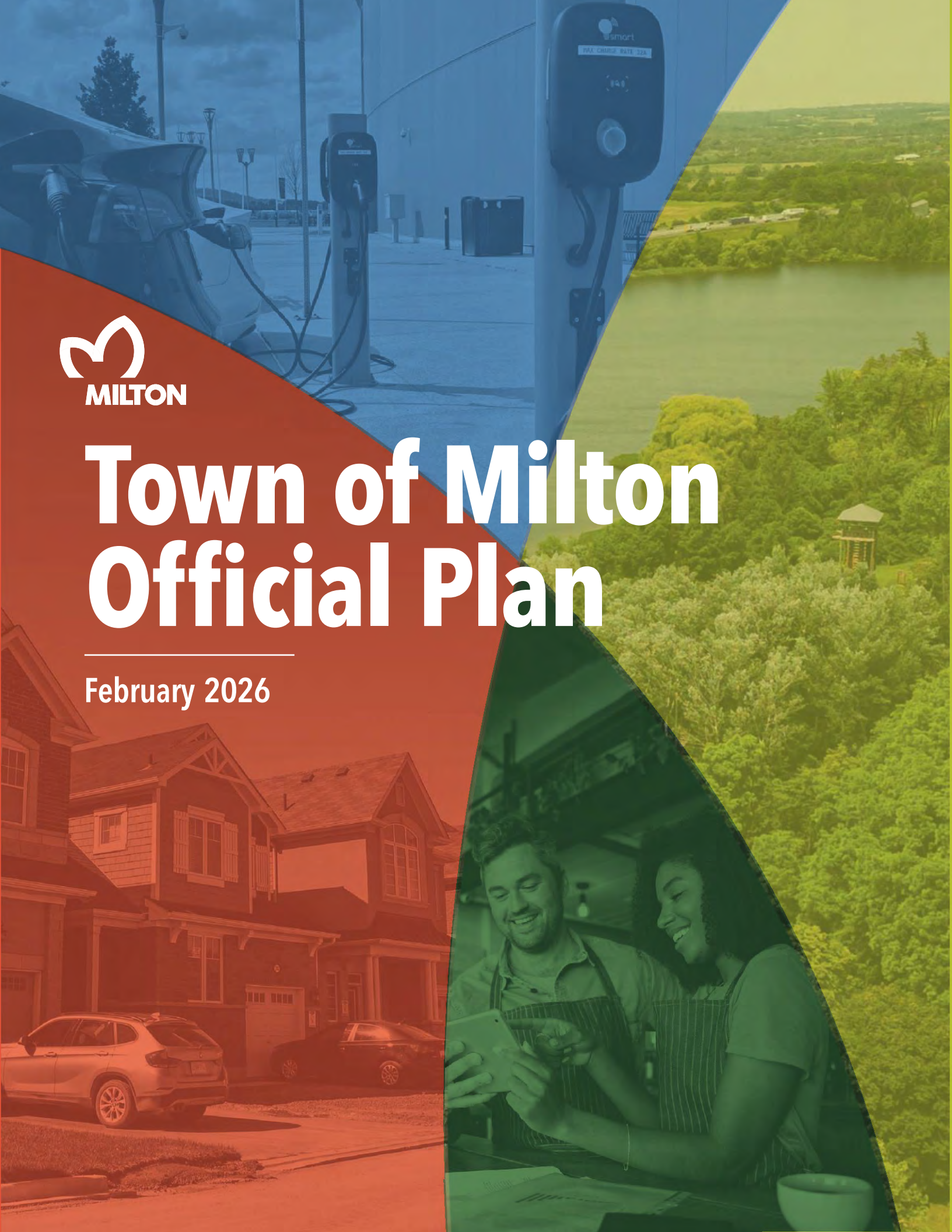


MILTON

Town of Milton Official Plan

February 2026

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026 (Parts 1, 2 and 3, and schedules and maps). It is provided for information purposes only. For legal purposes, reference should be made to the original certified documents which are on file with the Town Clerk including Official Plan Amendments No. 31 to 94 as approved by Town Council, The Region of Halton, The Ministry or Municipal Affairs and Housing, or the Ontario Municipal Board (OMB)/Local Planning Tribunal (LPAT)/Ontario Land Tribunal (OLT).

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 February 2026

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 – 94
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 1.

New Direction: A Vision to 2051



Town of Milton
Official Plan
February 2026

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

SECTION 1. Context And Vision

Indigenous Land Acknowledgement

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people.

The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Indigenous Past, Present and Future in Milton

The Anishnabeg Nation encompassed a vast area of what is now known as Southern Ontario. Milton is situated within the ancestral homelands and territory of the Michi Saagiig (Mississauga Anishnabeg) and sits within the Head of Lake, Treaty 14, and the Ajetance Purchase, Treaty 19.

We are committed to ensuring that Aboriginal and treaty rights are reflected in the Official Plan. Aboriginal and treaty rights fundamentally entitle the Indigenous community to be sustained throughout their Territory, including the area that is covered by the Town of Milton Official Plan. The *Town* acknowledges the relationship that Indigenous Peoples, Communities and First Nations of the past, present, and future have with the earth and the stewardship of its natural resources, including land and water. Stewardship includes the responsibility to sustainably manage the lands, waters, and other resources, for the benefit of today's indigenous communities and for generations to come.

The responsible management of cultural heritage and *archeological resource*s is also important. We will continue to work together to achieve the goals of sustainable conservation, development and enhancement, while respecting the inherent Aboriginal and treaty rights and interest of these lands. Milton is committed to engaging with Indigenous Peoples, Communities and First Nations on land use planning matters that may affect their rights and interests.

Engage with First Nations and Indigenous Communities

The *Town* will work with First Nations and Indigenous Communities when identifying, protecting and managing First Nation and Indigenous *cultural heritage* and *archaeological resources*. This includes promptly informing the appropriate First Nations, Indigenous and government agencies of *development*

applications that may affect defined *cultural heritage resources* and known archaeological sites.

The Town shall undertake early engagement with Indigenous Communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

Together, we will work to explore opportunities to commemorate First Nation and Indigenous cultural history through place making, public art, signage, or other appropriate actions.

1.1 Introduction and Overview

1.1.1 About Milton

Milton is a dynamic fast growing community. By 2051, Milton is anticipated to be home to more than 400,400 residents. As Milton grows, the population will become more diverse.

Milton is a family oriented place to live and will continue to be an attractive home for newcomers, young families and older residents. By design, our communities will meet the needs of residents at all stages of life.

Milton's Urban Area is the place where most residents live, work and play. Once centered around the historic downtown core, the Urban Area has since expanded. New neighbourhoods have been created, *employment areas* have developed, the *transportation system* has expanded, and the *natural environment* has been protected. As Milton grows, new areas will be planned to achieve livable flourishing communities.

Milton's success is owed to its diverse, thriving communities, combined with its cultural, economic, and natural assets. The *Rural Area* is a big part of Milton's identity. The *Rural Area* is a mix of agricultural, rural residential, and natural resources. Almost all the *Rural Area* is protected by either the Provincial Greenbelt Plan and/or the Niagara Escarpment Plan. The Niagara Escarpment, a defining feature of Milton's *natural environment*, is a United Nations (UNESCO) World Biosphere Reserve and nationally significant *landform*.

Within the hamlets of Campbellville, Brookville and Moffatt and across the rural landscape, there are smaller communities with distinct identities. Milton's rural communities are important. Although, new growth will be limited within the hamlets, their social, economic and cultural significance remains. Opportunities for sustainable economic growth will be important for the rural community to thrive and prosper.

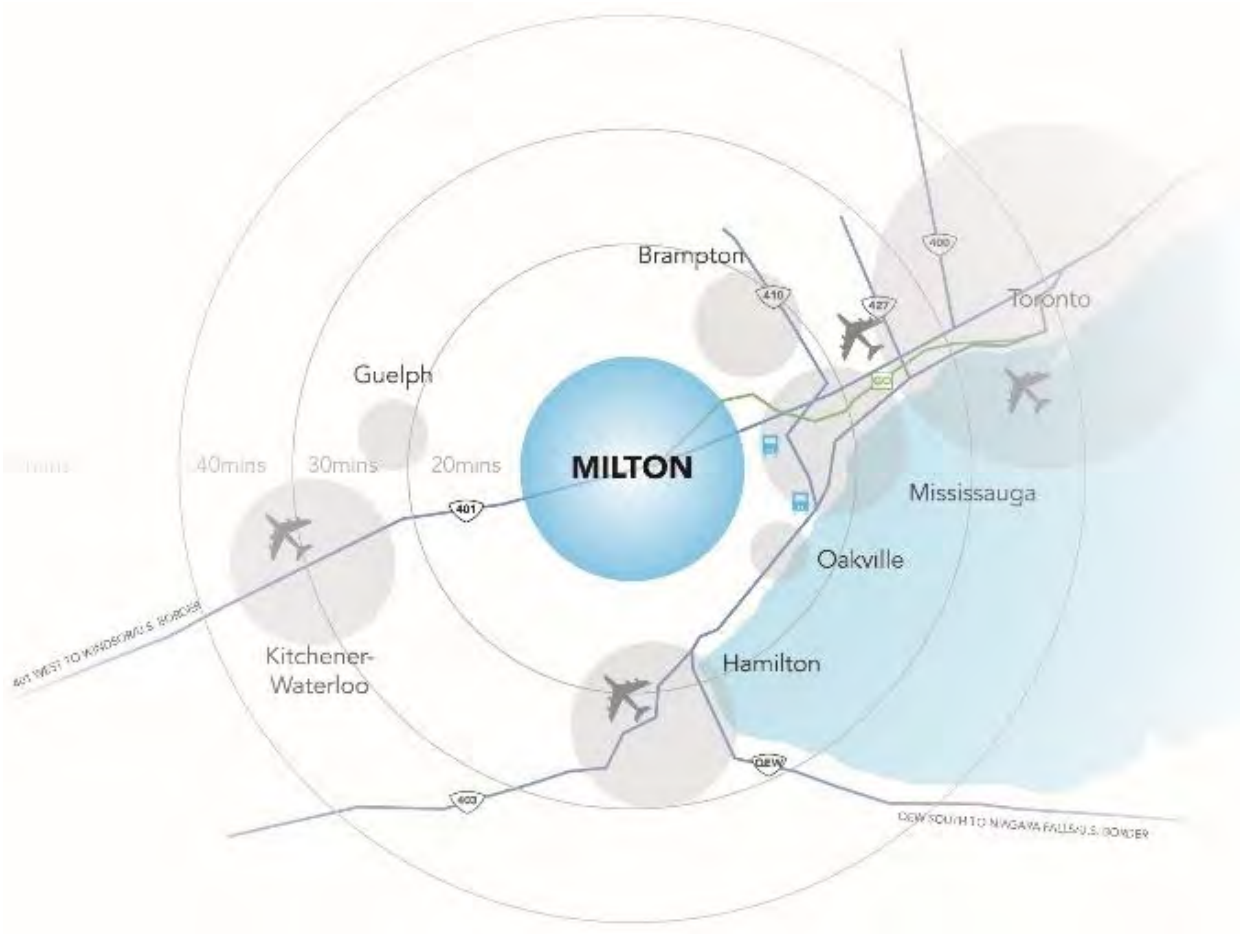
By 2051, Milton is anticipated to have 156,300 jobs. A diverse supply of lands and services will be available for a variety of businesses to locate and grow in Milton. Connecting people, goods and services to workplaces through a variety of transportation or wireless telecommunications *infrastructure* are also key components.

The Official Plan (the Plan) responds to the challenges and opportunities of managing growth. This means identifying specific locations where growth will be concentrated and those where conservation or enhancement of the *environment*

will prevail. *Strategic Growth Areas*, such as the Milton Education Village and Uptown, will all have a mix of residential, office and commercial spaces. However, each will have unique characteristics and identity allowing for variety and choice to suit the needs of future residents and businesses. The Downtown will remain a civic and cultural hub. A place for the community to gather and celebrate being Miltonians.

Milton's *sustainable development* will be a hallmark of its success. The Plan is based on *sustainable development* practices to mitigate the *impacts of a changing climate* on the community. Milton will be a low-carbon, walkable and *transit-supportive* town where trips by car are a choice and not a necessity. Milton's dynamic growth is an opportunity to work with our community building partners to create a sustainable and *complete community*.

Figure 1. Milton's strategic location.



1.1.2 The Town of Milton Official Plan

The Town of Milton Official Plan (the Plan) sets out the vision for long-term development and the policies to achieve this vision. The Plan clearly facilitates growth to shape neighbourhoods, while being flexible to respond to future emerging opportunities. Land use decisions are based on the policies found in the Plan.

The Plan reflects our community's long-term aspirations. Prepared with extensive community input, this Plan addresses the specific needs of the Milton community.

The Plan works hand in hand with other *Town* plans and strategies to advance outcomes. It provides a framework for supporting, developing or implementing complementary plans and strategies.

The Plan implements relevant provincial legislation, plans and policies. The zoning by-law and other *development* management processes provide the statutory mechanism for implementing the policies.

1.1.3 Official Plan Structure

This Town of Milton Official Plan, referred to as the Plan, consists of the following parts:

OFFICIAL PLAN PART 1 – New Direction: A Vision to 2051

SECTION 1 Introduction and Overview. This section describes the community's vision for Milton's future and the principles on which the vision and policies are based.

SECTION 2 Sustainable Growth Management. This section establishes the strategy for growth. This includes the Municipal Structure, Urban Structure and Rural Structure, and the systems that support their functions, including the Environmental System and the *Transportation System*. These policies direct how the *Town* will accommodate residents and jobs, support modes of transportation, ensure the protection of the *natural environment* and address climate change.

SECTION 3 Fostering Livable Communities. This section contains a range of policies that apply town-wide, relating to topics such as housing, parks and recreation, transportation, sustainability, economic development, urban design, and *infrastructure*.

SECTION 4 Part 1 Schedules

OFFICIAL PLAN PART 2 – Local Policy Direction

SECTION 5 Sustainable Environment

SECTION 6 Sustainable Infrastructure

SECTION 7 Livable Communities

SECTION 8 Urban Land Use Policies

SECTION 9 Rural Land Use Policies

SECTION 10 Specific Policy Areas

SECTION 11 Implementation

SECTION 12 Secondary Plans

SECTION 13 Part 2 Schedules

OFFICIAL PLAN PART 3 – Regional Policy Direction

SECTION 14 Regional Direction

SECTION 15 Part 3 Maps

OFFICIAL PLAN – Definitions and Appendices

SECTION 16 Official Plan Definitions

SECTION 17 Appendices

1.1.4 How to Read the Official Plan

The Plan should be read as a whole. Individual sections and policies should not be read out of context. There are three Parts that make up the Town of Milton Official Plan. References throughout the three Parts that state "this Plan" are referring to the Part of the Plan in which the reference is being made.

In the event of a conflict between a policy and schedules in Part 1: New Direction: a Vision to 2051 and a policy that is in the Part 2 – Local Policy Direction or Part 3 – Regional Policy Direction, the policy and schedules in Part 1- New Direction: A Vision to 2051 prevail.

The Plan should be used by residents, businesses, developers, organizations and public institutions to inform decisions, direct further actions and measure progress.

The Plan consists of planning outcomes, objectives and *policies*.

Outcomes describe the desired future condition or goal that is being planned for by 2051.

Objectives are statements of what needs to be accomplished in order to achieve the outcome.

Policies provide specific courses of action, which contribute to meeting the relevant outcomes and objectives.

Outcomes, objectives and policies are supported by tables, figures, appendices, and schedules. All relevant outcomes and objectives should be considered when making decisions and all relevant policies should be applied. Policies that use words such as "will", "must", or "require" are mandatory. Other words such as "encourage" or "should" allow for flexibility when meeting the overall policy intent.

Figures and appendixes are provided for illustrative purposes to aid in understanding the Plan and are not policy direction. Information shown on figures may be changed or updated without requiring an amendment to this Plan. Words that are italicized in the text are defined either in the glossary or in the applicable provincial legislation, regulation or provincial policy documents.

In the event of a conflict between the provisions of the Plan and the applicable provincial legislation, plans or policies, the applicable provincial legislation, plan or policy shall take precedence. However, the provincial policies may in some cases represent the minimum standard and the Plan may go beyond these minimum standards to address matters of local importance.

Terms that are defined have been *italicized.* For terms that are italicized in this Plan and have a definition in the *Planning Act*, Provincial Planning Statement, Greenbelt Plan for the Greater Golden Horseshoe or the Niagara Escarpment Plan; the reader should refer to the definition that is provided in the relevant Provincial plan or policy.

Changes to correct grammatical, spelling or reference errors or updates, punctuation, formatting, numbering or sequencing may be made from time to time without requiring an amendment to this Plan.

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

1.1.5 Measuring and Monitoring

The *Town* will monitor its progress towards reaching the vision for growth to the year 2051. Throughout the Plan, targets and milestone have been set. As the *Town* works towards these targets, indicators can be used to measure the progress. Monitoring and measuring will be done to track the progress. As new information becomes available or circumstances change, the Plan can be reviewed and amended, as required.

1.1.6 Legal Authority

The Town of Milton Official Plan has been prepared and adopted under Section 17 and Section 26 of the *Planning Act*, *1990*.

1.2 Vision and Guiding Principles

1.2.1 Milton's Vision

Miltonians have identified the things that are important to the community today and as we move into the next phase of Milton's evolution. These values have led to a community vision:

CHOICE SHAPES US:

"In 2051, Milton offers a diversity of options for how and where we live, work, move and grow. As we evolve, choice is what shapes us."

The vision expresses an aspirational dynamic and ambitious future for Milton. By 2051, Milton will be home to an increasingly diverse community of residents and businesses. Milton will need to provide its community with a variety of choices. The Plan takes the community's vision and turns it into directions that enable these opportunities for choice.

1.2.2 Guiding Principles

To support the vision statement a set of guiding principles have been developed. Together the vision and guiding principles form a pathway for future change. These principles inform the policy directions of the Plan in order to achieve the vision. The following guiding principles are applied in planning Milton's future growth and development:

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

1. Be Creative and Provide Choice
2. Mix Uses
3. Move Efficiently and Safely
4. Diversify and Prosper
5. Prioritize the Public Realm
6. Support Arts, Culture and Recreation
7. Make Connections
8. Protect Our Environment
9. Promote the Countryside
10. Encourage Good, Green Design
11. Collaborate
12. Think Local

GUIDING PRINCIPLES

1.3 Policy Pillars

Complete, equitable, resilient, healthy, and attractive communities are foundational land use planning concepts that underpin the Plan. The *Town* is committed to intentionally ensuring the following policy pillars are embedded in all aspects of growth management and *development.* All of the policies in the Plan build upon these pillars.

1.3.1 Complete Communities

A *complete community* provides a choice of housing, employment, amenities and services. Within *complete communities,* needs are met and accommodated for people of all ages and abilities. People living in a *complete community* can easily access most of their daily and weekly needs within a short walk. People can reach their place of work, study, entertainment, other services and amenities using a variety of transportation options.

Not only are *complete communities* vibrant and livable places, they also represent a wise and sustainable use of resources. For example, when people live close to their everyday needs and transit, they are able to make more sustainable and healthier transportation choices.

Complete communities are well connected to open spaces and nature. Well-connected places offer options for active living with accessible, safe, and inclusive public spaces. They enhance health and well-being, quality of life, and social interaction. Through the policies of this Plan, the *Town* will create *complete communities*.

1.3.2 Equitable Communities

An accessible, diverse and equitable community provides benefits for all. The choices that will shape our community must be open and inclusive for all Miltonians. Some Miltonians may face barriers to fully enjoying the benefits of sustainable growth. Land use policies can help to reduce these barriers so that all enjoy a high quality of life in Milton. The Plan can help to ensure that people of all ages and abilities have an opportunity to participate, prosper, and reach their full potential in Milton.

1.3.3 Healthy Communities

Community design can support the health and wellbeing of Miltonians of all ages and abilities. There are health implications associated with how and where we live,

work, learn, play and move around. Neighbourhoods that feature safe and convenient access to nature and to everyday necessities can promote mental well-being, regular physical activity and social interaction as part of a daily routine.

As people in our community face health challenges, such as social isolation and loneliness, the Plan can be used to create places that nurture social interactions, foster community involvement and encourage a sense of belonging.

1.3.4 Resilient Communities

Climate change is the long-term change in the average weather patterns. The result is increased frequency and severity of weather events that are harmful to *natural environments* and human settlements. Climate change impacts community health and safety, *infrastructure*, the economy and the environment.

A climate resilient community is one that can cope with a hazardous event or trend by responding or reorganizing in ways that maintain essential functions, identity and structure.

Land use policies are one tool that can be used to adapt to and mitigate the *impacts of a changing climate*. Adaptation encourages actions to prepare Milton for the *impacts of* climate *change*. Mitigation involves actions that lower the amount of, or help to capture and contain the carbon from harmful greenhouse gas emissions. By considering the causes, impacts and solutions of climate change when planning for and managing growth, Milton can be better prepared and more resilient to the *impacts of a changing climate*.

1.3.5 Attractive Communities

A great town is one that consists of remarkable buildings, high-quality architecture and urban places. Promoting good urban design practices in Milton will contribute to the quality of life and everyday experiences of residents. These practices will facilitate a built form that is contextually appropriate, through size, shape, scale, and building features; and people-friendly places that are attractive, functional, and sustainable.

The application of urban design principles and guidelines will contribute to a healthy community by providing opportunities for physical activity and community gathering. Likewise, good design practice can benefit the town's long-term economic prosperity where 'a place' plays a key role in fostering innovation and, social and economic interactions.

Achieving design excellence will require a coordinated and collaborative effort from the public and private sectors to maximize the benefits of *development* and add value to the community as a whole.

1.4 Policy Context

The Plan implements provincial policies and legislation that provide direction on provincial priorities. Its policies support provincial goals and direction found in the *Planning Act*, the Provincial Planning Statement and other provincial legislations, plans and guidance documents. The Plan may be more *restrictive* than provincial plans.

Provincial plans such as the Greenbelt Plan, the Niagara Escarpment Plan, and the Parkway Belt West Plan, shown on Schedule 1 - Provincial Land Use Context, provide geographic specific policies that protects important environmental areas and farmlands, and multi-purpose *utility* corridors.

The Greenbelt Plan and Niagara Escarpment Plan work together to identify locations where major urban growth cannot take place and provide direction for the long-term protection and enhancement of the *natural environment*. These plans strike a balance between *development*, protection and enjoyment of these important *landform* features and the resources they support.

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.

Additional local plans, strategies, guidelines and studies may be created by the *Town* to support the implementation of the Official Plan. These documents will work together, mutually supporting and informing one another to accomplish shared objectives.

1.5 Provincial Plans and Policies

Objective 1. Work with the Province to support long-term prosperity and well-being.

It is the policy of the *Town* to:

1.5.1 Implement the provincial direction by requiring all development within the Niagara Escarpment Plan Area to be subject to the provisions of the Niagara Escarpment Planning and Development Act, the Niagara Escarpment Plan, and applicable policies of this Plan.

1.5.2 Implement the provincial direction by requiring all *development* within the Greenbelt Plan Protected Countryside Area and Greenbelt Natural Heritage System to be subject to the provisions of the *Greenbelt Act* and the Greenbelt Plan, and applicable policies of this Plan.

1.5.3 Implement the provincial direction by requiring *development* within the Parkway Belt West Plan Area to be subject to the provisions of the Parkway Belt West Plan, *Ontario Planning and Development Act*, applicable Provincial Land Use Regulations and applicable policies of this Plan.

1.5.4 In the event of a conflict between the provisions of this Plan and those of the Niagara Escarpment Plan, the Greenbelt Plan, or the Parkway Belt West Plan the provincial plans shall prevail. However, provisions of this Plan that are more *restrictive* than those of the provincial plans shall apply unless doing so would conflict with the provincial plans.

SECTION 2. Sustainable Growth Management

2.1. Town-Wide Growth Management Framework

The Plan's growth management framework forms the basis for all planning and *development* in Milton. It provides direction for how and where growth is to occur, while implementing planning direction from upper-levels of government.

The growth management framework, informed by Schedule 2 - Growth Phases and Planning Policy Areas, guides the Municipal Structure, shown on Schedule 3 - Municipal Structure. It informs the planned Structure for the Urban Area until 2051, shown on Schedule 4 - Urban Structure.

The growth management framework directs growth primarily towards the Settlement *Areas*. Using tools such as land use patterns, density and *intensification*, the *Town* will create distinct *Strategic Growth Areas* within the *Settlement Areas* where a significant amount of growth will occur.

The framework was developed by first understanding how population and employment will increase. These trends inform the amount of land needed to accommodate the new residents and businesses. The *Town* then identified the lands where *development* will occur and the *natural environment* to be protected. Policies are developed to direct future growth in a manner that efficiently uses land and transports people and goods. Policies are developed to protect the *natural environment*, support *farming* and manage natural resources. The policies give direction when deciding where and how to build.

2.1.1 Growth Targets and Phasing of Growth

Milton's population is projected to grow to 333,900 people by 2041 and 400,400 people by 2051. The population structure is diverse. Various housing types, services and amenities will be needed to provide choices for future residents. Likewise, employment opportunities are expected to grow and diversify along with population growth.

To manage population and employment growth, the *Town* has set density targets for the amount of residents and jobs in the *Strategic Growth Areas* and Future Development Areas.

The *intensification* and density targets described in Table 2 will guide policy and land use decision-making, including coordinating growth with provision of

infrastructure and *public service facilities*. The phasing in of new *development* will allow the *Town*, in partnership with Halton Region, to provide *infrastructure* in an efficient and fiscally responsible manner.

By 2051, enable a sufficient supply of serviced land to accommodate the development requirements associated with the projected population and employment growth.

Objective 1. Apply the population and employment projections contained in Table 1 to inform land use planning decisions, *infrastructure* planning and service delivery.

It is the policy of the *Town* to:

2.1.1.1 Make sufficient land available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years.

2.1.1.2 Maintain the ability to accommodate residential growth for a minimum of 15 years through lands, which are designated and available for residential *development*.

2.1.1.3 In *Settlement Areas*, maintain sufficient lands with *infrastructure* servicing capacity to accommodate a minimum of 3 years supply of residential units through lands suitably zoned, including units in draft approved or registered plans.

2.1.1.4 Ensure that a minimum 5-year supply of serviced *Employment Areas* are maintained and available at all times to meet market needs.

2.1.1.5 Monitor the supply of urban land on a regular basis to ensure that the population and employment targets are achieved and that the supply of urban lands reflects the population and employment growth forecast.

Table 1: Population and Employment Forecast and Growth Targets.

Table 1a.

POPULATION [1]				EMPLOYMENT			
2021	2031	2041	2051	2021	2031	2041	2051
137,300	245,900	333,900	400,400	47,800	86,600	124,400	156,300

Footnote to Table 1a:
(1) Population numbers are "total population" numbers including approximately 3.3% undercoverage from the official "Census population" numbers reported by Statistics Canada.

Table 1 b.

POPULATION GROWTH IN 15-YEAR PERIODS [1]			
2021-2036	2026-2041	2031-2046	2036-2051
154,700	142,300	124,300	108,400

Footnote to Table 1a:
(1) Population numbers are "total population" numbers including approximately 3.3% undercoverage from the official "Census population" numbers reported by Statistics Canada.

Table 1 c.

EMPLOYMENT GROWTH IN 15-YEAR PERIODS			
2021-2036	2026-2041	2031-2046	2036-2051
57,400	58,600	54,700	51,100

Objective 2. Direct new residential and employment *development* into the *Settlement Area* to achieve the *intensification* and density targets contained in Table 2 and number of dwelling units and jobs contained in Table 3.

It is the policy of the *Town* to:

2.1.1.6 Identify in Schedule 2 - Growth Phases and Planning Policy Areas, areas within the Urban Area that are to be the focus for accommodating population and employment growth and *intensification*.

a. Existing Complete Neighbourhoods make up a significant proportion of the Urban Area, and comprise the *Mature Neighbourhood Areas*, the Major Urban Centre, inclusive of the Milton GO PMTSA, and the Bristol Survey, Sherwood Survey and Boyne Survey Secondary Plan Areas, where *development* and *redevelopment* are underway in accordance with the policies of this Plan.

b. Existing *Employment Areas* comprise the 401 Industrial/Business Park and Derry Green Corporate Business Park Secondary Plan Areas, and the lands bound by Derry Road, Bronte Street South and the CN rail line, where *development* and *redevelopment* are underway in accordance with the policies of this Plan.

c. New Complete Neighbourhoods are represented by the Milton Education Village (MEV), Trafalgar and Britannia Secondary Plan Areas and the Milton Trafalgar GO PMTSA, where an *Area-Specific Plan* such as a secondary planning exercise has been or is being completed and no significant *development* has been initiated.

d. New *Employment Areas* include the employment lands within the Agerton Secondary Plan Area and the lands located south of Britannia Road, west of Tremaine Road, where *development* has not initiated.

e. Future Complete Neighbourhoods comprise lands that will be planned to contribute towards achieving the *development density* target established in this Plan, and creating complete and healthy communities, with a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods.

f. Future *Employment Areas* represent the lands that will be planned to allow for a full range of scales and intensities of *development* and offer opportunities for employment *development* and *intensification* for employment purposes that are required for the town's long-term economic prosperity.

2.1.1.7 Promote *intensification* to support the *development* of compact, efficient and vibrant communities using the population and employment targets.

2.1.1.8 Achieve the minimum *development density* targets that apply to the *Strategic Growth Areas* and the *Protected Major Transit Station Areas* in Table 2 by the 2051 planning horizon of this Plan.

2.1.1.9 Ensure adequate water supply and wastewater treatment services are available to accommodate future *development* and amenities.

Objective 3. Facilitate the phasing of residential and employment growth described in Table 3 to ensure the logical and orderly progression of development in a fiscally sustainable manner.

It is the policy of the *Town* to:

2.1.1.10 Comprehensively phase the development of *complete communities* and *employment areas* to align with the provision of *infrastructure* and *public service facilities*.

2.1.1.11 Monitor the supply of urban land on a regular basis to ensure that the population and employment targets are achieved and that the supply of urban lands reflects the population and employment growth forecast contained in Table 1.

2.1.1.12 Appropriately fund municipal services and community *infrastructure* through a combination of fiscally responsible operating budgets, capital budgets, effective reserves and reserve fund management.

Table 2: Intensification and Development Density Targets.

