12.6.1.2** Notwithstanding the policies of Section B.2.5, community services and facilities such as schools identified on Schedule “C.12.A”, as well as places of

worship, cultural facilities, and day care facilities, shall be developed in accordance with the policies of Section C.12. The location of schools on Schedule “C.12.A” is conceptual and is intended to identify general potential locations for these facilities.

C.12.6.2 SCHOOLS

C.12.6.2.1 The location of schools will be established in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial, Regional and *Town* policy.

C.12.6.2.2 The *Town* encourages site size, site layout and built form of schools to be compatible with the planned form of development in the MEV. To ensure compatibility the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods. The *Town* shall collaborate with the School Boards and the Region of Halton to ensure alternative standards are appropriate to the MEV. The standards should optimize the use of land by such measures as: promoting multi-storey school buildings, minimizing parking and pick-up/drop-off areas, locating within mixed use buildings, and/or other alternative measures to efficiently utilize land in the MEV.

C.12.6.2.3 The School Boards are encouraged to work with landowners to establish alternative design that result in school site/building design compatible with the urban, higher density *development* in the MEV. The alternative design for a school will only be considered where funding is available. The School Boards will work collaboratively with the Province, the *Region*, the *Town* and the landowners to investigate and secure any additional funding necessary to achieve alternative designs. Alternative designs and funding sources shall be to the satisfaction of the School Boards.

C.12.6.3 PLACES OF WORSHIP AND DAY CARE FACILITIES

Places of Worship and day care facilities will be encouraged to locate in any designation, with the exception of the Natural Heritage System, in accordance with the policies for the designation.

C.12.6.4 CULTURAL FACILITIES AND PUBLIC ART

C.12.6.4.1 Public art will be an important element of the MEV’s public realm, adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings. Several streetscape elements present opportunities for the integration of art, including building canopies, storefronts, furnishings, lighting,

paving, fencing, tree guards, information displays and utility elements such as manhole covers. The installation of public art projects within streetscapes generally shall be encouraged.

- C.12.6.4.2** The site layout, built form and quality of design of any library, cultural facility and other community buildings shall be compatible with the planned form of development in the MEV. This will entail the development of alternative standards and forms for these facilities, including multi-storey buildings and underground parking areas. Arrangements between the *Town* and developers that result in relatively compact, well designed community facilities, and offset the increased cost of land and alternative design standards, may be considered.

C.12.7 ENERGY, WATER AND ENVIRONMENTAL MANAGEMENT

C.12.7.1 GENERAL

- C.12.7.1.1** The energy, water and environmental management policies are designed to contribute to the development of sustainable, low impact and energy efficient development within the MEV in support of the objectives of this Secondary Plan.

- C.12.7.1.2** All development in the MEV shall conform with the Environmental Control policies of Section B.2.3 of the Official Plan.

C.12.7.2 FUNCTIONAL STORMWATER AND ENVIRONMENTAL MANAGEMENT STRATEGY (FSEMS)

All new development within the MEV, and any off-site improvements and related stormwater infrastructure, shall comply with the functional recommendations as outlined in the MEV FSEMS. No amendment shall be required provided that such works conform to the policies of this Plan.

C.12.7.3 INDIAN CREEK SUBWATERSHED STUDY

The MEV is located within the Indian Creek Subwatershed. The lands have been studied for nearly two decades through both the Indian Creek/Sixteen Mile Creek Sherwood Survey Subwatershed Management Study (2004) and the Sixteen Mile Creek Subwatershed Update Study (2010). As a basis for this Secondary Plan a Functional Stormwater and Environmental Strategy (FSEMS), as well as a Scoped Updated Characterization, have been prepared to provide guidance on environmental and water management. A focus of this work has included design and management approaches for restoring Indian Creek and related floodplain improvements in the MEV, based on off-site enhancements for lands to the west towards Bell School Line.

The limits of the NHS associated with the Indian Creek floodplain, as depicted on the Secondary Plan schedules, may be refined through the SIS. The SIS must demonstrate how alternative design and management approaches implement the guidance and recommendations in the FSEMS, are considered essential watershed management and conform to the policies of this Plan and Conservation Halton. Furthermore, the final limits of the NHS will be determined through the SIS and should the NHS area be refined and enhanced, the abutting land use designations will apply without amendment to the Secondary Plan.

C.12.7.4 SUBWATERSHED IMPACT STUDY (SIS)

A SIS shall be required for the Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. The study areas can be modified or consolidated subject to the approval of the *Town*, in consultation with the Conservation Authority. The goal of the SIS will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management and implements the guidance and recommendations of the FSEMS. The objectives of the studies will be:

- a) identification of a preferred servicing plan (including public/private utilities);
- b) identification of a preferred road layout;
- c) integration of stormwater management facilities;
- d) exploration of opportunities to integrate recreation opportunities with stormwater management; and,
- e) phasing and cost sharing in areas of multiple ownership.

Further, the SIS will also provide:

- a) a detailed assessment of terrestrial and aquatic resources and associated ecological functions;
- b) conceptual plan demonstrating how a net gain in habitat and/or ecological functions can be achieved;
- c) preliminary environmental protection plan demonstrating how high constraint terrestrial features (core areas), linkages and heritage trees will be protected and enhanced using buffers and tree preservation measures; and,
- d) conceptual plan outlining how the suggested natural heritage system in the Management Plan or equivalent alternative will be implemented. However, if an alternative is developed, its effectiveness must be related to the policies, objectives and targets in the Management Plan and it

must clearly demonstrate compatibility with the natural heritage systems developed in adjacent Subwatershed Impact Areas.

- e) Confirm the developments will not result in a negative impact on existing and the ultimate Region Road network drainage.

C.12.7.5 STORMWATER MANAGEMENT FACILITIES

Stormwater management facilities and Low Impact Development (LID) best management practices are permitted in all land use designations. Where a stormwater management system is considered in the Natural Heritage System, it must be considered essential after all alternatives have been explored and if demonstrated that there will be no negative impacts on key features and areas or their ecological functions through a SIS or equivalent study and meet the policies in Sections 4.8 and 4.9 of this Plan and Conservation Halton. To promote transit supportive densities, particularly in mixed-use designations, stormwater management facilities that are integrated into the development (e.g. underground storage tanks) or which are incorporated in the landscape design of open amenity areas to serve more than one development (e.g. rain gardens and water features), may be considered, where feasible.

C.12.7.6 WATER AND WASTEWATER INFRASTRUCTURE

- C.12.7.6.1** The public water and wastewater infrastructure system shall be developed in conformity with Sections B.2.6.3.30 and B.2.6.3.31 of this Plan and the MEV Area Servicing Plan and the subsequent guidance from the SIS.

- C.12.7.6.2** All new urban development in the MEV Secondary Plan Area shall be connected to municipal water and wastewater systems. The *Region* is responsible for the development of water treatment and water distribution *infrastructure* as well as wastewater collection and wastewater treatment *infrastructure*.

- C.12.7.8** All water treatment, water distribution, wastewater collection and wastewater treatment *infrastructure* servicing in the MEV Secondary Plan Area shall be developed in accordance with the Water and Wastewater Master Plan, Regional Official Plan, Development Charges Background Study and the *Region's* Financing Policies for Growth Infrastructure or as further refined by the Area Servicing Plan to the satisfaction of the *Region*.

C.12.7.7 GREEN INNOVATION PLAN

- C.12.7.7.1** In accordance with the Town of Milton Green Innovation Plan, the *Town* will encourage inclusion of zero carbon housing in the MEV and residential buildings that exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.

- C.12.7.7.2** The installation of on-street and off-street Electric Vehicle charging stations shall be encouraged.
- C.12.7.7.3** Subject to the preparation of a District Energy Plan by Milton Energy and Generation Solutions Inc., the *Town* may identify all or parts of the MEV as a potential district energy area.
- C.12.7.7.4** Where a district energy system has been established or is planned, new development will be encouraged and may be required to connect to the district energy system and new municipal buildings will connect to the district energy system.

C.12.7.8 PUBLIC SERVICE FACILITIES, INFRASTRUCTURE AND UTILITIES

In conformity with Sections B.2.6.3.37 to B.2.6.3.42 and B.4.9 of this Plan, Federal, Provincial, Regional and *Town*-owned and/or operated *essential* transportation and *utility* facilities, are permitted to be located in any land use designation, subject to the completion and approval of an Environmental Assessment (EA) where required. In addition, *public service facilities*, as defined in Section C.12.8.3 of this Plan, including university and college uses, buildings and structures are permitted in all land use designations. However, such facilities shall only be permitted in the Natural Heritage System designation subject to Section B.4.9.2 of this Plan.

C.12.8 LAND USE AND BUILT FORM

C.12.8.1 GENERAL

- C.12.8.1.1** Schedule “C.12.A” establishes the pattern of land uses within the MEV which reflects the Vision and Guiding Principles for the MEV. Where land use designations are the same as those in the Official Plan, the policies of the Official Plan shall apply.
- C.12.8.1.2** Development within the MEV will offer opportunities for people to live and work in close proximity to create a complete community. Further, the MEV will be developed to support and accommodate emerging innovation and knowledge-based businesses that will contribute to the emergence of the MEV as an innovative centre.
- C.12.8.1.3** The MEV is planned to achieve 22,000 people and jobs by 2051, with transit-supportive densities of between 85 and 115 people and jobs per hectare outside of the MEV Innovation District.
- C.12.8.1.4** The topography, landscape and natural features associated with the Indian Creek, the Greenbelt and the Niagara Escarpment provide a unique setting.

Future road alignment, siting and massing of buildings, and design of development should enhance scenic views of these features.

- C.12.8.1.5** The predominant character of built form within the MEV will be established by mid-rise residential and employment buildings with a limited number of taller buildings at strategic locations. A range of building types are encouraged including residential and mixed-use buildings, townhouses and other medium density residential *development*, research, design and office complexes, manufacturing and live/work units.

C.12.8.2 INNOVATION DISTRICT

- C.12.8.2.1** The Innovation District identified on Schedule “C.12.A” includes lands in the Innovation Hub, Landmark Gateway and Village Centre designations. This area will be a focus for employment uses in the MEV.

- C.12.8.2.2** The Innovation District is intended to accommodate 2,900 knowledge-based jobs by 2051. Within the MEV Innovation District the minimum density target will be 130 residents and jobs per hectare with a general target split of 55% residents and 45% jobs.

- C.12.8.2.3** To achieve these targets, the Innovation District shall include a significant amount of office or other employment space. Employment uses shall occupy a minimum of 15% of the planned total gross floor area proposed in each development block. Development applications will demonstrate how the proposal contributes to the achievement of the jobs target.

- C.12.8.2.4** To encourage the development of buildings which will accommodate employment uses maximum permitted height may be exceeded by one storey for every storey of office uses, up to a maximum of five additional storeys provided that a minimum of 10,000 square metres of office space is provided on a lot.

- C.12.8.2.5** Low density commercial or employment uses, including generally any buildings of less than two storeys, shall not be permitted in the Innovation District. Single storey commercial uses may only be permitted, where:

- a) the single storey component is physically connected and integrated with a larger multi-storey development; or,
- b) the development block is designed and planned to achieve a minimum floor space index (FSI) of 1.2.

C.12.8.3 INNOVATION HUB

- C.12.8.3.1** Purpose

The Innovation Hub designation on Schedule "C.12.A" is employment focused, and generally, but not exclusively, includes uses directly or indirectly related to the university/college and other development in the Innovation Campus designation. This area is intended to provide opportunities for the university/college to partner with the business community or other government agencies in advancing research and development.

C.12.8.3.2 Permitted Uses

The Innovation Hub designation on Schedule "C.12.A" means that the main uses are institutional and employment uses in mixed use and single purpose buildings. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability. Limited retail and service commercial, as well as other service uses, which are complementary to the permitted uses and generally located on the ground floor of buildings to be accessible to the public will also be permitted. Mixed use buildings which also include residential uses, and live-work developments will be permitted, subject to detailed review with respect to land use compatibility.

C.12.8.3.3 Site Design

Development in the Innovation Hub designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Innovation Hub designation as a whole shall achieve a minimum density of 140 residents and jobs combined per gross hectare.

C.12.8.4 LANDMARK GATEWAY

C.12.8.4.1 Purpose

The Landmark Gateway designation on Schedule "C.12.A" is the most important gateway to the MEV. It will be a high-density mixed use node with landmark buildings which frame the intersection of Louis St. Laurent Avenue and Tremaine Road.

C.12.8.4.2 Permitted Uses

The Landmark Gateway designation on Schedule "C.12.A" means that the main permitted uses, in mixed use and single purpose buildings, are high density residential, office and institutional uses. Retail and service commercial, as well as other similar service, entertainment, and cultural uses, which are complementary to the permitted uses and generally located on the ground floor of buildings shall be permitted. In particular, such ground floor uses will be

focused on Louis St. Laurent Avenue to act as a catalyst for an active street environment.

C.12.8.4.3 Site Design

Development in the Landmark Gateway designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Landmark Gateway designation as a whole shall achieve a minimum density of 170 residents and jobs combined per gross hectare.

C.12.8.5 VILLAGE CENTRE

C.12.8.5.1 Purpose

The Village Centre designation on Schedule "C.12.A" is a community focal point. It will be designed as a pedestrian-oriented mixed-use node with retail, service and other similar uses at ground level – a central place that welcomes and engages residents, students, employees and visitors.

C.12.8.5.2 Permitted Uses

The Village Centre designation on Schedule "C.12.A" means that the main permitted uses, in mixed use or single purpose buildings, are high density residential, office and institutional uses. Retail and service commercial, as well as other similar service, entertainment, and cultural uses, which are complementary to the permitted uses and generally located on the ground floor of buildings shall be permitted. In particular, such ground floor uses will be focused on the Flexible Street - the MEV “main street” - to act as a catalyst for an active street environment.

C.12.8.5.3 Site Design

- a) Development in the Village Centre designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan;
- b) Careful consideration and study will be undertaken as part of the development of the Urban Design Plan to establish design principles that will ensure the creation of a “main street” that is successful with respect to market, while acting as a catalyst for an active street environment and meeting high quality design considerations for both private development and the public realm;
- c) Large-format, stand-alone retail commercial uses are not permitted within the Village Centre designation. Small- and medium-scale retail

commercial uses which form part of mixed-use developments are to be designed to contribute to the “main street” environment with outdoor areas for restaurants, substantial glazing and individual entrances; and,

- d) Development of the lands in the Village Centre designation as a whole shall achieve a minimum density of 170 residents and jobs combined per gross hectare.

C.12.8.6 INNOVATION CAMPUS

C.12.8.6.1 Purpose

The Innovation Campus designation on Schedule "C.12.A" recognizes an area for the development of major institutional uses including a university/college facility.

C.12.8.6.2 Permitted Uses

The Innovation Campus designation on Schedule "C.12.A" means that the main uses permitted, in mixed use and single purpose buildings, shall be major education facilities including university, college, secondary school and other uses related to teaching, research and academic activities, administration, and accessory uses such as day care, as well as complementary uses including residential, commercial and recreational uses. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability such as laboratories and start-up manufacturing operations.

The designation also includes the existing Mattamy National Cycling Centre Velodrome and related facilities. In addition, a Transit Hub shall be located in this area. The Transit Hub may include transit facilities integrated in a building with other uses or located in a separate facility. Where it is located in a separate facility, direct weather protected barrier free pedestrian connections will be provided to adjacent uses. The Transit Hub will not include surface parking, but may have associated parking structures.

C.12.8.6.3 Site Design

Development in the Innovation Campus designation shall be guided by a Campus Master Plan. The Campus Master Plan will be informed by the Vision, Guiding Principles, Objectives and policies of this Plan. Preparation of the Campus Master Plan may be phased and will be submitted to the *Town* in support of a development application in accordance with Section C.12.10.5.2.

C.12.8.7 INNOVATION NEIGHBOURHOOD

C.12.8.7.1 Purpose

The Innovation Neighbourhood designation on Schedule "C.12.A" is a transitional mixed use area between the Innovation Campus and the Medium Density Residential I area to the south.

C.12.8.7.2 Permitted Uses

The Innovation Neighbourhood designation on Schedule "C.12.A" means that the main uses, in mixed use and single purpose buildings, are institutional and related uses, including student and special needs housing and conference facilities, as well as office and medium and high density residential uses which provide a transition to the adjacent residential areas. Limited retail and service commercial, as well as other service uses, which are complementary to the permitted uses and generally located on the ground floor of buildings to be accessible to the public, will also be permitted. Mixed use buildings which include residential uses on the upper floors, and live-work developments will also be permitted subject to detailed review with respect to land use compatibility.

C.12.8.7.3 Site Design

Development in the Innovation Neighbourhood shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Innovation Neighbourhood designation as a whole shall achieve a minimum density of 100 residents and jobs combined per gross hectare.

C.12.8.8 NEIGHBOURHOOD CENTRE

C.12.8.8.1 Purpose

The Neighbourhood Centre designation on Schedule "C.12.A" is the neighbourhood core for the surrounding residential area and will be developed in association with an elementary school, park and other community facilities. It will provide convenient day to day services for residents and visitors.

C.12.8.8.2 Permitted Uses

The Neighbourhood Centre designation on Schedule "C.12.A" means that the main permitted uses, mixed use and single purpose buildings, will be medium and high density residential development, and live-work, institutional and office uses. This core area will be developed around a "main street" with retail, service commercial and other similar uses permitted at ground level.

C.12.8.8.3 Site Design

- a) Development in the Neighbourhood Centre designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan;
- b) Careful consideration and study will be undertaken as part of the development of the Urban Design Plan to establish design principles that will ensure the creation of a “main street” that is successful with respect to market, while acting as a catalyst for an active street environment. However, this area may include a freestanding grocery store as an interim use subject to the submission of an intensification plan demonstrating how the ultimate built form, density and other objectives for the area can be achieved;
- c) As part of the Urban Design Plan, careful consideration will be given to the integration of the main street and high density development in a manner compatible with surrounding residential uses, particularly with respect to matters such as noise and parking. Design will emphasize a “village character” with a street orientation. The provision of transitions to surrounding residential areas will also be evaluated; and,
- d) Development of the lands in the Neighbourhood Centre designation as a whole shall achieve a minimum density of 120 residents and jobs combined per gross hectare.

C.12.8.9 RESIDENTIAL AREA

The following development shall be permitted in the Residential Area designations on Schedule “C.12.A” together with the uses permitted in Section B.3.2.2 e) to k) and live/work units. Parking structures to serve high density residential development and adjacent mixed use development may also be permitted.

C.12.8.9.1 High Density Residential

- a) **Permitted Uses**
In the High Density Residential designation uses consisting of apartment buildings shall be permitted. In accordance with policies C.12.9.4, stacked and back-to-back townhouses and multiplexes may also be included as a secondary part of such development including as part of the podium of apartment buildings. In addition, small scale retail, service commercial or office uses, together with ancillary residential amenities shall be encouraged at the base of apartment buildings.
- b) **Height and Density Requirements**

Notwithstanding the policies of Section B.3.2.3.3, development within the High Density Residential designation shall be within a density range of 100 to 300 units per net hectare with a minimum height for apartments of eight (8) storeys and for townhouses and multiplexes of three (3) storeys.

C.12.8.9.2 Medium Density Residential II

a) Permitted Uses

In the Medium Density Residential II designation uses consisting of mid-rise multiple attached residential units such as stacked townhouses, multiplexes, and mid-rise apartments shall be permitted. In addition, other forms of townhouses including back-to-back and street townhouses shall be permitted, but shall be limited to a maximum of 20% of the units within a development block.

b) Height and Density Requirements

Notwithstanding the policies of Section B.3.2.3.2, development within the Medium Density Residential II designation shall be within a density range of 70 to 200 units per net hectare with a minimum height of three (3) storeys.

C.12.8.9.3 Medium Density Residential I

a) Permitted Uses

In the Medium Density Residential I designation uses consisting of grade related low rise residential uses such as singles, semi-detached and street townhouses shall be permitted. In addition, other forms of townhouses including back-to-back and stacked townhouses shall be permitted.

b) Height and Density Requirements

Notwithstanding the policies of Section B.3.2.3.1, development within the Medium Density Residential I designation shall be within a density range of 30 to 100 units per net hectare with a maximum height of four storeys.

C.12.8.9.4 Permitted Residential Densities

Residential densities are to be achieved at a Secondary Plan-wide level and calculated on a net residential hectare basis.

C.12.8.10 NATURAL HERITAGE SYSTEM

The Natural Heritage System designation is applicable to lands adjacent to the

Indian Creek and shall be subject to the policies of Sections B.4.8 and B.4.9 of this Plan. The Natural Heritage System boundaries may be refined, which would include refinements to *buffers* through subsequent *Planning Act* applications where it is supported by the FSEMS and the SIS or other applicable study, in accordance with the policies of this Plan and Conservation Halton. Where the FSEMS permits streams to be realigned or otherwise modified, and off-site works carried out, as permitted under *essential watershed management*, no amendment shall be required to this Plan where such works are undertaken in accordance with an approved SIS through a subsequent *Planning Act* process.

C.12.8.11 PARKS, PUBLIC OPEN SPACE AND GREENWAYS

The Park, Public Open Space, and Greenway designations on Schedule “C.12.A” are conceptual and such uses shall be permitted in all land use designations. Development of these uses and facilities shall be in accordance with the policies of Section C.12.5 of this Secondary Plan.

Where conceptual Green edges are proposed in the Natural Heritage System, the feasibility, siting and design of the non-intensive recreation uses such as nature viewing and pedestrian trails will be subject to review based on recommendations of the FSEMS and through the SIS and must demonstrate conformity with policies in Section 4.8 and 4.9 of this Plan, and Conservation Halton.

C.12.8.12 STORMWATER MANAGEMENT FACILITY/LOW IMPACT DESIGN TECHNOLOGIES

“Stormwater management facilities and LID best management practices (LIDs) may be permitted in all land use designations on Schedule “C.12.A”. Where a stormwater management system is considered in the Natural Heritage System, conformity with C.12.7.5 must be demonstrated. The location and configuration of the stormwater management facilities will be further refined through the SIS and through Stormwater Management Plans prepared in support of individual development applications, and where applicable shall conform to the policies of this Plan. Through these studies and plans careful consideration shall also be given to the use of LID best management practices for stormwater management including the design of impervious surfaces and other factors that impact on stormwater management.

Some appropriately designed LID measures and green *infrastructure* may also be permitted within the buffer, *linkage* and *enhancements* to *key features* of the NHS where they will not negatively impact on *Key Features* and components of the NHS or their ecological functions through their construction and ongoing maintenance.

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 Conservation Halton. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including Regional roadways.

C.12.8.13 AGRICULTURAL OPERATIONS

- a) Within the MEV, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Plan. Where feasible, *development* should be phased to maintain these lands and their associated operations as interim uses.
- b) In accordance with Section B.4.4.3.2 of this Plan, an Agricultural Impact Assessment (AIA), including mitigation measures, may be required to determine the potential impact of development adjacent to existing agricultural operations.