INTENSIFICATION TARGET				
New Housing Units in Existing Complete Neighbourhoods	27,000 units		30 per cent of all new housing units	
DENSITY TARGETS FOR NEW AND FUTURE AREAS				
	GROSS DENSITY	NET DENSITY (1)		
New and Future Complete Neighbourhoods	75 residents and jobs combined per hectare	95 residents and jobs combined per hectare	-	-
DENSITY TARGETS FOR *STRATEGIC GROWTH AREAS* (2) (3)				
Uptown/ Milton GO MTSA	200 residents and jobs combined per hectare		55 per cent residents	45 per cent jobs
Milton Trafalgar GO Village	180 residents and jobs combined per hectare		60 per cent residents	40 per cent jobs
Education Village Centre	130 residents and jobs combined per hectare		65 per cent residents	35 per cent jobs
Bronte - Steeles	100 residents and jobs combined per hectare		75 per cent residents	25 per cent jobs
South Milton Village Centre	100 residents and jobs combined per hectare		80 per cent residents	20 per cent jobs

Footnotes to Table 2:
(1) The applicable *development density* target is measured by excluding the following areas from the calculation:

i. the *Local Natural Heritage System*;
ii. rights of way for hydro corridors, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;
iii. *Employment Areas*; and
iv. cemeteries.

(2) The applicable *development density* target is measured across the *Strategic Growth Areas* in their entirety.
(3) For *Strategic Growth Area* and the Protected *Major Transit Station Areas*, planned to be achieved by 2051.

Table 3: Phasing of Growth.

Table 3a: Number of Units.

	2022 - 2026	2027 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	TOTAL
EXISTING COMPLETE NEIGHBOURHOOS							
Low and Medium Density Units	7,400	1,800	600	300	200	100	10,400
High Density Units	4,000	3,200	2,200	2,500	2,400	2,300	16,600
Sub-Total	11,400	5,000	2,800	2,800	2,600	2,400	27,000
NEW COMPLETE NEIGHBOURHOOS							
Low and Medium Density Units	2,400	9,000	6,400	6,000	4,300	2,800	30,900
High Density Units	500	1,600	2,700	2,600	2,400	2,500	12,300
Sub-Total	2,900	10,600	9,100	8,600	6,700	5,300	43,200
FUTURE COMPLETE NEIGHBOURHOOS							
Low and Medium Density Units	0	0	3,400	3,200	4,600	5,700	16,900
High Density Units	0	0	100	100	200	100	500
Sub-Total	0	0	3,500	3,300	4,800	5,800	17,400
HAMLETS AND RURAL AREA							
Units	50	50	50	50	50	50	300
Total Town of Milton	14,350	15,650	15,450	14,750	14,150	13,550	87,900

Table 3b: Number of Jobs.

	2022 - 2026	2027 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	SUB-TOTAL
JOBS IN *EMPLOYMENT AREAS*							
Existing *Employment Areas*	7,100	6,600	4,300	3,500	2,900	1,700	26,100
New *Employment Areas*	200	1,500	3,200	3,700	3,100	2,000	13,700
Future *Employment Areas*	0	0	0	500	1,400	3,400	5,300
Sub-Total	7,300	8,100	7,500	7,700	7,400	7,100	45,100
JOBS IN MAJOR URBAN CENTRE, URBAN VILLAGE CENTRES AND COMPLETE NEIGHBOURHOODS							
Existing Complete Neighbourhoods	8,200	4,800	3,200	2,700	2,500	1,500	22,900
Urban Village Centres and New Complete Neighbourhoods	2,400	7,800	4,900	5,800	4,800	4,000	29,700
Future Complete Neighbourhoods	0	0	2,900	2,600	2,300	2,200	10,000
Sub-Total	10,600	12,600	11,000	11,100	9,600	7,700	62,600
JOBS IN HAMLETS AND RURAL AREA							
SUB-TOTAL	300	100	100	100	100	100	800
TOTAL TOWN OF MILTON	18,200	20,800	18,600	18,900	17,100	14,900	108,500

By 2051, a sufficient supply of land will be available to support future neighbourhood building where a diverse mix of land uses, densities, urban forms and transportation options come together to create complete and healthy communities.

Objective 1. Contribute to achieving *complete communities* that provide a diverse mix of land uses, including clusters of business and economic activity, and an urban form that supports *active transportation* and transit in Future Development Areas.

2.1.1.13 Before *development* applications can be considered for approval within New Complete Neighbourhoods and New *Employment Areas* that have not been planned, establish the land uses and detailed official plan policies through an *Area-Specific Plan*, such as a secondary planning process, in accordance with the density targets and phasing of growth in Table 2 and Table 3 and the applicable policies of this Plan, and supported by appropriate phasing and financial plans.

2.1.1.14 Before *development* applications can be considered for approval within Future Complete Neighbourhoods and Future *Employment Areas*, establish the land uses and detailed official plan policies through an *Area-Specific Plan*, such as a secondary planning process, in accordance with the density targets and phasing of growth in Table 2 and Table 3 and the applicable policies of this Plan, and supported by appropriate phasing and financial plans.

Objective 2. Monitor residential and employment *development* to assess progress towards achieving the targets.

It is the policy of the *Town* to:

2.1.1.15 Monitor the population and employment growth targets and phasing of growth to ensure the achievement of *complete communities*.

2.1.1.16 Evaluate the performance and success for the growth, density and *intensification* policies.

2.1.1.17 Develop recommendations that can be implemented to achieve the targets, when warranted.

Objective 3. Comprehensively consider amendments to the Urban Area Boundary.

It is the policy of the *Town* to:

2.1.1.18 Permit an expansion to the urban boundary only through an amendment to this Plan.

2.1.1.19 Require that a proposal for an urban boundary expansion be evaluated through a comprehensive study.

2.1.1.20 Evaluate the need for proposed Urban Area boundary expansion subject to following criteria:

a. need to designate additional land to accommodate the distribution of population and employment growth as presented in Table 1a, 1b and 1c and the *intensification* and *development density* targets as presented in Table 2;

b. the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;

c. if there is sufficient capacity in existing or planned *infrastructure*, *public service facilities* and *human services* required to accommodate the proposed expansion and can be provided for in a financially and *environmentally sustainable* manner, based on a financing plan, demonstrating financial viability over the full life cycle of these assets subsequently approved by Council;

d. the proposed expansion is informed by applicable *sewage and water services* master plans or the equivalent, and stormwater master plans or the equivalent, as appropriate;

e. the proposed expansion, including associated water, wastewater and stormwater servicing, are planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential *negative impacts* on watershed conditions and the *Water Resource System*, including the *quality and quantity of water*;

f. the evaluation of alternative locations which avoid *Prime Agricultural Areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *Prime Agricultural Areas*;

g. whether the new or expanded area complies with the *minimum distance separation formulae*;

h. whether impacts on the *Agricultural System* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance;

i. the expanded Urban Area provides for the logical phased progression of urban development;

j. the proposed expansion avoids *key hydrologic areas.*

k. the proposed expansion is consistent with the Provincial Planning Statement;

l. the proposed expansion is located outside of and will meet the requirements of the Niagara Escarpment Plan and the Greenbelt Plan, and will meet the requirements of the applicable source protection plans; and

m. the proposed expansion is consistent with the fiscal impact analysis of the new growth on the *Town* and the Region;

2.1.1.21 Require the development industry to absorb its share of the cost of the provision of *infrastructure*, *public service facilities*, and *human services* as permitted by applicable legislation and that any financial impact of new *development* or *redevelopment* on existing taxpayers be based on a financing plan communicated to the taxpayers and subsequently approved by Council. Such a financing plan may provide measures such as staging or contingent provisions to demonstrate that the provision of *infrastructure* and *public service facilities* under the Joint *Infrastructure* Staging Plan by Provincial and Federal Governments and other service providers are coordinated with those by the *Region* and the *Town* so that the health and well-being of the community is advanced in a fiscally responsible manner.

2.2. The Municipal Structure

The Municipal Structure establishes a framework for where and how growth will be accommodated, while protecting and enhancing the *natural environment* and the quality of life in the communities.

The main components of the Municipal Structure are the Urban Area and *Rural Area.* Overlapping these two areas are the Environmental System, and the *Transportation System* that connects the entire municipality. The *Agricultural System* is an important land use component, predominantly located in the *Rural Area*. These components perform different functions and are the foundations for more specific land use planning directions.

Milton's Municipal Structure is shown on Schedule 3 - Municipal Structure.

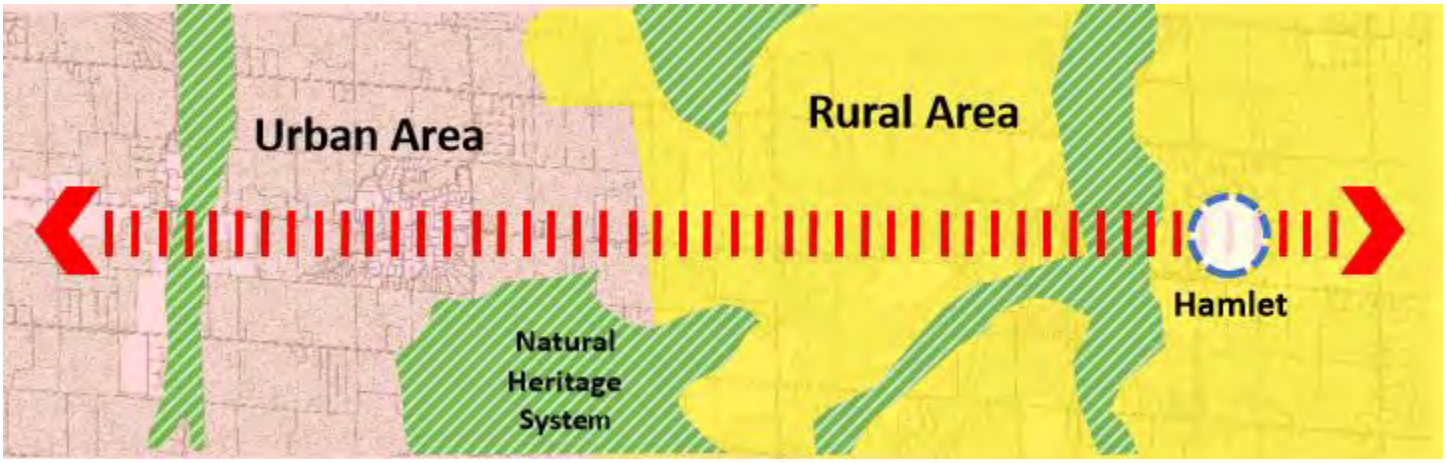


Figure 2. The Municipal Structure Continuum.

By 2051, Milton's urban and rural communities will be socially, economically and *environmentally sustainable* places to live, work, learn and play.

2.2.1 The Urban Area

The Urban Area is where development is to be concentrated. This is where the majority of population and employment growth will be accommodated. The Urban Area will have a concentration of existing and future *development*, in a range of densities and mix of uses, in accordance with the policies of this Plan.

2.2.2 The Rural Area

The lands outside of the Urban Area represent the *Rural Area*. The *Rural Area* comprises the *Rural Lands*, *Prime Agricultural Areas*, Hamlets, and *Mineral Aggregate Operations*. The *Rural Area* supports the rural community, a thriving rural economy and *agriculture*.

There are three Hamlets in the *Rural Area*: Campbellville, Moffat and Brookville. Limited *development* will occur within the Hamlets, primarily to serve the needs of the rural community and sustain the rural *character* and amenity of the area.

2.2.3 The Agricultural System

The *Agricultural System* is made up of the agricultural land base and the agri-food network that contribute to a viable, thriving agri-food sector. An *agricultural system* approach to planning expands the focus beyond farmland protection to recognize and support the other services and assets that the rural community relies on to thrive.

2.2.4 The Environmental System

The Environmental System crosses the Urban Area and *Rural Area*. It represents an integrated and complementary mosaic of green and blue spaces. The Environmental System is made up of the natural areas, parks and open spaces, the urban *tree* canopy, and storm ponds. These systems provide a host of ecological services, recreational opportunities, and human health benefits. The Environmental System plays an important role in addressing climate change and managing natural hazards.

2.2.5 The Transportation System

The *Transportation System* crosses the Urban Area and *Rural Area* and is critical for the movement of people and goods, supporting Milton's growth and economic prosperity. The *Transportation System* consists of provincial, regional and local *infrastructure*. Major transportation facilities are shown on Schedule 3 - Municipal Structure.

2.3. The Urban Structure

The *Town* has developed an Urban Structure to efficiently use land and resources. The Urban Structure illustrates how the Urban Area will accommodate the distribution of growth and *development* through a mix of land uses and mobility options, while conserving and enhancing the *natural environment*. The Urban Structure is designed to complement existing and future transit, by establishing the level of intensity of land uses will be supported by transit services at various locations within the Urban Area.

The Urban Structure also builds on the strengths and opportunities provided by the existing urban fabric while envisaging the *complete communities* and places of the future. It provides a foundation for consistent decision-making, a basis for investments in transit, *infrastructure*, community services, and directions for specific land use designations.

Milton's Urban Structure is shown on Schedule 4 - Urban Structure.

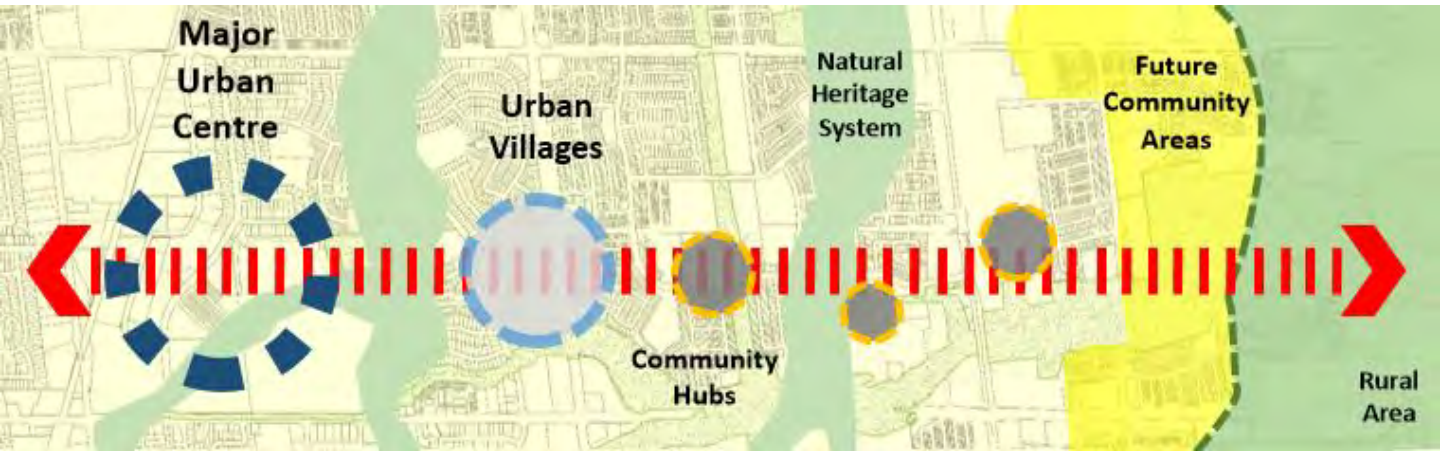


Figure 3. The Urban Structure Continuum.

By 2051, Milton's Urban Area provides a variety of opportunities to live, work, learn and play in distinctive *complete communities*.

2.3.1 Urban Area

Objective 1. Identify the elements of the Urban Structure that establishes the community vision for the Urban Area.

It is a policy of the *Town* to:

2.3.1.1 Identify an Urban Structure that is comprised of the following major structural components and systems that are critical to the health and sustainability of the Urban Area, identified on Schedule 4 - Urban Structure of this Plan:

a. Major Urban Centre:
   i) Uptown
   ii) Downtown
   iii) Bronte - Steeles
b. Urban Village Centres:
   i) Education Village Centre
   ii) Milton Trafalgar GO Village
   iii) South Milton Village Centre
c. Community Hubs
   i) Community Nodes
   ii) Community Corridors
d. Complete Neighbourhoods
e. *Employment Areas*
f. Environmental System
g. *Transportation System*

Objective 2. Support the achievement of *complete communities* in the Urban Area.

It is the policy of the *Town* to:

2.3.1.2 Encourage *intensification* and re*development* to support the achievement of *complete communities*.

2.3.1.3 Create a land use pattern with a range of land uses, densities and built forms.

2.3.1.4 Plan for a range and mix of *housing options*, including *affordable housing*.

2.3.1.5 Use land and resources efficiently through *compact built forms* and standards and promoting co-location of facilities.

2.3.1.6 Support *active transportation* through the development of complete and walkable neighbourhoods and pedestrian-oriented design.

2.3.1.7 Plan a *transit-supportive* community through transit-oriented design.

2.3.1.8 Ensuring *development* is well served by existing and planned *infrastructure* and *public service facilities*.

2.3.1.9 Prioritize planning and investment in the necessary *infrastructure* and *public service facilities* to support S*ettlement Areas*.

2.3.1.10 Foster a lively *public realm* through urban design excellence, supporting the creation of places and destinations where people can gather.

2.3.1.11 Ensure the conservation and enhancement of the Environmental System.

2.3.1.12 Prepare for the *impacts of a changing climate,* by incorporating climate change mitigation and adaptation in the planning and design of urban development, including approaches to minimize the carbon footprint of the Urban Area and build climate resiliency.

Objective 2. Identify *Strategic Growth Areas* and focus a significant proportion of population and employment growth within *Strategic Growth Areas* through mixed-use *intensification*.

It is the policy of the *Town* to:

2.3.1.13 Promote and support appropriate *intensification* throughout the Urban Area with attention to *development* in *Strategic Growth Areas*.

2.3.1.14 Recognize as *Strategic Growth Areas* the following components of the Urban Structure:

a. Uptown
b. Bronte - Steeles
c. Milton Trafalgar GO Village
d. Education Village Centre
e. South Milton Village Centre

2.3.1.15 Consider *intensification* and development of *Strategic Growth Areas* as the highest priority of urban development.

2.3.1.16 Direct *development* with higher densities and mix of uses to *Strategic Growth Areas,* where appropriate, to support transit and *active transportation* for everyday activities.

2.3.1.17 Create a vibrant, diverse and pedestrian-oriented urban *environment*.

2.3.1.18 Achieve the appropriate transition of *built form* between the *Strategic Growth Areas and* adjacent areas.

2.3.1.19 Ensure the integration of *Strategic Growth Areas with* surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes.

2.3.1.20 Work with the *Region* to make available at the earliest opportunity *municipal sewage service* and *municipal water service* capacities to support the *development densities* prescribed for *Strategic Growth Areas.*

2.3.1.21 Monitor the performance of *Strategic Growth Areas* in achieving their objectives and implementing the policies and targets of this Plan.

2.3.1.22 Permit the addition of new *Strategic Growth Area*s to the Urban Structure only through a *municipal comprehensive review* of this Plan.

2.3.1.23 *Development* on lands within *Strategic Growth Areas* is subject to minimum density targets and general targets for an overall proportion of residents and jobs in Table 2 and the applicable policies of this Plan.

Objective 3. Protect *Employment Areas* for long-term employment use.

It is the policy of the *Town* to:

2.3.1.24 Identify *Employment Areas* and protect them for long-term employment use.

2.3.1.25 Maintain an adequate supply of zoned and serviced *Employment Areas* in various locations to meet the town's projected employment growth forecast and to promote economic development and competitiveness.

2.3.1.26 Minimize land use conflicts between certain types of employment uses and *sensitive land uses*.

Objective 4. Achieve land use patterns and built form that use land efficiently, optimize existing *infrastructure*, and is complementary to existing and planned developed areas.

It is the policy of the *Town* to:

2.3.1.27 Create a vibrant, diverse and pedestrian-oriented urban environment with high quality public open spaces.

2.3.1.28 Adopt alternative design standards for roads to promote *active transportation*, pedestrian-oriented and *transit-supportive development*.

2.3.1.29 Encourage high quality and innovative urban design.

2.3.1.30 Promote forms of *development* that achieve an appropriate transition of built form to adjacent areas and the protection of the physical *character* of these neighbourhoods through urban design.

2.3.1.31 Protect and enhance the Environmental System.

2.3.1.32 Ensure, in consultation with the *Region*, sufficient *infrastructure* capacity in existing or planned *infrastructure* and *public service facilities* are available.

2.3.2 Major Urban Centre

The lands identified as "Major Urban Centre" on Schedule 4 – Urban Structure are intended to serve as town-wide destinations. The Major Urban Centre is made up of three distinct and identifiable areas: Downtown, Uptown and Bronte – Steeles. These three areas are located adjacent to each other. Although they are distinct places, they interact, support each other and create an overall vibrancy. Their location in the heart of town, along with their concentration of amenities, proposed jobs, and residents, establishes the area as the Major Urban Centre of Milton.

Downtown

The Downtown is identified on Schedule 4 - Urban Structure as a conceptual overlay. It is the historic town centre. Downtown is a vibrant area that has unique *character* and is the civic and cultural centre of Milton. The area provides a unique experience because of its concentration of specialty retail, *cultural heritage resources*, streetscapes, cultural events, and residential neighbourhoods. It is

walkable and *transit- supportive* because of its mix of land uses and *compact built form*. It is important to Milton's identity to continue to protect and enhance the *character* of Downtown while supporting its vibrancy and local economy.

By 2051, Downtown is a recognizable vibrant civic and cultural centre, and an important destination and place for residents and visitors to celebrate history and special community identity.

Objective 1. Establish a lively, vibrant Downtown that is a destination for the entire community taking advantage of the unique qualities that contribute to its distinct *character*.

It is the policy of the *Town* to:

2.3.2.1 Accommodate a range and mix of uses while preserving, promoting and enhancing the function of Downtown as the town's primary centre.

2.3.2.2 Prioritize community-gathering spaces such as town squares and plazas within Downtown.

2.3.2.3 Create a distinct cultural, economic and institutional destination that is attractive and welcoming.

2.3.2.4 Achieve high quality pedestrian-oriented *development* with visually interesting surroundings and *active transportation* facilities.

2.3.2.5 Ensure *development* contributes to the creation and enhancement of a distinctive urban *character*.

Objective 2. Distinguish and enhance Downtown as the historic and civic centre of the Town.

It is the policy of the *Town* to:

2.3.2.6 Maintain a strong civic presence and identity by consolidating civic and cultural activities in Downtown.

2.3.2.7 Encourage the conservation, preservation and adaptive re-use of *built heritage resources* in order to foster a sense of place and celebrate the local history.

2.3.2.8 Support residential *intensification* in Downtown, where appropriate.

2.3.2.9 Ensure *development* is sympathetic to the existing *cultural heritage resources* and neighbourhood *character* and is integrated with *adjacent land* uses, especially *Mature Neighbourhood Areas*.

Objective 3. Maintain the unique commercial experience and residential *character* of Downtown to contribute to its distinct sense of identity, vibrancy and economic viability.

It is the policy of the *Town* to:

2.3.2.10 Provide local commercial uses that support and contribute to the continued vibrancy of Downtown.

2.3.2.11 Ensure *development* within Downtown's M*ature Neighbourhood Areas* is *compatible* and respectful of the *character* of the neighbourhood.

2.3.2.12 Encourage residential density in locations adjacent to Downtown, where feasible, in order to increase the customer base and support Downtown businesses.

Uptown

Uptown is the Milton GO Protected *Major Transit Station Area* (PMTSA), the area within an approximate 500 to 800-metre radius from a transit station, representing about a 10-minute walk to the Milton GO Station. It is the primary focus for *intensification* and a focal area for investment in residential, *institutional*, commercial, *major office*, recreational, *cultural* and *entertainment uses*. Its intensity of mixed uses, high density and *tall buildings* is what will distinguish this neighbourhood from others.

Uptown will develop as a vibrant, mixed-use, high-density centre and destination for residents and visitors. Located within Uptown, the Milton GO Station creates a hub for inter-regional travel to and from Milton.

By 2051, Uptown will be a complete, walkable and *transit-supportive* destination. It will accommodate a mix of uses, the tallest buildings in Milton, and welcoming public spaces, complementing the *character* of Downtown while featuring innovative design excellence.

Objective 1. Establish a mixed-use *complete community* in Uptown that accommodates a significant share of population and employment growth.

It is the policy of the *Town* to:

2.3.2.13 Achieve a minimum *development density* target of 200 residents and jobs combined per gross hectare by 2051, or beyond, in Uptown, subject to the availability of appropriate *infrastructure*.

2.3.2.14 Plan to achieve an overall proportion of 55 per cent residents and 45 per cent jobs in Uptown.

2.3.2.15 Direct the highest densities and tallest buildings in the Urban Area to Uptown, where appropriate. Mid-rise buildings shall also be encouraged.

2.3.2.16 Encourage additional density beyond the minimum requirement subject to the maximum building heights and densities established in this Plan.

2.3.2.17 Promote Uptown as a multi-functional centre and focal point for a variety of activities that are characterized by a mix of uses and *compact built form* of *development*.

2.3.2.18 Direct major office, retail, cultural uses and major institutional uses to Uptown.

2.3.2.19 Implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Uptown under the *Planning Act*, to promote and support *intensification* and further the development of *affordable housing*.

Objective 2. Create an innovative, *transit-supportive* and pedestrian-oriented, vibrant centre and destination that supports a variety of amenities, employment, housing and transportation options and mixed land uses.

2.3.2.20 Provide for a broad range and mix of uses, designed in a *compact built form*, oriented to support transit and facilitate *active transportation*.

2.3.2.21 Provide *infrastructure* to accommodate a range of mobility needs and support *active transportation*.

2.3.2.22 Support major transit *infrastructure* through *transit-supportive development* and *multimodal* access to the Milton GO Station and *major trip generators*.

2.3.2.23 Leverage the Milton GO Station and local transit service when accommodating increased densities and *transit-supportive development*.

2.3.2.24 Consider contextually appropriate *intensification* opportunities adjacent to *Mature Neighbourhood Areas*, protecting the neighbourhood *character*.

2.3.2.25 Create a network of streets, urban squares and open spaces that creates a more walkable and vibrant *public realm*.

2.3.2.26 Encourage the provision of recreational and *cultural uses* that provide entertainment and social interaction.

Bronte - Steeles

Bronte - Steeles is located to the north-west of Downtown and is identified on Schedule 4 - Urban Structure as a conceptual overlay. Highlighted by an Environmental System that forms a natural pathway through the centre of the community, Bronte - Steeles will have urban *redevelopment*. Its location creates an opportunity to reinforce active connections with Downtown and support the economic and social viability and vitality of the area.

By 2051, Bronte - Steeles will be a thriving mixed-use neighbourhood integrated with the *natural environment* and complementing Downtown and Uptown.

Objective 1. Establish a mixed-use complete neighbourhood that accommodates population and employment growth.

It is the policy of the *Town* to:

2.3.2.27 Achieve a minimum *development density* target of 100 residents and jobs combined per gross hectare in Bronte - Steeles, subject to the availability of appropriate *infrastructure*.

2.3.2.28 Plan to achieve an overall proportion of 75 per cent residents and 25 per cent jobs.

2.3.2.29 Require *development* proponents to prepare a Comprehensive *Development Plan* in accordance with Terms of Reference, as determined by the *Town*, to determine an appropriate mixture of land uses, built forms and densities.

2.3.2.30 Promote a range of housing types, including *affordable housing*.

Objective 2. Create a vibrant neighbourhood with a variety of amenities, employment, residential, retail, and *service commercial uses* in a mixed-use environment that supports the vibrancy of the adjacent area.

It is the policy of the *Town* to:

2.3.2.31 Plan a complete neighbourhood with densities and patterns supportive of *active transportation* and public transit.

2.3.2.32 Integrate *development* with the surrounding environmental system to create trails and access to open spaces.

2.3.2.33 Create an open space and *active transportation* network to provide linkages to adjacent open space areas and Downtown.

2.3.2.34 Ensure *development* in Bronte - Steeles is accessible by transit.

2.3.2.35 Ensure *development* is respectful of the function and *character* of the adjacent Downtown and contributes to its vibrancy.

2.3.2.36 Provide local commercial uses to meet the needs of local residents and employment uses.

2.3.3 Urban Village Centres

Milton's Urban Village Centres are distinctive destinations and gathering areas at various locations within the Urban Area that contribute to create a strong sense of place. They are primary centres focused around a unique feature such as an academic institution, an inter-regional transit facility, or retail and service road.

Residential, retail and *service commercial uses*, *public service facilities*, related employment uses, public squares and open spaces are integrated in the Urban Village Centres to promote walkability and social interaction, and contribute to the vitality of the area.

Three Urban Village Centres are identified on Schedule 4 - Urban Structure: the Education Village Centre, Milton Trafalgar GO Village, and South Milton Village Centre.

Education Village Centre

The Education Village Centre is identified on Schedule 3 - Urban Structure as a conceptual overlay. The village centre represents the core mixed-use precinct within the Milton Education Village (MEV) Secondary Plan Area. The Milton Education Village (MEV) is planned to be a unique and innovative neighbourhood focused around a post-secondary education facility with a university and community college, related employment and recreation facilities, and planned regional and local transit services, in a well-connected pedestrian-oriented environment.

The Education Village Centre is the most important gateway to the MEV and a community focal point for the Secondary Plan Area and surrounding neighbourhoods. It is planned as a central place that welcomes and engages residents, students, employees and visitors, with a mix of residential, *office*, *institutional*, retail and *service commercial uses*, *entertainment* and *cultural uses*, and open spaces.

By 2051, the Education Village Centre will be a global centre of creativity, innovation and research. It will represent a focal point and landmark destination within the Milton Education Village (MEV) and surrounding neighbourhoods.

Objective 1. Establish a community focal point and destination within the Milton Education Village that accommodates population and employment growth.

It is the policy of the *Town* to:

2.3.3.1 Achieve a minimum *development density* target of 130 residents and jobs combined per gross hectare in the Education Village Centre, in accordance with the applicable policies of the Milton Education Village Secondary Plan, subject to the availability of appropriate *infrastructure*.

2.3.3.2 Plan to achieve an overall proportion of 65 per cent residents and 35 per cent jobs.

Objective 2. Create a vibrant central area and gateway to the Milton Education Village that supports a variety of *employment*, housing, recreational, and transportation options in an active street environment.

It is the policy of the *Town* to:

2.3.3.3 Create a network of streets, urban squares and open spaces that creates a walkable and vibrant *public realm*.

2.3.3.4 Encourage the *development* of landmark buildings that contribute to establishing a gateway into the Milton Education Village.

2.3.3.5 Achieve pedestrian-oriented mixed-use *development* with retail and *service commercial uses* at ground level.

2.3.3.6 Ensure the proper integration of the Education Village Centre with the surrounding neighbourhoods.

2.3.3.7 Provide for an *active transportation* and *transit-supportive development* in a pedestrian-oriented urban environment.

Milton Trafalgar GO Village

The Milton Trafalgar GO Village comprises the Milton Trafalgar GO Protected *Major Transit Station Area* (PMTSA) and represents a *Strategic Growth Area* within the Agerton Secondary Plan. The village will be a *transit-supportive* community that will support a higher-order inter-modal transit hub.