C.12.9 URBAN DESIGN

C.12.9.1 Section B.2.8 of the Official Plan establishes a detailed urban design strategy for the *Town* which is applicable to the MEV.

C.12.9.2 Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the MEV shall be designed in a manner which:

- a) reflects the Vision, Guiding Principles and Key Design Elements, and Objectives for the MEV in Section C.12.2;
- b) has regard for the Urban Design Plans prepared for lands in the Innovation Hub, Landmark Gateway, Village Centre, Innovation Neighbourhood and Neighbourhood Centre designations, as well as the Campus Master Plan prepared for the lands in the Innovation Campus designation; and,
- c) with regard to tall and mid-rise buildings in the MEV, has regard to the Milton Tall and Mid-Rise Design Guidelines.

C.12.9.3 Further to the policies of Section C.12.8, development shall also be designed in accordance with the following high-level guidelines:

- a) Views and access to the Niagara Escarpment, in accordance with policies of the Niagara Escarpment Plan, Indian Creek, parks, schools and other natural and community features will be maximized. In particular, future road alignment, siting and massing of buildings, and

design of development should frame public views of Rattlesnake Point and Mount Nemo by:

- i) introducing a modified grid pattern of streets and designing future streets to respond to the natural open space and topographic conditions found on the site;
 - ii) the use of single loaded roads in key locations on table lands adjacent to the Natural Heritage System in locations which results in no negative impacts to the key features and components of the System; and,
 - iii) the arrangement of parks, Greenways, and other open space linkages.
- b) A hierarchy of community facilities including schools, parks and recreation facilities will be directed to locations which allow them to serve as focal points for the Planning District as a whole, and neighbourhoods within the District. Where possible, these facilities will be combined with other uses on the same lot to assist in creating a compact urban form.
 - c) The street network shall be in the form of a modified grid and all streets shall be designed as *complete streets*, with attractive, safe and walkable streetscapes for pedestrians, bicyclists and drivers with development that fronts on all roads, including Tremaine Road, designed in accordance with the provisions of Section C.12.4.5.
 - d) The Village Centre and Neighbourhood Centre will be the primary focus for retail and service commercial uses. However, a range of uses including *public service facilities*, and service and retail commercial uses, together with tall and mid-rise residential, office and institutional buildings shall be encouraged in all mixed use areas in the MEV which include the Innovation Campus, Innovation Hub, Innovation Neighbourhood, Landmark Gateway, Village Centre and Neighbourhood Centre designations.
 - e) A variety of building types, architectural styles and heights with high-quality building materials and a well-designed and integrated sequence of open space, including POPS, shall be encouraged. Appropriate transitions to the Greenbelt and the Escarpment, as well as between higher density mixed use and residential areas will be developed including the use of podiums and stepbacks. However, automotive related uses, including drive-throughs, will be limited and subject to detailed design controls.
 - f) Special consideration will be given to gateway elements at the main entrance to the MEV at Louis St. Laurent Avenue and Tremaine Road (RR22). In addition, gateway elements shall be included at the other

entrances to the MEV on Tremaine Road (RR22) and Britannia Road (RR6). Such gateway elements may include increased building height, architectural, landscape and public art features.

- g) A mix of uses, where the ground floor façade of these uses is designed to animate the public realm, shall be encouraged fronting on Louis St. Laurent Avenue and its Flexible Street extension which are intended as the MEV “main street”.
- h) Parking structures, both those integrated into the podium of a building or dedicated/stand-alone parking structures, shall meet the following criteria to ensure they are well integrated into the MEV’s built fabric:
 - i) shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind uses;
 - ii) where parking faces a public street/open space, the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high quality materials, subject to review through the development approval process;
 - iii) entrances to above-grade or underground parking structures on public streets shall generally be integrated into the design of the building; and,
 - iv) pedestrian entrances to integrated parking structures shall be clearly identified and well-lit and designed with consideration for CPTED principles.
- i) Development shall be planned and designed to:
 - i) consider future intensification opportunities within the site;
 - ii) enhance connectivity;
 - iii) use sufficient block sizes to achieve pedestrian-oriented development by generally establishing a typical block length of approximately 150 metres measured along the long axis of the street. Where block lengths exceed 90 metres, a mid-block pedestrian connection should be considered;
 - iv) ensure definition of street edge is a priority such that development will create a rhythm and spacing of building entrances and, where applicable, appropriately sized storefront, to encourage pedestrian activity; and,
 - v) accommodate the needs of persons with disabilities.

- j) Blocks, buildings and structures will be organized to define the public realm including public streets and laneways, driveways and sidewalks that contribute positively to the character and identity of the MEV, including:
 - i) arranging blocks that maximize street frontage with building massed and articulated appropriately to minimize the scale of larger buildings and to add visual interest;
 - ii) arranging blocks to maximize solar gain along the long axis while minimizing shadowing of adjacent properties and buildings;
 - iii) providing visual overlook to public spaces and including building entrances, active ground floor frontages and transparent building materials along the edge of public space;
 - iv) ensuring main building entrances are directly accessible from a public street, or publicly-accessible courtyard physically and visually connected to the street;
 - v) defining transitional areas between uses in development blocks through the provision of landscaped courtyards and other outdoor amenity space;
 - vi) visually enhancing surrounding public streets, parks or other public spaces through landscape open space;
 - vii) designing sites, buildings and landscaping to encourage informal surveillance through strategies such as: clear sightlines into building entrances, parking areas, amenity areas and site servicing areas; locating open spaces adjacent to public streets to improve the safety of parks; providing low growing plant material along pedestrian walkways, and providing pedestrian-scale lighting in areas of pedestrian activity; and,
 - viii) providing traffic calming features including but not limited to curb extensions, raised surface treatments, chicanes and texture paving.
- k) Residential dwellings shall be designed such that garages are not the dominant feature in the streetscape. Where low and medium density residential units and live/work units front onto the main street (the Avenue), collector road, flexible street, and active transportation connections identified on Schedule C.12.B Transportation Plan and if feasible:
 - i) Vehicular access shall generally be from rear laneways to reduce the number of curb cuts and protect opportunities for soft landscaping and active uses at grade along street edges;

- ii) Garages shall generally be in the rear yards accessed by a mews or laneway or a front driveway. This will allow for the creation of an attractive streetscape with adequate space for street trees and front yard landscaping and front porches and other features for an attractive housing form.
- l) Other design considerations include:
 - i) maximize multiple use of lands and facilities;
 - ii) eliminate barriers between facilities, particularly between parks and schools;
 - iii) ensure that buildings are oriented to public streets and accessible to public transit;
 - iv) maximize public service and safety; and,
 - v) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.
- m) The design of elements, including the Green Edges and Greenway System, single loaded roads, and privately-owned publicly accessible spaces (POPS), and other approaches in a manner established through the FSEMS and/or SIS and shall demonstrate that there will be no negative impacts on *key features* or their *ecological functions* in accordance with Sections B.4.9 and B.4.10.
- n) The design of elements, including the Green Edges and Greenway System, single loaded roads, and privately-owned publicly accessible spaces (POPS), and other approaches in a manner established through the FSEMS and/or SIS and shall demonstrate that there will be no negative impacts on *key features* or their *ecological functions* in accordance with Sections B.4.9 and B.4.10.

C.12.9.4 HOUSING

The *Town* will work with the Province, the *Region* and the landowners to implement the policies in this Secondary Plan with respect to the provision of housing, including opportunities for *affordable housing*.

The MEV establishes a target for affordable and assisted housing in accordance with Section B.2.7.3.1, where the target is that 30% of all new residential units shall be *affordable* or *assisted housing* and higher-density townhouses or apartments.

C.12.9.5 CULTURAL HERITAGE RESOURCES

One potential cultural heritage resource has been identified in the MEV. A

careful review will be required to determine how best to integrate the feature with the proposed development, potentially including the adaptive reuse of the built heritage resource.

A Stage 2 archaeological assessment is required for those areas not previously subject to a Stage 2 study.

C.12.10 IMPLEMENTATION

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

C.12.10.1 PHASING AND FINANCE

C.12.10.1.1 Applications for development in the Secondary Plan Area shall only be approved, and development shall only proceed when:

- a) 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 area;
- b) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth, where applicable in accordance with the policies of Section C.10.1.2, are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Town Council;
- c) 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;
- d) Regional water and wastewater services are extended to the lands in the subject Phase and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;
- e) Satisfactory arrangements have been made with the *Town*, in accordance with the Planning Act, to ensure the early delivery of projected *public service facilities*, off-street trails and components of the active transportation system and transit facilities to support growth;
- f) Any financial and other requirements of the *Town* and the Region of Halton to support sustainable growth, pursuant to the applicable legislation, are satisfied; and,

- g) Phasing of development will follow a logical sequence and shall be staged to ensure the creation of complete neighbourhoods minimizing the extent to which residents, students and employees are exposed to construction. In addition, achievement of the 2031 employment target is a priority for the *Town*, the *Town* will work with the landowners toward this objective in accordance with the policies for the Innovation District in Section C.12.8.2 of this Secondary Plan.

The phasing of development in the MEV Secondary Plan Area occurs in a manner that supports timing and availability of planned water, wastewater, and transportation infrastructure in accordance with the *Region's* Water and Wastewater Master Plan, Transportation Master Plan, the Regional Official Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth Infrastructure;

- C.12.10.1.2** In addition to the requirements of Section C.12.10.1.1, applications for development, with the exception of applications for post-secondary, long-term care and other institutional uses, shall only be approved, and be permitted to proceed, when an updated Long-Term Fiscal Impact Assessment of Growth incorporating the MEV has been prepared, and approved by the Town of Milton Council.

- C.12.10.1.3** Notwithstanding the foregoing public infrastructure such as roads, parks, fire halls, schools and servicing facilities, and infrastructure or development related to university/college uses may proceed at any time, subject to the availability of servicing infrastructure and other requirements at the *Town* and Regional levels.

- C.12.10.1.4** All new urban development in the MEV shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and the Regional Development Charges By-law. All water and wastewater infrastructure servicing the MEV Secondary Plan Area shall be developed in accordance with the Water and Wastewater Master Plan, Regional Official Plan, Development Charges Background Study and the *Region's* Financing Policies for Growth Infrastructure or as further refined by the Area Servicing Plan. Further, in accordance with the purpose of this Secondary Plan set out in Section C.12.1.1, 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 landowners in the Secondary Plan Area have entered into any agreement(s), as the *Town* may be permitted to require, for the provision of funds, including without restriction, funds for any previously constructed services that support development in the Secondary Plan Area, or the provision of services 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 order for the development of the Secondary Plan Area to proceed as planned. In order to reflect circumstances that may apply to an individual phase or stage of development within the Secondary Plan Area, the *Town* may require a separate agreement or agreements with the landowners within the 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 any such landowners had been the 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 Area have entered, or will enter, into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities;
- c) Landowners within the Secondary Plan Area 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 Area have entered, or will enter, into a Master Parks Agreement with the Town of Milton, if required by the *Town*, to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan Area;
- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with *Town* and Regional policies;
- f) The Air Quality Assessment, Area Servicing Plan, FSEMS, or other applicable environmental study have been approved to the satisfaction of the Town of Milton and the Region of Halton, in consultation with Conservation Halton;
- g) The Town of Milton will establish a monitoring program, in consultation with Halton Region, to track and report on the status of the built Single Detached Equivalent units on an annual basis; and,
- h) A Water and Wastewater Area Servicing Plan shall be completed to the satisfaction of the *Town* and the *Region*, to:
 - i) Identify the preferred water and wastewater servicing strategy to support planned population growth for Milton Education Village;

- ii) Assess the impact of growth on the broader Regional water and wastewater system; and,
- iii) Identify upgrades and/or improvements that will be required to support development.

Where existing servicing capacity is not available, development may not be permitted until any required improvements to overcome capacity constraints have been implemented or an acceptable staging and monitoring plan to implement the preferred water and wastewater servicing strategy for the area has been approved by the *Town* and the *Region*.

- i) Any additional requirements of the *Town* and/or Region of Halton are satisfied.

C.12.10.1.5 This Secondary Plan shall require that costs associated with growth in this area, as with all other areas of Milton, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and 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:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan Area;
- b) 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 Area 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) 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 of the Secondary Plan Area 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 sequential phases as established by the *Town* based on the FSEMS, the Area Servicing Plan and the policies of Section C.12.7 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.12.10.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES

C.12.10.2.1 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 the registration of a subdivision agreement or site plan agreement:

- a) Any park or public open space within a plan of subdivision shall be prepared to acceptable base condition as determined through the *Town's* Engineering and Parks Standards and conveyed to the Town of Milton in accordance with the requirements of the Planning Act, R.S.O. 1990, c. P. 13, as amended;
- b) School sites shall be shown as block(s) on an approved plan of subdivision;
- c) Lands designated Natural Heritage System, as they may be refined through the 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 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.12.10.3 ZONING BY-LAW/COMMUNITY PLANNING PERMIT BY-LAW

- a) This Secondary Plan may be implemented by appropriate amendment(s) to the Town of Milton Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Plan; and,
- b) The *Town* may also establish a Community Planning Permit By-law for the Secondary Plan Area, or for portions of the Secondary Plan Area, in accordance with the Planning Act, R.S.O. 1990, c. P. 13, as amended. The *Town's* goal for the use of the Community Planning Permit By-law is its use as a tool to better implement the policies of this Secondary

Plan. The criteria and conditions that may be included in the by-law shall conform with the Secondary Plan.

C.12.10.4 CONSENTS

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

C.12.10.5 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.12.10.5.1 Additional Complete Application Requirements

In addition to the requirements of Section B.5.3.4 of this Plan, the following requirements for a complete application shall apply to lands in the MEV:

- a) An SIS completed to the satisfaction of the *Town* in consultation with Conservation Halton and the Region of Halton.
- b) Innovation Campus
A Campus Master Plan in accordance with the policies of Section C.12.8.6 shall be required for lands in the Innovation Campus designation.
- c) Innovation Hub, Innovation Neighbourhood, Landmark Gateway, Village Centre and Neighbourhood Centre

An Urban Design Plan shall be prepared for lands in the applicable designation, which demonstrates the integration of the proposed uses with planned development in that designation in a manner which reflects the policies of this Plan. Where such a Plan has already been prepared the Plan should be updated to reflect the proposed development. Such Plans shall be prepared in coordination with any other landowners in the designation. The Urban Design Plan shall include the following, where applicable, unless otherwise scoped by the *Town*:

- i) Lotting Plan, that delineates and dimensions the lots proposed in each block;
 - ii) Context Plan;
 - iii) Conceptual site plan and proposed density and massing of buildings;
 - iv) Access and Circulation Plan for all modes of transportation, including any plans for structured parking above and/or below grade; and,
 - v) Staging Plan which will describe and illustrate how the proposed development can be incorporated into the area to achieve full development potential of the site; consider neighbouring uses and the need to buffer or stage use; and, identify public infrastructure and facilities required to serve the development and their proposed phased construction.
- d) Comprehensive Development Plan

Where the initial development proposal within a block will not meet minimum density requirements, the applicant shall be required to submit a comprehensive development plan demonstrating how the ultimate build out of the block will achieve the required density and how other objectives for the site can be achieved. Where an Urban Design Plan is required, the comprehensive development plan shall form part of that Plan. The comprehensive development plan shall address matters such as:

 - i) The provision of local roads and small blocks;
 - ii) Means to achieve a safe pedestrian and transit-friendly streetscape with the initial uses;
 - iii) The siting and orientation of buildings within a block and the relationship to the street for the initial development and long term intensification;
 - iv) The siting and orientation of parking for initial development and changes to parking over time to accommodate the intensification process; and,
 - v) The ability to achieve density requirements within the block.
- e) Applicant will be fully responsible for ensuring any and all requirements of the Municipal Class Environmental Assessment process are fulfilled.

C.12.10.6 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of collector roads as illustrated on Schedule

“C.12.A” are approximate and subject to further study as required by the *Town*. All local and collector road and driveway spacing shall conform to road engineering practices developed by the *Town* to reflect the vision, guiding principles and policies of this Plan for the MEV. Connections to Regional Roads shall be in accordance with the Regional By-Law No.32.17 and the current Halton Region Access Management Guidelines.

Transportation infrastructure shown on Schedule “C.12.B” may be subject to Environmental Assessments. The proposed locations of transportation infrastructure will only be finally determined upon completion of any required future Phase of the EA process.

C.12.11 INTERPRETATION

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

C.12.11.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedule “C.12.A”, are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Plan. Where the intent of this Secondary Plan and Official Plan are maintained, minor boundary adjustments will not necessitate an amendment to the Secondary Plan.

C.12.11.2 SYMBOLS

Symbols for the Park, Transit Hub, schools, Greenways, Public Open Space. Potential Active Transportation Links and SWM facilities are conceptual and are intended to show the approximate location of these elements on Schedule “C.12.A”. 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.12.11.3 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 MEV Secondary Plan:

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

PUBLIC SERVICE FACILITIES means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, 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, childcare and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.

C.13 BRITANNIA SECONDARY PLAN

C.13.1 GENERAL

C.13.1.1 PURPOSE

The Britannia Secondary Plan establishes a detailed planning framework to facilitate the *development* of a *complete community*.

The Secondary Plan:

- a) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;
- b) 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;
- c) Provides growth management policies to implement a target of 57,500 residents and 9,300 jobs;
- d) Establishes a vision for growth in the Secondary Plan over the long-term, through over-arching themes, goals, strategic policies and a community structure comprised of Neighbourhood Areas based on the population and employment targets of this Secondary Plan; and,
- e) Establishes Tertiary Plan Areas and identifies requirements for preparation of more detailed Tertiary Plans prior to final approval of development applications.

C.13.1.2 LOCATION

The Britannia Secondary Plan is located in the *Town's* SHP Growth Area as shown on Schedule “B” of this Official Plan and is generally bounded by:

- a) North – The Centre Tributary of the Middle Branch of Sixteen Mile Creek, Provincial Greenbelt and Britannia Road
- b) East – The Provincial Greenbelt and Fifth Line
- c) South – The SHP Growth Area Boundary
- d) West – The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard

C.13.2 SECONDARY PLAN VISION

The Britannia Secondary Plan area is envisioned to be a complete, sustainable, connected, attractive and well-serviced community. It will be comprised of walkable neighbourhoods that provide a range and mix of housing options and access to amenities and services.

C.13.2.1 COMMUNITY CHARACTER

The community characteristics that provide direction for development in the Britannia Secondary Plan are:

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 *institutional uses*.

A Well-Serviced Community

A walkable community that provides activity centres to maximize active *transportation* access to shopping, recreation, institutional, and leisure choices.

An Environmentally Sustainable Community

A community that provides a Natural Heritage System (NHS) and linked open space system within the Secondary Plan which is sensitive and connected to the Greenbelt.

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.

An Attractive Community

A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

C.13.2.2 COMMUNITY DESIGN ELEMENTS

The Britannia Secondary Plan Urban Design Guidelines provide guidance for the preparation of Tertiary Plans, draft plans of subdivision, zoning and the review of development applications. Implementation of this Plan must demonstrate regard for these guidelines. The Secondary Plan structure relates with the Urban Design Guidelines to achieve the following Community Design Elements:

- a) Five distinct Neighbourhoods each with a node as the centre of commercial activity with transit supportive, higher-density residential and mixed use *development* and opportunities for increased heights and densities along Britannia Road and James Snow Parkway. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood;

- b) An Urban Village Centre, central to the Secondary Plan area, serves as the primary focus of activity and *institutional uses*, including a mix of commercial and residential uses, a District Park, an elementary school and a Secondary School;
- c) A range of retail commercial opportunities, including options which maximize walkability for residents;
- d) A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;
- e) A range and mix of housing options, primarily grade-related, will be provided in each Neighbourhood to promote inclusiveness and create dynamic streetscapes;
- f) A central *active transportation* corridor will generally run along the pipeline easement to create a central “Linear Greenspace” and provide residents with an attractive, off-road *active transportation* option across the Secondary Plan from east to west.
- g) A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- h) A complete *active transportation* system that provides both on- and off-road *active transportation* facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt.

C.13.3 GOALS AND OBJECTIVES

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

C.13.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES

- a) Identify appropriate locations for retail commercial and *institutional uses* within reasonable walking distance from most of the population;
- b) Identify strategic locations for a regional-serving retail and commercial node and several local-serving retail opportunities integrated into neighbourhoods that promote walkability and placemaking;
- c) Achieve an overall density target of 75 residents and jobs combined per gross hectare across the Britannia Secondary Plan;

- d) Ensure that a range and mix of housing options are provided, to meet the needs of family-sized households balanced with higher density forms of transit supportive housing;
- e) Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;
- f) 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;
- g) Identify the *institutional use* needs and provide opportunities for places of worship; and,
- h) Encourage best practices for *sustainable development* such as low impact development, energy efficient housing, *active transportation* and increased mobility options.

C.13.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM

- a) Protect or enhance *Key Features* 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 *active transportation* system as a central feature of the community that is easily accessible and visible to residents and visitors;
- c) Encourage vistas and view corridors that result in visibility of the NHS and the location of parks and open space adjacent to, or near, the NHS where possible; and,
- d) Establish an urban form that reduces reliance on auto trips and encourages walking and *active transportation*.

C.13.3.3 PROVIDE MOBILITY OPTIONS AND A LOGICAL ROAD NETWORK

- a) Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;
- b) Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the *Town*;
- c) Plan for a local transit network that can support connections to the broader and higher-order regional transit;
- d) Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;

- e) Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of *active transportation*; and,
- f) Identify Britannia Road and James Snow Parkway as Transit Priority Corridors and key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve *active transportation* needs.

C.13.3.4 ESTABLISH AN ATTRACTIVE COMMUNITY IDENTITY AND RICH SENSE OF PLACE

- a) Create community identity and sense of place through the establishment of a high-quality public realm, defined placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and view corridors, public art, etc.);
- b) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- c) Recognize the unique nature and opportunity to celebrate Omagh and integrate it with the broader community;
- d) Design and locate a range and mix of parks and public open space to promote walkability and establish a strong community identity and neighbourhood sense of place;
- e) Require well coordinated and planned streetscape design elements to encourage walking, minimize conflicts between users and establish an attractive community image; and,
- f) Consider sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.

C.13.3.5 ENSURE 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; and,
- b) Develop the Secondary Plan in a manner that requires landowners to enter into an agreement or agreements to coordinate *development* and equitably distribute the costs of shared *infrastructure* and *institutional uses* as set out in Section C.13.7.1.6(b).

C.13.4 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 Britannia Secondary Plan.

C.13.4.1 NATURAL HERITAGE SYSTEM (NHS)

The NHS will be established in accordance with Section B.2.2.3.6 and B.2.2.3.7 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.13.A” to “C.13.E” and further detailed in Section C.13.6.5 of this Secondary Plan.

C.13.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK

C.13.4.2.1 Public Transit

In conformity with Sections B.2.6.3.22 and B.2.6.3.24 of this Official Plan and with regard for 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 and transit-supportive design described in the Urban Design Guidelines.

C.13.4.2.2 Active Transportation System

Schedule “C.13.B” identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. The *active transportation* system shall be designed to connect people to nature, places and people.