The Milton Trafalgar GO Village has been planned to be a *complete community* that will provide a full mix and range of uses, including residential, *office*, retail, and *service commercial uses* and *transit-supportive* high-density *development.*

The village will be recognizable as the core of the community with a cluster of major residential and employment uses with the highest densities in proximity to the Milton Trafalgar GO Station, forming a recognizable focal point and destination.

By 2051, the Milton Trafalgar GO Village will be a complete, walkable and *transit-supportive* destination. It will accommodate the greatest intensity of uses, height and density within the Agerton Secondary Plan Area, and welcoming public spaces.

Objective 1. Establish an mixed-use community around the Milton Trafalgar GO Station that accommodates a significant share of population and employment growth.

It is the policy of the *Town* to:

2.3.3.8 Achieve a minimum *development density* target of 180 residents and jobs combined per gross hectare in the Milton Trafalgar GO Village, in accordance with the applicable policies of the Agerton Secondary Plan, subject to the availability of appropriate *infrastructure*.

2.3.3.9 Plan to achieve an overall proportion of 60 per cent residents and 40 per cent jobs.

2.3.3.10 Concentrate a cluster of higher density business uses within the Trafalgar GO Village.

2.3.3.11 Accommodate higher density *development*, by encouraging mid-rise and *tall buildings*, to support *higher order transit*.

2.3.3.12 Encourage additional employment and population density beyond the minimum requirement, subject to the maximum *building heights* and densities established in this Plan.

2.3.3.13 Direct *major office uses*, retail, *cultural uses* and major *institutional uses* to the Milton Trafalgar GO Village to form a new office and employment destination.

2.3.3.14 Promote and support *intensification*, including *affordable housing,* by considering the implementation of programs and incentives under the *Planning Act* in the Milton GO Village, such as Community Improvement Plans, Community Planning Permit System and Inclusionary Zoning.

Objective 2. Create an innovative, *transit-supportive* and pedestrian-oriented vibrant area that supports a variety of employment, residential, recreational, and mobility options and mixed land uses.

It is the policy of the *Town* to:

2.3.3.15 Provide for a broad range and mix of uses, designed in a *compact built form*, oriented to support transit and facilitate *active transportation*.

2.3.3.16 Provide infrastructure to support active transportation.

2.3.3.17 Leverage the Milton Trafalgar GO Station and local transit service when accommodating increased densities and *transit-supportive development*.

2.3.3.18 Maximize the number of potential transit users within walking distance of the GO Station.

2.3.3.19 Develop a small-block grid pattern, urban squares and open spaces that create a walkable and vibrant *public realm*.

2.3.3.20 Achieve pedestrian-oriented mixed-use *development* with retail and *service commercial uses* at ground level.

2.3.3.21 Promote a diversity of employment uses in the Milton Trafalgar GO Village.

South Milton Village Centre

The South Milton Village Centre is identified on Schedule 4 - Urban Structure as a conceptual overlay. The Village Centre represents is a focal point and destination, central to the Britannia Secondary Plan Area that serves as the primary centre of activity and community uses, including a mix of commercial and residential uses, open spaces and *institutional uses*, and planned regional and local transit services.

The Village Centre is intended to provide a full range and mix of uses at *transit-supportive* densities to serve the residents of multiple neighbourhoods in transit accessible locations.

By 2051, the South Milton Village Centre will be a focal point and community destination in transit accessible locations, providing a range and mix of uses, services and open spaces at *transit-supportive* densities.

Objective 1. Establish a community focal point and destination in Southern Milton that can accommodate a significant share of population and employment growth in the area.

It is the policy of the *Town* to:

2.3.3.22 Achieve a minimum *development density* target of 100 residents and jobs combined per gross hectare in the South Milton Village Centre, in accordance with the applicable policies of the Britannia Secondary Plan, subject to the availability of appropriate *infrastructure*.

2.3.3.23 Plan to achieve an overall proportion of 80 per cent residents and 20 per cent jobs.

Objective 2. Create a vibrant central area that supports a variety of housing, *employment*, recreational, and transportation options in a *transit-supportive* and pedestrian-oriented environment.

It is the policy of the *Town* to:

2.3.3.24 Create a walkable and vibrant *public realm* in the South Milton Village Centre.

2.3.3.25 Achieve pedestrian-oriented mixed-use *development* with retail and *service commercial uses* at ground level and with greater height and density than their immediate surroundings.

2.3.3.26 Ensure the proper integration of the South Milton Village Centre with the surrounding neighbourhoods and Omagh.

2.3.3.27 Provide for an *active transportation* and *transit-supportive development* in a pedestrian-oriented urban environment.

2.3.4 Community Hubs

Milton's Community Hubs are mixed-use destinations that integrate uses such as retail, *service commercial*, *office*, *institutional* and *entertainment uses* with residential uses, *public service facilities*, *institutional* uses and open spaces. Community Hubs are comprised of Community Nodes and Community Corridors.

Community Hubs will contribute to achieving *complete communities* by providing for the day-to-day and weekly goods and services needs of residents in easily accessible locations. While some Community Hubs will achieve higher residential intensities and a full mix of uses, other hubs may permit a more limited range of uses and density to achieve their planned function.

Community Nodes

Community Nodes, identified as conceptual overlays on Schedule 4 - Urban Structure, provide walkable and transit supportive centres of activity at the neighbourhood scale. They provide access to a multitude of uses that are required for daily living – local shops and restaurants, *public service facilities*, *cultural*, and *entertainment uses*, open spaces as well as a diverse housing stock. Community Nodes are generally located at the intersections of transit routes.

Community Nodes shall be designed and planned to provide a recognized sense of place to adjacent neighbourhoods.

By 2051, Community Nodes will be livable places that provide convenient access to retail, services, facilities, and jobs for the immediate community.

Objective 1. Provide centres of activity that concentrate a mix of uses, including retail and *service commercial uses*, residential uses, *office uses*, *public service facilities* and open spaces.

It is the policy of the *Town* to:

2.3.4.1 Accommodate residential uses, while including *compatible* retail, services and facilities.

2.3.4.2 Provide a variety of retail and *service commercial uses, office uses*, and *public service facilities* that meet the daily needs of people living and working within the node and in the surrounding neighbourhoods.

2.3.4.3 Promote a pedestrian-oriented, *compact built form* of *development*, and higher intensity *development* within Community Nodes.

2.3.4.4 Prohibit *development* that results in a loss of retail and *service commercial* floor space unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

Objective 2. Ensure the development of Community Nodes contributes to more vibrant, attractive and walkable communities.

It is the policy of the *Town* to:

2.3.4.5 Locate retail and *service commercial uses* on the ground level to animate streets and public spaces.

2.3.4.6 Provide *development* either as mixed-use buildings or as a mix of uses on the same site.

2.3.4.7 Promote the development of a high quality *public realm* in Community Nodes.

2.3.4.8 Ensure the proper integration of Community Nodes with surrounding neighbourhoods, protecting the physical *character* of these neighbourhoods.

2.3.4.9 Provide *infrastructure* for *active transportation* access to Community Nodes.

Community Corridors

Community Corridors are lands adjacent to transit routes that support connectivity. They link and complement centres and nodes in a manner that stimulates activity. Community Corridors may be developed with densities, mixed uses and forms to support transit and *active transportation*.

Community Corridors can also function as vibrant destinations. Overtime they can evolve to provide housing and job opportunities, open spaces and services. It is anticipated that *development* in these areas will occur over time.

By 2051, Community Corridors will connect destinations in the *town* and are integrated with transit.

Objective 1. Provide for a mix of uses and *transit-supportive* forms along Community Corridors.

It is the policy of the *Town* to:

2.3.4.10 Create connectivity between various community nodes, the Major Urban Centre, Urban Village Centres and *Employment Areas* through transit supportive corridors.

2.3.4.11 Support *transit-supportive development* along community corridors.

2.3.4.12 Promote *development* that encourages pedestrian activity and improves pedestrian mobility.

2.3.4.13 Establish the appropriate range of uses, scales and densities of *development* to create linear places of vibrant activity.

Objective 2. Ensure *development* of Community Corridors provide a safe, accessible and attractive pedestrian environment with connection to adjacent areas.

It is the policy of the *Town* to:

2.3.4.14 Enhance the *public realm* and streetscape *character* within community corridors.

2.3.4.15 Discourage rear lotting against community corridors and promote *development* with *active frontages*.

2.3.4.16 Design Community Corridors to accommodate *active transportation*.

2.3.5 Complete Neighbourhoods

Lands designated Complete Neighbourhoods on Schedule 4 – Urban Structure represent primarily *Residential Areas* with associated services and facilities and *compatible* retail uses.

Development within Complete Neighbourhoods will be managed to recognize the opportunities to improve the quality of life of residents, while reinforcing and complementing the predominant neighbourhood *character*. Complete Neighbourhoods will be able to adapt to changing social, economic and physical considerations, over the life of this Plan, as continual enhancement can provide an adequate range and mix of uses including small-scale retail uses, parks, schools, places of worship and a range and mix of housing types.

By 2051, Milton's Complete Neighbourhoods will provide a full range of housing types and tenures, including *affordable housing*, and are supported by parks and open spaces, *public service facilities*, schools, retail and amenities.

Objective 1. Ensure a supply of designated and serviced land is available to accommodate residential growth and *intensification*.

It is the policy of the *Town* to:

2.3.5.1 Accommodate a range of housing types, including *affordable housing* and *additional residential units*, for all life stages, incomes and abilities, with supporting uses to create vibrant complete neighbourhoods.

2.3.5.2 Support contextually appropriate *intensification* opportunities within Complete Neighbourhoods to provide more housing choices, amenities and services to the local community.

2.3.5.3 Consider the impact to existing and planned parks, *infrastructure* and *public service facilities* when encouraging growth and *intensification* in Complete Neighbourhoods.

Objective 2. Make efficient use of land, housing stock and available services while maintaining compatibility with the *character* of existing neighbourhoods.

It is the policy of the *Town* to:

2.3.5.4 Ensure compatibility of new *development* in Complete Neighbourhoods with the *character* of the surrounding area.

2.3.5.5 Maintain or enhance the distinct identities of Complete Neighbourhoods by having regard for the built environment, and natural heritage and cultural heritage features.

2.3.5.6 Promote walkability through the design and retrofit of new and existing Complete Neighbourhoods and appropriate infill in neighbourhoods to support community health, well-being, and quality of life.

2.3.5.7 Support a diverse mix of land uses to support vibrant neighbourhood, where appropriate and applicable.

2.3.5.8 Provide high quality parks and open spaces that support opportunities for transit and *active transportation*, where appropriate and applicable.

2.3.5.9 Integrate access to transit and *active transportation* facilities.

2.3.6 Employment Areas

This Plan considers the needs of a variety of employers and residents when identifying *Employment Areas*. To accommodate the growth in the number of jobs in Milton, the *Town* needs to ensure sufficient land and services are available.

Lands designated *Employment Areas* on Schedule 4 – Urban Structure accommodate or will accommodate a cluster of businesses and economic uses such as manufacturing, research and development, warehousing and goods movement. These *Employment Areas* provide jobs for residents and longer-term *development* opportunities in support of the local and regional economy.

By 2051, a diverse supply of strategically sized and located employment lands will be available for attracting businesses and supporting Milton's economic success.

Objective 1. Provide an appropriate supply of employment lands for a variety of appropriate employment uses to accommodate the *town's* growth forecasts and to support a sustainable local economy.

It is the policy of the *Town* to:

2.3.6.1 Identify and protect *Employment Areas* for long-term employment use.

2.3.6.2 Ensure the availability of sufficient land to accommodate the forecasted employment growth established in Table 3 to support Milton's economic competitiveness.

2.3.6.3 Plan *Employment Areas* at *development density* targets that contribute towards achieving the job targets established in Table 3b, optimizing land use and *infrastructure*.

2.3.6.4 Maintain a range of *Employment Areas* to support a wide range of economic activities to meet the current and future needs of businesses.

2.3.6.5 Plan and design *Employment Areas* to be easily accessible by a range of transportation modes, including *active transportation*, transit, and the automobile.

2.3.6.6 Ensure the necessary *infrastructure* is provided to support the *development* of the *Employment Areas* in accordance with *policies* of this Plan.

2.3.6.7 Promote the *sustainable development* of *Employment Areas* for long-term viability.

2.3.6.8 Encourage sustainable practices including *low impact development*, district energy and water conservation measures in *Employment Areas*.

2.3.6.9 Consider the removal of lands from *Employment Areas* only where it has been demonstrated:

a. that there is an identified need for the removal and the land is not required for employment over the long-term;

b. that the proposed use would not negatively impact the overall viability of the *Employment Areas* 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 facilitates and corridors.

c. that existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and

d. that the town has sufficient employment lands to accommodate projected employment growth to the horizon of this Plan.

2.3.6.10 Consider the introduction of additional *Employment Areas* within the Urban Area by amendment to this Plan.

2.3.6.11 Monitor *Employment Areas* for their ability to accommodate employment.

2.3.7 Environmental System

The Environmental System represent the interconnected network of green and blue spaces that runs through the Urban Area and *Rural Area*. Section 2.5 of this Plan contains detailed policies for the Environmental System.

2.3.8 Transportation System

The *Transportation System* crosses the Urban Area and *Rural Area* and is critical for the delivery of services and for the movement of people and goods, supporting the town's growth and economic prosperity. Refer to the policies of Section 2.6 of this Plan.

2.4. The Rural Structure

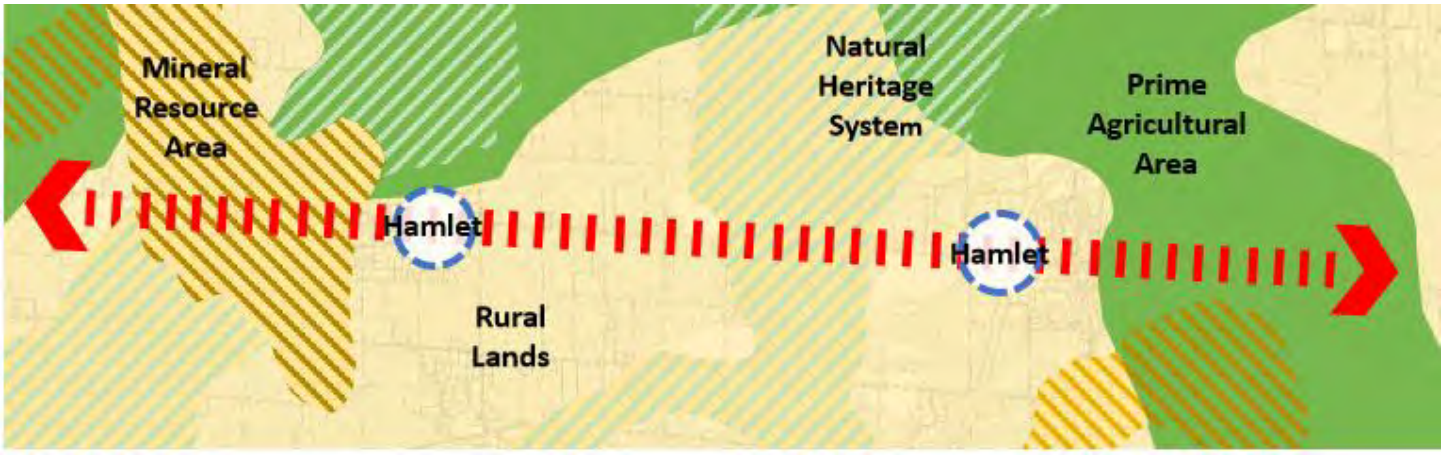
The land outside of the Urban Area is the *Rural Area*, as shown on Schedule 5 – Rural Structure. This area is mainly located in the northern portion of Milton and is 77 per cent of Milton's total land area. The *Rural Area* has a distinct *character* and has a productive agricultural sector. This sector flourishes because of many factors including access to diverse natural resources and businesses that support *agriculture*.

A large portion of the *Rural Area* is covered by natural resources and is protected by the Provincial Greenbelt Plan, the Niagara Escarpment Plan and the *Local Natural Heritage System*.

There are two main land use components within the *Rural Area*: *Rural Lands* and *Prime Agricultural Area*. Together, these two land use components form Milton's agricultural land base as part of the *Agricultural System*. In addition to the land base, the *agri-food network*, that includes the *infrastructure*, services and assets that support the agricultural sector, is an important component of the *Agricultural System*.

Other land uses in the *Rural Area* include Hamlets and *Mineral Aggregate Resources*. The Environmental System and the *Transportation System* also traverse the *Rural Area*. These land uses and supportive systems contribute to the economy and quality of life of the rural community.

Figure 4. The Rural Structure Continuum.



2.4.1 Rural Area

By 2051, Milton's flourishing *Rural Area* is supported by local amenities and a protected *Agricultural System*.

Objective 1: Create a framework for a strong *Rural Area*.

It is the policy of the *Town* to:

2.4.1.1 Identify a *Rural Area* that is comprised of the following structural components identified on Schedule 5 - Rural Structure:

a. Agricultural System
   i) Rural Lands
   ii) Prime Agricultural Area
   iii) Agri-food network
b. Hamlets
c. Mineral Aggregate Resource Areas
d. *Environmental System*
e. Transportation System

Objective 2. Support the achievement of complete rural communities.

It is the policy of the *Town* to:

2.4.1.2 Create opportunities for rural residents to have increased access to *housing options*, jobs, services and amenities that support quality of life.

2.4.1.3 Recognize existing rural uses and support their continuation in a manner sensitive to *natural environment* and the agricultural community.

2.4.1.4 Accommodate new *development* that is appropriate for the *infrastructure* which is planned, available, or feasible and avoid the need for the uneconomical expansion of *infrastructure*.

2.4.1.5 Use rural infrastructure and public service facilities efficiently.

2.4.1.6 Promote the unique sense of place in the *Rural Area*, including rural *character* and amenities.

2.4.1.7 Encourage a diversified *rural land* base for economic activities and rural employment opportunities.

Objective 3. Support an economically viable rural economy.

It is the policy of the *Town* to:

2.4.1.8 Promote a diverse economic base and employment opportunities through goods and services, including value-added products.

2.4.1.9 Recognize the value and provide opportunities for new natural resource related businesses.

2.4.1.10 Foster diversity, innovation and economical agricultural practices by working with the *agricultural industry*.

2.4.1.11 Recognize and protect the elements of the *agri-food network* that are important to the viability of the agricultural sector.

2.4.1.12 Support agriculture-related tourism and direct sales of agricultural produce and accessory products.

2.4.1.13 Provide opportunities for sustainable tourism that leverages historical, cultural, and natural assets.

2.4.1.14 Balance the protection of scenic resources and open space landscape *character* of the Niagara Escarpment with economic development.

Objective 4: Conserve biodiversity to take advantage of the ecological benefits provided by nature.

It is the policy of the *Town* to:

2.4.1.15 Avoid adverse impacts from *development* on *key features* and *areas of natural and scientific interest* of the Environmental System.

2.4.1.16 Ensure that *key features* and *areas of natural and scientific interest* that may exist outside of the Environmental System are protected in accordance with the policies of this Plan.

2.4.1.17 Require the *development* proponent to complete the appropriate environmental study, if deemed necessary by the *Town*, in consultation with the *Region* and *Conservation Authority*.

Objective 5: Mitigate the impacts of *development* along the interface between *Rural Area* and Urban Area.

It is the policy of the *Town* to:

2.4.1.18 Protect agricultural operations from adjacent urban development.

2.4.1.19 Support programs to reduce trespassing on *agricultural operation*.

2.4.1.20 Use tools including, but not limited to, zoning and setbacks, to minimize the potential impacts from future urban *development* on the adjacent *Rural Area*.

2.4.1.21 Require applicable studies including *agricultural impact assessments* for *development* adjacent to the *Rural Area* to identify and assess potential impacts from *development* on the *Rural Area*, where applicable.

2.4.2 Agricultural System

Objective 1. Protect and enhance agricultural lands and operations.

It is the policy of the *Town* to:

2.4.2.1 Identify agricultural land base as part of the *Agricultural System*, consisting of *Rural Lands* and *Prime Agricultural Areas*, on Schedule 5 - Rural Structure.

2.4.2.2 Recognize agriculture as the primary activity and land use in the agricultural land base.

2.4.2.3 Promote and protect all types, sizes and intensities of *agricultural uses* and *normal farm practices*.

2.4.2.4 Work with the agricultural community to encourage advanced agricultural practices that increase productivity, reduce greenhouse gas emissions, and sequester atmospheric carbon.

2.4.2.5 Recognize *agricultural uses, agricultural-related uses, on-farm diversified uses* and *normal farm practices* as being *compatible* with the Environmental System, subject to the policies of this Plan.

2.4.2.6 Reduce the fragmentation of agricultural lands and encourage their consolidation.

2.4.2.7 Protect *agricultural operations* from incompatible land uses that would limit agricultural production or efficiency.

2.4.2.8 Promote *environmentally sustainable* and sensitive agricultural practices.

2.4.3 Rural Lands

Rural Lands are a component of the *Agricultural System*. They are located outside of the *Settlement Area* and outside of the *Prime Agricultural Area*. These lands can be used for *agricultural operations,* but tend to provide important linkages among *Prime Agricultural Area*s. *Rural Lands* help to create a continuous agricultural land base. *Rural Lands* may also accommodate uses that may not be appropriate in the Hamlets or on *Prime Agricultural Areas*. An example would be resource-based recreation (i.e. hiking trails). *Rural Lands* provide opportunities to locate rural, non-*agricultural uses,* where appropriate, protecting the *Prime Agricultural Area*s for agriculture while creating jobs and complete rural communities.

By 2051, Milton's *Rural Lands* are developing with uses that boost the surrounding *agricultural operation* and Hamlets.

Objective 1. Capitalize on the distinct function of the *Rural Lands*.

It is the policy of the *Town* to:

2.4.3.1 Identify and designate *Rural Lands* on Schedule 5 - Rural Structure.

2.4.3.2 Recognize the function of *Rural Lands* to maintain and enhance a continuous agricultural land base for agriculture and provide important linkages between *Prime Agricultural Areas* as part of the overall *Agricultural System*.

2.4.3.3 Allow strategic *development* that is *compatible* with *agricultural operations* and other resource-related uses, in accordance with the policies of this Plan, the Niagara Escarpment Plan and the Greenbelt Plan.

2.4.3.4 Permit *agricultural uses* and *normal farm practices*, *agriculture-related uses* and *on-farm diversified uses*, in accordance with the policies of this Plan, Niagara Escarpment Plan, Greenbelt Plan and applicable provincial guidance.

2.4.3.5 Support a diversified rural economy, subject to the applicable policies of this Plan, and in accordance with the policies of the Niagara Escarpment Plan and the Greenbelt Plan.

2.4.3.6 Ensure *development* can be sustained by rural service levels, including *infrastructure* servicing.

2.4.3.7 Prevent, or minimize, adverse impacts from new *development* on surrounding properties and *agricultural operations*.

2.4.3.8 Prohibit the creation of new *lots* for residential purposes.

2.4.4 Prime Agricultural Area

Prime Agricultural Lands are a limited, non-renewable resource. These lands are the foundation of agriculture, the local rural economy and associated agricultural-food industry. Prime agricultural soils have the highest capacity for agricultural production.

Due to high quality soils, a favorable climate and a community of farmers that have an active and passionate interest in *farming*, Milton is home to a productive agricultural sector. In 2021, there were 182 farms in Milton (Census Canada). The majority of these farms are between 10 and 70 acres in size. Farms in Milton produce a variety of crops from hay to fruits and vegetables and raise livestock such as poultry and cattle. As with all industries, *farming* is evolving and changing.

As the *agricultural industry* evolves, Milton's farms are adapting and evolving too. According to Census Canada, Milton's farms are investing in new technologies such as robotic equipment and *renewable energy systems*. This also means the businesses that support *agricultural operations* are changing. The Plan must recognize the changing nature of the *agricultural industry* and provide policies that protect existing *agricultural lands* and operations while allowing for their evolution.

By 2051, Milton's agricultural sector is flourishing on protected *Prime Agricultural Areas*.

Objective 1. Protect, maintain and enhance Prime Agricultural Areas to support agricultural uses, agriculture-related uses and on-farm diversified uses.

It is the policy of the *Town* to:

2.4.4.1 Identify and designate *Prime Agricultural Areas* as shown on Schedule 5 - Rural Structure.

2.4.4.2 Protect Prime Agricultural Areas for long-term agricultural uses.

2.4.4.3 Permit *agricultural uses* and *normal farm practices*, *agriculture-related uses* and *on-farm diversified uses*, and *additional residential units*, in accordance with the policies of this Plan, Niagara Escarpment Plan, Greenbelt Plan and applicable provincial guidance.

2.4.4.4 Require proposed agriculture-related uses and on-farm diversified uses to be compatible with, and not hinder, surrounding agricultural operations.

2.4.4.5 Permit *mineral aggregate resource* extraction and limited non-residential uses in *Prime Agricultural Areas,* in accordance with the policies of this Plan, the Niagara Escarpment Plan and the Greenbelt Plan, when appropriate.

2.4.4.6 Avoid, or where avoidance is not possible, minimize and mitigate the impacts of *development* on the *Agricultural System* through an *agricultural impact assessment*.

2.4.4.7 Prohibit *lot* creation in the *Prime Agricultural Area* except in accordance with the applicable policies of this Plan.

2.4.4.8 Prohibit the removal of lands from the prime agricultural designation, except in accordance with the policies of this Plan and the Greenbelt Plan.

2.4.5 Hamlets

Hamlets are rural neighbourhoods that are located in the *Rural Area*. They often have a concentration and mix of land uses. In Milton, the Hamlets are the long-established communities of Brookville, Campbellville and Moffat. The cultural and economic activities that occur in the Hamlets meet the needs of the rural residents and businesses. To promote their continued success, a strategic amount of *development* will be encouraged and integrated into the Hamlets.

Objective 1. Promote growth and vitality in the Hamlets.

It is the policy of the *Town* to:

2.4.5.1 Provide a range and mix of residential, services, cultural and economic opportunities.

2.4.5.2 Encourage appropriate infill and *intensification* to use land and *infrastructure* efficiently.

2.4.5.3 Promote regeneration, including the *redevelopment* of *brownfield sites*.

2.4.5.4 Ensure any new *development* is only permitted in accordance with the applicable policies of this Plan, Greenbelt Plan and Niagara Escarpment Plan.

2.4.5.5 Require any *development* with three or more residential *lots* or their equivalent to provide of a hydrogeological study in accordance with applicable guidelines and *best management practices*.

2.4.5.6 Encourage business opportunities that support the rural community.

2.4.5.7 Consider the local rural characteristics, scale of *development* and the provision of appropriate service levels when directing *development* to the Hamlets.

2.4.5.8 Ensure *development* is *compatible* and complimentary to existing built environment, maintaining the rural *character*.

2.4.5.9 Prohibit the expansion of Hamlets into the Greenbelt Plan Area.

2.4.6 Mineral Aggregate Resources

Mineral aggregate resources are stone, sand and gravel. They are extracted from the earth and used in the construction structures such as roads, houses and other everyday items. As growth occurs in the Greater Toronto Area, more and more aggregates are needed. It is beneficial to extract aggregate resources from sources that are close to the location where they will be used.

Loose material, such as sand and gravel, are removed from a "pit". Solid bedrock, such as shale, is removed from a *quarry*. Milton has both of these types of *mineral aggregate resources*.

The Ministry of Natural Resources is responsible for the licensing and regulating of pits and quarries. Municipalities have the responsibility to identify where *mineral aggregate resources* can be found, protect the resource for long-term, make the resource available for extraction, and work with the Province to minimize impacts to the community and the *natural environment*.

If left unmanaged, the extraction of *mineral aggregate resources* can have a negative impact on the social and environmental well-being of the neighbouring community. Through this Plan, the *Town* is putting in place policies that allow for extraction, while protecting the community and *natural environment* from potential impacts. The *Town*'s policies are intended to ensure that *mineral aggregate operations* occurs in a manner that minimizes social, environmental and human impacts.

By 2051, *mineral aggregate resources* form an important part of Milton's economy and are extracted with minimal impact to the surrounding community.

Objective 1. Apply a balanced approach to manage *mineral aggregate operations*.

It is the policy of the *Town* to:

2.4.6.1 Identify known deposits of mineral aggregate resource areas and mineral aggregate operations on Official Plan schedules.

2.4.6.2 Protect high potential *mineral aggregate resource* areas consisting of primary and secondary sand and gravel resource areas and selected bedrock/shale resource areas, except for those areas considered unsuitable for extraction based on the policies of this Plan and provincial policies and plans.

2.4.6.3 Make available as much of the *mineral aggregate resources* as is realistically possible.

2.4.6.4 Protect legally existing *mineral aggregate operations* from *development* and activities that would preclude and hinder their expansion or continued use, or which would be incompatible for public health, public safety or environmental impact reasons.

2.4.6.5 Permit *development* and activities that would otherwise preclude or hinder the establishment of new *mineral aggregate operations* or access to the resources, in known *deposits of mineral aggregate resources* and on *adjacent lands*, only if:

a. Resource use would not be feasible; or

b. The proposed land use or *development* serves a greater long-term public interest; and

c. Issues of public health, public safety and environmental impacts are addressed.

2.4.6.6 Require an amendment to this Plan to designate any new *mineral aggregate resource* areas or *mineral aggregate operations*.

2.4.6.7 Establish clear criteria for the evaluation of applications for new or expansions to *mineral aggregate operations* that will contribute to achieving the objectives of this Plan.

2.4.6.8 Ensure coordination among the *Region*, local municipalities, Ministry of Natural Resources, affected conservations authorities, Niagara Escarpment Commission and other agencies in the review and public consultation of proposals to designate new or expanded *mineral aggregate operations*.

Objective 2. Facilitate socially, economically and environmentally responsible *mineral aggregate operations*.

It is the policy of the *Town* to:

2.4.6.9 Require that all resource extraction and accessory operations be conducted in a manner that minimizes social, transportation, economic and environmental impacts in accordance with provincial standards, the requirements of this Plan and the recommendations from applicable studies.

2.4.6.10 Require proponents for new or expansion to existing *mineral aggregate operations* to demonstrate through an appropriate study(ies) how the protection of social, human health and *natural environment* will be achieved.

2.4.6.11 Protect water resources from potential adverse impacts of *mineral aggregate operations* by requiring and implementing appropriate hydrologic and hydrogeological studies.

2.4.6.12 Minimize conflicts with all road users by identifying safe routing and site access options for *mineral aggregate operations*.

2.4.6.13 Recognize *mineral aggregate operations* as a interim use in *Prime Agricultural Areas* in accordance with the policies of this plan.

2.4.6.14 Require *mineral aggregate* resource conservation through resource recycling and support the use of accessory recycling facilities within operations, where feasible.

2.4.6.15 Amend this Plan following the surrender of a license issued pursuant to the *Aggregate Resources Act*, that will change the land use designation of the *lot* from Mineral Resources Extraction Area to a land use designation that is consistent with the rehabilitation completed on the property.

2.4.6.16 Support *comprehensive rehabilitation* planning where there is a concentration of *mineral aggregate operations*, when feasible.

2.4.6.17 Require progressive and final rehabilitation of *mineral aggregate operations* that accommodates future *compatible* land uses.

2.4.7 Petroleum Resource Areas

2.4.7.1 *Petroleum resources* shall be protected for long-term use in accordance with applicable statutes, provincial plans and policies.

2.4.8 Environmental System

The Environmental System represents the interconnected network of green and blue spaces that runs through the Urban Area and *Rural Area*. The Environmental System is made up of a Green System and a Blue System. This system provides a host of ecological services and recreational opportunities, human health benefits and plays an important role in addressing climate change. Refer to the policies of Section 2.5 of this Plan.

2.4.9 Transportation System

The *Transportation System* crosses the Urban Area and *Rural Area* and is critical for the delivery of services and for the movement of people and goods, supporting the *Rural Area*'s economic prosperity. Refer to the policies of Section 2.6 of this Plan.

2.5. Environmental System

Nature is one of Milton's most valuable assets. The *natural environment* enriches quality of life by providing drinking water, clean air, food and enjoyment. The Niagara Escarpment is the most recognizable *natural feature* of Milton and a part of a larger natural heritage system that runs beyond the town's boundary. The Escarpment is recognized for its prominent bluffs and streams, some of which are branches of the Sixteen Mile Creek that flows through Milton. The Escarpment is home to a variety of plants and animals and provides a variety of benefits to Miltonians.

The Sixteen Mile Creek and Milton's natural resources are important to the First Nations and Indigenous Communities for whom Milton is the ancestral homelands. This Plan sets out policies for the ongoing stewardship of these resources.

A large portion of the Environmental System is protected by the Provincial Greenbelt Plan and the Niagara Escarpment Plan. Natural resources are protected as a part of Milton's Environmental System and integrated within an extensive Green and Blue System. Healthy environmental systems support biodiversity and provide spaces for recreation and interaction in nature. It is also a key asset in the *Town's* climate change mitigation and adaptation goals.

Milton's Environmental System consists of a Green System that includes features such as wooded areas and meadows, and a Blue System that includes the water resources such as rivers and ponds. Air and soil are also important Environmental System components that interact with the Green and Blue Systems to sustain life.

Natural hazards, such as flooding and erosion, are naturally occurring processes, that can be a risk to public health and safety and cause lands to be unsafe for *development*. Directing development to areas outside of hazardous lands protects public health and safety and contributes to climate change resiliency. *Hazardous lands* can also be part of the Environmental System.

Human activities can have an impact on the *natural environment*. In some cases, human-made hazards are created. *Development* can damage or destroy the *natural environment*. Alternatively, *development* also provides an opportunity to enhance or create new natural areas. The policies of this Plan help to protect the Environmental System and celebrate its value.

This Plan uses an environmental systems approach to protecting the nature while planning for growth. This approach acknowledges the connections within nature. What happens to one part of the system impacts the whole system.

By 2051, Milton's *natural environment* is a healthy self-sustaining system that has been protected for future generations.

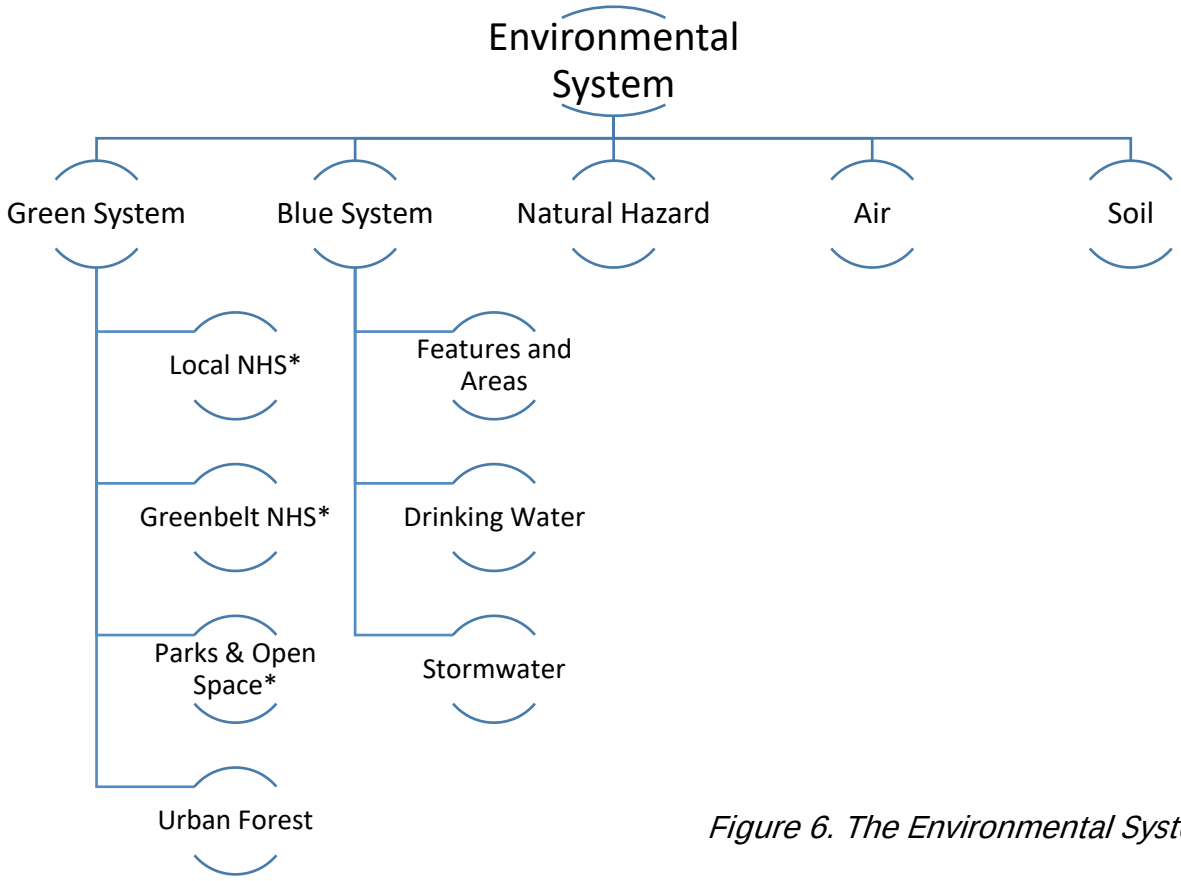


Figure 6. The Environmental System

Objective 1. Implement a systems approach to protecting and enhancing a healthy *natural environment*.

It is policy of the *Town* to:

2.5.1.1 Recognize an Environmental System comprised of:

a. Green System
b. Blue System
c. Natural Hazard

d. Air

e. Soil

2.5.1.2 Protect, improve or restore *natural features*, areas and their functions for the long-term.

2.5.1.3 Recognize the importance of the *watershed* as the meaningful scale for identifying, protecting and maintaining the Environmental System.

2.5.1.4 Provide for the protection of the Niagara Escarpment as a continuous *natural environment*.

2.5.1.5 Protect or enhance the *linkages* between *natural heritage features and areas*, *surface water features* and *ground water features* by retaining, restoring or creating new natural *linkage* corridors.

2.5.1.6 Preserve biodiversity, especially native species, for the long-term.

2.5.1.7 Encourage ecological net-gains that enhance the *natural environment*.

2.5.1.8 Promote, in conjunction with other public agencies and through stewardship programs, the donation of privately owned lands in the *Local Natural Heritage System* or the transfer of the responsibilities for the protection of the *ecological functions* and features on such lands to a *public agency* or charitable organization through a conservation *easement* agreement.

2.5.1.9 Work with the Niagara Escarpment Commission on applications within the Niagara Escarpment Plan Area.

2.5.1.10 Apply the applicable policies of the Niagara Escarpment Plan within the Niagara Escarpment Plan Area, recognizing that some of the policies of this Plan may be more stringent than the requirements of the Niagara Escarpment Plan, provided that they do not conflict with the Niagara Escarpment Plan.

2.5.1 Green System

The Green System consists of Local Natural Heritage, Greenbelt Natural Heritage, Parks and Open space and *Urban Forest*. These natural areas provide places for wildlife to live, clean air and create recreation and health benefits for residents. In order to obtain these benefits the features and areas need to be linked together as an environmental network and able to function. Through the *development*

process, the *Town* is taking the opportunity to protect, enhance and integrate the Green System.

By 2051 Milton's natural areas standout as natural assets that are valued by the community.

Objective 1. Develop a system of natural areas and open spaces to preserve and enhance biological diversity.

It is policy of the *Town* to:

2.5.1.9 Identify the following areas, as identified on Schedule 6 –Green System, as components of the Green System:

a. Local Natural Heritage System
b. Greenbelt Natural Heritage System
c. Parks and Open Spaces

2.5.1.10 Recognize the *urban forest* as a component of the Green System.

Local Natural Heritage System

Objective 1. Maintain, restore or where possible, improve features and areas as protected greenspaces.

It is policy of the *Town* to:

2.5.1.11 Apply a systems approach to identifying and protecting the *Local Natural Heritage System*'s features, areas, and their functions.

2.5.1.12 Maintain and enhance the unique ecologic areas of the Niagara Escarpment Plan.

2.5.1.13 Recognize the following features and areas as components of the *Local Natural Heritage System*:

a. Key Features including:
   i) significant habitat of endangered and threatened species
   ii) significant wetlands
   iii) significant woodlands
   iv) significant valleylands

v) significant wildlife habitat

vi) significant areas of natural and scientific interest

vii) fish habitat

b. Enhancement areas to key features

c. Linkages

d. Buffers

e. Watercourses within the *Conservation Authority* regulation limit or watercourses that provide a linkage to a wetland or a significant woodland

f. *Wetlands* other than those considered *significant* under Section iii. a. above.

g. Escarpment Natural Area and Escarpment Protection Area as identified in the Niagara Escarpment Plan

2.5.1.14 Require proponents of development to carry out an Environmental Impact Assessment in accordance with policies of this Plan and, undertake where appropriate, studies to protect, improve or restore such features and areas.

2.5.1.15 Recognize the parts of the *Agricultural System*, that are within the *Local Natural Heritage System* as areas where *agricultural uses* are promoted and supported as *compatible* and complementary uses in accordance with the policies of this Plan.

2.5.1.16 Support and promote existing and new agriculture, agricultural-related and *on-farm diversified uses*, and *normal farm practices* on those parts of the *Local Natural Heritage System* that are also a part of the *Agricultural System*.

Greenbelt Natural Heritage System

Objective 1. Support the implementation of the Greenbelt Plan to protect the features, areas and functions within Milton.

It is policy of the *Town* to:

2.5.1.17 Identify the Greenbelt Natural Heritage System on Schedule 6 – Green System.

2.5.1.18 Implement a systems approach to protecting the Greenbelt Natural Heritage System, as identified in the Provincial Greenbelt Plan.

2.5.1.19 Apply the policies of the Greenbelt Plan within the Greenbelt Plan Area, recognizing that some of the policies of this Plan may be more stringent than the requirements of the Greenbelt Plan, provided that they do not conflict with the Greenbelt Plan.

Parks and Open Space

Objective 1. Leverage the contribution of local parks and open spaces for creating healthy and accessible green spaces.

It is policy of the *Town* to:

2.5.1.20 Identify parks and open space on Schedule 6 – Green System.

2.5.1.21 Develop an open space system of trails and parks to provide places for interaction with nature.

2.5.1.22 Enhance where appropriate, the function of the *Local Natural Heritage System* within the Urban Area by locating parks and open space adjacent to or near the *Local Natural Heritage System*.

2.5.1.23 Create equitable access to nature by ensuring natural areas are accessible throughout Milton, where appropriate.

2.5.1.24 Connect people and places through the open space system by creating an off-road network.

2.5.1.25 Explore opportunities to retain trees and preserve native soils when appropriate.

2.5.1.26 Explore opportunities to collaborate with applicable agencies when implementing open space policies.

Urban Forest

Objective 1. Value the *urban forest* as a natural asset in the Urban Area.

It is policy of the *Town* to:

2.5.1.27 Recognize the *urban forest* as the naturally occurring and planted trees, shrubs and other vegetation on private and public property that

provides environmental, social and cultural benefits to the town.

2.5.1.28 Establish strategies policies and by-laws that protect and enhance the *urban forest*.

2.5.1.29 Restore and enhance the *urban forest* through the planning process and capital projects.

2.5.1.30 Work with stakeholders to identify and protect the *urban forest* from adverse impacts associated with *development*.

2.5.1.31 Encourage landowners and local residents to participate in the protection, enhancement, and maintenance of the *urban forest*.

2.5.1.32 Support the enactment of a Tree By-law by the *Region* or the *Town*, to regulate *tree* cutting, or the removal of *trees.*

2.5.2 Blue System

The Blue System is made up of the water resources that are found throughout Milton. Water resources are the features and areas found on the landscape such as rivers and stream and below the ground such as aquifers. Water resources form a system that depends on rain or snow infiltrating into the ground or into surface water bodies creating a healthy supply of water. We rely on this system to provide our drinking water, irrigate for farm fields, and for recreation. Water sustains our society, *environment* and economy.

In Milton, Bronte Creek and Sixteen Mile Creek are the main *watersheds*. These *watersheds* are the areas of land that catch precipitation and allowing it to seep into the ground or drain into creeks, streams, rivers and lakes.

Development can hamper the functions of the Blue System by reducing the amount of green spaces available to sequester water. Less water enters into the ground and more water runs-off through the urban environment into creeks, streams, rivers and lake – taking with it pollutants from the ground.

Climate change and urbanization can create challenges to the health of the *water resources system*. Hotter or dryer weather can reduce water supply. While urbanization can impact the ability for water to seep into the ground or create runoff that pollutes the resource.

The policies of this Plan are intended to protect water resources, ensuring Milton has an abundant and healthy supply.

Water Resources Features and Areas

By 2051, Milton's water resources are sustaining aquatic and terrestrial life and available for human consumption.

Objective 1. Safeguard water resources for the long-term.

It is policy of the *Town* to:

2.5.2.1 Identify and provide for the long-term protection of key hydrologyc areas and features of the *Water Resource System* identified on Schedule 7 – Water Resources System:

Key hydrologic areas:

a. Significant Groundwater Recharge Area

b. Highly *Vulnerable* Aquifers

Key hydrologic features:

c. *Significant* surface water contribution areas

d. Seepage areas and springs

e. Rivers

f. Permanent and intermittent streams

g. Inland lakes (and their littoral zones)

h. Wetlands

2.5.2.2 Protect, improve or restore ground water features and areas, *surface water features* and hydrologic functions to ensure the quality and quantity of water resources in Milton by:

a. Using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, including for considering *cumulative impacts* of *development* and the *impacts of a changing climate*;

b. Implementing the recommendations from *Watershed Plans* and studies;

c. Implementing necessary restrictions on development and site alteration in or near sensitive *surface water features* and sensitive ground water features;

d. Maintaining or enhancing features, *linkages* and functions of *Water Resource Systems*.

e. Minimizing potential *negative impacts*, including cross jurisdictional and cross *watershed* impacts; and

2.5.2.3 Work with the appropriate agencies, including the appropriate *Conservation Authority* to undertake *watershed* and sub-*watershed planning* that will inform growth management, *infrastructure* planning, stormwater management, the protection, improvement or restoration of the *quality and quantity of water* during the *development* process, climate change resiliency and natural hazard management.

2.5.2.4 Require proponents of *development* to carry out an Environmental Impact Assessment in accordance with policies of this Plan and, undertake where appropriate, hydrogeological and hydrological studies to protect, improve or restore such features and areas.

2.5.2.5 Promote the efficient and sustainable use of water resources, through water conservation and sustainable water quality practices.

Municipal Drinking Water: Source Water Protection

Objective 1. Protect municipal drinking water supplies.

It is policy of the *Town* to:

2.5.2.6 Identify source water protection areas on Schedule 8a - Wellhead Protection Areas and Intake Protection Zones, Schedule 8b – Highly *Vulnerable* Aquifers, and Schedule 8c - Significant Groundwater Recharge Areas, in accordance with the applicable Source Protection Plan.

2.5.2.7 Prohibit or restrict all land uses, except residential uses, when they are a significant threat activity and have the potential to negatively impact the quality or quantity of municipal drinking water supplies within vulnerable area in accordance with the applicable Source Water Protection Plan.

2.5.2.8 Require written notice from the Risk Management Official prior to approval of any Building Permit, *Planning Act* or *Condominium Act* application within identified source water protection areas.

2.5.2.9 Designate, for the purpose of section 58(1) – Regulated Activities, of the *Clean Water Act* and require an impact assessment to assess the potential of a proposed *development* to affect the quality and quantity of groundwater resources and the need for a risk management plan to mitigate any potential impacts.

2.5.2.10 Require a risk management plan, as specified in the Halton Hamilton Source Water Protection Plan, CTC Source Water Protection Plan or the Lake Erie Source Protection Plan, where there could be a significant drinking water threat associated with the following activities:

a. The application of agricultural source material on farms not phased-in under the *Nutrient Management Act*.

b. The storage of agricultural source material on farms not phased-in under the *Nutrient Management Act*.

c. The application of commercial fertilizer on farms not phased-in under the *Nutrient Management Act*.

d. The handling and storage of commercial fertilizer.

e. The handling and storage of pesticides.

f. The handling and storage of road salt.

g. The handling and storage of fuel under Ontario Regulation 213/01 and under Ontario Regulation 217/01, except home fuel oil tanks.

h. The handling and storage of dense non-aqueous phase liquid.

i. The handling and storage of an organic solvent.

j. The use of land as a confinement area or a farm-animal yard on farms not phased-in under the *Nutrient Management Act* and the use of land as livestock grazing or pasturing land.

2.5.2.11 Work with Halton Region and to review and assess any *development* application that has the potential to negatively affect municipal drinking water sources.

Stormwater Management

Objective 1. Recognize stormwater management as an opportunity to improve *quality and quantity of water*.

It is policy of the *Town* to:

2.5.2.12 Manage stormwater in a manner that is integrated with the planning for *municipal sewage services* and *municipal water services*.

2.5.2.13 Use the guidance and recommendations from *Watershed Plans* to inform stormwater management planning.

2.5.2.14 Use best management practices, including low impact development, to promote sustainable management of *quality and quantity of water*.

2.5.2.15 Use stormwater management *infrastructure* to mitigate flooding and erosion risks.

2.5.3 Soil

Healthy soil is the foundation of a sustainable growing environment. *Development* can negatively impact soil in a number of ways. It can cause erosion, which pollutes water, makes some lands unstable and damages vegetation by exposing the roots. Some land uses can cause soil to become contaminated when harmful chemicals leak into the soil.

During construction, soil may need to be dug up moved off-site. This is called excess soil. Some of this soil can be successfully reused. However, the improper management of excess soil can negatively affect water resources, natural areas and agricultural lands.

The Plan will facilitate implementing *best management practices* for soil management.

By 2051, Milton's soils function as a vital part of the ecosystem that sustains plants, animals and humans.

Objective 1. Protect public safety and prevent damage to the *environment* through soil management best practices.

It is policy of the *Town* to:

2.5.3.1 Implement the Topsoil Protection and Fill By-laws to manage topsoil removal.

2.5.3.2 Require the removing, transporting and depositing of excess soil and fill to be done in a manner that complies with the applicable Ministry

of the Environment, Conservation and Parks' rules, standards, policies and guidelines.

2.5.3.3 Require the use of best practices for managing excess soil that is generated during the land *development* process and fill that is received, through *development* and *site alteration* including:

a. reusing excess soil on-site or locally;

b. tracking excess soil that is transported beyond the project site on the Provincial Excess Soil Registry;

c. identifying appropriate sites for excess soil storage and processing particularly, in areas where proposed *development* is concentrated; and

d. working with a qualified person to confirm the quality of fill received and the soil/fill placement at a site to meet the applicable standards.

Objective 2. Ensure *development* takes place on sites that are safe from soil contamination.

It is policy of the *Town* to:

2.5.3.4 Facilitate *redevelopment* on *brownfield sites* only when the site is safe from soil contamination.

2.5.3.5 Support the use of the Halton Region Guidelines (Protocol) for Reviewing *Development* Applications with Respect to Contaminated or Potentially Contaminated Sites applicable guidelines.

2.5.3.6 Require conformity with 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.

2.5.4 Air

Air quality is the extent to which the air in a particular area is pollution-free. Residents need clean air to protect their health. Air quality is reduced by the release of pollution into the atmosphere. Much of these pollutants comes from human activities such as transportation and the burning of fuels for heating and cooling buildings or operating industrial uses. How communities develop has a great influence on the amount of fuel that residents use. For examples,

communities that are developed with a variety of land uses within close proximity can reduce private car use. The *Town* is planning for communities that promote clean air by reducing the need to burn fossil fuels and promoting the use of new technologies that are less harmful to the environment.

By 2051, Milton's healthy communities benefit from improved air quality.

Objective 1. Improve air quality and reduce greenhouse gas emissions.

It is policy of the *Town* to:

2.5.4.1 Promote *sustainable development* and land use patterns that facilitate sustainable mobility, sustainable energy use and low-carbon communities.

2.5.4.2 Support the implementation the *Town's* climate actions, initiatives, strategies.

2.5.4.3 Encourage the use of applicable guidelines to assess *development* applications and recommend air quality improvement measures, when appropriate.

2.5.4.4 Work with Halton Region to monitor, report on, and raise awareness of local air quality.

2.5.5 Natural Hazards

Hazardous lands are places that can be unsafe because of natural occurrences such as flooding, erosion, unstable soils and bedrock and wildland fires. Some *hazardous lands* like the areas next to *watercourses* and *valleylands* may be subject to flooding and erosion and are important parts of the Environmental System, they can also be a risk to public health and safety. The purpose of identifying and managing *hazardous lands* is to minimize impacts and allow best practices to protect and reduce any associated risks to human health and safety through the land use planning process.

By 2051, continue to protect, manage and mitigate risks associated with natural hazards for the health and safety of residents.

Objective 1. Avoid unacceptable risk to public health, safety, property and not create new hazards.

It is policy of the *Town* to:

2.5.5.1 Work with the Region and the appropriate Conservation Authority to identify hazardous lands and hazardous sites.

2.5.5.2 Assess and manage *development* on *hazardous lands* and *hazardous sites*, including *hazardous forest types for wildland fires*, in accordance with provincial guidance.

2.5.5.3 *Development* shall generally be directed to areas outside of lands that are unsafe for *development* due to the presence of *hazardous forest types for wildland fire*. *Development* may however be permitted in lands with *hazardous forest types for wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards.*

2.5.5.4 Account for the *impacts of a climate change* when determining the risk and mitigation measures associated with natural hazards.

2.5.5.5 *Development* shall generally be directed away from areas of *hazardous lands* and *hazardous sites* where there is an unacceptable risk to public health or safety or of property damage and not create new or aggravate existing hazards.

2.5.5.6 Work with the appropriate *Conservation Authority* to manage *development* that is permitted in or adjacent to flood and *erosion hazards,* including providing regulatory allowances.

2.5.5.7 *Development* and *site alteration* within or adjacent to *hazardous lands* is subject to the approval from the appropriate *Conservation Authority*, under the *Conservation Authorities Act* and associated regulations.

2.5.5.8 *Development* and *site alteration* shall not be permitted within *hazardous lands* or areas rendered inaccessible to people and vehicles during flooding and/or *erosion hazards*, except where permitted under applicable statutes, provincial plans and policies, and where risks to public safety are minor and can be mitigated to provincial standards.

2.5.5.9 The following uses shall be prohibited in *hazardous lands* and *hazardous sites*:

a. Uses associated with the manufacture, storage, disposal and/or treatment of *hazardous substances*;

b. *Institutional uses* such as hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools; and

c. *Essential emergency* services such as those provided by fire, police and ambulance stations and electrical substations.

2.5.5.10 Technical studies, prepared by qualified professionals, may be required to delineate and/or refine the limit of *hazardous lands*, and demonstrate that policies in section 2.5.5 have been met, to the satisfaction of the *Town* and *Conservation Authority*.

The delineation of *hazardous lands* or their refinement shall not require an amendment to this Plan and new *hazardous lands* shall be incorporated into a periodic update to this Plan.

2.5.5.11 *Hazardous lands* shall be appropriately identified and/or zoned in the implementing zoning by-law along with any required setbacks.

2.5.5.12 Where such uses as described in subsection 2.5.5.9 already exist in the *hazardous lands*, 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.

2.5.5.13 Encourage the use of *low impact development* and *green infrastructure* practices to reduce the risks from natural hazards.

Objective 2. Protect people and property in Downtown from *flooding hazards*.

It is policy of the *Town* to:

2.5.5.14 Recognize the flood susceptible areas of Downtown.

2.5.5.15 Consider and apply potential flooding mitigation options when reviewing *development* applications within Downtown, where applicable.

2.5.5.16 Apply a one zone concept approach to *flood plain* management wherein the entire *flood plain* is treated as the *floodway* or one unit and new *development* is prohibited or restricted.

2.5.6 Human-made Hazards

Property or lands can be made unsafe because of human actions. When lands or property is not properly rehabilitated, it can result in unsafe future conditions. Locating new land uses that may not be *compatible* in close proximity to each other may also create a hazardous situation. Milton is preventing and minimizing the negative effects from incompatible land uses.

By 2051, Milton's residents and businesses are not exposed to human-made hazards.

Objective 1. Prevent *development* on lands containing known hazards.

It is the policy of the *Town* to:

2.5.6.1 Restrict *development* on, abutting, or adjacent to lands affected by human-made hazards such as mine hazards; oil gas and salt hazards; or former mineral mining operations, *mineral aggregate operations* or *petroleum resource* operations.

2.5.6.2 Require lands to be rehabilitated or other measures to address known or suspected hazards prior to permitting *development* on, abutting, or adjacent to the lands.

Objective 2. Minimize the risk to public health and safety while safe guarding the operation of *major facilities*.

It is the policy of the *Town* to:

2.5.6.3 Avoid, or if not possible, minimize and mitigate the potential effects of *major facilities* on *sensitive land uses* while ensuring the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

2.5.6.4 Protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent

sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

a. there is an identified need for the proposed use;

b. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

c. *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and

d. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

2.5.6.5 Achieve land use compatibility between *sensitive land uses* and *major facilities* by:

a. requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential *adverse effects* from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities*, in accordance with provincial guidelines, standards, and procedures;

b. where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated through appropriate studies in accordance with provincial guidelines, standards and procedures:

   i) there is an identified need for the proposed use;

   ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

   iii) adverse effects to the proposed sensitive land use are minimized and mitigated; and

   iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Objective 3. Consider land use compatibility with new adjacent *development*.

It is policy of the *Town* to:

2.5.6.6 Minimize and mitigate any potential *adverse effects* from noise to public health and safety.

2.5.6.7 Apply the applicable Land Use Compatibility Guidelines to mitigate and minimize *adverse effects* of noise from industrial, transportation and *utility* sources on *sensitive lands uses*.

2.5.6.8 Undertake appropriate studies and implement the study recommendations when undertaking *development*.

2.5.6.9 Implement separation distances between non-*compatible* uses when required.

2.5.6.10 Implement noise abatement guidelines to reduce the impact of noise from roads/traffic on adjacent residential and *sensitive land uses*.

2.6. Transportation System

Transportation connects people and places, influencing our quality of life, *environment* and economy. As Milton grows, viable transportation options that support goods movement and people will be provided. The Milton *transportation system* is comprised of Town, Regional and Provincial *infrastructure*. The vision for Milton's future *transportation system* is an integrated, *multimodal* network that includes modes such as buses, trains, and biking to provide viable travel alternatives to the personal automobile.

To achieve this vision, the *Town* needs to adapt its transportation *infrastructure* and policies to meet the current and future needs of transit users, pedestrians, cyclists, and drivers in a variety of urban and rural settings. This will involve policies that integrate *infrastructure* for all users (i.e. trails and bike lanes) into the design of neighbourhoods.

Milton will also need to plan for safe and efficient goods movement corridors. Truck movement is a component of the transportation network and a part of the local economy. The *Town* can be proactive in identifying and accommodating preferred goods movement routes to minimize congestion and avoid conflicts with *sensitive land uses*.

By 2051, Milton provides a safe and efficient *Transportation System* to move people and goods.

Objective 1. Ensure accessible and convenient transportation choices for all users.

It is policy of the *Town* to:

2.6.1.1 Recognize that the Milton's *Transportation System* is comprised of Town, Regional and Provincial *infrastructure*.

2.6.1.2 Support the implementation of Milton's and Halton Region's Transportation Master Plans to create a future transportation network that is sustainable, integrated and considers all modes of travel.

2.6.1.3 Identify and protect *planned corridors* and rights of way for transportation and transit facilitates as shown on Schedule 9 – Local Transportation Plan, Milton's and Halton Region's Transportation

Master Plans, Milton Transit Five-Year Service Plan and Master Plan Update and the regional direction contained in Part 3 of this Plan.

2.6.1.4 Identify road classifications in accordance with Schedule 9 – Local Transportation Plan.

2.6.1.5 Prohibit *development* in *planned corridors* that would preclude or negatively affect the use of the corridor.

2.6.1.6 Integrate existing and planned transportation *infrastructure* and *public service facilities* to create a *multimodal* transportation network.

2.6.1.7 Identify and implement alternative rights-of-way that are identified through area specific plans, Milton's and Halton Region's Transportation Master Plans, or a Municipal Class Environmental Assessment.

2.6.1.8 Provide trail connections, in accordance with Milton's and Halton Region's Transportation Master Plans, to enhance *active transportation* through the town, where feasible.

2.6.1.9 Seek opportunities to provide direct and convenient local transit and *active transportation* connections are provided to higher-order transit stations in Milton.

2.6.1.10 Identify opportunities to implement and support transit opportunities in accordance with the Milton Transit Five-Year Service Plan and Master Plan Update.

2.6.1.11 Support the implementation of *multimodal* transportation and *active transportation* options to accommodate and provide choice to all users and abilities.

Objective 2. Promote land use patterns and densities that can be easily and effectively served by public transit and *active transportation* facilities.

It is policy of the *Town* to:

2.6.1.12 Facilitate the use of *active transportation* and transit to reduce dependency on private automobile through development patterns and neighbourhood design.