Through the Tertiary Plan process, the *active transportation* system will be refined and coordinated with the existing and planned *active transportation* 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 is encouraged to connect to parks and schools.

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.

All *active transportation* system crossings at a Regional Road must be located at signalized intersections with an intersecting road and at key access points shown on Schedule “C.13.B”.

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

Implementation of the *active transportation* system through the Tertiary Plan or *Planning Act* processes that results in adjustments and realignments of the conceptual *active transportation* system locations will not require an amendment to this Official Plan.

C.13.4.2.3 Road Network

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

The arterial and collector road network is identified on Schedule “C.13.B”. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned *development* of the area. Any proposed deletions to arterial or collector roads identified on Schedule “C.13.B” will require an amendment to this Official Plan unless otherwise defined in the Secondary Plan. Implementation of the road system through the Tertiary Plan process that results in adjustments and realignments of the conceptual road locations will not require an amendment to this Official Plan. However, any proposed additions of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Official Plan.

C.13.4.2.4 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 includes Britannia Road (Regional Road 6), James Snow Parkway (Regional Road 4) and the Potential Major Arterial Road (New North Regional Road Corridor (formerly 5 ½ Line)) with a planned right-of-way widths of up to 47 metres. Prioritization of the extension of James Snow Parkway south of Britannia Road is supported by the *Town*.

C.13.4.2.5 Regional Road Considerations

The *Town* will work with the *Region* to ensure that Regional roads, including Britannia Road and James Snow Parkway function efficiently as Transit Priority Corridors and major routes through the Secondary Plan area. The James Snow Parkway extension south of Britannia Road is a priority major arterial road that is central to the Britannia Secondary Plan and provides essential north-south road connection. The *Town* and *Region* will monitor the need for network improvements to be addressed after construction of each stage of *development* of the Tertiary Plans (as detailed in Sections C.13.5.1 and C.13.7.5.3 of this Secondary Plan).

A Road Network Assessment (as detailed in Section C.13.7.5.3(i) of this Secondary Plan) must be completed, to the satisfaction of the *Town* in consultation with the *Region* in accordance with an approved Terms of Reference, through the Tertiary Plan process (as detailed in Sections C.13.7.1.2 and C.13.7.5.3 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation infrastructure to be implemented as required to support full build-out of the Tertiary Plans.

C.13.4.2.6 Minor Arterial Extension

Within the Secondary Plan in the North Neighbourhood Area, a new east-west minor arterial road (extension of Louis St. Laurent) is identified on Schedule “C.13.B”, north of Britannia Road. The continuation of this road, east of Sixth Line, will connect with the existing Trafalgar Secondary Plan through the Greenbelt Plan Area as a minor arterial road.

C.13.4.2.7 Potential Major Arterial Road (New North Regional Road Corridor (formerly 5 ½ Line))

Within the Secondary Plan, between Fifth Line and Sixth Line, a new north-south road is identified on Schedule “C.13.B” extending from the north side of Britannia Road through to the northern limit of the Secondary Plan. The Secondary Plan identifies this road as a collector road between Britannia Road and the extension of Louis St. Laurent and as a minor arterial road north of the Louis St. Laurent extension to the northern limit of the Secondary Plan.

The need for this road will be reviewed in consultation with the *Region*, prior to its construction. If the *Region* determines that a major arterial road will be located within this area and that the local collector/minor arterial is no longer required, the designation of the road and its alignment will be updated without amendment to the Plan.

In the interim, *development* may commence in accordance with the Secondary Plan within the area between Fifth Line and Sixth Line provided that the *development* does not restrict consideration of alternatives for the location of the corridor.

The continuation of this road, north of the Secondary Plan boundary, will be protected to connect with the existing Derry Green Corporate Business Park Secondary Plan and Highway 401.

C.13.4.3 SERVICING

C.13.4.3.1 Water and Wastewater Infrastructure

The public infrastructure system shall be developed in conformity with Sections B.2.6.3.33 and B.2.6.3.34 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.13.4.3.2 Stormwater Management

In conformity with Section B.2.6.3.39 of this Official 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)) are to be delineated in the Tertiary Plans 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 B.4.9 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*, *Development Area Environmental Functional Servicing Study (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 Urban Village Centre and Neighbourhood Commercial Mixed Use designations 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 through the Tertiary Plan process and incorporated into the Fiscal Impact Assessment.

Where facilities are required for regulatory storm control, the facility must either be 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.13.4.3.3 Utilities

In conformity with Sections B.2.6.3.40 to B.2.6.3.45 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.13.6.5.1 of this Secondary Plan and supported through an EA if required.

C.13.4.4 HOUSING

- C.13.4.4.1** The Britannia Secondary Plan shall provide for a housing mix to meet the life-cycle needs of the population within each Neighbourhood in the Secondary Plan in accordance with Section B.2.7. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, including family-sized units.

C.13.4.4.2 The Britannia Secondary Plan establishes targets for housing in accordance with Section B.2.7.3.1 and are applied across the entire Secondary Plan. A minimum target of 12% of all new residential units shall be planned as *affordable housing, assisted housing* or higher-density townhouses (including stacked townhouses and stacked back-to-back townhouses), apartments or *additional residential units*.

C.13.4.4.3 To contribute to the delivery of affordable and rental housing, *additional residential units* are generally encouraged in single detached, semi-detached and townhouse units. However, a minimum equivalent of 10% of single and semi-detached units in each draft plan of subdivision application shall provide the ability to accommodate an *additional residential unit* (e.g. lot sizing to accommodate an *additional residential unit* in an ancillary building or structure or basement apartments) during the initial *development* of the community and in compliance with the *Town's* zoning standards and requirements for *additional residential units*. As a condition of draft plan approval, the qualifying lots must be identified and demonstrate the ability to accommodate an *additional residential unit*.

C.13.4.5 URBAN DESIGN

C.13.4.5.1 Section B.2.8 of this Official Plan establishes a detailed urban design strategy for the *Town* which is applicable to the Britannia Secondary Plan.

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

- a) Reflects the goal and objectives of this Secondary Plan in Section C.13.3; and,
- b) Has regard for the Britannia Secondary Plan Urban Design Guidelines.

C.13.4.5.2 Further to the policies of Section C.13.4.5.1, *development* shall address the following guidelines:

- a) Parks shall be strategically distributed throughout the Secondary Plan Area to ensure all residents can access a park or public open space within a short walk from their home;
- b) Schools are encouraged to co-locate with parks to create neighbourhood focal points and land use efficiencies;
- c) Special design consideration shall be given to the area designated Greenspace on Schedule “C.13.B” and “C.13.C” for the purpose of a proposed multi-use path to create a “Linear Greenspace.” This “Linear Greenspace” will serve as a primary *active transportation* corridor through the Secondary Plan as described in the Britannia Secondary Plan Urban Design Guidelines;

- d) Neighbourhood Nodes shall support retail commercial and other uses either in single use or mixed-use *developments*. Neighbourhood Nodes shall be pedestrian-oriented and designed to animate the public realm of the adjacent primary arterial and / or collector;
- e) Within each Neighbourhood Area, and along each street, a range and mix of lot sizes and housing types is encouraged as a means to strengthening the neighbourhood character, sense of place, provide housing choice and ensure a more inclusive urban form;
- f) The street network shall be in the form of a highly connected, 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;
- g) The road network should consider the needs of all road users, including pedestrians, cyclists, transit users, and motorists and be planned to balance such needs where appropriate;
- h) The local road pattern should be designed to prioritize and include *active transportation* modes;
- i) Within Neighbourhood Nodes, boulevards of adjacent arterial and collector roads shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate;
- j) Arterial roads, including Britannia Roads and James Snow Parkway, shall be designed with boulevards that will be vegetated, where appropriate and subject to future transit needs (as Transit Priority Corridors), and the clearway shall consist of active transportation facilities. Landscaped boulevards will be subject to the Regional Road Landscaping Guidelines and Specifications, as amended;
- k) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through varied block lengths and off-road options such as trails, multi-use paths and mid-block connectors;
- l) All trail system and *active transportation* crossings at a Regional Road must be located at signalized intersections;
- m) Wherever feasible, single-loaded streets are encouraged to be used to maximize physical and visual access to parks and open spaces;
- n) New buildings shall be positioned where feasible to define the shape and function of open spaces and streetscapes;
- o) All mid-rise buildings in the Secondary Plan shall have regard for the Milton Mid-Rise Design Guidelines;
- p) All tall buildings in the Secondary Plan shall have regard for the Milton Tall Building Design Guidelines;

- q) New *development* shall be sensitive to adjacent built *cultural heritage resources*;
- r) 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.13.4.6 INFRASTRUCTURE AND INSTITUTIONAL USES

A range of infrastructure, including *institutional uses*, will be permitted in all land use designations on Schedule “C.13.C”, except where not permitted in the NHS in accordance with Sections C.13.4.1 and C.13.6.5 of this Secondary Plan.

C.13.4.6.1 General Parks and Open Space

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 Park and Recreation Strategy. The intent is to provide for a variety of parks and public open spaces distributed throughout the Neighbourhood Areas of the Secondary Plan 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 Britannia Secondary Plan, the parks and open space system and the *active transportation* system (per Section C.13.4.2.2), are identified on Schedules “C.13.B” and “C.13.C” and further detailed in Section C.13.6.4 of this Secondary Plan.

The locations of these elements, where identified, are conceptual. The exact location and configuration may be modified without amendment to this Official Plan and established through the development of Tertiary Plans, as required in Section C.13.7.5 of this Secondary Plan, and development approval process. The Tertiary Plans will achieve a distribution that maximizes access to residents within a short walk of a park or public open space. Parks and Villages Squares are encouraged to be connected to the *active transportation* network.

C.13.4.6.2 Places of Worship

The intent 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.

A total of six (6) major place of worship locations shall be identified through the Tertiary Plan process for the entire Secondary Plan area, generally distributed with one location per Neighbourhood. The *Town* shall encourage the shared use of place of worship locations with other *institutional uses*. These sites should be developed in accordance with Section C.13.6.1 of this Secondary Plan and Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and may be zoned to also permit alternative use(s). The sites shall be subject to a Holding Zone which shall only be permitted to be removed three (3) years after a subdivision is draft approved and subject to satisfying the following conditions of draft approval:

- a) It must be demonstrated at the time of zoning, 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 three (3) year reservation period, no arrangements have been made for 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 Neighbourhood Commercial Mixed Use, Urban Village Centre, or the Evolving Neighbourhood designation in accordance with Section C.13.6.1, C.13.6.2 and C.13.6.3 of this Secondary Plan.

C.13.4.6.3 Emergency Response Facilities

A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Britannia 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 designation or within hazardous lands or hazardous sites, and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

At a minimum, one (1) fire station shall be identified through the Tertiary Plan process.

C.13.4.6.4 Schools

The intent of the Secondary Plan is to provide sufficient education opportunities in proportion to residents and to maximize walkability by equally distributing

schools throughout the Neighbourhood Areas and in consideration of major roads. Schools shall be provided in accordance with Section C.13.6.4.7.

C.13.4.6.5 Co-Location

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

C.13.4.7 ARCHAEOLOGICAL RESOURCES

In accordance with the policies of Sections B.2.10.3.29 and B.2.10.3.30 of this Official Plan, the *Town* has determined the potential for impacts to archaeological resources based on the Stage 1 Archaeological Assessment completed as part of this Secondary Plan. Landowner engagement with First Nations is encouraged prior to commencement of tertiary planning and shall be undertaken prior to commencement of additional archaeological assessment, particularly for those lands that require subsequent stages of archaeological assessment.