2.6.1.13 Facilitate neighbourhood design that supports the implementation of Milton's and Halton Region's Transportation Master Plans and Milton's Transit Five-Year Service Plan and Master Plan Update recommendations.

2.6.1.14 Use road rights-of-way efficiently, accommodating *active transportation* and public life, while moving people and goods.

2.6.1.15 Provide safe, convenient and attractive *active transportation* facilities, including sidewalks and trails in accordance with transportation and trails master planning.

2.6.1.16 Provide convenient spaces for local transit facilities, to align with the Milton's Transit Five-Year Service Plan and Master Plan Update.

2.6.1.17 Support the early introduction of public transit service into new *development* in order to encourage local transit ridership.

2.6.1.18 Ensure *rail facilities* and *sensitive land uses* are appropriately designed, buffered, and/or separated from each other, to mitigate *adverse effects* to adjacent properties and ensure long-term operational and economic viability of *major goods movement facilities and corridors*.

Objective 3. Support an efficient network to move goods for residents and a variety of businesses, including agricultural.

It is policy of the *Town* to:

2.6.1.19 Work with the *Region* and Ministry of Transportation to identify and protect *major goods movement facilities and corridors* for the long-term.

2.6.1.20 Facilitate efficient goods movement while having regard for the need to protect residential neighbourhoods from potential *adverse effects*.

2.6.1.21 In areas adjacent to industrial transportation facilities, require noise, vibration, odour and air pollution mitigation measures in accordance with appropriate guidelines.

2.6.1.22 Promote railroad safety and the reductions of noise, vibration or other potentially *adverse effects*.

2.6.1.23 Cooperate with the Burlington Executive Airpark Airport and NAV Canada to ensure that proposed *development* that is adjacent to the *airport* complies with applicable requirements.

2.6.1.24 Minimize *negative impacts* and *adverse impacts* of goods movement corridors on the neighbourhoods and the *environment*.

2.6.1.25 Balance the need to protect environmental features and areas with the provision of new roads.

2.6.1.26 Explore options to reduce noise impact of arterial roads on adjacent existing residential uses in accordance with best practices.

2.6.1.27 Leverage road improvement projects to deliver co-benefits transportation, public space and the *natural environment*.

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

SECTION 3. Livable Communities

3.1 Housing

By providing a range and mix of *housing options*, the *Town* can meet the needs of current and future residents. Range and mix means enabling a wide choice of housing types, tenures and affordability. Providing more housing choice is a key component of what makes a *complete community*. To achieve this goal, the *Town* will need to work with partners including other levels of government, the development industry, support agencies and other community groups. Through the policies of this Plan, the *Town* has a structure for working with others to make housing available.

3.1.1 Housing Options

By 2051, all residents will have access to suitable and *affordable housing* types and *housing options* to meet their needs.

Objective 1. Enable a wide choice of housing types, tenures, and affordability to meet the diverse housing needs of current and future residents.

It is policy of the *Town* to:

3.1.1.1 Maintain the ability to accommodate residential growth for a minimum of 15-years, in accordance with the housing targets described in Section 2.1 of this Plan by designating serviced land for residential use.

3.1.1.2 Permit and facilitate a range and mix of *housing options,* densities, unit size and tenures to meet social, health, economic and well-being requirements of current and future residents in the Urban Area and *Rural Area*, including *additional needs housing* and missing middle housing that is typically four storeys in height within the Urban Area, along Milton Transit lines.

3.1.1.3 Support the development of *missing middle housing*, that is four storeys in height, along Milton Transit lines throughout the Urban Area.

3.1.1.4 Require the *development* proponent to demonstrate how the *development* will contribute to a mix of housing forms and densities in accordance with Table 2 and the policies of this Plan.

3.1.1.5 Assess *development* applications relative to the *Town's* housing targets to determine the alignment with the housing targets and to ensure that a full range and mix of housing types is provided.

3.1.1.6 Permit residential *intensification* where appropriate, including the *redevelopment* of existing underutilized commercial and institutional buildings for residential use, and allow for new *housing options* and *redevelopment* within previously developed areas that results in a net increase in residential units.

3.1.1.7 Permit a single residential dwelling on existing *lots* of record in the *Rural Area*, in accordance with the policies of this Plan.

3.1.1.8 Ensure new residential *development* in the *Rural Area* can be supported by appropriate *infrastructure* and is integrated with *character* of the surrounding community.

3.1.1.9 Coordinate with the development industry to encourage innovative housing solutions that will facilitate *affordable housing*, including subsequent conversions to provide *additional residential units*.

3.1.1.10 Encourage the application of energy saving strategies and technologies in the construction of new housing buildings, and the promotion of sustainable retrofitting for older residential buildings.

3.1.1.11 Increase the supply of ground-related and rental housing, allow flexibility for multi-generational living, and increase opportunities for *affordable housing* by permitting *additional residential units (ARUs)* in accordance with the policies of this Plan.

Objective 2. Maximize the ability to provide *affordable housing* and to retain the existing *affordable housing* stock.

It is policy of the *Town* to:

3.1.1.12 Prepare and implement minimum targets to provide housing that is *affordable* to *low and moderate income households*.

3.1.1.13 Coordinate land use planning and planning for housing with Service Managers and community partners in the Urban Area and *Rural Area*

to address the full range of *housing options*, including *affordable housing*.

3.1.1.14 Support the use of surplus public lands, where appropriate, for developing *affordable housing*.

3.1.1.15 Enable programs, strategies and incentives, including Inclusionary Zoning, to promote and support the development of *affordable housing*.

3.1.1.16 Prohibit the demolition or conversion of rental housing to other forms of ownership tenure or other uses unless replacement units are provided in order to maintain a rental housing vacancy threshold of 3 per cent.

3.1.1.17 Control the diversion of long-term rental housing units and residential land to dedicated short-term accommodations.

3.2 Urban Design and Placemaking

3.2.1 Design Excellence

Urban design is about the creation of our built environment. It involves the arrangement, appearance, and function of buildings and publicly owned places such as streets, trails, parks, squares or open spaces – both individually and in how they relate to each other collectively. Good urban design enriches our quality of life and every day experiences. It facilitates a built form that is contextually appropriate, through size, shape, scale, and building features. When done well, urban design creates people-friendly places that are inclusive, attractive, promote civic pride and support healthy living.

The *Town* is aiming to achieve high standards of urban design. The high standards relate to overall quality, environmental sensitivity, sustainability and positive sense of place. High design standards will apply equally at the level of individual sites as well as at the level of existing and new Complete Neighbourhoods, *Employment Areas*, *Strategic Growth Areas,* and to the community in its entirety.

By 2051, Milton will have communities that have distinct identities, encourage social connections, and foster stronger sense of place.

Objective 1. Achieve a high standard of design in the built environment.

It is policy of the *Town* to:

3.2.1.1 Design and develop an active and attractive network of places and destinations.

3.2.1.2 Achieve a varied pattern of built form that supports and enhances the urban experience.

3.2.1.3 Achieve *development* that supports public transit and *active transportation*.

3.2.1.4 Encourage new *development* to have regard to the urban design objectives of this Plan and any complementary criteria.

3.2.1.5 Ensure high quality design is used in all *public service facilities,* parks and open spaces.

3.2.1.6 Develop design guidelines for certain types of building forms, land uses, the *public realm* or specific areas, such as Secondary Plan areas, and use them in the review of *development* applications or town-initiated projects, where applicable.

Objective 2. Ensure that new *development* is complementary to and *compatible* with existing *development.*

It is policy of the *Town* to:

3.2.1.7 Encourage new *development* to establish a contextual relationship between the proposed *development* to adjacent buildings, streets and areas.

3.2.1.8 Design *development* as an integral part of the area's existing larger pattern of built form and open spaces, reinforcing and complementing viable existing patterns.

3.2.1.9 Enhance the unique *character* of locations, ensuring new *development* incorporates design that is in keeping with the *character* of the area in which the *development* is located, including but not limited to the height, massing, orientation, aesthetic, and landscaping, while enhancing a sense of place and, where appropriate, providing a unique architectural identity.

3.2.1.10 Ensure new *development* in the Hamlets maintains rural and village *character*, by way of design and connectivity.

Objective 3. Create a high quality, safe and inclusive *public realm*.

It is policy of the *Town* to:

3.2.1.11 Support *development* that enhances the *public realm* by using elements that make streets safer and comfortable for people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability.

3.2.1.12 Encourage the integration of nature into the design of the *public realm*.

3.2.1.13 Pursue opportunities to connect components of the *public realm* to create a network.

3.2.1.14 Develop flexible spaces that allow for a variety of activities.

3.2.1.15 Design a *public realm* that supports social connection, economic development and environmental improvements.

3.2.1.16 Encourage the use of *Privately-Owned Publicly Accessible Spaces* to contribute publicly accessible amenities.

3.2.1.17 Encourage building design and landscaping to be human scale, safe, and comfortable.

3.2.1.18 Design a *public realm* that is welcoming resulting in an inclusive and universally accessible.

3.2.1.19 Provide barrier-free access to public and publicly accessible buildings and facilities and along major pedestrian routes for users of all ages and abilities.

3.2.1.20 Explore partnerships with *development* proponents, and other community groups to enhance the *public realm*.

3.2.1.21 Promote pedestrian scale, public safety and the perception of safety and access for all uses, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles.

Objective 4. Install public art to foster community identity, diversity and history.

It is policy of the *Town* to:

3.2.1.22 Encourage the creation of public art in public and private spaces throughout the town, which foster community identity, through the interpretation of local history, traditions and culture.

3.2.1.23 Support the implementation of a Public Art Strategy.

3.2.1.24 Encourage the integration of public art into new public and private *development*.

3.2.1.25 Consider the inclusion and installation of public art as part of public *infrastructure* projects, where feasible.

3.2.1.26 Locate public art in publicly accessible areas, such as public parks, plazas, courtyards, gateways and civic building.

3.2.1.27 Support public art that represents a diversity of disciplines and artists that reflect the various cultures in Milton.

3.2.1.28 Explore opportunities to honour Indigenous culture and history.

3.3 Cultural Heritage Resources

Cultural heritage is the legacy of physical artifacts, landscapes, traditions and beliefs from Milton's past. Exploring cultural heritage provides an opportunity to learn about the unique cultures, traditions and experiences that have shaped Milton. *Cultural heritage resources* contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities.

Milton has a rich cultural heritage. Indigenous communities and early settlers in Milton's early townships have left layers of rich cultural history throughout Milton. The *Town* recognizes that *cultural heritage resources* are important to the communities who have called Milton home. These resources must be protected for the benefit of future generations. Special care and consideration is needed to protect and preserve them. First Nations cultural heritage and *archaeological resources* are important and must be protected for the benefit of future generations.

As Milton continues to grow, *development* and *site alteration* can put pressure on historic buildings, archaeology and cultural heritage landscapes. Therefore planning in a way that identifies, protects and promotes the town's *cultural heritage resources* is paramount.

3.3.1 Cultural Heritage Resources Conservation

By 2051, Milton will conserve its most significant *cultural heritage resources* for present and future generations.

Objective 1. Identify and inventory Milton's significant built and cultural heritage landscapes and heritage resources.

It is policy of the *Town* to:

3.3.1.1 Work with community partners to identify *built heritage resources* including *protected heritage properties* using criteria established by provincial regulation under the *Ontario Heritage Act*.

3.3.1.2 Maintain a Municipal Heritage Register documenting all properties designated under Part IV of the *Ontario Heritage Act* and properties of cultural heritage value or interest to the town.

3.3.1.3 Make available and publish the Heritage Register on the municipal website.

3.3.1.4 Inventory and conserve *cultural heritage landscapes*, including cemeteries, and significant views.

Objective 2. Protect and conserve Milton's *cultural heritage resources*.

It is policy of the *Town* to:

3.3.1.5 Protect heritage properties, which may contain *built heritage resources* or *cultural heritage landscapes*.

3.3.1.6 Discourage the demolition, destruction or inappropriate alterations to designated or listed *cultural heritage resources*.

3.3.1.7 Prohibit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property are conserved.

3.3.1.8 Require a Heritage Impact Assessment and any other information as is deemed necessary for approval under the *Ontario Heritage Act*, as a component of the *development* application, to determine the potential impacts of the proposed *development* to the property's cultural heritage value or interest and *heritage attributes* and to make recommendation to mitigate them.

3.3.1.9 Implement recommendations set out in a Heritage Conservation Plan, Archaeological Assessment, and Heritage Impact Assessment through a heritage *easement* agreement or covenant that has been approved, accepted or adopted by Council.

3.3.1.10 Encourage development proponents to protect cultural heritage resources by:

a. Studying and considering the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;

b. Incorporating 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

c. Commemorating *cultural heritage resources* 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.

3.3.1.11 Encourage, where appropriate, the adaptive reuse of a *built heritage resource* in a manner that retains the *heritage attributes* of the resource.

3.3.1.12 Encourage landowners of properties on the municipal heritage register that are not yet designated, to identify their properties as candidates for designation by the municipality under the *Ontario Heritage Act*.

3.3.1.13 Designate Heritage Conservation Districts, under Part V of the *Ontario Heritage Act,* where appropriate, and encourage landowners to protect, maintain and enhance existing properties in a Heritage Conservation District.

3.3.1.14 Enter into a Heritage *Easement* Agreement with property owners for the conservation of property of cultural heritage value or interest.

Objective 3. Promote Milton's *cultural heritage resources*.

It is policy of the *Town* to:

3.3.1.15 Promote awareness of cultural heritage conservation and work in partnership with cultural heritage organizations and the public.

3.3.1.16 Inform promptly the appropriate government agencies, and First Nations and municipal heritage committee, when appointed by Council, of *development* proposals that may affect defined *cultural heritage resources* and known archaeological sites.

3.3.1.17 Consult with First Nations on relevant planning applications in accordance with Provincial legislation, regulations and guidelines.

3.3.1.18 Consult, seek advice and assistance from a municipal heritage committee when appointed by Council on the designation and determination of significant heritage resources.

3.3.1.19 Partner with historical societies and other organization in the promotion and conservation of cultural heritage.

3.3.1.20 Promote and reinforce community recognition of the historical sense of place by incorporating enhanced street signage, plaques and lighting features, where feasible.

3.3.1.21 Consider providing incentives to support the conservation of heritage properties.

Objective 4. Endeavor to identify and conserve *archaeological resource*s and *areas of archaeological potentia*l.

It is policy of the *Town* to:

3.3.1.22 Prepare an Archaeological Management Plan to inventory, classify and map significant *archaeological resources* and *areas of archaeological potential* in Milton and provide direction for their assessment and conservation, and in the interim, apply and update the Halton Region Archaeological Management Plan as appropriate.

3.3.1.23 Require *development* proponents to provide an Archaeological Assessment, prepared by an archeologist licensed under the *Ontario Heritage Act*, consistent with provincial requirements and the Archaeological Management Plan to:

a. Confirm the presence of *archaeological resources*;

b. Describe the cultural affiliation when feasible;

c. Assess the significance of the *archaeological resources*; and

d. Assess the impact of the proposed *development* and recommend methods to rescue the resource, mitigate to avoid or lessen negative impacts on the resource, and conserve the resource.

3.3.1.24 Prohibit *development* and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* unless archaeological assessment reports recommending no further archaeological concern have been entered into the Ontario Public Register of Archaeological Reports.

3.3.1.25 Engage and consult with the appropriate First Nations communities in conserving cultural heritage and *archaeological resources*.

3.3.1.26 Confirm opportunities to protect First Nations' cultural heritage and *archaeological resources*.

3.4 Parks, Open Spaces and Trails

Milton's parks and open spaces are ~~a~~ destinations for active and passive recreation and are focal points for the Town. They are intended to provide multifunctional flexible spaces, programming for gatherings, opportunities to connect with nature, and to accommodate various park amenities and outdoor recreation facilities for the entire community.

Parks and open spaces play an important role in supporting healthy and active lifestyles and improving the overall quality of life and wellbeing for Miltonians by providing spaces and equipment for physical activity through organized and informal recreation sports fields, play structures, and courts. These spaces also provide places for friends, neighbours, and communities to interact, socialize, and build stronger social ties together with creating connections to the outdoors and access to the calming/healing benefits of the *natural environment*.

The configuration and size of parks and open spaces depends on the shape and constraints of surrounding properties, specific program requirements and design standards for the park, and/or the result of comprehensive planning of new *complete communities*. The importance of parks and recreation facilities will remain constant as the town continues to grow. The *Town* will develop new parks and invest in upgrades and improvements to existing parks and open spaces as required based on new growth, demand, and input from residents.

3.4.1 Parks and Open Space Infrastructure

By 2051, Milton's diverse parks and open spaces offer opportunities for active and passive outdoor uses in complete and healthy neighbourhoods and communities, meeting the park recreation and culture needs of residents.

Objective 1. Provide parks and open spaces across the town that are conveniently located and inclusive.

3.4.1.1 Develop a system of publicly accessible parkland, open spaces and trails for recreational activities to support healthy, active and inclusive communities.

3.4.1.2 Develop a plan that guides the planning and providing of parkland, open space and trails in the town.

3.4.1.3 Determine the distribution of new parks and open spaces through secondary planning to ensure all neighbourhoods are well served with a variety of parks, open spaces and trails.

3.4.1.4 Ensure parks, open spaces and trails are provided in *Strategic Growth Areas* that are prioritized for *intensification* and mixed uses.

3.4.1.5 Create trail and open space networks that link the *Settlement Areas*, *Rural Areas* and the *Local Natural Heritage System* and connect to adjacent municipalities.

3.4.1.6 Acquire parklands and open space to achieve the *Town*'s Parkland provision Standard as outlined in the Parks Master Plan using all available tools including, but not limited to, conveyance through the *development* application process and direct purchase~~.~~

3.4.1.7 Provide a diverse distribution of parks and open spaces to meet the diverse active and passive recreational and leisure needs of the community.

3.4.1.8 Identify opportunities for co-sharing of parks and open space facilities to enable greater access.

3.4.1.9 Update the Parks Master Plan to guide the provision of recreation facilities, parklands, open space areas and trails.

3.4.1.10 Consider the following goals when updating the Parks Master Plans:

a. Confirm metrics to guide the levels of park and open space provision;

b. Provide recreation facilities, parklands, open space areas and trails that support an active, healthy lifestyle;

c. Assess the need and opportunity for recreation~~al~~ facilities to serve the local community and an area greater than Milton, where appropriate;

d. Identify key areas or sites for the future development of parks that avoid sensitive landscapes;

e. Identify and target under-serviced areas for improved levels of protection;

f. Enable alternative forms of parkland; and

g. Support *urban agriculture* and other local food initiatives.

h. Support the implementation of the Parks and Recreation Master Plan.

3.4.1.11 Adhere to the policies of the Greenbelt Plan when considering opportunities to incorporate recreational uses, together with destination parks in the Greenbelt Plan Area, including:

a. Avoiding key natural heritage features and *key hydrological features*;

b. Developing a vegetation enhancement plan to maintain or enhance adjacent key *natural heritage features* and key hydrologic features; and

c. Developing a natural heritage conservation plan to minimize adverse impacts on the natural heritage.

Objective 2. Provide and maintain indoor and outdoor recreation facilities, park amenities, trail networks, and open spaces.

It is policy of the *Town* to:

3.4.1.12 Identify opportunities for recreation facilities, park amenities, trail networks, and open spaces to provide opportunities for health and wellness and define the *character* of the town through *Planning Act* application processes.

3.4.1.13 Identify a Park and Recreation Continuum in accordance with Table 4.

3.4.1.14 Facilitate the implementation of a municipal classification of core park types that results in the following park typologies:

a. Community Parks to serve the entire town and provide significant quantities of outdoor recreation facilities and complementary park amenities.

b. District Parks to serve multiple neighbourhoods and provide significant quantities of outdoor recreation facilities and complementary park amenities. Neighbourhood Parks to provide day-to-day park amenities and passive open space for residents at the neighbourhood level, as well as outdoor recreation facilities.

c. Village Squares to serve as local community amenities and provide passive open space throughout neighbourhoods and in *Strategic Growth Areas*.

3.4.1.15 Use the municipal park and recreation hierarchy to guide the development of parks in Secondary and Tertiary Plan Areas.

Table 4: Park and Recreation Continuum.

INDOOR RECREATION FACILITIES	OUTDOOR RECREATION FACILITIES	PARK AMENITIES	TRAIL NETWORKS	OPEN SPACE SYSTEM
Community Centres Arenas Indoor Pools Indoor Cycling Etc.	Outdoor Rinks Soccer Fields Outdoor Pools Etc. Baseball Diamonds Cricket Pitches	Playground Equipment Spray pads Skateboard/ BMX Facilities Community Gardens Developed Park Space Etc.	Trails Hiking Paths cycling Paths Multi-use Trails Linear Parks Etc.	Undeveloped Park Space Passive Open Space Woodlots Ravines Valleys Naturalized Areas Environmental System Etc.

3.4.1.16 Recognize publicly owned natural open spaces, including parts of the Environmental System, as potential locations to provide passive recreation.

3.4.1.17 Collaborate with other agencies such as the school boards, Conservation Halton and Halton Region, in the planning and development of public parks, recreation facilities, trail networks and open space systems.

3.4.1.18 Collaborate with the Niagara Escarpment Commission to identify and, where appropriate, coordinate enhancements to the Niagara Escarpment Parks and Open Space System.

3.4.1.19 Support the use of combined facilities through partnerships with agencies to provide additional public park uses.

Objective 3. Design parks and open spaces as active, attractive, inclusive places that foster social interaction.

It is policy of the *Town* to:

3.4.1.20 Design and locate parks and open spaces to:

a. Connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;

b. Provide a comfortable setting with consideration for elements such as wind and sunlight conditions that promote use and enjoyment of the space;

c. Provide appropriate spaces for a variety of active and passive recreation, as well as productive recreation such as community gardening;

d. Emphasize and improve unique aspects of the community's history, identity and *character*;

e. Implement the principles of Crime Prevention Through Environmental Design (CPTED) through the design and location of parks and open spaces;

f. Ensure that the design and development of parks and recreation facilities, trail networks and open spaces address public safety and accessibility for all ages and abilities;

g. Incorporate low impact design features and integrate *green infrastructure* within parks to reduce the vulnerability to the *impacts of a changing climate* and enhance the resiliency of our parks;

h. Integrate sustainable materials into park *infrastructure*, where feasible;

i. Maximize the *urban forest* and protect and enhance *natural features* within and adjacent to parks; and

j. Be accessible and usable to all residents year-round.

Objective 4. Support the creation of *privately owned publicly accessible spaces* that complement existing and planned parks, open spaces and natural areas.

It is policy of the *Town* to:

3.4.1.21 Enable opportunities for the provision of complementary park typologies and partnership models, where appropriate.

3.4.1.22 Recognize *privately owned publicly accessible spaces* as spaces that contribute to the *public realm* but remain privately owned, privately maintained and do not replace the need for new public parks and open spaces.

3.4.1.23 Support the creation of privately owned publicly-accessible spaces provided through *developments* that:

a. are publicly accessible;

b. are designed and programed for users of a variety of ages and abilities to serve the local population;

c. are adjacent to municipal rights-of-way in highly visible locations;

d. are sited and designed to be seamlessly integrated and connected into the broader *public realm*;

e. include new trees, seating, public art, landscaping and integration of stormwater capture, where appropriate;

f. may include temporary commercial uses which animate the *privately owned publicly-accessible spaces*; and

g. include signage identifying the space as being publicly accessible.

Objective 5. Complement public access to parks with open spaces that provide opportunities for outdoor enjoyment and provide unique opportunities for linkages throughout Milton.

It is policy of the *Town* to:

3.4.1.24 Integrate land uses that can enrich the experience of the *public realm* such as golf courses, abandoned rail lines and other corridors into the community.

3.4.1.25 Consider locating land uses such as hydro corridors and the Parkway Belt West Area within the open space designation.

3.4.1.26 Continue to consider alternative park typologies to create additional complementary park options.

3.4.1.27 Promote connectivity between open spaces and adjacent communities through walking paths, trails and landscaping, when appropriate.

3.4.1.28 Minimize impacts of active open spaces uses such as cemeteries with existing and future land uses, including impacts from traffic and parking.

3.4.1.29 Seek opportunities to integrate open spaces with the Environmental System.

3.5 Institutional Uses

Institutional uses are the places and services that support healthy and engaged living and add to the overall quality of life. Many levels of government provide these services. They include *public service facilities* such as arenas, libraries, fire and rescue services and community centres.

Institutional uses may also be provided by community partners. For example, places of worship, childcare centres or long-term care services. These facilities meet social and cultural needs of residents and are essential for the achievement of a strong and healthy community, which provides for all aspects of human life.

The Plan recognizes that the size and scale of *institutional uses* may vary. Some major institutions may have a regional influence, while other minor institutions primarily serve the adjacent community. This Plan facilitates these land uses to ensure community members have convenient access to *institutional uses* without adverse impacts. The design and develop *institutional uses* will be in a manner which is *compatible* with the exiting or future complete neighbourhoods.

Milton's institutions work with and support our social infrastructure. Social *infrastructure* is made up of programs, services, spaces, facilities and networks that work together to meet community needs to ensure resilience and well-being.

By 2051, a full range of *public service facilities* is available to urban and rural residents.

3.5.1 Institutional Uses

Objective 1. Provide spaces for major *institutional use*s that service the entire Milton community and beyond.

It is policy of the *Town* to:

3.5.1.1 Support efforts to serve Milton's residents with access to major institutions, such as health care, colleges and universities and correctional facilities, by working with community partners and other levels of government to integrate these uses.

3.5.1.2 Locate major *institutional uses* primarily within the *Strategic Growth Areas* and Community Hubs.

3.5.1.3 Encourage major *institutional uses* to be located on arterial roads and in close proximity to *higher order transit*, planned or existing transit routes and incorporate *active transportation* facilities.

3.5.1.4 Require new major *institutional uses* to be compatible with the surrounding land uses.

Objective 2. Provide space for minor *institutional uses* that complement and support the needs of local residents.

It is policy of the *Town* to:

3.5.1.5 Enable the delivery of community spaces across all neighbourhoods and hamlets to meet population growth and residents' evolving needs.

3.5.1.6 Ensure minor *institutional uses* within the hamlets can be serviced by appropriate *infrastructure*, and adheres to all applicable policies of this Plan.

3.5.1.7 Determine the appropriate locations for minor *institutional uses* in secondary plans, having regard for the type of service provided and the potential users.

3.5.1.8 Ensure minor *institutional uses* are *compatible* with the surrounding uses.

3.5.1.9 Identify opportunities to locate minor *institutional uses* in locations that maximize accessibility and convenience for the user.

3.5.1.10 Encourage the shared use of buildings such as places of worship and other similar facilities, and the use of designs that can be adapted to alternative community uses.

Objective 3: Connect the physical spaces and with services and programs to support well-being

It is policy of the *Town* to:

3.5.1.11 Work with community partners and social service providers to plan for future needs for social services and secure spaces.

Cultural and Library Facilities

Objective 1. Provide cultural and library facilities that offer a diversity of experiences for the public.

It is policy of the *Town* to:

3.5.1.12 Consider the policies of this Plan, secondary plans and other relevant information when determining the appropriate location, site layout, built form and quality of design of cultural and library facilities.

3.5.1.13 Provide cultural and library facilities including through community partnerships, joint ventures and facility sharing in the Urban Area and the *Rural Area*.

3.5.1.14 Support the implementation of the Milton Public Library facilities requirements as presented in the Milton Public Library Master Plan.

Places of Worship

Objective 1. Integrate places of worship into the community.

It is policy of the *Town* to:

3.5.1.15 Ensure places of worship are *compatible* with the adjacent existing and planned land uses by considering the size, height, massing, scale of the building, parking and access and compatibility with the *character* of adjacent uses.

3.5.1.16 Integrate places of worship into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses.

3.5.1.17 Encourage places of worship to be located on arterial and/or collector roads and to be accessible by transit and *active transportation*.

3.5.1.18 Encourage co-location of places of worship within mixed-use buildings.

3.5.1.19 Assess applications for places of worship that include a *sensitive land use* such as residences, schools, day care centres or a banquet facility to ensure they are appropriately located and *adverse effects* are minimized.

3.5.1.20 Consider limited opportunities for small-scale places of worship, where appropriate, and subject to the policies of the Niagara Escarpment Plan and the Greenbelt Plan, in accordance with the policies of this Plan.

Schools

Objective 1. Coordinate the planning for school sites to ensure the community's changing needs are met.

It is policy of the *Town* to:

3.5.1.21 Coordinate growth management with school planning, working closely with the Boards of Education.

3.5.1.22 Encourage site size, site layout and built form of schools to be *compatible* with the existing or planned form of *development* in the area.

3.5.1.23 Encourage the location of school sites adjacent to parks or other recreation facilities to allow for shared use of facilities.

3.5.1.24 Encourage the *development* of shared school buildings where feasible, and public access to school facilities to maximize land and financial resources.

3.5.1.25 Explore alternative built formats to better integrate school facilities into the context of the surrounding neighbourhoods, particularly in high-density neighbourhoods.

3.5.1.26 Consider acquiring all or a portion of any lands reserved for a school site that is not required by the Boards of Education for the park and open space network.

3.5.1.27 Assess options to ensure adequate land for parks and recreation purposes is provided where closure and sale of a school site is proposed.

Colleges and Universities

Objective 1. Enable the *development* of colleges and universities in Milton, integrated as a component of a *complete community*.

It is policy of the *Town* to:

3.5.1.28 Collaborate with senior levels of government to identify needs and ensure the provision of colleges and universities are available to the community to support the goals and objectives of this Plan.

3.5.1.29 Plan for colleges and universities implementing the principles of *complete communities*.

3.5.1.30 Integrate colleges and universities into the surrounding communities and the broader regional area.

3.5.1.31 Direct the *development* of colleges and universities to *Strategic Growth Areas,* where feasible.

Emergency Services

Objective 1. Strategically locate emergency service facilities to support the effective and efficient delivery of fire, ambulance, and police response.

It is policy of the *Town* to:

3.5.1.32 Coordinate growth management with the provision of emergency service facilities.

3.5.1.33 Ensure the efficient and effective allocation of sites for emergency service facilities throughout the town, in consultation with the emergency services provider and adjacent municipalities.

3.5.1.34 Encourage the integration of emergency service facilities with surrounding *development*, including appropriate architectural design, landscaping and buffering, and provide convenient access to arterial roads and the intended service area.

3.5.1.35 Ensure that adequate emergency access is provided throughout the town for emergency service vehicles.

3.5.1.36 Require site plan and draft plan of subdivision applications to demonstrate the ability to accommodate fire prevention and timely emergency response.

3.6 Integrated Employment

Milton is situated at the center of one of Canada's most significant technology clusters, the Ontario Innovation Corridor. Location coupled with a highly skilled labour force, makes Milton appealing to a variety of industries.