C.13.4.8 EXISTING AGRICULTURAL OPERATIONS

Within the Britannia 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 potential impact of urban *development* on existing agricultural operations, including the requirement for compliance with Minimum Distance Separation formulae does not apply within the Britannia Secondary Plan.

C.13.4.9 GREEN INNOVATION PLAN

C.13.4.9.1 The *Town* will encourage inclusion of energy efficient housing in the Britannia 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.13.4.9.2 The *Town* shall encourage installation of Electric Vehicle charging stations.

C.13.5 COMMUNITY STRUCTURE

The Community Structure shown on Schedule “C.13.A”, provide an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, an Urban Village Centre, Neighborhood Nodes, Omagh, NHS, and Roads and Active Transportation Network.

Discrete land use designations are shown on Schedule “C.13.C” and detailed in Section C.13.6 of this Secondary Plan.

C.13.5.1 TERTIARY PLANS

Tertiary Plans will be prepared, by the landowners for the Secondary Plan, which provide for a more detailed level of planning and are to be endorsed by Council.

The Tertiary Plans are intended to implement the policies of this Secondary Plan providing more detail than the Secondary Plan to inform *development*. The Tertiary Plans will be prepared to the satisfaction of the *Town* in consultation with applicable *Public Agencies* and will demonstrate how *development* will proceed in a coordinated manner, addressing infrastructure servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks (including the *active transportation* facilities within them), parks and open space, linkages, and staging, to the satisfaction of the *Town*. The Tertiary Plans will provide a framework for coordinating *development* that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan and Britannia Secondary Plan Urban Design Guidelines are achieved.

The processing of development applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan and *MESP*. In accordance with Section B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.13.7.5.3 of this Secondary Plan sets out the requirements for Tertiary Plans including the phasing and staging plan.

Tertiary Plans shall be prepared in accordance with the boundaries shown on Schedule “C.13.E”.

Where the Tertiary Plans are not consistent with the intent of the Secondary Plan an amendment to this Official Plan will be required.

C.13.5.2 NEIGHBOURHOODS

Five Neighbourhood Areas as identified on Schedule “C.13.A” are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a place of worship and a range and mix of housing types and be designed as a complete, walkable neighbourhood.

Development within the Neighbourhood Areas will achieve the overall

population, employment and gross density targets of the Secondary Plan. In addition to the overall targets established for the Secondary Plan, the following are the density targets for each Neighbourhood:

	Density Target (residents + jobs per hectare)
Central Neighbourhood	84
East Neighbourhood	75
North Neighbourhood	72
South Neighbourhood	67
West Neighbourhood	72
Total Secondary Plan Area*	75

* Total Secondary Plan Area density includes Omagh.

The density target will be calculated across all lands excluding the Natural Heritage System, Hazard Lands, utility corridors and cemeteries.

The distribution of land uses and housing types will be further articulated through the preparation of Tertiary Plans in accordance with the land use policies and housing mix goals identified in Section C.13.6 and C.13.4.4 of this Secondary Plan with a goal to achieve opportunities for places to live, work, recreate and shop within a short walk within each Neighbourhood. The Tertiary Plans will demonstrate how each Neighbourhood Area will, achieve the assigned targets and contribute to the overall population, employment and density targets for the Secondary Plan, as well as the distribution of land uses, community facilities, the local road network, *active transportation* network and open space system and are further defined in Section C.13.7.5.3.

Within each Neighbourhood, at least one (1) major place of worship location shall be identified in accordance with the Evolving Neighbourhood policies of Section C.13.6.1 and implemented through the Tertiary Plan process.

Within each Neighbourhood, Local Commercial sites shall be provided. Local Commercial sites are encouraged adjacent to a Village Square in accordance with the Evolving Neighbourhood policies of Section C.13.6.1.

It is expected that the Neighbourhood Areas will continue to evolve to accommodate additional growth through appropriate forms of *intensification* within the planned intent of the land use designations of this Official 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.13.5.3 URBAN VILLAGE CENTRE

The Urban Village Centre at the intersection of Britannia Road and James Snow

Parkway is intended to be a major focal point for the Secondary Plan, and shall be planned with a mix of commercial, institutional, and residential uses in the form of tall and mid-rise residential buildings to provide transit-supportive densities, as well as limited grade-related residential uses (excluding single and semi-detached units), and shall evolve as a strategic *intensification* area. The Urban Village Centre shall support the extension of transit supportive *development*, including the potential for a transit station, along the major arterial corridors of James Snow Parkway and Britannia Road.

Commercial uses are to be located within the Urban Village Centre to serve the residents of multiple neighbourhoods and the travelling public in a transit accessible location.

C.13.5.4 NEIGHBOURHOOD NODES

Neighbourhood Nodes are envisioned as minor centres of activity, generally intended to serve the local Neighbourhood Area residents. Neighbourhood Nodes are intended as the central focal points of activity for each Neighbourhood Area, and are to accommodate the retail commercial, institutional and recreation uses that serve the Neighbourhood. Generally, shall be located at the intersection of key arterial and collector roads central to each Neighbourhood Area in order to optimize walkability for residents of the surrounding Neighbourhood Area that will rely on these uses daily. It is also intended that Neighbourhood Nodes will be a focus for concentrations of more intense forms of housing within walking distance of potential local transit stops. Neighbourhood Nodes shall be designed with consideration for its longer-term evolution.

C.13.5.5 OMAGH

The Omagh designation on Schedules "C.13.A" to "C.13.E" is an overlay designation. For the lands in Omagh within the Britannia Secondary Plan, the underlying land use designation in Omagh is Evolving Neighbourhood. In addition to the policies of the underlying land use designation prescribed in this Secondary Plan, lands identified as Omagh are subject to Section B.3.15 of this Plan. The Tertiary Plan policies of C.13.5.1 and C.13.7.5.3 do not apply to Omagh.

C.13.5.6 NATURAL HERITAGE SYSTEM (NHS)

The NHS is delineated on Schedules "C.13.A" to "C.13.E" of this Official Plan. Components of the NHS are outlined in Sections B.4.9.1.2 and B.4.9.1.3 of this Official Plan.

C.13.5.7 ROAD AND ACTIVE TRANSPORTATION NETWORK

The Road and *Active Transportation* Networks have been identified on Schedule “C.13.B” to ensure that the 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 and continuous grid-pattern street network, while recognizing constraints such as the NHS that limit the achievement of a completely connected street network.

A Linear Greenspace is identified along the lands designated Greenspace on Schedules “C.13.A” to “C.13.E” of this Official Plan which encompass a pipeline right-of-way. The pipeline right-of-way is intended to be used as a primary east-west *active transportation* corridor across the Secondary Plan. Given its function as a utility pipeline appropriate setbacks for structures must be maintained in accordance with Section C.13.4.3.3 of this Secondary Plan. For clarity, while permanent structures are not permitted, *active transportation* facilities can be accommodated within the easement adjacent to the pipeline. Parks, Village Squares and other public uses are encouraged to locate adjacent to the pipeline right-of-way to activate the corridor.

C.13.6 LAND USE POLICIES

The applicable land use policies of Sections B.3 and B.4 of this Official Plan, together with the additional policies in this section, shall apply to the lands in the Britannia Secondary Plan in accordance with the land use designations on Schedule “C.13.C”.

C.13.6.1 EVOLVING NEIGHBOURHOOD DESIGNATION

C.13.6.1.1 It is the intent of this Secondary Plan to provide for a broad range of housing forms and supportive uses throughout each Neighbourhood Area. Within the Evolving Neighbourhoods designation shown on Schedule “C.13.C” the following uses are permitted:

- a) Residential uses in accordance with the policies of Section C.13.4.4, C.13.5.1, C.13.5.2 and C.13.6.1.2;
- b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan. Local Commercial uses are encouraged to be located adjacent to a Village Square and shall generally not exceed the typical size of a local commercial use (930m²) and may be in the form of live-work units, small scale mixed use buildings or single use buildings;
- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan, long-term care and assisted living

facilities provided they can take access from a collector or arterial road and are generally located adjacent to Neighbourhood Commercial Mixed Use or Urban Village Centre designations to allow for synergies in uses, shared parking arrangements, to minimize disruption in residential areas and on the local road network, and where there is access from *active transportation* and transit routes;

- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7. Minor places of worship should generally be provided adjacent to a Village Square or school and generally does not exceed the typical size of a local commercial use (930m²); and,
- e) Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.1.2 Building heights should not exceed four storeys. Notwithstanding the foregoing, locations to accommodate additional building height up to eight storeys may be considered through subsequent planning processes, without amendment to the Secondary Plan, subject to the following requirements:

- a) The lands are located along an arterial road (i.e. James Snow Parkway or Britannia Road);
- b) The lands are located within a 500 metre radius of an existing or planned transit stop; and
- c) The *development* is *compatible* with and is appropriately designed and transitioned to the surrounding area.

C.13.6.2 URBAN VILLAGE CENTRE DESIGNATION

C.13.6.2.1 The Urban Village Centre designation on Schedule “C.13.C” is generally located at the Britannia Road and James Snow Parkway intersection to serve the surrounding community and optimize opportunities for access to local transit service.

In accordance with Section C.13.5.3, the Urban Village Centre designation is intended to provide a range and mix of uses within each location and permits the following uses in a stand-alone or mixed-use building format:

- a) Residential uses excluding single and semi-detached dwellings;
- b) Retail and commercial uses;
- c) Major places of worship in accordance with Sections B.2.5.3.13 to B.2.5.3.15 of this Official Plan and are encouraged to be in a mixed-use format;
- d) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use generally does not exceed the typical size of a local commercial use (930m²);

- e) Community Centre; and
- f) Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.2.2 Building heights shall not exceed 25 storeys.

C.13.6.2.3 The combined area of Urban Village Centre designated areas shall provide a minimum of 34,000 m² of retail and commercial gross floor area. Any gross floor area related to a major place of worship and/or a community centre does not contribute to the minimum gross floor area.

C.13.6.2.4 The boundaries of the Urban Village Centre designated area as shown conceptually on Schedule “C.13.C” may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.

C.13.6.3 NEIGHBOURHOOD COMMERCIAL MIXED USE DESIGNATION

C.13.6.3.1 The Neighbourhood Commercial Mixed Use designation on Schedule “C.13.C” is generally located at arterial and collector road intersections in order to serve the surrounding Neighbourhood, maximize walkability and optimize opportunities for access to local transit service.

In accordance with Section C.13.5.4, the Neighbourhood Commercial Mixed Use designation is intended to provide a range and mix of uses within each location and permits the following in a stand-alone or mixed-use building format:

- a) Residential uses excluding single and semi-detached dwellings;
- b) Retail and commercial uses;
- c) Minor places of worship in accordance with Sections B.3.2.3.6 and B.3.2.3.7 and provided the use generally does not exceed the typical size of a local commercial use (930m²); and,
- d) Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.13.6.4.

C.13.6.3.2 The maximum height of buildings shall not exceed 15 storeys and shall be designed to ensure compatibility with adjacent *development*.

C.13.6.3.3 The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 10,000 m² of retail and commercial gross floor area.

C.13.6.3.4 The boundaries of the Neighbourhood Commercial Mixed Use designated areas as shown conceptually on Schedule “C.13.C” may be refined through the Tertiary Plan process and may be adjusted without amendment to the Plan so long as the general area is maintained.

C.13.6.4 INSTITUTIONAL USES

Notwithstanding the policies of Section B.2.5, *development of institutional uses* such as parks, open space, and schools, shall be provided where identified on Schedule “C.13.C” or as more precisely located through the Tertiary Plans, and shall be subject to the policies of this subsection.

The Drumquin District Park and Omagh Neighbourhood Park are existing parks and do not form part of the Planning Act requirement for parks in the Secondary Plan.

C.13.6.4.1 Community Park

Community Parks are intended to serve all residents in the *Town* and should be co-located with major indoor recreation facilities and should include a range of outdoor recreation facilities such as sports fields, hard surface sport courts, and spectator facilities, in addition to park amenities such as playgrounds, spray pads etc. Generally, Community Parks will be at least 21 hectares in size, configured to provide a range of outdoor recreation facilities, and located with frontage on an arterial road.

Unless other arrangements are made to the satisfaction of the Town, one (1) Community Park shall be included in the Secondary Plan area. If the Community Park is located within the Britannia Secondary Plan area, it is encouraged to be adjacent to lands required for a community centre and other *institutional uses* such as a secondary school, library, or place of worship. If the Community Park is located outside of the Britannia Secondary Plan area, lands required for a community centre shall be co-located with a District Park.

C.13.6.4.2 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 7.5 hectares in size, configured to provide a range of outdoor recreation facilities. The location of District Parks are generally identified on Schedule “C.13.C”. The locations and sizes may be refined through the Tertiary Plans without amendment to the Plan and where possible located in proximity to mixed-use areas and should have access along an arterial or collector road.

A minimum of three (3) District Parks shall be included in the Secondary Plan and be distributed to equally serve the population. It is encouraged that District Parks are co-located adjacent to lands required for *institutional uses* such as a Secondary School or Elementary School.

C.13.6.4.3 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. Generally, Neighbourhood Parks will be approximately 3.0 to 4.0 hectares in size. The location of Neighbourhood Parks are generally identified on Schedule “C.13.C”. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

A Neighbourhood Park shall be included in each Neighbourhood. 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.13.6.4.4 Village Squares

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. Generally, Village Squares will be approximately 0.4 hectares in size. The location of Village Squares are generally identified on Schedule “C.13.C”. The locations may be refined through the Tertiary Plans provided they are distributed within a short walk for most residents in the Secondary Plan.

Each Neighbourhood shall accommodate at least three (3) Village Squares. Village Squares should be located in areas of the neighbourhoods that do not have good access to other recreation, parks or public open space opportunities. Village Squares should have frontage along a public street, generally along two sides of the square, and may be provided as Privately Owned Public Spaces (POPS), which shall not be credited for parkland dedication, unless otherwise agreed to with the Town.

C.13.6.4.5 Privately Owned Public Spaces (POPS)

Privately Owned Public Spaces (POPS) are encouraged to be integrated into the public realm network, especially within Neighbourhood Nodes and Urban Village Centre 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.13.6.4.6 Greenspace Designation

Greenspace lands are intended to provide open space connections to the NHS, where appropriate; these may include utility rights-of-way.

Greenspaces are generally intended for passive recreational uses (which shall not be credited for parkland dedication, unless otherwise agreed to with the Town) and to support the establishment of the *active transportation* system. Within the Britannia Secondary Plan, the Greenspace designation consists of the Linear Greenspace and is intended as a utility pipeline and major east-west *active transportation* corridor through the Secondary Plan.

C.13.6.4.7 Schools

Schools will generally be developed in accordance with Sections B.2.5.3.9 to B.2.5.3.12 of this Official Plan and as shown by symbols on Schedule “C.13.C”. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

The Secondary Plan identifies the need for thirteen (13) Elementary Schools and three (3) Secondary Schools.

Schools are permitted in all land use designations except the NHS or within hazardous lands or hazardous sites. It is strongly encouraged that compact schools and school sites be achieved where possible through multi-storey buildings, 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 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 *institutional uses* (e.g., public library).

It is recognized that the location of schools on Schedule “C.13.C” is conceptual and is intended to identify general potential locations for these facilities. The Tertiary Plan process shall further define the number and locations of schools without amendment to this Official Plan. If it is determined that the lands are not required for a school, where identified, the underlying land use designation shall apply without further amendment to this Official Plan.

C.13.6.5 NATURAL HERITAGE SYSTEM (NHS) DESIGNATION

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and *ecological functions*. Within the Britannia Secondary Plan, the NHS is depicted on Schedules “C.13.A” to “C.13.E” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan. Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the South Milton Subwatershed Study (SWS) and

ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments to the NHS, may occur without amendment to this Plan where they are supported by either a SWS, *MESP*, *DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town* in consultation with 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.13.7.2.1 of this Secondary Plan.

C.13.6.5.1 Permitted Uses

The NHS designation on Schedules “C.13.A” to “C.13.E” permits uses subject to the policies of Sections B.4.8 and B.4.9 of this Official Plan.

C.13.6.5.2 Criteria for Buffers

The NHS as shown on Schedules “C.13.A” to “C.13.E” 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 will be determined through a *MESP*, *DAEFSS*, an *EIA* and/or equivalent study, provided that these studies are accepted by the *Town*, and in accordance with C.13.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

The final buffers will:

- a) 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 or additional buffer planting.
- b) In conjunction with other potential mitigative measure, avoid negative impacts on Key Features and their ecological functions; and
- c) Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan and Official Plan and conform with relevant Provincial legislation, regulations and policies to the satisfaction of the *Town*, in consultation with the *Conservation Authority* where it relates to regulated areas.

C.13.6.5.3 Linkages

The NHS as shown on Schedules “C.13.A” to “C.13.E” 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, the Official Plan and the Regional 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 be designed to support a range of community and ecosystem processes enabling plants and animals to move between *Key Features* over multiple generations. Refinements to identified Linkages may occur through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the Town, and in accordance with C.13.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

C.13.6.5.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Consistent with Section C.13.6.5, refinements to the NHS may include realignment of 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 are to be 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 refined watercourses/headwater drainage features. 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 the *Conservation Authority* where it relates to regulated areas. 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.13.A to C.13.E.

Based on future studies, refinements to these features and/or areas, may be made without an amendment to this Plan.

C.13.6.5.5 Enhancements to Key Features

Enhancements to the *Key Features* shall be studied through the *MESP*, *DAEFSS*, and/or *EIA* or equivalent study. As per Section C.13.6.5, and considering overall community design objectives and SWS direction, the NHS may be refined to incorporate Enhancements to *Key Features* that are ecologically supporting areas adjacent to individual Key Natural Features or measures internal to individual *Key Features* that increase the ecological resilience and function of *Key Features*.

C.13.7 IMPLEMENTATION

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

C.13.7.1 PHASING AND FINANCE

C.13.7.1.1 *Development* in the Britannia Secondary Plan shall proceed in phases, shown on Schedule “C.13.D”. The Phases should proceed in accordance with the extension of water and wastewater servicing infrastructure, beginning with Phase 1. Development Stages within each Phase shall be detailed within the Tertiary Plans.

C.13.7.1.2 Within each phase, *development* shall be sequenced to ensure:

- a) There is availability and efficient use of public *infrastructure* and services, where each Neighbourhood is delineated to include a school, park, retail commercial uses and place(s) of worship as part of a *complete community*;
- b) *Development* proceeds in a manner that is supportive of transit services;
- c) Services and required *infrastructure* are provided as part of each Neighbourhood in a fiscally responsible manner consistent with the objectives of this Secondary Plan, in accordance with the *Region’s* Integrated Master Plan, the Development Charges Background Study, and the *Region’s* Financing Policies for Growth Infrastructure and all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;
- d) The progression of *development* will follow a logical sequence to ensure the creation of complete Neighbourhoods, minimizing the extent to which future residents are exposed to construction; and,

- e) 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.13.7.1.3 Prior to the approval of any *development* applications, the following must be satisfied:

- a) Prior to proceeding with *development* beyond the first stage in any Tertiary Plan Area, a minimum of 75% of the gross developable Evolving Neighbourhood area of participating lands (those lands party to the *Town's* financial and landowner cost sharing agreement) shall have draft plan or site plan approval;
- b) Regional municipal water and wastewater services are available to be extended to the lands in the subject Tertiary Plan stage and adequate local water and wastewater servicing capacity has been confirmed by the *Region*;
- c) Arrangements have been made to the satisfaction of the *Town* to ensure the early delivery of projected *institutional uses* (including elementary and secondary schools), parks, off-street trails and components of the *active transportation* system and transit facilities to support growth;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Britannia Secondary Plan has been prepared to the *Town's* satisfaction;
- e) The *Town* has in full force and effect, and not subject to appeal for changes 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 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.13.7.1 of this Official 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,
- h) Any financial and other requirements of the *Town* and *Region* to support sustainable growth, pursuant to applicable legislation are satisfied.

C.13.7.1.4 Notwithstanding Section C.13.7.1.3.a) and C.13.7.1.7.d):

- 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) Notwithstanding the phasing policies above, in no case will one landowner or group of landowners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town's* sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town* 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) The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in a subsequent Tertiary Plan stage, 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; and,
- d) The provision of parkland may be permitted without reference to the phasing policies subject to the availability of any required *infrastructure* to service the park areas.

C.13.7.1.5 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.13.7.1.6 All new urban *development* in the Britannia Secondary Plan shall be connected to the municipal water and wastewater 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.13.1.1 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* addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan have entered into a Master Parks and Trails 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 Britannia Secondary Plan has been completed to the satisfaction of the *Town* in consultation with the *Region*;
- g) *Development* staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plans have been endorsed by *Town* Council and are consistent with this Secondary Plan;
- i) The *MESP* and *DAEFSS* or other equivalent environmental studies have been completed to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency*;
- j) The *Town* establishes a monitoring program, in consultation with the *Region*, to track and report on the status of built Single Detached Equivalent units on an annual basis; and,
- k) 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.

C.13.7.1.7 This Secondary Plan shall require that 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, 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) Requires, 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) 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;
- d) Shall proceed in Phases shown on Schedule “C.13.D”. *Development* Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.13.7.1 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.13.7.2 LAND CONVEYANCE, OTHER INFRASTRUCTURE AND UTILITIES

C.13.7.2.1 Land Conveyance for Park or Other Recreational Purposes

Land conveyance for park or other recreational purposes 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.

Unless otherwise agreed to with the *Town*, the following shall not be counted towards land conveyance for park or other recreational purposes:

- a) Private outdoor amenity space including privately owned public spaces (POPS);

- b) Landscape buffers, vistas and open space blocks;
- c) NHS;
- d) Greenspace lands;
- e) *Active transportation* network lands (unless approved within a park);
- f) Stormwater management lands and associated *buffers*; and,
- g) Green roofs and sustainability features (unless approved within a park).

C.13.7.2.2 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) Any 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 and place of worship sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.13.6.5, have been dedicated to the *Town*, or to the *Conservation Authority* 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.13.7.3 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 Official Plan.

C.13.7.4 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Britannia Secondary Plan. Consents may be permitted in accordance with the provisions of Section B.5.7 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 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.13.7.5 REQUIRED STUDIES PRIOR TO DEVELOPMENT APPLICATIONS

C.13.7.5.1 Prior to the submission of a Tertiary Plan, a Master Parks and Trails Agreement shall be executed between the landowners within the Secondary Plan and the *Town* to facilitate *Town* acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan.

C.13.7.5.2 Pre-Application Submission Requirements

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

- a) The *Town* has substantially advanced a *MESP* in consultation with any other appropriate *Public Agency including the Conservation Authority* where it relates to regulated areas;
- b) Phases 1 and 2 of the Municipal Class EA have been completed for road and infrastructure works within the Secondary Plan area; and,
- c) A Tertiary Plan has been endorsed by Council for the *development* area or has been deemed substantially advanced by the *Town*.