Land use planning policies can complement and support Milton's economic development strategy and help to create local jobs. A broad range of employment uses can be located in a variety of strategic areas throughout the town. Milton's land use policies protect specific lands for employment uses. Jobs including industrial, manufacturing and warehouses may need to be separated from *sensitive land uses*. Space is also needed for offices, medical clinics and service related employment. These may be located near or within residential uses. The *Town* recognizes the need for flexibility when delivering place-of-work options, including work from home, live-work units or *home occupations*.

Land uses that support jobs should be planned to accommodate a more compact, *transit-supportive* and pedestrian-oriented environment with many employment-supportive amenities. Land use planning can ensure employment uses are accessible to people using a variety of transportation options.

Through the planning and *development* of employment uses, the *Town* has the opportunity to support climate change adaptation and mitigation. The *Town* will encourage sustainable building practices to minimize the impact on the environment.

3.6.1 Integrated Employment

By 2051, Milton will accommodate a spectrum of industries and businesses.

Objective 1. Provide the opportunity to accommodate a range and mix of employment uses.

It is policy of the *Town* to:

3.6.1.1 Identify and protect a range of strategic lands for employment uses to ensure economic prosperity throughout the town.

3.6.1.2 Recognize the current and future diversity of economic activities when identifying and protecting lands for employment uses.

3.6.1.3 Maintain suitable sites to accommodate a range of existing and future economic activities and ancillary uses for a minimum of 15 years.

3.6.1.4 Address potential barriers to investment in the lands identified for employment uses.

3.6.1.5 Provide flexible land use permission to accommodate evolving business needs.

3.6.1.6 Monitor the availability and suitability of lands identified for employment uses in accordance with the policies of this Plan.

Objective 2. Ensure the successful integration of employment uses into the community.

It is policy of the *Town* to:

3.6.1.7 Enable mixed land uses to create a diverse range of lands that can contribute to the long-term employment base throughout the community.

3.6.1.8 Provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses outside of *Employment Areas,* which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

3.6.1.9 Provide lands that create appropriate transitions from *Employment Areas* that can accommodate employment uses that may not be appropriate in *Employment Areas* or *Strategic Growth Areas*.

3.6.1.10 Achieve land use compatibility by ensuring that the planning and *development* of *sensitive land uses* avoids, minimizes or mitigates the *adverse effects* and impacts from industrial, manufacturing or other uses that are vulnerable to encroachment.

3.6.1.11 Support opportunities for shared location including *intensification* of employment uses, such as office and retail, in compact, mixed-use *developments*.

3.6.1.12 Support the Economic Development Strategy by providing places for job creation and a destination for diverse talent.

Objective 3. Encourage a sustainable employment environment.

It is policy of the *Town* to:

3.6.1.13 Encourage and support the sustainable design and *development* of employment uses including the use of *low impact development* features such as green roofs and water conservation measures.

3.6.1.14 Explore opportunities to use sustainable energy solutions for employment uses.

3.6.1.15 Enable green *development* practices through the locating and designing of employment uses.

3.6.1.16 Ensure employment uses are accessible by transit and *active transportation infrastructure*.

3.6.1.17 Promote the sustainable use of land including the rehabilitation of *brownfield sites*.

Objective 4. Support and expand rural employment opportunities.

It is policy of the *Town* to:

3.6.1.18 Preserve and expand opportunity for rural employment, where appropriate.

3.6.1.19 Leverage rural *infrastructure*, amenities and assets to support viable rural economic development.

3.6.1.20 Ensure that the necessary new *infrastructure* is provided to support employment needs, subject to the applicable policies of this Plan.

3.7 Capital Infrastructure

Infrastructure such as roads, *municipal water services*, *municipal sewage services*, stormwater management facilities and electricity are building blocks of a community. All residents and businesses need reliable *infrastructure* in order to work, learn, conduct business, and communicate. New *infrastructure* is planned along with new *development* to be sure residents and businesses have access to critical services such as *municipal water services*, *municipal sewage services* and roads. Municipalities must also make room for other forms of *infrastructure* such as stormwater management facilities, electricity generation facilities, and transmission and distribution systems and telecommunication facilities.

3.7.1 Infrastructure

In 2051, planning and investment in capital *infrastructure* support growth, economic competitiveness and quality of life.

Objective 1. Coordinate growth and *infrastructure* investment to maximize the use *of* exiting and planned *infrastructure*.

It is policy of the *Town* to:

3.7.1.1 Coordinate and integrate *infrastructure* planning with land use planning and growth management to:

a. Achieve financial viability;

b. Optimize *infrastructure* capacity; and

c. Meet current and projected needs.

3.7.1.2 Optimize the use of existing *infrastructure* before constructing new *infrastructure*.

3.7.1.3 Permit new *development* to the limit of the capacity of the available *municipal water services* and *municipal sewage services*, as confirmed by the *Region* and the *Town*.

3.7.1.4 Recognize climate change trends when undertaking the planning, design, construction and operation of municipal *infrastructure.*

Locating Infrastructure

3.7.1.5 Identify corridor(s) for goods movement, *active transportation*, transit, and other linear *infrastructure* (i.e. energy transmission and distribution facilities and communication).

3.7.1.6 Support strategic inter-municipal transportation connections.

3.7.1.7 Plan for and protect corridors and rights-of-way for *infrastructure*.

3.7.1.8 Encourage the coordination and co-location of linear *infrastructure* to promote cost-effectiveness and to facilitate service integration and access.

3.7.1.9 Continue to upgrade and improve *infrastructure*, in alignment with the *Region*'s Integrated Master Plan, and Development Charges Water and Waste Water Technical Report to meet the growing needs of the community.

3.7.1.10 Avoid *Prime Agricultural Areas* for new or expanding *infrastructure*, unless need has been demonstrated, and it has been established, that there is no reasonable alternative.

3.7.1.11 Require an *agricultural impact assessment* or equivalent analysis, based on provincial guidance, as part of an environmental assessment where *infrastructure* crosses *Prime Agricultural Areas*.

Communications Infrastructure

3.7.1.12 Support the provision of broadband *infrastructure* to support residents and businesses.

Generation, Transmission and Distribution Facilities

3.7.1.13 Provide opportunities for the provision of energy supply such as generation facilities and transmission and distribution facilities, district energy systems, and *renewable energy systems* and *alternative energy systems*.

Stormwater Infrastructure

3.7.1.14 Plan and provide stormwater *infrastructure* to protect human health and safety, and the *natural environment* including the *quality and quantity of water*.

3.7.1.15 Work with appropriate agencies to integrate stormwater infrastructure planning with watershed planning and the planning for municipal water services and municipal sewage services.

3.7.1.16 Ensure that all *development* is controlled using *environmentally sustainable* stormwater management approaches to minimize flooding and support the protection of ground and surface water quantity and quality.

3.7.1.17 Achieve greater integration of land use, servicing and stormwater management by requiring a Subwatershed Impact Studies for the Subwatershed Impact Areas that have been identified as part of the Functional Stormwater and Environmental Management Strategy.

3.7.1.18 Require the approval of a stormwater management plan which implements a management concept endorsed by a subwater management plan or which is in accordance with *best management practices*.

3.7.1.19 Promote best practices, including *low impact development* and *green infrastructure* technologies, as tools to manage stormwater runoff and reduce contaminants from entering water sources.

Municipal Water Services and Municipal Sewage Services

3.7.1.20 Coordinate the planning of *municipal water services* and *municipal sewage services infrastructure* for the forecasted growth in consultation with the *Region* in order to align with the Halton Region Integrated Master Plan, and the Development Charges Water and Waste Water Technical Report.

3.7.1.21 Promote *municipal water services* and *municipal sewage services* provision, in consultation with the Region, in a manner that:

a. Can be sustained by the water resources upon which the services rely;

b. Is feasible and financially viable over the life cycle of the *infrastructure*;

c. Protects human health and safety and the *natural environment*; and

d. Considers comprehensive municipal planning for these services.

3.7.1.22 Permit *development* in the Urban Area only when there is capacity within the existing *municipal water services* and *municipal sewage*

services, as demonstrated through the completion of an Area Servicing Plan, Functional Servicing Report or other technical study, to the satisfaction of the *Town* and the *Region*.

3.7.1.23 Require all *development* and *redevelopment* in the Urban Area to be connected to the *municipal sewage and water services*.

3.7.1.24 Require all *development* and *redevelopment* in the *Rural Area* to obtain all necessary regional approvals for *municipal water services* and *municipal sewage services* in order to proceed.

3.7.1.25 Permit individual on-site sewage services and individual on-site water services in the *Rural Area* when municipal and private communal sewage services and municipal and private communal water services are not available, planned or feasible, provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

3.7.1.26 Permit *partial services* in the *Rural Area* only when:

a. It is necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or

b. Within Hamlets, where new *development* will be serviced by *individual on-site water services* in combination with *municipal sewage services* or *private communal sewage services*.

3.7.1.27 Support the planning and provision of *waste management systems* to accommodate future populations and facilitate integrated waste management.

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

SECTION 4. Part 1 Schedules

SCHEDULE 1.	Provincial Land Use Plans
SCHEDULE 2.	Growth Phases and Planning Policy Areas
SCHEDULE 3.	Municipal Structure
SCHEDULE 4.	Urban Structure
SCHEDULE 5.	Rural Structure
SCHEDULE 6.	Green System
SCHEDULE 7.	Water Resources System
SCHEDULE 8a.	Wellhead Protection Areas
SCHEDULE 8b.	Highly Vulnerable Aquifers
SCHEDULE 8c.	Significant Groundwater Recharge Areas
SCHEDULE 9.	Transportation Plan

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PART 2.

Local Policy Direction



Town of Milton
Official Plan
February 2026

SECTION 5. Sustainable Environment

5.1. Environmental System

5.1.1. Purpose

5.1.1.1 The goal of the Environmental 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.

5.1.1.2 The *key features* within the *Greenbelt Natural Heritage System and Local Natural Heritage Systems*, are shown on Official Plan Schedules to assist in the implementation of the *policies* of this Plan. There may exist other *key features* within the Green Systems that are not shown on schedules 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 5.2.3.

5.1.1.3 Those parts of the *Local 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 9.2. Within these areas, *agriculture* is recognized, supported and promoted in accordance with *policies* of the Agricultural System.

5.1.2. Objectives

5.1.2.1 The objectives of the Environmental 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 9.2.4;

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.

5.1.3. Watershed Plans And Sub-Watershed Studies

5.1.3.1 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 11.4.3 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 Green System, Blue System and/or its key features: and,

i. identify best management practices to minimize stormwater volumes.

5.1.3.2 The lack of a *Watershed Plan* 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 9.4.3.16 (c) of this Plan.

5.1.3.3 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 5.1.3.1, 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 Environmental System.

5.2. Local Natural Heritage System

5.2.1. Policy

5.2.1.1 The *Local Natural Heritage System* is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the components listed in 2.5.1.15.

5.2.1.2 The designation of lands in the *Local 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*.

5.2.2. Permitted Uses

5.2.2.1 Subject to other policies of this Plan, applicable policies of the Greenbelt Plan, the Niagara Escarpment Plan, and the appropriate *Conservation Authority* regulations, the following uses may be permitted:

a. All types, sizes and intensities of *agricultural operations*;

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 *key features* of the *Local 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:

   i) *bed and breakfast establishments* with three or fewer guest bedrooms in accordance with the policies of Section 9.1.1.1 of this Plan,

   ii) *veterinary clinics* serving primarily the agricultural community,

   iii) *home industries* in accordance with the policies of Section 9.1.1.4 and 9.1.1.5 of this Plan;

   iv) 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

   v) agriculture-related tourism uses with a *gross floor area* not exceeding 500 sq m.

   vi) *animal kennels* serving the agricultural community primarily, in accordance with the policies of Section 9.1.1.16 and 9.1.1.17 of this Plan.

   vii) small-scale businesses that provide supplementary income to the *farming* operation in accordance with Section 9.1.1.13 of this Plan.

   viii) subject to approval of a zoning by-law amendment and site plan approval, *horticultural trade uses* in accordance with Section 9.1.1.14 and 9.1.1.15 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.

5.2.3. Development Criteria

5.2.3.1 The *Town* shall apply a systems-based approach to implementing the *Local Natural Heritage System* by:

a. Prohibiting *development* and *site alteration* within *significant wetlands*, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;

b. Prohibiting *development* or *site alteration* within *significant woodlands*, *significant valleylands*, *significant wildlife habitat* and *significant areas of natural and scientific interest*, unless it has been demonstrated that there will be no *negative impacts* on the feature or its *ecological functions*.

c. Prohibiting *development* or *site alteration* within lands adjacent to *significant wetlands*, *significant woodlands*, *significant valleylands*, *significant wildlife habitat*, *significant areas of natural and scientific interest*, and fish habitat, unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

d. Not permitting the alteration of any components of the *Local 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 *Local Natural Heritage System* under the Agricultural System and are supported and promoted in accordance with *policies* of this Plan;

e. Refining the boundaries of the *Local Natural Heritage System* in accordance with Section 5.2.3.12; and,

f. 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.

5.2.3.2 The proponent of any *development or site alteration* that meets the criteria set out in Section 5.2.3.3 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. the proponent can demonstrate to the satisfaction of the *Town* 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 *Local Natural Heritage System* or unmapped *key features* affected by the *development* or *site alteration* by identifying components of the *Local Natural Heritage System* as listed in Section 2.5.1.15 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 Schedules.

5.2.3.3 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 5.2.3.2 will be required only where the proposed building is located wholly or partially inside or within 30 m of any *key feature* of the *Local Natural Heritage System*. 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 5.2.3.2 will apply

only to those instances where the proposed building is located wholly or partially inside or within 30 m of the *Local 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 *Local Natural Heritage System*.

5.2.3.4 The recommendations of an Environmental Impact Assessment, including the placement of lot lines and structures, carried out under Section 5.2.3.2 and endorsed by the *Town* shall be implemented through this Plan, the zoning by-law, site plan control, conditions of planning approval or regulations by the appropriate authority.

5.2.3.5 Apply, as appropriate, policies of this Plan that support and promote *agriculture* and *normal farm practices* on those parts of the *Local Natural Heritage System* under the Agricultural System where such uses are permitted. These *policies* include but are not limited to Sections 9.2.3.2 to 9.2.3.4.

5.2.3.6 Through the *development* approvals process and where appropriate, the function of the *Local Natural Heritage System* within the Urban Area shall be enhanced by locating local open space adjacent to or near the *Local Natural Heritage System*.

5.2.3.7 The development of trails within the *Local 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.

5.2.3.8 Through the *development* approval process and as permitted by legislation, the *Town* shall acquire parts of the *Local Natural Heritage System*.

5.2.3.9 The *Town* shall promote the concept and functions of the *Local Natural Heritage System* and encourage landowners and local

residents to participate in its identification, protection, enhancement, and maintenance.

5.2.3.10 The *Town* shall promote, in conjunction with other *public agencies* and through stewardship programs, the donation of privately owned lands in the *Local 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.

5.2.3.11 The *Town* shall support the interconnection of its *Local Natural Heritage System* with those of adjacent municipalities.

5.2.3.12 The boundaries of the *Local Natural Heritage System* designation may be refined with additions, deletions and/or boundary adjustments through:

a. the preparation of a Subwatershed Study accepted by the *Town* and undertaken in the context of an *Area-Specific Plan*,

b. an individual Environmental Impact Assessment accepted by the *Town*, as required by this Plan; or

c. Similar studies based on terms of reference accepted by the *Town*.

5.2.3.13 Where the *Town* is satisfied~~,~~ that the boundary of the *Local Natural Heritage 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 *Local Natural Heritage System* designation and the underlying designation shall be removed from any lands added to the *Local Natural Heritage System* designation.

5.2.4. Zoning

5.2.4.1 Lands located within the *Local Natural Heritage System* will be zoned *Local 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*, 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.

5.2.4.2 The Zoning By-law shall impose for *development* appropriate *setbacks* from *hazardous lands* and *hazardous sites* based on the risk to public health and 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*, 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 *hazardous lands* and *hazardous sites* 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.

5.2.5. Ownership

5.2.5.1 Where any land designated *Local 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 *Town* shall ensure that consideration be given to the acquisition of the critical parts of the *Local Natural Heritage System* through the *development* approval process as permitted by legislation.

5.2.6. Parkland Dedication

5.2.6.1 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*.

5.3. Greenbelt Natural Heritage System

5.3.1. Purpose

5.3.1.1 The purpose of the Greenbelt Natural Heritage System shown as an overlay on Schedules "1" and "A" is to implement *policies* of the Provincial Greenbelt Plan as they apply to its Natural Heritage System.

5.3.1.2 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 *Local Natural Heritage System* as described in Section 2.5.1.15. The *key features*, within the *Local Natural Heritage System* referred to under Section 2.5.1.15.a), and the following *key features* within the Greenbelt Natural Heritage System are shown on Official Plan Schedules:

a. sand barrens, savannahs and tall grass prairies,

b. permanent and intermittent streams,

c. lakes,

d. seepage areas and springs,

e. *wetlands,*

f. alvars, and,

g. *significant* habitat of special concern species.

5.3.1.3 While the Greenbelt Natural Heritage System and the *Local Natural Heritage System* have different sets of planning *policies*, they complement each other and together implement the *Town's* vision of a sustainable Green System that preserves and enhances the biological diversity and *ecological functions* of the Town. Within those parts of the Greenbelt and *Local Natural Heritage Systems* that are under the Agricultural System described in Section 9.2, *agricultural operations* are considered as compatible and complementary uses towards implementing this vision.

5.3.1.4 *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 11.3 of the Greenbelt Plan.

5.3.1.5 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*.

5.3.1.6 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 5.3.1.6.d).

c. Notwithstanding Sections 5.3.1.6.a) 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 9.4.3 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 5.3.1.6.d) 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 5.3.1.6.d) and 5.3.1.6.e), 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 9.2.3.9

5.3.2. Milton Education Village Complementary Greenbelt Lands Policy Area

5.3.2.1 The purpose of the Milton Education Village Complementary Greenbelt Lands Policy Area, as shown on Schedule 6 – Green System, is to recognize the important role of the lands within the Greenbelt Plan Protected Countryside located west of the Milton Education Village in supporting the Milton Education Village lands as

a complete, mixed-use and integrated community anchored by post-secondary education.

5.3.2.2 The *objectives* of the Milton Education Village Complementary Greenbelt Lands Policy Area are:

a. To recognize the unique role of the Milton Education Village Complementary Greenbelt Lands in relation to the Milton Education Village and the strategic opportunities for integrated research and scientific study.

b. To support *development* within the Milton Education Village Complementary Greenbelt Lands that complements the vision for the Milton Education Village and opportunities for integrated research and scientific study in a manner that protects and enhances the *natural environment* and rural countryside.

c. To permit stormwater management *infrastructure* that is essential and in the public interest and that is required for and will contribute to the growth and economic development expected within the Milton Education Village adjacent to the Greenbelt Plan area.

5.3.2.3 Subject to other policies of this Plan, applicable polices of the Greenbelt Plan, applicable Local Official Plan policies and Zoning By-laws, and applicable *Conservation Authority* regulatory requirements, the following additional uses may be permitted on the Milton Education Village Complementary Greenbelt Lands:

a. stormwater management facilities, provided that:

i) such uses meet the applicable Greenbelt Plan objectives and policies for *infrastructure* within the Protected Countryside;

ii) such uses are essential, meaning that they are deemed necessary to the public interest after all alternatives have been considered;

iii) they are located outside of *key features*, *buffers*, and *vegetation protection zones*;

iv) they avoid *prime agricultural areas*, unless need has been demonstrated and it has been established that there is no reasonable alternative;

v) they represent *green infrastructure*, providing ecological and hydrological functions and processes that support the *Local Natural Heritage System*;

vi) they are developed and operated as a research facility that supports the Milton Education Village and the scientific research and study undertaken at its post-secondary institutions related to watersheds, water quality and quantity, and management practices; and

vii) they address the detailed requirements and studies identified in Section 5.3.2.4 of this Plan.

b. uses directly associated with a stormwater management facility and necessary to support the installation, access, operation, and maintenance of the facility, provided they are located outside of *key features*, *buffers*, and *vegetation protection zones*, with the exception of those components of the facility that are essential for conveying stormwater to the receiving *Key Feature*;

c. non-intensive uses related to scientific study, education, and research, that are directly related to a post-secondary institution in the Milton Education Village.

5.3.2.4 Subject to other policies of this Plan, prior to *development* or *site alteration* on the Milton Education Village Complementary Greenbelt Lands related to the permitted uses identified in Section 5.3.2.3 of this Plan, the following studies must be completed:

a. an Agricultural Impact Assessment, based on applicable guidelines, that demonstrates:

i) there is an identified need to use additional land for the proposed use and it is demonstrated that there are no reasonable alternatives that avoid *prime agricultural areas* or locations in *prime agricultural areas* within lower priority agricultural lands;

ii) where adverse impacts on the *Agricultural System* are unavoidable, there are measures that will be implemented to minimize or mitigate the impacts to the extent feasible;

iii) the proposed use complies with the *Minimum Distance Separation formulae*; and,

iv) all other applicable Regional requirements related to the *Agricultural System* are met.

b. an Environmental Impact Assessment, based on applicable guidelines, or an equivalent study based on terms of reference accepted by the Region, that demonstrates:

i) there are *no negative impacts* on *key features* or their

ecological functions;

ii) connectivity across the *Local Natural Heritage System* and between *key features* and other *natural heritage features and areas* is maintained or, where possible, enhanced;

iii) new *development* and *site alteration* in the Greenbelt Natural Heritage System will occur in accordance with the following:

i. the disturbed area will not exceed 25 per cent of the total developable area, being the areas of the Milton Education Village Complementary Greenbelt Lands outside of *key features* and any related *vegetation protection zones*;

ii. the impervious surface is minimized and will not exceed 10 per cent of the total developable area; and,

iii. natural self-sustaining vegetation is maintained or restored to at least 30 per cent of the total developable area.

iv) all other applicable policies of this Plan and requirements related to the Greenbelt and *Local Natural Heritage System* are met.

c. a stormwater management plan which demonstrates:

i) planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;

ii) an integrated treatment approach will be used to minimize stormwater flows and mimic natural hydrology through lot level controls, *low impact development* and other conveyance techniques;

iii) applicable recommendations, standards or targets within a subwatershed plan or equivalent and water budgets will be complied with; and

iv) applicable objectives, targets, and any other requirements within a stormwater master plan will be met in accordance with the policies of the Greenbelt Plan and the applicable policies of this Plan.

5.4. Blue System

5.4.1. Ground and Surface Water Quality and Quantity

5.4.1.1 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 5.1.3.1 through 5.1.3.3 and 5.4.3.1 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 Regional guidelines. 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.

5.4.1.2 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 Green System.

5.4.1.3 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.

5.4.2. Source Water Protection

5.4.2.1 The following source water protection related policies are designed to protect sources of drinking water within the Town from contamination.

5.4.2.2 The following Municipal Wellhead Protection Areas have been identified based on the migratory pattern of groundwater upstream from each of the active municipal wells within Milton:

a. Wellhead Protection Area - A-100-metre radius around the municipal well and allows limited time for natural remediation of any contaminants in the groundwater.

b. Wellhead Protection Area - B- 100-metre radius 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.

c. Wellhead Protection Area – C -2-year to 5-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 undertake remedial action prior to the contamination of the wellhead.

d. WHPA-D- 5-year to 25-year travel time, which is further from the wellhead, whereby any groundwater contamination within this area would have some tome 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.

5.4.2.3 The Zoning By-law will be amended to implement the boundaries of the Municipal Wellhead Protection Areas 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 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.

5.4.2.4 The Wellhead Protection Areas 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.

5.4.2.5 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*'s Risk Management Official 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.

5.4.2.6 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.

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

a. provide an inventory of existing geology, hydrology, hydrogeology, limnology, *fish habitats* and other environmental data;

b. establish water quality targets in accordance with the *Watershed Plans*;

c. determine base flows to maintain water quality and existing ecological conditions;

d. recommend appropriate storm water management techniques in accordance with Provincial guidelines;

e. refine the boundaries of the Environmental System and identify other constraints under which *development* may not be permitted, in accordance with policies of this Plan:

f. provide detailed guidelines for *development* design and construction; and

g. establish procedures for monitoring water quality and quantity before, during, and after development.

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

5.4.2.9 Promote the regeneration of natural areas near *watercourses*.

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

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

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

5.4.2.13 Undertake programs to promote:

a. the conservation of water used by residential, commercial and industrial water users;

b. public awareness of water conservation; and,

c. safe drinking water programs among residents serviced by private individual wells.

5.4.2.14 Require landscaping and plans to utilize low water use techniques and plant material in the designs.

5.4.3. Stormwater Management Plans

5.4.3.1 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.

5.4.4. Re-Establishment of Hydraulic Capacity

5.4.4.1 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*.

5.5. Human-Made Hazards

5.5.1. Noise and Vibration

5.5.1.1 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.

5.5.1.2 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.

5.5.1.3 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.

5.5.1.4 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 Halton Region Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment, Conservation and Parks 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 "9" 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.

5.5.1.5 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.

5.5.1.6 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, Conservation and Parks guidelines.

5.5.1.7 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, Conservation and Parks guidelines.

5.5.2. Site Contamination

5.5.2.1 The *Town* shall only consider *development* proposals after the proponent undertakes a process in accordance with the Halton Region 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.

5.5.2.2 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 the *Region* 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, Conservation and Parks guidelines and Regional protocols.

5.5.2.3 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 "I" and other potentially contaminated sites from previous uses as identified by the

Region. It should be noted that sites other than those identified on Schedule "I" or by the *Region* may also have the potential for site contamination.

SECTION 6. Sustainable Infrastructure

6.1. Transportation

6.1.1. Transportation Facilities: Classification, Function and Design Requirements

6.1.1.1 Transportation facilities shall generally be developed and planned to comply with the general classification, function and design requirements outlined in Table 7 - Classification, Function and Design Requirements of Transportation Facilities and the more specific right-of-way widths outlined in Table 7a - 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.

6.1.1.2 The location of transportation facilities shall generally conform with the designations on Schedule "9", Town of Milton Transportation 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 7 – Function of Transportation Facilities.

FACILITY TYPE	FUNCTION	GENERAL DESIGN GUIDELINES
Public Lane/Laneway	• Traffic movement not a consideration • Unrestricted access • Land access only function	• Connects to Public Lane and Local • Traffic volume <500 vehicle/day • Transit service not permitted
Local Road	• Traffic movement secondary consideration • Unrestricted access • Land access primary function • Accommodate *active transportation* facilities	• Connects to Public Lane, Local and Collector • Traffic volume <1,000 vehicle /day • Transit service generally avoided
Collector Road	• Traffic movement and land access of equal consideration • Increasing use for access • Traffic movement and land access of equal function • Accommodate *active transportation* facilities	• Connects to Local, Collector and Arterial • Traffic volume <8,000 vehicle /day • Transit service permitted
Arterial Road	• Traffic movement major consideration • Decreasing degree of access control • Some to rigid access control • Accommodate *active transportation* facilities	• Encompasses Minor and Multi-purpose Arterial Roads • Connects to Collector, Arterial, Expressway and Freeway • Traffic volume 5,000-30,000 vehicles /day • Express and local buses permitted
Expressway[(1)]	• Traffic movement primary consideration • Complete access Control • No land access	• Connects to Arterial, Expressway and Freeway • Traffic volume >10,000 vehicle /day • Express buses only
Freeway[(2)]	• Traffic movement primary consideration • Complete access Control • No land access	• Connects to Arterial, Expressway and Freeway • Traffic volume >20,000 vehicle /day • Express buses only

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 MTSA 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-sensitive land uses to be discouraged along right-of-way • *Transit-supportive*, high-density, mixed-use development to be encouraged around Major Transit Stations
Major Transit Stations	• Part of the higher order transit network • Serve inter-municipal and inter-regional travel demands by public transit • Complements Intensification in *Major Transit Station Areas*	• Grade separations at intersections with other major transportation facilities, where warranted • Noise- or vibration-sensitive land uses to be discouraged along right-of-way • *Transit-supportive*, high-density, mixed-use *development* to be encouraged around Major Transit Stations

Footnote to Table 7:

(1), (2) The geometrics, design and construction of Provincial Expressways and Freeways are under the jurisdiction of the Ministry of Transportation, and descriptions of these facilities are for information purposes only.

Table 7a- Right-of-Way Width of Specific Transportation Facilities.

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
REGIONAL ROADS (1)				
20 Side Road (RR 34)	Guelph Line (RR 1)	Milton/Puslinch Town Line	Major Arterial	(2)
32 Side Road (RR 32)	Wellington Boundary	Highway 7	Major Arterial	(2)
Britannia Road (RR6)	Tremaine Road (RR 22)	Centre Line of 407 ETR	Major Arterial	(2)
Derry Road (RR 7)	Milborough Line (RR 24)	Centre Line of 407 ETR	Major Arterial	(2)
Guelph Line (RR 1)	Derry Road (RR 7)	32 Side Road (RR 32)	Major Arterial	(2)
Regional Road 25 (RR 25)	Burnhamthorpe Road (RR 27)	Derry Road (RR 7)	Major Arterial	(2)
Regional Road 25 (RR 25)	Steeles Avenue (RR 8)	5 Side Road	Major Arterial	(2)
James Snow Parkway (RR 4)	ETR 407	Dublin Line	Major Arterial	(2)
Steeles Avenue (RR 8)	Tremaine Road (RR 22)	James Snow Parkway (RR 4)	Major Arterial	(2)
Trafalgar Road (RR 3)	ETR 407	Highway 401	Major Arterial	(2)
Tremaine Road (RR 22)	Burnhamthorpe Road (RR 27)	Campbellville Road	Major Arterial	(2)
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)	Campbellville 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

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
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 (RR 25)	0.7 km East of Fourth Line	Minor Arterial	35m
Bronte Street South	Derry Road (RR7)	Main Street West	Minor Arterial	30m
Bronte Street North	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 South	Local	20m
Chisholm Drive	Regional Road 25 (RR 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
Heslop Road	Commercial Street	Bronte Street South	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

ROADS	BETWEEN	AND	FUNCTIONAL CLASSIFICATION	RIGHT-OF-WAY WIDTH
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 (RR 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 North	Martin Street	Collector	20m
Millside Drive	Martin Street	Main Street East	Collector	20m
Nipissing Road	Childs Drive	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 South	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
3 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 North	Collector	20m
Woodward Avenue	Ontario Street North	Thompson Road North	Collector	26m
All other Arterials			Arterial	35m
All other Collectors			Collector	Up to 26m
All other Local Roads			Local	16-18m

Footnotes to Table 7a:

(1) Description and Function of Regional Major Transportation Facilities are shown on Table 8.

(2) Right-of-way width requirements for Major Regional Arterial roads as per the Halton Region Transportation Master Plan are shown in Map 2 - Right-of-Way Requirements of Regional Arterial Roads.

6.1.2. Roads

6.1.2.1 The *Town* will work co-operatively with the Province, the *Region* 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 401 interchange in the vicinity of Peru Road is intended to be the western gateway to the urban area. The *Town* shall work with the Province, the *Region* 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 finalized as soon as possible in accordance with the *Region*'s Capital Plan. The realigned Tremaine Road (Reg. Road 22) has permitted the construction of a full interchange with Highway 401 in the location established through an Environmental Assessment process. The *Town* shall continue to work with the Province, the *Region* and landowners to finalize the construction of the new interchange at the appropriate time.

6.1.2.2 Notwithstanding the policies of subsections 6.1.1.1 and 6.1.1.2, 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:

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.

6.1.2.3 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 7.2.3.1 through to 7.2.3.4 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.

6.1.2.4 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* or the Province of Ontario as applicable, to provide the road right-of-way width established in Table 5 and Table 5a. 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."

6.1.2.5 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

Highway rights-of-way for future grade separations at the crossing of a Highway with a rail line, with general dimensions as shown on Figure 7.

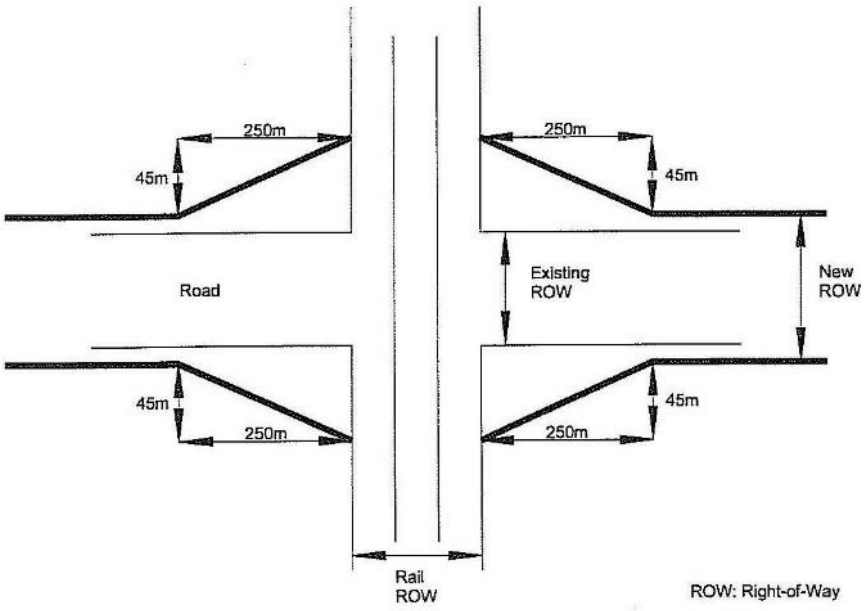


Figure 7. Right of Way Requirements For Future Railway Grade Separations.

6.1.2.6 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.

6.1.2.7 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 Green System, Blue System or other sensitive *environmental* features; and/or,

e. The presence of a cultural heritage resource.

6.1.2.8 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 5 and Table 7a, 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.

6.1.2.9 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*.

6.1.3. Travel Demand Management

6.1.3.1 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, carpooling and High Occupancy Vehicle (HOV) lanes.

6.1.3.2 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 carpool vehicles) and which are feasible given the scale, ultimate ownership and location of the *development*.

6.1.3.3 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 Milton GO Protected *Major Transit Station Area*, in accordance with the policies of Section 8.5 of this Plan.

6.1.4. Public and Private Parking

6.1.4.1 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.

6.1.4.2 The *Town* may maintain and enhance the supply of short-term public parking within the Central Business District Area designation on Schedule "A", Urban Area Land Use Plan and Schedule "C", Central Business District Land Use Plan, including the acquisition of additional lands for parking purposes.

6.1.4.3 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 "A" 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*.

6.1.4.4 Parking lot design shall be in accordance with the policies of subsections 7.2.4.1 through to 7.2.4.4 inclusive of this Plan.

6.1.5. Public Transit

6.1.5.1 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.

6.1.6. Trucking

6.1.6.1 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.

6.1.7. Rail

6.1.7.1 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.

6.1.7.2 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.

6.1.7.3 In considering applications for *development* or *redevelopment* adjacent to a railway corridor, the *Town* shall apply, where appropriate the policies of subsections 5.5.1.1 through to 5.5.1.7 inclusive, Noise and Vibration, of this Plan.

6.1.8. Trails System

6.1.7.4 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.

6.1.7.5 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*, as applicable, will have to be successfully negotiated prior to implementation.

6.1.7.6 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 Urban Area and within the 401 Industrial/Business Park Secondary Plan Area is shown on Schedule "G" and "C.2.A" of this Plan.

6.2. Infrastructure

6.2.1. Municipal Water Services and Municipal Sewage Services

6.2.1.1 Permit the provision of municipal water services and municipal sewage services to public service facilities, if deemed prudent and feasible by the Region in coordination with the Town

6.2.2. Major Oil and Gas Transmission Pipelines

6.2.2.1 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.

6.2.2.2 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.

6.2.3. Electric Power Facilities

6.2.3.1 Electric power generation and supply facilities, 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.

6.2.4. Utilities and Telecommunications Services

6.2.4.1 *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, the establishment of new, or expansion of existing utilities must be carried out in a manner that is protective of public safety and the environment, in accordance with provincial regulations and guidelines.

6.2.5. Waste Management, Disposal and Composting

6.2.5.1 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*.

6.2.5.2 The *Town* shall permit collection for recycling and reuse in all land use designations subject to approval of the specific location by Council.

6.2.5.3 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.

6.2.5.4 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.

6.2.5.5 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.

6.2.5.6 Notwithstanding the policies of subsection 6.2.5.5, 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 6.2.5.5 of this Plan;

b. inorganic waste except as provided in subsection 6.2.5.5 of this Plan;

c. composting of organic material except as provided in subsections 6.2.5.2 to 6.2.5.4 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"; and,

f. asphalt and concrete batching plants.

6.2.6. Hazardous Wastes

6.2.6.1 Notwithstanding the provisions of subsection 6.2.5.6, the collection of hazardous wastes at approved locations will be permitted, subject to approval by the appropriate Ministries.

6.2.7. Landfill Sites

6.2.7.1 In accordance with the policies of this 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 "I" to this Plan appropriate studies as determined by the Region, the Town, and the appropriate Ministries shall be required.

6.2.8. Solid Waste Collection and Disposal

6.2.8.1 The Halton Waste Management Site and all related operations are permitted under its Certificate of Approval in accordance with the provisions of subsection 10.1.3.6 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.

6.2.8.2 Consider and evaluate new waste management facilities only in areas outside the Niagara Escarpment Plan Area and after studies have been completed based on the policies of this Plan and in compliance with the provisions of the *Environmental Assessment Act* and other Provincial legislation.

6.3. Parkway Belt West Plan Area

6.3.1. General

6.3.1.1 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.

6.3.1.2 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.

6.3.2. Purpose

6.3.2.1 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 provide separation and definition of urban area boundaries, create links between urban areas by providing space for the movement of people, goods, energy and information, provide a land reserve for future linear facilities for transportation, community and *utility* purposes, and provide a system of open space and recreational facilities. 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.

6.3.3. 4.6.2 Permitted Uses

6.3.3.1 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.

6.3.3.2 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.

6.3.4. 4.6.3 Parkway Belt West Plan Area Policies

6.3.4.1 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 this Plan.

6.3.4.2 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.

SECTION 7. Liveable Communities

7.1 HOUSING

7.1.1 Objectives

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

a. expediting the *development* approval process in the provision of *assisted*, *affordable* and *shared housing* and further giving priority to those receiving government funding; and

b. permitting *shared housing* as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria.

7.1.2 Housing Targets

7.1.2.1 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*.

7.1.2.2 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.

7.1.2.3 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.

7.1.2.4 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.

7.1.2.5 The *Town* will encourage that *assisted* and *affordable housing* projects receiving government funding include, as appropriate, units with *Universal Physical Access* and enhanced energy conservation standards.

7.1.3 Residential Intensification

7.1.3.1 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. 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*.

7.1.3.2 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.

7.1.3.3 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 *infrastructure* and *public service facilities* and land resources;

b. represent *redevelopment* or infill *developments*; and/or,

c. result in the relocation of existing incompatible uses.

7.1.3.4 Residential *Intensification* in accordance with the policies of subsections 7.1.3.1 through to 7.1.3.4 of this Plan shall only apply in the Urban and Hamlet Area designations.

7.1.4 Additional Residential Units

7.1.4.1 *Additional residential units (ARUs)* shall be permitted either within a detached, semi-detached or townhouse dwelling, or within an ancillary building or structure on the same *lot* as a detached, semi-detached or townhouse dwelling, 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. Within the Greenbelt Plan Protected Countryside, but not including Hamlet Areas:

i) No *ARU*s shall be permitted within the Greenbelt Natural Heritage System as identified on Schedule 1;

ii) Outside of the Greenbelt Natural Heritage System, one *ARU* per *lot* is permitted within a detached dwelling or within an

existing ancillary building or structure on the same *lot* as the detached dwelling;

c. Within the areas of Campbellville that are within the Niagara Escarpment Plan Area:

i) No *ARU*s shall be permitted within the Escarpment Natural Area and the Escarpment Protection Area as identified on Schedule 1;

ii) Within the Escarpment Rural Area, as identified on Schedule 1, one *ARU* may be permitted within a detached dwelling, but shall not permitted within a detached *accessory building or structure*;

iii) An *ARU* shall not be permitted on a *lot* that has more than one detached dwelling, or within *shared housing* or a detached dwelling containing a *bed and breakfast establishment;* and

iv) A *home occupation* or *home industry* shall not be permitted within an *ARU*;

d. Within Hamlet Areas not located within the Niagara Escarpment Plan Area, one (1) *ARU* per *lot* is permitted within a detached dwelling or within a detached ancillary building or structure on the same *lot* as the detached dwelling;

e. Within *Prime Agricultural Areas* outside of the Greenbelt Plan Area and the Niagara Escarpment Plan Area, as shown on Schedule 5, up to two *ARU*s per *lot* shall be permitted in accordance with provincial guidance, where only one *ARU* may be located within a detached ancillary building or structure;

f. Outside of the Urban Area and the Hamlets, an *ARU* within a detached ancillary building or structure shall be compatible with, and not hinder, surrounding *agricultural operations*, and comply with the *minimum distance separation formulae*;

g. Where *municipal water services* and/or *municipal sewage services* are available to a *lot*, an *ARU* must be connected to any available *municipal water services* and/or *municipal sewage services*;

h. In the *Urban Area*, notwithstanding Section 3.7.1.23, and for all lands in the Rural Area, where *municipal water services* and/or

municipal sewage services are not available to a *lot*, an *ARU* may be served by adequate *individual on-site water services* and/or *individual on-site sewage services* only where the site conditions are suitable for the long-term provision of such services, including capacity to service all other dwellings on the *lot*, with no *negative impacts*, as may be confirmed by a hydrogeological assessment prepared by a qualified professional;

i. An *ARU* will be compatible with neighbouring properties and the surrounding neighbourhood or rural area by taking into consideration scale and built form;

j. On a *lot* designated for *agricultural use*, to minimize land taken out of agricultural production, an *ARU* must be of limited scale and be located within, attached, or in close proximity to the principal dwelling or farm building cluster;

k. An *ARU* must have no *adverse effect* on stormwater management systems;

l. An *ARU* must have no *adverse effect* on site drainage as demonstrated through a grading plan;

m. Safe access to an *ARU* must be ensured by meeting fire and emergency service requirements;

n. Severance of an *ARU* from the *lot* shall not be permitted; and

o. An *ARU* shall be registered with the *Town* in accordance with the provisions of the *Municipal Act*.

7.1.4.2 *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 *public service facilities* capacity. *ARUs* shall be encouraged to be created through the subdivision and construction process.

7.1.5 Conservation And Rehabilitation

7.1.5.1 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 *public service 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.

7.2 Urban Design and Placemaking

7.2.1 Design Guidelines

7.2.1.1 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 Urban Areas. In Secondary Plan Areas, design guidelines will be an integral component of the Secondary Plan.

7.2.1.2 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.

7.2.1.3 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.

7.2.1.4 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.

7.2.1.5 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.

7.2.1.6 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*.

7.2.1.7 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*.

7.2.1.8 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.

7.2.1.9 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.

7.2.1.10 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.

7.2.1.11 New *development* 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.

7.2.1.12 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.

7.2.1.13 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.

7.2.1.14 Such functions as *public service facilities*, retail shops and similar uses on the ground floor should be located at grade and approximately level with the adjacent sidewalk.

7.2.1.15 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.

7.2.1.16 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.

7.2.1.17 The provision of landscaped roof terraces for increased building amenity, particularly when located at lower floor levels to increase street animation, will be encouraged.

7.2.1.18 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.

7.2.1.19 *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.

7.2.2 Gateways

7.2.2.1 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.

7.2.2.2 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 *public service facilities* shall be supported.

7.2.2.3 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.

7.2.2.4 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.

7.2.3 Roads Design

7.2.3.1 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.

7.2.3.2 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.

7.2.3.3 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.

7.2.3.4 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.

7.2.4 Parking

7.2.4.1 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.

7.2.4.2 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.

7.2.4.3 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.

7.2.4.4 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.

7.2.5 Microclimate

7.2.5.1 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.

7.2.5.2 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.

7.2.5.3 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.

7.2.5.4 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.

7.2.5.5 The provision of weather-protected paths at grade between public sidewalks and major *developments* shall be encouraged.

7.2.5.6 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).

7.2.5.7 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.

7.2.5.8 Design of buildings and landscaping which mitigates the adverse affects of precipitation shall be encouraged.

7.2.6 Views

7.2.6.1 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.

7.2.6.2 "Landmark" views of unique features, particularly the Central Business District streetscape and the Niagara Escarpment, shall be enhanced to the extent possible.

7.2.7 Barrier Free Access

7.2.7.1 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.

7.2.7.2 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.

7.2.7.3 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.

7.2.7.4 Barrier-free features shall be well-integrated within the functional and aesthetic design composition.

7.2.8 Landscape Design

7.2.8.1 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 to maximize areas inhabited by diverse, low maintenance meadow plant communities.

7.2.8.2 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.

7.2.9 Automobile-Oriented Uses

7.2.8.3 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.

7.2.8.4 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:

a. It is demonstrated that there are no suitable alternative locations outside the node to accommodate access for people with disabilities to the proposed facility or service;

b. The proposal is consistent with the planned character and function of the node;

c. 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;

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 and other design features to establish a pedestrian-friendly streetscape along roads.

7.2.8.5 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.

7.3 Safe Community Design

7.3.1 Purpose

7.3.1.1 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.

7.3.2 Goal

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

7.3.3 Objectives

7.3.3.1 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.

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

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

7.3.3.4 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.

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

7.3.3.6 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.

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

7.3.4 Strategic Policies

7.3.4.1 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.

7.3.4.2 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.

7.3.4.3 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.

7.3.4.4 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.

7.3.4.5 The provision of a range of essential *public service 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.

7.3.4.6 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.

7.3.4.7 All publicly accessible spaces are to be located near public roads, transit stops or other active spaces to facilitate public surveillance.

7.3.4.8 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.

7.3.4.9 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.

7.3.4.10 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.

7.3.4.11 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.

7.3.4.12 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.

7.3.4.13 **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.

7.3.4.14 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.

7.3.4.15 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.

7.3.4.16 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.

7.3.4.17 Parks, school yards and the placement of future portable classrooms will be designed and planned to ensure maximum visibility from the adjacent streets and neighbourhood.

7.3.4.18 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.

7.3.4.19 Stormwater management ponds shall not be located on or immediately adjacent to school sites in order to ensure student safety.

7.3.4.20 Vehicular and pedestrian traffic patterns shall be designed to maximize natural surveillance of arrivals and departures.

7.3.4.21 The provision for the adequate distribution of public telephones where warranted by safety concerns shall be supported.

7.3.4.22 The safe location of automated bank teller machines shall be encouraged.

7.4 Cultural Heritage Resouces

7.4.1 Objective

7.4.1.1 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*.

7.4.1.2 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*.

7.4.1.3 To promote the development of private and public financial resources for the preservation and rehabilitation of *cultural heritage resources*.

7.4.1.4 To promote the conservation of *archaeological resources* on lands destined for *development* or *site alteration* by requiring their identification, documentation and removal, if necessary.

7.4.2 Heritage Register

7.4.2.1 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*.

7.4.2.2 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.

i) For properties included on the Heritage List:

ii) A description of the property that is sufficient to readily ascertain the property.

b. 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.

7.4.3 Heritage List

7.4.3.1 The Town of Milton shall, in consultation with 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.

7.4.3.2 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.

7.4.3.3 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.

7.4.4 Designation of Individual Properties

7.4.4.1 The Town of Milton, in consultation with 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).

7.4.4.2 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*).

7.4.4.3 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 or 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.

7.4.5 Designation of Heritage Conservation Districts

7.4.5.1 In order 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.

7.4.5.2 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.

7.4.5.3 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.

7.4.5.4 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*.

7.4.5.5 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*.

7.4.5.6 Where the *Town*, having satisfied the provisions of subsection 7.4.4.3, 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.

7.4.5.7 The Town may identify designated *cultural* heritage features and areas by establishing plaques on or adjacent to such features or areas.

7.4.5.8 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.

7.4.5.9 The Town shall 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.

7.4.6 Protection of Cultural Heritage Resources

7.4.6.1 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, ~~,~~ that the proposal will not adversely impact the heritage significance of the property or a Heritage Conservation District in which it is located.

7.4.6.2 The Town will 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.

7.4.6.3 Notwithstanding the provisions of subsection 7.4.6.1 and 7.4.6.2, 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.

7.4.6.4 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.

7.4.6.5 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 the *Town* shall be a condition of the demolition permit.

7.4.6.6 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.

7.4.6.7 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.

7.4.7 Signage

7.4.7.1 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 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.

7.4.8 Special Resources

7.4.8.1 Council shall encourage the retention of pioneer cemeteries in their original location and may provide for their designation.

7.4.8.2 Council shall discourage the closure and relocation of small cemeteries.

7.4.8.3 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.

7.4.9 Archaeological Resources

7.4.9.1 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 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,

b. 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 if for open space.

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

7.4.9.3 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 7.4.9.1, 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 Citizenship and Multiculturalism 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 Citizenship and Multiculturalism.

7.4.10 Funding And Advocacy

7.4.10.1 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 Citizenship and Multiculturalism and other appropriate authorities.

7.4.10.2 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.

7.4.10.3 The *Town* will encourage public awareness and the provision of information concerning *cultural* heritage issues.

7.4.10.4 The *Town* will encourage the consultation and involvement of local residents in *cultural* heritage planning matters.

7.5 Community Improvement

7.5.1 Purpose

7.5.1.1 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.

7.5.2 Goal

7.5.1.2 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.

7.5.3 Objectives

7.5.3.1 To encourage the renovation, rehabilitation and, where appropriate, residential *intensification* of obsolete buildings and inefficient land uses.

7.5.3.2 To reduce the conflict between land uses within the community.

7.5.3.3 To eliminate deficiencies in municipal services and *utilities* where it is physically and economically feasible.

7.5.3.4 To encourage the rehabilitation, adaptive reuse and maintenance of historical or architecturally significant buildings.

7.5.3.5 To encourage and facilitate greater use of public transit within the community.

7.5.3.6 To provide information to property owners on various public initiatives which are designed to assist in the improvement of the area or structures.

7.5.3.7 To improve the traffic circulation within the community.

7.5.3.8 To encourage centralized off-street parking, upgrade and provide municipal parking facilities where feasible.

7.5.3.9 To provide a level of open space and recreational facilities which serve the needs of the community.

7.5.3.10 To encourage streetscape improvements within co-ordinated standards, particularly within the commercial and industrial areas.

7.5.3.11 To mitigate adverse *environmental* impacts.

7.5.3.12 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.

7.5.3.13 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*.

7.5.3.14 To identify *Strategic Growth Areas* as the highest priority of Urban development.

7.5.3.15 To promote the *development* and *redevelopment* of rehabilitated *brownfield* and *greyfield sites*.

7.5.3.16 To promote the provision of *assisted, affordable* and *shared housing*.

7.5.4 Area Selection Criteria

7.5.4.1 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 public service facilities;

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.

7.5.5 Community Improvement Areas

7.5.5.1 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 Milton GO Protected *Major Transit Station Area*.

7.5.5.2 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.

7.5.5.3 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.

7.5.6 Community Improvement Methods

7.5.6.1 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 *public service 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.

7.5.7 Central Business District

7.5.7.1 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*.

7.5.8 Campbellville

7.5.8.1 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.

7.6 Future Strategic Employment Areas

7.6.1 Policies

7.6.1.1 The purpose of the Future Strategic *Employment Areas*, shown as an overlay on Schedule "C", 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 and are subject to the *policies* of this Plan. Future Strategic *Employment Areas* are not land use designations and confer no permitted uses.

7.6.1.2 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;

a. Investigate, as part of the *Region's* Joint Infrastructure Staging Plan, the feasibility and costs to service the Future Strategic *Employment Areas*; and,

b. 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) demonstration that the *Town* will not be able, through *intensification* and *development* outside the Urban Area to meet the employment targets set out in this Plan.

7.7 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*.

7.7.1 Goal

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

7.7.2 Objectives

7.7.2.1 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.

7.7.2.2 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.

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

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

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

7.7.3 Strategic Policies

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

SECTION 8. Urban Land Use Policies

8.1.1 Purpose

8.1.1.1 Urban Land Use Policies establish directions for lands in the Urban Area. General land use designations and policies for the Urban Area are established in the following section and on Schedule "A", Urban Area Land Use Plan and Schedule "C", Central Business District Land Use Plan.

8.1.2 Planning Districts

8.1.2.1 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.

8.1.3 Niagara Escarpment

8.1.3.1 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.

8.1.4 Phasing

8.1.4.1 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 this Plan. In particular, no *development* will be permitted outside the boundary of the Established Urban Area, until an appropriate servicing system is completed in accordance with the policies of this Plan and the relevant Secondary Plans have been completed and approved. The only exceptions are expansions or modifications of *existing uses*.

8.2 Residential Area **D1(iii), D4*

8.2.1 Purpose **D1(iii), D4*

8.2.1.1. The Residential Area designation on Schedule "A" 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*.

8.2.2 Residential Intensification

8.2.2.1 Residential *intensification* shall generally take the form of medium and high-density residential uses in accordance with policies 8.2.7.1 and 8.2.7.2 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.

8.2.3 Residential Infilling

8.2.3.1 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.

8.2.3.2 Infill residential *development* within the Urban Area on Schedule "A" 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.

8.2.3.3 Infill *lots* may be created subject to the policies of Section 11.7 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 are 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.

8.2.1.6. 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 this Plan are met.

8.2.4 Residential Mix in Designated Greenfiled Areas

8.2.4.1 In accordance with the provisions of Section 3.1, Housing, and other applicable policies of this Plan, residential *development* within Future Complete Neighbourhoods 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 the Plan in order to contribute to the creation of healthy, *complete communities*.

8.2.5 Mature Neighbourhood Areas

8.2.5.1 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*.

8.2.5.2 Proposed *development* should be generally consistent with the setbacks, orientation and building separation distances within the *Mature Neighbourhood Area*. Landscaping and fencing are encouraged to maintain established aesthetics and privacy.

8.2.5.3 *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.

8.2.5.4 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.

8.2.5.5 Proposed *development* within *Mature Neighbourhood Areas* shall also be subject to the policies of Subsection 11.8.3.

8.2.6 Permitted Uses **D1(iii), D4*

8.2.6.1 The Residential Area designation on Schedule "A" 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,;

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 8.2.7.1;

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 8.2.7.2;

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 8.2.7.4;

f. *Rooming, boarding and lodging houses* and *bed and breakfast establishments* in accordance with the policies of subsection 8.2.7.5;

g. *Additional residential units* in accordance with the policies of subsection 7.1.4.1 and 7.1.4.2;

h. Minor *institutional uses* which by their activity, scale and design are compatible with residential uses and which serve adjacent *residential*, in accordance with the policies of subsections 8.2.7.6 and 8.2.7.7;

i. Local Commercial Uses including limited convenience commercial, service stations and *office use*s which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of subsections 8.2.7.6 and 8.2.7.7;

j. *Home Occupation* uses in accordance with the policies of subsection 8.2.7.6 and 8.2.7.7; and,

k. Parks, and other public spaces such as Urban Squares and Village Squares in accordance with the regulations of the Zoning By-law.

8.2.7 Residential Area Policies **D1(iii), D4*

Medium Density Residential I

8.2.7.1 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.

i) 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.

b. Height:

i) The height of the main buildings does not exceed four storeys.

c. Services:

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

d. *Development Plan*

ii) Submission of a *Development Plan* for sites in the Urban Area, will be required.

Medium Density Residential II

8.2.7.2 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:

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

High Density Residential Uses

8.2.7.3 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:

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

b. Mixed Use *Development*:

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

c. Height:

i) the height of the buildings does not exceed eight storeys except in accordance with the policies of subsection 11.5.3.8 of this Plan or unless specifically permitted by other policies of this Plan; and,

ii) 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:

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

Assisted, Affordable and Shared Housing

8.2.7.4 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 "A" 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*.

b. 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

8.2.7.5 *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;

i) the site is easily accessible to public transit;

ii) the site has an appropriate private outdoor amenity area;

iii) 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,

iv) the site has both frontage on and access to a regional or arterial road.

Local Institutional Uses and Local Commercial Uses

8.2.7.6 Proposals for the *development* of minor *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.

8.2.7.7 Once a proposal for the *development* of minor institutional or local commercial uses (excluding schools) has been reviewed against the general criteria outlined in subsection 8.2.7.6, 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,

iii) 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:

i) 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 8.2.7.7.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 8.2.7.7.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 8.2.7.7.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 8.2.6.1.i). and the policies of Section 8.2.7.7.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.

g. 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.

h. Notwithstanding the policies in Section 8.2.7.7.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

8.2.7.8 *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.

8.3 Residential/Office Area **D1(iv)*

8.3.1 Purpose **D1(iv)*

8.3.1.1 The Residential/Office Area designation on Schedule "A" is intended for lands within the 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*.

8.3.2 Permitted Uses **D1(iv)*

8.3.2.1 The Residential/Office Area designation on Schedule "A" 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 8.3.3.6;

b. *Assisted* and *shared housing*, in accordance with the policies of Subsection 8.2.7.4;

c. Minor *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 8.2.7.6;

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 8.2.7.6; and,

e. Parks and other public spaces such as Urban and Village Squares in accordance with the regulations of the Zoning By-law.

8.3.3 Residential/Office Policies **D1(iv)*

8.3.3.1 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.

8.3.3.2 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.

8.3.3.3 *Development* within areas designated "Residential/Office Area" on Schedule "A" 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 3.2 of this Plan; and,

c. the availability of adequate water and wastewater treatment capacity to accommodate the proposed use.

8.3.3.4 No new *development* shall be permitted within areas designated "Residential/Office Area" within the Urban Area 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

8.3.3.5 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 8.2.7.3 for residential uses in the High-Density Residential Use category.

Office Uses

8.3.3.6 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:

i) Minimum density shall be 100 employees per hectare.

b. Location:

i) 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*:

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

d. Height:

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

8.4 Commercial Area

8.4.1 Purpose

8.4.1.1 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.

8.4.1.2 It is the objective of this Plan to:

a. 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;

b. anticipate and accommodate new trends in retailing at appropriate locations in the *Town*;

c. improve the look, feel and vibrancy associated with the built form and *public realm*;

d. 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;

e. promote the efficient use of existing and planned *infrastructure* by creating the opportunity for various forms of commercial and residential *intensification*, where appropriate;

f. require a high standard of urban design for *development* and *redevelopment*;

g. establish a comprehensive set of design policies that foster the establishment of an urban environment that is safe, functional and attractive;

h. ensure that all new *development* is *compatible* with adjacent development; and,

i. ensure that a full range of *institutional uses* is available to meet the social, cultural and educational needs of Town residents.

Location

8.4.1.3 The Commercial Area designations as shown on Schedule "A", "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

8.4.1.4 Policies dealing with Commercial uses in the Central Business District are contained within Section 8.5 of this Plan.

Need for Market Impact Studies

8.4.1.5 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.

8.4.1.6 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.

8.4.1.7 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 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* policies and requirements, financial or otherwise, are met.

Urban Design

8.4.1.8 All new *development* requiring a *Planning Act* approval shall conform to Section 3.2 (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*.

8.4.1.9 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.

8.4.2 Major Commercial Centre

8.4.2.2 The Major Commercial Centre designation on Schedule "A" is intended to accommodate a major concentration of commercial facilities serving the broader regional community.

8.4.2.3 The objectives of the Major Commercial Centre designation are 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 *public service 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

8.4.2.4 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.

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

8.4.2.6 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

8.4.2.7 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.

8.4.2.8 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.

8.4.2.9 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.

8.4.2.10 *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.*

8.4.2.11 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.

8.4.2.12 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.

8.4.2.13 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 10 through an amendment to this Plan.

8.4.3 Secondary Mixed Use Nodes

8.4.3.1 See Secondary Mixed-Use Node policies in Section 8.6.

8.4.4 Local Commercial

8.4.4.1 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.

8.4.4.2 See additional Local Commercial policies in Section 8.2.7.6 and 8.2.7.7.

8.4.5 Office Employment Area

8.4.5.1 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.

8.4.5.2 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

8.4.5.3 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.

8.4.5.4 Residential uses shall not be permitted.

Office Employment Area Policies

8.4.5.5 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 7.2 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.

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

8.4.6 Business Commercial Area

8.4.6.1 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

8.4.6.2 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.

8.4.6.3 Residential uses shall not be permitted.

Business Commercial Area Policies

8.4.6.4 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.

8.4.6.5 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.

8.4.6.6 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.

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

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

8.4.7 Prestige Office Area

8.4.7.1 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

8.4.7.2 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*.

8.4.7.3 Residential uses shall not be permitted.

Prestige Office Area Policies

8.4.7.4 *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.

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

8.5 Central Business District

8.5.1 Purpose

8.5.1.1 The "Central Business District" (CBD) as identified on Schedule "A", is the focal point of the municipality. It is composed of the historic downtown area and the Milton GO Protected *Major Transit Station Area* (Milton GO PMTSA). The PMTSA, 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 PMTSA is the primary focus for *intensification* and therefore is subject to the policies for *Strategic Growth Areas* as set out in this Plan, as appropriate.