C.13.7.5.3 Tertiary Plan Submission Requirements

Prior to the making of any application for draft plan approval, Tertiary Plans shall be prepared by the landowners in consultation with applicable agencies and submitted in accordance with the policies of Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan. Prior to draft approval, Draft Plans of Subdivision shall be prepared in accordance with this Secondary Plan and the applicable Tertiary Plan or be supported by explanation for changes to the Tertiary Plan satisfactory to the *Town*, in consultation with any other appropriate *Public Agency*. Tertiary Plans for the lands in this Secondary Plan shall address and demonstrate:

- a) The Staging of *development* including:

- i) The breakdown of anticipated dwellings by type including *affordable housing* and/or *assisted housing* as set out in Section C.13.4.4, non-residential uses by area and type and the associated population and employment for each development stage; and,
 - ii) Water and wastewater servicing strategies for each *development* stage;
- b) The quantum and location of retail and commercial gross floor area being provided within the Urban Village Centre and Neighbourhood Commercial Mixed Use designated areas. A reduction to the minimum retail and commercial gross floor area required in Section C.13.6.2.3 and C.13.6.3.3 may be considered through the completion of a retail and commercial needs assessment;
- c) The consideration of urban design matters outlined in Section B.5.3.4 of this Official Plan;
- d) A detailed street, block and land use plan;

The detailed street, block and land use plan will identify the conceptual lotting and building types proposed in the neighbourhood and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.
- e) The location, configuration and quantum, of schools and parks confirmed in accordance with service standards or a Master Parks and Trails Agreement;
- f) The potential location and quantum of libraries, community centres and emergency services confirmed in accordance with service standards;
- g) The proposed locations of major places of worship;
- h) The preliminary location, size and general configuration of stormwater management facilities;
- i) A detailed Road Network Assessment is to be completed to the satisfaction of the *Town* in consultation with the *Region* in order to assess the impacts on the Regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation infrastructure is required to support each stage of *development* in the Britannia Secondary Plan area. A detailed Terms of Reference must be approved by the *Town* and must have regard for the *Town* and *Region's* most current Guidelines, including the Transportation Impact Study Guidelines and Access Management Guideline. At minimum the detailed Road Network Assessment must:

- i) Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA processes;
- ii) Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of *development*;
- iii) Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation infrastructure requirements to accommodate full build-out of *development*;
- iv) Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a terms of reference completed to the satisfaction of the *Town* and in consultation with the *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;
- v) Develop an Access Management Strategy to the satisfaction of the *Town* in consultation with the *Region* as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination; and,
- vi) Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan.;
- j) The strategy for public and shared parking;
- k) The *active transportation* system (including all on-road and off-road facilities and trails);
- l) The location of possible transit routes and transit facilities for dedication to the *Town*;
- m) The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with policy B.4.8 and B.4.9 of this Official Plan and in accordance with this Secondary Plan;
- n) The logical extension and progression of growth and development to the Future Community Area Designation – Britannia lands is accommodated in the planned roads, water and wastewater servicing

and development patterns abutting the Future Community Area Designation – Britannia lands;

- o) How the Britannia Secondary Plan Urban Design Guidelines have been addressed; and,
- p) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

C.13.7.6 COMPLETE APPLICATION REQUIREMENTS

In addition to the Complete Application requirements set out in Section B.5.3.4 of this Official Plan, the following studies shall be submitted as part of all privately initiated planning applications, except those under Section 45 of the *Planning Act*:

- a) *Development Area Environmental Functional Servicing Study (DAEFSS)*; and,
- b) Any other appropriate studies identified by the *Town* as part of a complete application.

C.13.7.6.1 Development Area Environmental Functional Servicing Study (DAEFSS)

DAEFSS shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. The Terms of Reference and final report for the *DAEFSS* are 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.13.7.6.2** The *MESP* shall provide direction for the preparation of the *DAEFSS* and Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed level analysis for the Britannia 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.13.7.7 FUTURE COMMUNITY AREA DESIGNATION – BRITANNIA

The Future Community Area Designation – Britannia as shown on Schedules “C.13.A” to “C.13.E” of this Secondary Plan are adjacent to but outside the Britannia Secondary Plan area. These lands will be brought forward for *development* through an amendment or amendments to this Official Plan as an urban extension of the Britannia Secondary Plan in accordance with Section B.5.4.4 of this Official Plan. The Tertiary Plans for the Britannia Secondary

Plan shall address and demonstrate how the Tertiary Plans provide for appropriate planning and servicing requirements (i.e. roads, water and wastewater servicing and development patterns) to allow for the logical extension and progression of growth and development to the Future Community Area Designation – Britannia lands.

C.13.7.8 ROADS ENVIRONMENTAL ASSESSMENT

The location and general alignment of new collector roads as illustrated on Schedules “C.13.A” to “C.13.E” of 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 is to be approved by the respective roadway jurisdiction.

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

C.13.8 INTERPRETATION

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

C.13.8.1 BOUNDARIES

Locations, boundaries or limits described in text or indicated on Schedules to the Secondary Plan are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan.

Refinements in the land use pattern and the location of proposed specific land use designations or facilities may be considered through the Tertiary Plans without amendment to this Secondary Plan provided the intent of the Secondary Plan is maintained.

C.13.8.2 NUMERICAL STANDARDS

Where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any minimum targets or requirements of this Official Plan, or environmental standards set out in Section B.2 of this Official Plan, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the *Town*.

C.13.8.3 SYMBOLS

Symbols for parks and schools, where identified, are conceptual and intended to show the approximate location of these elements on Schedule “C.13.C”. Where the general intent of the Plan is maintained, refinements will not require amendment to this Secondary Plan, except where the proposed park and elementary school symbol crosses an arterial road or the NHS.

C.13.8.4 DEFINITIONS

Further to, and in accordance with, the existing definitions of Section B.5.10.6 of this Official Plan, the following definitions are applicable to the Britannia 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 supporting Draft Plans of Subdivision that provides a greater level of detail than the *MESP*, where required, on matters such as Natural Heritage System modifications, Natural Heritage System boundaries, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the Natural Heritage System, identification of design and mitigative measures for Natural Heritage System protection/management, and direction to detailed designs and monitoring. A *DAEFSS* will be scoped based on area specific matters and *Master Environmental Servicing Plan* recommendations. It is not intended to re-study *Master Environmental Servicing Plan* matters but will include matters not addressed or finalized in the *Subwatershed Study* or *Master Environmental Servicing Plan* and provide a greater level of detail than the *Master Environmental Servicing Plan* where required. The *DAEFSS* study area will be determined based on draft plan limits and the extent of drainage areas within the draft plan(s); it may include upstream and downstream areas in the same subcatchment(s), where appropriate. Where feasible, the *DAEFSS* level of detail may be used to support the Tertiary Plans.

Where draft plan level of detail cannot be provided for the entire *DAEFSS* study area, a *DAEFSS* Addendum or Environmental Impact Assessment 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*.

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, identifies 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* 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 scoping of typical *DAEFSS* content if a *development* concept is substantially altered since completion of the *DAEFSS*.

MASTER ENVIRONMENTAL SERVICING PLAN (MESP) means an integrated environmental and engineering study supporting refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, assessments of potential impacts to the NHS, natural hazard management and risk mitigation approaches, 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.

PART D - APPENDICES

(This Part does not constitute part of the Official Plan under the Planning Act.)

Appendix A1 - Bedrock Geology

A1 Map A1 shows the Aggregate Resources Inventory of the Regional Municipality of Halton, Southern Ontario, Ontario Geological Survey Aggregate Resources Inventory, Paper 164, 1996.

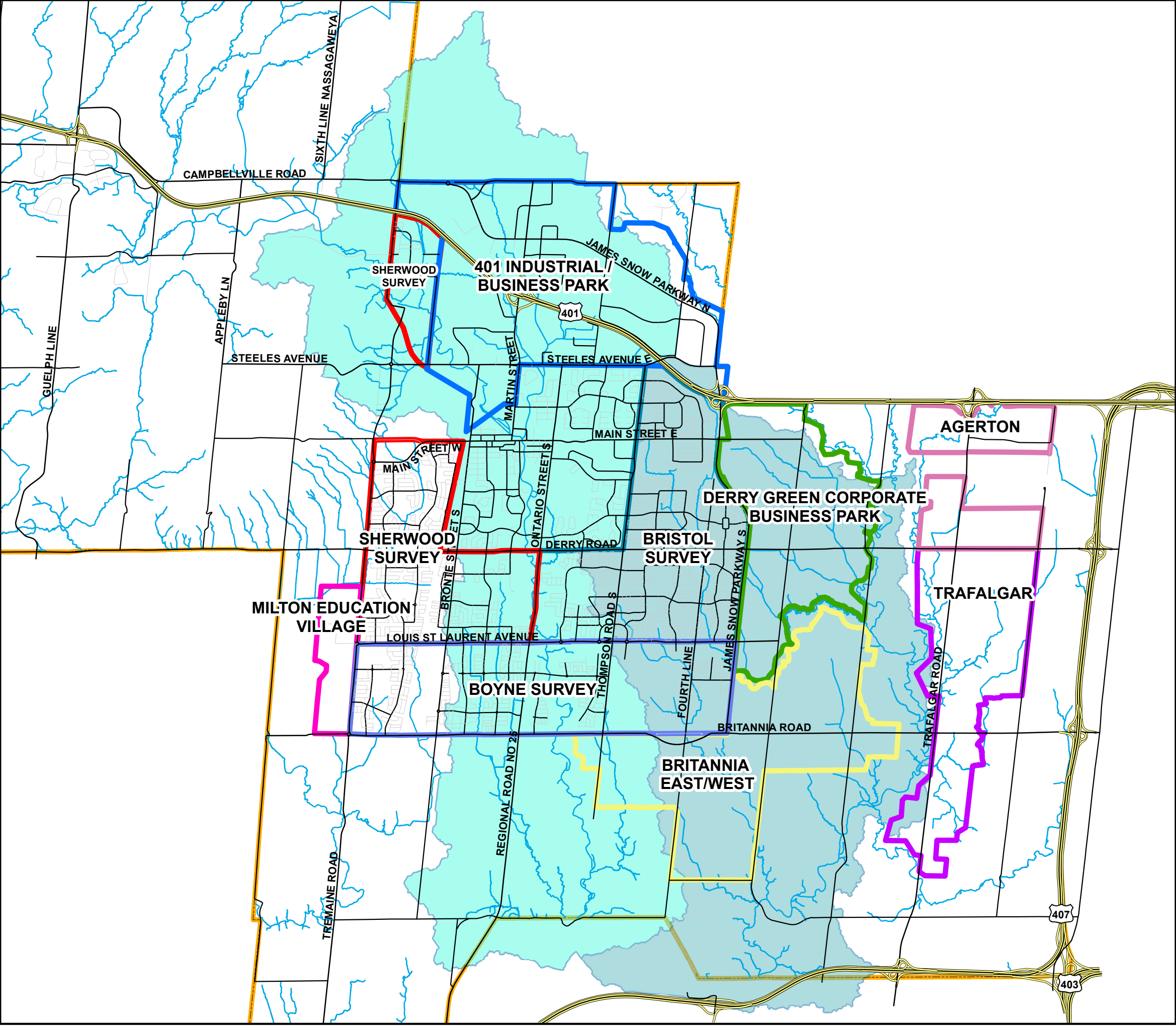
Appendix C.6.C - Subwatershed Areas 2 and 4

C.6.C Map C.6.C shows Subwatershed Areas 2 and 4.

TOWN OF MILTON OFFICIAL PLAN

Appendix C.6.C

SUBWATERSHED AREAS 2 AND 7



- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East/West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial / Business Park
- Watercourse
- Subwatershed 2
- Subwatershed 7
- Municipal Boundary

NOTE: The Planning District Boundaries are subject to change in accordance with the ultimate phasing scheme.

NAD 1983 - UTM Zone 17N

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

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