8.5.1.2 It is intended that the PMTSA, 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 PMTSA. *Development* will be planned to:

a. Accommodate and support major transit *infrastructure* and *multimodal* access to the GO station with *active transportation infrastructure* and connections to nearby trip generators, such as *public service 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 PMTSA, achieve a minimum *development density* of 200 residents and jobs per gross hectare.

8.5.1.3 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*.

8.5.2 Permitted Uses

8.5.2.1 The Central Business District designations on Schedule "C" shall permit a variety of commercial, *institutional* and *office uses*, and *public service 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 8.5.3.

8.5.2.2 Residential uses shall be permitted in accordance with the policies of the various sub-areas as outlined in Section 8.5.3.

8.5.3 Central Business District Policies

8.5.3.1 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.

8.5.3.2 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.

8.5.3.3 As the Milton GO PMTSA 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 *public service facilities* and *infrastructure* as needs are identified.

8.5.3.4 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.

8.5.3.5 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.

8.5.3.6 Unplanned commercial *development* along the periphery of the Central Business District shall be restricted to protect the planned function of the Central Business District.

8.5.3.7 *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.

8.5.3.8 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.

8.5.3.9 The scale and location of new *development* within the historic downtown area shall be sensitive to and *compatible* with the existing *character* and appearance.

8.5.3.10 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.

8.5.3.11 *Active transportation* opportunities for pedestrians, cyclists and transit will be promoted to reduce automobile dependency.

8.5.3.12 No *development* within the *Regulatory Flood Plain*, as shown on Schedule "C", is permitted unless approved by the Halton Region Conservation Authority.

8.5.3.13 Land uses and built form, including drive-through service facilities and automotive related uses, which could detract from the character and function of the PMTSA 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 or a site-specific amendment to this Plan.

8.5.3.14 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 PMTSA 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 PMTSA and the overall CBD PMTSA;

c. The proposal will not preclude or inhibit the achievement of the minimum density requirement for the PMTSA and the overall

CBD-–PMTSA, 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.

8.5.3.15 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.

8.5.3.16 The maximum floor space of individual retail uses generally shall be limited to approximately 500 square metres. Within the Uptown Mixed Use Sub-Area, having regard to Section 8.5.3.29, 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 PMTSA in accordance with Section 8.5.3.28; and

b. the building height is in accordance with Schedule "C.7.A.CBD".

8.5.3.17 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".

8.5.3.18 The minimum block level densities required to achieve the gross *development density* target within the Milton GO Protected *Major Transit Station Area* (PMTSA) 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".

Downtown Supportive Area

8.5.3.19 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.

8.5.3.20 *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 8.5.3.29. 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 11.5.3.8-11.5.3.12).

8.5.3.21 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. office~~s~~ uses;

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 7.1.4.1 and 7.1.4.2

8.5.3.22 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

8.5.3.23 Active Frontages have been identified in Schedule "C" in the Downtown Supportive Area and in the PMTSA 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.

8.5.3.24 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

8.5.3.25 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 7.1.4.1 and 7.1.4.2. *Development* shall be subject to the policies of subsections 2.10.3.35 to 2.10.3.41 inclusive, subsections 11.4.3.12 and 11.4.3.13, and Section 8.2 of this Plan.

Uptown Mixed Use Sub-Area

8.5.3.26 The Uptown Mixed Use Sub-Area designation makes up the majority of the PMTSA. 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*.

8.5.3.27 In addition to the uses permitted within the Central Business District land use designation, within the Uptown 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 Uptown Mixed Use Sub-Area shall contribute to achieving the overall minimum *development density* target for the PMTSA of 200 residents and jobs combined per hectare, subject to the availability of appropriate *infrastructure*.

8.5.3.28 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 8.5.3.25 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 8.5.3.54, with the majority of the 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 3.3, Subsections 8.2.5.1 to 8.2.5.5 inclusive, and subsection 11.6.3 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 summertime 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 Protected *Major Transit Station Area* through a Zoning By-law Amendment only when:

i) 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

ii) 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.

h. *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 5.5.1.4 of this Plan and any applicable guidelines, with the use of mitigation as necessary, including the following:

i) The zoning is use-specific, i.e., only the existing or proposed industrial or *sensitive land use* is permitted;

ii) 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.

iii) Staging *redevelopment* to coincide with the phasing out of major industrial facilities.

iv) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of *sensitive land uses*.

v) Putting in place long-term monitoring and maintenance requirements for mitigation measures.

vi) 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.

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

8.5.3.30 A network of Major and Minor Linkages as described in Section 8.5.3.44 to 8.5.3.45 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 PMTSA.

8.5.3.31 The comprehensive *redevelopment* of existing industrial and automotive-related establishments within the Milton GO Protected *Major Transit Station Area* and replacement with intensive, high density residential, *office* and *institutional uses* shall be promoted, subject to 7.1.3.1.

8.5.3.32 *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.

8.5.3.33 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.

8.5.3.34 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 8.5.3.3.

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 form being endorsed by Council and does not preclude consideration of interim *development* proposals in accordance with the policies of this Plan.

8.5.3.35 *Development* proposals which may prejudice or inhibit the achievement of the gross *development density* target of this Plan or the minimum *block-level densities* as shown on Schedule "C.7.C.CBD" on a site shall be prohibited unless it is part of 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.

8.5.3.36 Lands within the Uptown 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 this Plan, together with the minimum *block-level densities* required by 2.1. 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 8.5.3.35, 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

8.5.3.37 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

8.5.3.38 The Library is identified as an Institutional Sub-Area and shall be subject to the policies of Section 8.8 of this Plan.

Community Park Sub-Area

8.5.3.39 The Mill Pond and surrounding park area are identified as Community Park Sub-Area and shall be subject to the policies of Section 8.9 of this Plan.

Central Business District Enhancement

8.5.3.40 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)

8.5.3.41 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 PMTSA. Public art is encouraged within each of the three Gateways.

8.5.3.42 *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 Central Business District Urban Design Guidelines.

8.5.3.43 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.

8.5.3.44 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.

8.5.3.45 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 PMTSA. 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.

8.5.3.46 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.

8.2.1.7. 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.

8.5.3.47 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.

8.5.3.48 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 viewpoints should also be encouraged as described in the Central Business District Urban Design Guidelines.

Environmental

8.5.3.49 *Development* or *redevelopment* applications that contemplate open space or streetscape improvements will be accompanied by plans that are consistent with the provisions of subsection 3.2 of this Plan (Landscape Design) and shall have regard for the *Town's* urban design guidelines and standards.

8.5.3.50 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

8.5.3.51 All *development* within the Central Business District shall have regard for the general design objectives contained in Section 3.2 of this Plan and the Central Business District Urban Design Guidelines. In addition, all *development* within the Protected *Major Transit Station Area* shall have regard to the Milton *Mobility Hub* Urban Design Guidelines.

8.5.3.52 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

8.5.3.53 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;

a. 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;

b. 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;

c. sufficient to provide an appropriate supply of parking that meets the needs of users while promoting the use of *active transportation* and transit;

d. 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,

e. all proposed developments should illustrate through their site plans how parking areas will be developed having regard for the *Town's* urban design guidelines;

f. *travel demand management*, reduced parking and opportunities for shared parking shall be encouraged in accordance with 6.1.2.9;

g. the provision of surface parking lots should be minimized and configured to transition to other uses over time; and

h. where appropriate, existing surface parking lots should be replaced with compact, mixed-use and *transit-supportive developments*.

Heritage

8.5.3.54 The most substantial portions of Milton's *cultural heritage resources* are contained within the Central Business District. *Development* should be consistent with the policies of Section 3.3. In addition to the policies contained in Section 3.3, the following should also apply to lands within the Central Business District:

a. the Central Business District 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 Central Business District'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 Central Business District Urban Design Guidelines for residential *development*;

c. the small-scale *character* of the historic *residential areas* of the Central Business District 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 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 DBIA and Milton Historical Society.

Significant Character Buildings

8.5.3.55 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.

8.6 Secondary Mixed Use Node *D1(vi)

8.6.1 Purpose *D1(vi)*

8.6.1.1 The Secondary Mixed Use Node designation on Schedule "A" identifies higher order commercial nodes which will form focal points

for surrounding residential neighbourhoods with pedestrian and *transit-supportive development*.

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

8.6.2 Permitted Uses *D1(vi)

8.6.2.1 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.

8.6.3 Secondary Mixed Use Node Policies *D1(vi)

8.6.3.1 *Development* within areas designated "Secondary Mixed-Use Node" on Schedule "A", 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.

8.6.3.2 Secondary Mixed-Use Nodes 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*.

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

8.6.3.4 Notwithstanding the policies of Section 8.6 and 2.0 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.

the integration of this particular node with surrounding *development* shall be considered in the context of the existing development.

8.6.3.5 Notwithstanding the policies of Section 8.6.2.1 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.

8.7 Employment

8.7.1 Purpose

8.7.1.1 *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*.

8.7.2 Objectives

8.7.2.1 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; and

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*.

8.7.3 General Employment Policies

8.7.3.1 No new *development* shall be permitted within areas designated for employment uses within the Urban Area Schedule "A" 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*.

8.7.3.2 *Development* within the employment designations within the Urban Area on Schedule "A" 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.

8.7.3.3 *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.

8.7.3.4 All new *development* requiring a *Planning Act* approval shall conform to Section 3.2 (Urban Design) of this Plan as appropriate.

8.7.3.5 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

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

8.7.3.7 *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 8.7.

8.7.3.8 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.

8.7.3.9 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*.

8.7.3.10 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.

8.7.3.11 *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.

8.7.4 Business Park Area *D1(viii)

Purpose *D1(viii)

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

8.7.4.2 No new *development* shall be permitted within areas designated "Business Park Area" on Schedule "A" 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*.

Permitted Uses *D1(viii)

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

8.7.4.4 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.

8.7.4.5 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.

8.7.4.6 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*.

Business Park Area Policies **D1(viii)*

8.7.4.7 *Development* within areas designated "Business Park Area", shall be permitted subject to:

a. the provisions of the Secondary Plan as outlined within Part C of this Plan, where applicable;

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.

Cannabis Production and Processing Facilities

8.7.4.8 In addition to the Business Park Area policies set out in Section 8.7.6.7, 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 11.3.4, 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.

8.7.5 Industrial Area **D1(ix)*

Purpose **D1(lx)*

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

8.7.5.2 No new *development* shall be permitted within areas designated "Industrial Area" on Schedule "A" 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*.

Permitted Uses **D1(lx)*

8.7.5.3 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 6.2.5.1 through 6.2.5.6 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 8.7.7.7 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.

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

8.7.5.5 Notwithstanding the policies of subsection 8.7.7.3, 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.

Industrial Area Policies **D1(ix)*

8.7.5.6 *Development* within areas designated "Industrial Area" shall be permitted subject to:

a. the provisions of the Secondary Plan as outlined within Part C of this Plan, where applicable;

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.

8.7.5.7 In addition to the Industrial Area policies set out in Section 8.7.5.6, 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 11.3.4, 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.

8.8 Institutional Area *D1(x)

8.8.1 Purpose *D1(x)

8.8.1.1 The Institutional Area designation on Schedule "A" 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.

8.8.2 Permitted Uses *D1(x)

8.8.2.1 The Institutional Area designation on Schedule "A" 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.

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

8.8.2.2 In addition to the policies of subsection 8.8.2.1, *accessory service uses*, retail uses and office functions shall be permitted.

8.8.2.3 Residential uses including *assisted* and *shared housing* may also be permitted in conformity with the policies of subsection 8.8.4.2 and subject to compliance with applicable codes, regulations and all other applicable land use policies.

8.8.3 Institutional Area Policies **D1(x)*

8.8.4.1 *Development* within areas designated "Institutional Area" on Schedule "A", 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

8.8.4.2 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

8.8.4.3 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.

8.9 Community Park Area *D1(xi)

8.9.1 Purpose *D1(xi)

8.9.1.1 The Community Park Area designation on Schedule "A" 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.

8.9.2 Permitted Uses *D1(xi)

8.9.1.2 The Community Park Area designation on Schedule "A" 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.

8.9.1.3 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.

8.9.3 Community Park Area Policies *D1(xi)

Mill Pond

8.9.1.4 Mill Pond represents a key focal point in the Downtown. The *Town* has significantly improved this facility and will continue to maintain and enhance it.

Potential Community Park Area

8.9.1.5 Two potential Community Park Areas has been identified on Schedule "A". 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.

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

8.9.1.6 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.

8.9.1.7 The Milton Fairgrounds have been identified as a Specific Policy Area as shown on Schedule "L", in accordance with the policies of Section 10 of this Plan.

8.10 Omagh

8.10.1.1 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.

8.10.1.2 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.

8.10.1.3 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.

8.10.1.4 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.

SECTION 9. Rural Land Use Policies

9.1 Rural Area

9.1.1. General

Secondary Plans

9.1.1.1 Detailed land use designations and policy directives for each of the Hamlet Areas, identified on Schedule "D1", Urban and *Rural Areas*, 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.

Rural Estate Residential Development

9.1.1.2 The creation of new *lots* for residential purposes shall be prohibited in the *Rural Area*, 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 11.7.3.12 of this Plan.

Home Occupations, Home and Cottage Industries

9.1.1.3 Where permitted in the *Rural Area* 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

9.1.1.4 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 9.22 t) through 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 9.1.1.5 of this Plan.

9.1.1.5 Notwithstanding Policy 11.6.3.1.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 9.1.1.4 are permitted in the *Rural Area* 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, for *home industries* only, the use does not have a *gross floor area* in excess of 200 square metres in an *accessory building*;

i. the proposed use maintains sufficient setbacks from all lot lines to appropriately buffer adjacent properties from the use;

j. where permitted, open storage associated with the proposed use shall be entirely screened from view and located within a solid fenced compound;

k. the use has a limited number of employees;

l. retail sales shall be limited to goods or products produced on the property; and

m. the proposed use has regard to the provincial criteria for *agriculture-related use* or *on-farm diversified use* outline in applicable guidelines.

9.1.1.6 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 9.2.2 and the Provincial Guidelines on Permitted Uses in Ontario's *Prime Agricultural Areas*.

Major Tourist and Recreational Facilities

9.1.1.7 Major tourist and recreational facilities shall not be permitted within *prime agricultural areas* 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, 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:

i) there is a need within the planning horizon for the proposed use;

ii) the type and scale of the proposed *development* is justified based on demand for the use;

iii) the choice of location is appropriate for the proposed use

iv) the use is appropriate for the proposed site; and,

v) 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 impacts on the *agricultural system*, 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 5.2.3.2 or Section 5.3.1.6.d), 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*.

9.1.1.8 The approval of any major tourist and/or recreation facility shall be subject to the recommendations of the reports identified in Section 9.1.1.6 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 are 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 Halton Region Golf Course and Recreational Facilities Best Management Guidelines.

Bed And Breakfast Establishments

9.1.1.9 Where permitted in the *Rural Area* 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 Fire Code, and if applicable, Ontario's 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 establishment* or *farm vacation home*.

Accessory Farm Dwelling

9.1.1.10 A dwelling(s) 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. If the proposed *development* is located within a prescribed area for the purpose of subsection 41 (1.2) of the *Planning Act*, 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.

9.1.1.11 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.;

9.1.1.12 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,

9.1.1.13 In evaluating a submitted Site Plan for a seasonal and/or permanent help house, due regard shall be given to the following factors:

a. The physical suitability of the proposed location (i.e. slopes, soil stability, susceptibility to flooding, etc.);

b. The suitability of access to the proposed location; and

c. The suitability of the site to accommodate a potable water supply and septic system in accordance with the requirements of the *Region*.

Minimum Distance Separation (Mds) Formulae

9.1.1.14 All new land uses, including the creation of new *lots*, and new or expanding livestock facilities within the *Prime Agricultural Area* and *Rural Lands* designations, shall comply with the *Minimum Distance Separation (MDS) Formulae*

Small-Scale Businesses

9.1.1.15 Where permitted, 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 Halton Region On-Farm Business Guidelines and have regard to the criteria outlined in all applicable local and provincial guidelines.

Horticultural Trade Uses

9.1.1.16 *Horticultural trade uses* where permitted 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 9.1.1.14;

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 wastewater treatment systems located on the property.

9.1.1.17 A *horticultural trade use* shall also be subject to a Site Plan Agreement in accordance with Section 11.6.3 of this Plan.

Animal Kennels

9.1.1.18 Where permitted, *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 9.2.3 of this Plan.

9.1.1.19 A new *animal kennel* shall also be subject to a Site Plan Agreement in accordance with Section 11.6.3 of this Plan.

Cannabis Production and Processing Facilities

9.1.1.20 Where a *Cannabis Production and Processing Facility* is permitted in the *Rural Area* Land Use designations, the following shall apply:

a. The appropriate locations within the Rural 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 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 dwelling located on the same *lot* as the facility shall be exempt from the distance requirement;

c. No outside storage shall be permitted;

d. A standalone Cannabis Processing Facility shall not be permitted;

e. A *Cannabis Production and Processing Facility* shall be subject to Site Plan Control; and,

f. 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.

9.2 Agricultural System

9.2.1 Purpose

9.2.1.1 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 the non-urbanized areas.

9.2.1.2 Parts of the *Agricultural System* that are *Prime Agricultural Areas* are subject to the *policies* of Section 9.2.4 and other applicable *policies* of this Plan.

9.2.1.3 The purpose of the *Agricultural System* is:

a. To recognize and support *agriculture* as the primary activity and predominant land use in the agricultural land base;

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*;

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. *Additional residential units* in accordance with the policies of Section 7.1.4.;

g. To promote *normal farm practices* and to protect the *right to farm*;

h. To protect against the loss and fragmentation of the agricultural land base and to provide for the consolidation of lands suitable for *agriculture*;

i. To promote the rental for *farming* of lands not so used;

j. To promote a diverse, innovative and economically strong *agricultural industry* in Milton;

k. To promote *agriculture*-related tourism and direct sales of farm produce and accessory products to visitors and local businesses;

l. To preserve the farm community as an important part of the Town's rural fabric;

m. To promote *environmentally* sensitive and sustainable farm practice;

n. To retain or increase *tree* cover for harvest, soil erosion protection and buffering from adjoining non-farm land;

o. To preserve the open-space *character*, topography and heritage landscape of the agricultural land base;

p. To recognize existing rural uses and allow their continuation in a manner sensitive to the ecological balance and the farming community;

q. To maintain scenic values of lands in the vicinity of the escarpment;

r. To provide a buffer for the more ecologically sensitive areas of the Escarpment; and,

s. To prohibit the dumping of non-agricultural soils, fill, concrete or other such materials anywhere within the agricultural land base.

9.2.2 Permitted Uses

9.2.2.1 The predominant use of land in *Prime Agricultural Area* and *Rural Lands* designations is for agricultural purposes. Subject to the policies of Section 2.4.2 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 9.4.3.1 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 9.1.1.10 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 9.1.1.3 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 9.1.1.1 of this Plan;

r. *Farm vacation homes* with 3 or less guest bedrooms as defined in Section 5.10.6 of this Plan;

s. *Agricultural related uses*; provided they are *compatible* with, and shall not hinder, surrounding *agricultural operations*; and,

t. 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 9.1.1.4 and 9.1.1.5 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 9.1.1.16 and 9.1.1.17 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 9.1.1.13 of this Plan.

vii) subject to approval of a zoning by-law amendment and site plan approval, *horticultural trade uses* in accordance with Section 9.1.1.14 and 9.1.1.15 of this Plan.

9.2.3 Policies

9.2.3.1 Subject to the policies of this Plan, the Town shall recognize and protect lands within the Agricultural System, 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 *treescapes* 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*.

9.2.3.2 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 *Prime Agricultural Area* and *Rural Lands* as shown on Schedules 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 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 Halton Region 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 applicable guidelines 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*.

9.2.3.3 Subject to the policies of this Plan, the Town of Milton shall recognize, encourage and support secondary industries essential to *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.

9.2.3.4 Subject to the policies of this Plan, the Town of Milton shall recognize, encourage, protect and support farmers and *agricultural operations* and to this end:

a. Consult with and support farm organizations.

b. Promote diverse and innovative *farming* that caters to local and regional specialty markets.

c. Encourage the introduction of programs that will encourage visitors to experience and understand *agricultural operations* in the Town of Milton.

d. Support the use of sewage sludge suitable for fertilizer, subject to Regional and Provincial environmental protection guidelines.

e. Cooperate with the *Region* to ensure enforcement of Weed Control By-laws.

f. Support a fresh farm produce network that promotes direct sales of farm produce and related products to residents, local businesses and visitors.

g. Support provincial and federal programs to attract farmers to the Town of Milton.

h. Encourage the establishment and/or continuation of the following within the *Town*;

i) Without creating a new *lot*, dwelling(s) within the existing farm building cluster of an active farm for accommodating full-time farm help in accordance with Section 9.1.1.10 of this Plan.

ii) *Home occupations, cottage industries* and *home industries* on *commercial farms*, on-farm businesses and *agriculture*-related tourism in accordance with *Town* policy.

iii) Municipal by-laws and enforcement in a manner that is sensitive to and does not present barriers to *normal farm practices*.

9.2.3.5 Subject to the policies of this Plan, applicable Zoning By- laws, and policies of the applicable Provincial Plan, new *lots* may be created:

a. for an existing residence surplus to a farm operation as a result of a farm consolidation in the *Agricultural System*, provided that:

i) a minimum of one (1) farm residence is maintained as part of the consolidated farm operation;

ii) the *residence surplus to a farm operation* is habitable on the date of the application for severance and meets the local municipal standards for occupancy;

iii) the applicant owns and operates the farm operation for a minimum of 3 years, as demonstrated through Land Title and Farm Business Registration Number;

b. as a condition of the severance the retained farm *lot* shall be either:

i) merged on title with an adjacent farm *lot* if *abutting*, or

ii) zoned to *Agricultural Purposes Only* to prohibit new dwellings in perpetuity, if non-*abutting*;

c. the lot associated with the residence surplus to a farm operation, shall be:

i) limited in size to the minimum area needed to accommodate private servicing on the property, in keeping with the policies of this Plan; and

ii) an *existing use*, *built* and occupied, since December 16, 2004;

d. the retained farm *lot*, created as a result of the severance, shall:

i) be a minimum size of 20 hectares, if non-*abutting*; and

ii) not be further severed, except as permitted by other policies of this Plan or relevant Provincial Plans; and

iii) notwithstanding the policies of 66(3) c, d[ii], and e [ii], for lands in the Niagara Escarpment Plan Area outside of the Escarpment Natural Area and Mineral Resource Extraction Area, *lot* creation for a *residence surplus to a farming operation* is subject to the following criteria:

i. the application for severance of the surplus residence must occur within two (2) years of the date that the lands were acquired as part of a *farm consolidation*;

ii. *lot* creation is to be undertaken in accordance with the policies of the Niagara Escarpment Plan; and

iii. *the* proposed surplus residence has been *built* and occupied for not less than ten (10) years, at the time of the application for severance.

9.2.3.6 The creation of new building *lots* in *Prime Agricultural Areas* is prohibited. Outside of *Prime Agricultural Areas*, 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.

9.2.3.7 *Single detached dwellings*, where permitted, 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 designation apply;

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; or

c. outside of the Greenbelt Plan Area and the Niagara Escarpment Area, on a *lot* in *Prime Agricultural Area*, up to two *additional residential units* shall be permitted in accordance with provincial guidance, provided that, where two *additional residential units* are proposed, at least one of these *additional residential units* is located within or attached to the principal dwelling, and any *additional residential units*:

   i) comply with the *minimum distance separation formulae*;

   ii) are *compatible* with, and would not hinder, surrounding *agricultural operations*;

   iii) have appropriate sewage and water services;

   iv) address any public health and safety concerns;

   v) are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and

   vi) minimize land taken out of agricultural production.

9.2.3.8 Such additional dwellings on the same *lot* shall not be the basis for the creation of additional building *lots*.

9.2.3.9 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 applicable By-laws and standards, and to Provincial legislation, regulations and standards, unless specifically exempted by amendment to this Plan, or permitted by the policies of this Plan, with the following exception:

a. connections to a private communal water system may be permitted subject to confirmation through any applicable *Environmental Assessment Act* approval and all necessary authorizations being obtained, for the following buildings, structures or vacant lots of record located on No. 1 Sideroad and Tremaine Road in the Town of Milton and legally described as follows:

   i) dwelling on the property with property identification number 07201-0049,

ii) dwelling on the property with property identification number 07201-0048, and

iii) existing vacant lot of record as of May 2, 2007 on No. 1 Sideroad with property identification number 07201-0105.

9.2.3.10 Require an Environmental Impact Assessment for new *development* or *site alteration* in accordance with Sections 5.2.3.2, 5.2.3.3 and 5.3.1.6.d).

9.2.3.11 Ensure that *key features*, that may exist outside the Environmental System are protected in accordance with Section 5.1.1.2.

9.2.3.12 Consider major tourist and recreational facilities in the *Agricultural System* only by amendment to this Plan in accordance with Section 9.1.1.6 of this Plan.

9.2.3.13 The *Town* may refine and augment *Prime Agriculture Areas* and *Rural Lands* designations on Schedule 5 in conformity with the Greenbelt Plan, provincial mapping, and implementation procedures.

9.2.4 Prime Agricultural Areas

Purpose

9.2.4.1 The *Prime Agricultural Areas* include lands in the *Agricultural System* and *Local 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

9.2.4.2 It is the policy of the *Town* to:

a. 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.

b. Outside the Greenbelt Plan Area, permit non-agricultural uses within *Prime Agricultural Areas* only for:

i) limited non-residential uses only where all of the following have been demonstrated through appropriate studies to the satisfaction of the *Town*:

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*.

ii) Extraction of *petroleum resources* and *mineral aggregate resources* is permitted in *Prime Agricultural Areas* in accordance with Section 9.4.3.15;

iii) *Additional residential units* in accordance with the policies of Section 7.1.4.1.

c. Impacts from any new or expanding non-agricultural uses on the *Agricultural System* are to be avoided, or where avoidance is not possible, minimize and mitigate as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and

d. 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.

9.2.4.3 *Lot* creation in *Prime Agricultural Areas* is discouraged and may only be permitted in accordance with PPS policies 4.3.3.1 and 4.3.3.2, Greenbelt Policy 4.6.1, and other policies of this Plan.

9.2.4.4 *Lots* adjustments in *Prime Agricultural Areas* may only be permitted for *legal or technical reasons*.

9.3 Hamlet Areas

9.3.1 Purpose

9.3.1.1 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.

9.3.2 Permitted Uses

9.3.2.1 The Hamlet Area designation 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 9.3.3.3, Hamlet Residential, 9.3.3.4 through to 9.3.3.6 inclusive, Hamlet Commercial, 9.3.3.7, Hamlet Institutional, and 9.3.3.8 through to 9.3.3.10 inclusive, Hamlet Industrial, of this Plan.

9.3.2.2 Notwithstanding the policies of Section 9.3 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 *Town* and *Region*.

9.3.3 Hamlet Area Policies

9.3.3.1 *Development* including new residential *development* shall be permitted in conformity with the relevant approved Hamlet Secondary Plan in Part C of this Plan, other relevant policies of this 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.

9.3.3.2 *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 Halton Region 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* and the Ministry of the Environment, Conservation and Parks or its delegate; and

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*, satisfactory to the *Town*.

Hamlet Residential Area

9.3.3.3 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 8.2.7.4, *assisted* and *shared housing* and subsection 8.2.7.8, Home Occupations and Cottage Industries. *Additional residential units* are permitted in accordance with the policies of Section 7.1.4.1.

Hamlet Commercial Area

9.3.3.4 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 9.1.1.1 and 9.3.3.6. 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 9.3.3.3 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.

9.3.3.5 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.

9.3.3.6 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

9.3.3.7 *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 9.3.3.

Hamlet Industrial Area

9.3.3.8 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.

9.3.3.9 New industrial uses in the Hamlets shall be prohibited unless they directly serve the surrounding *agricultural operations*.

9.3.3.10 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.

Servicing

9.3.3.11 All new *development* in the Hamlet Area designation shall proceed on the basis of private, individual water supplies and private, individual wastewater facilities.;

9.3.3.12 The *Town* shall require the undertaking of site-specific hydrogeological studies in accordance with Provincial legislation, the policies of this_Plan and the *Conservation Authority*.

9.4 Mineral Resource Extraction Area

9.4.1 Purpose

9.4.1.1 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 Green System and Blue 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 *Local Natural Heritage System* or the *Prime Agricultural Area*, with the proposed after-uses being in conformity with the applicable policies of that land use designation.

Criteria for Designation

9.4.1.2 The Mineral Resource Extraction Area designation includes areas covered by a valid licence issued pursuant to the *Aggregate Resources Act*.

Zoning By-Laws

9.4.1.3 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.

9.4.1.4 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.

9.4.2 Permitted Uses

9.4.2.1 The Mineral Resource Extraction Area designation permits the uses in subsection 9.4.2.2 subject to the policies of this Plan, applicable policies of the Greenbelt Plan, the Niagara Escarpment 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.

9.4.2.2 The Mineral Resource Extraction Area designation means that the following uses may be permitted subject to the policies of Section 2.4 of this Plan:

a. *Agricultural operations*;

b. *Cannabis Production and Processing Facility*, in accordance with Section 9.4.3.1 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:

   i) 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.

9.4.3 New Mineral Resource Extraction Areas

9.4.3.1 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.

9.4.3.2 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, 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.

9.4.3.3 Require an amendment to this 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. adverse impacts and proposed measures to minimize or address such adverse impacts on:

i) the Greenbelt Natural Heritage System and the *Local*

Natural Heritage System in accordance with Section 9.4.3.4;

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) *Agricultural System*;

vii) the surrounding rural communities;

viii) visual *character* of the area; and,

ix) air quality.

b. *cumulative impacts* of the proposal and other extractive operations in the general area;

c. proposed rehabilitation plan and compatibility of the proposed after-use with the goals and objectives of this Plan; and,

d. risk of public financial liability during and after extraction where continuous active on-site management is required.

9.4.3.4 In accordance with Section 5.2.3.2c) 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 Green System and Blue System:

a. Where a proposal has the potential to negatively affect the *key features* of the *Green System and Blue System* as set out in Section 2.5.1.15 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 9.4.3.4a), where the proposal has the potential to negatively affect the *Local 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 *Local 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 2.4.2 of the Greenbelt Plan apply.

c. Where the proponent has satisfied the requirements of Sections 9.4.3.4a) through 9.4.3.4c) 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 *Local Natural Heritage System* based on the following principles:

   i) Outside *Prime Agricultural Areas*, or where agricultural rehabilitation is not required in accordance with Section 9.4.3.14, the site is to be rehabilitated to function as part of the Greenbelt and/or *Local Natural Heritage Systems*.

   ii) The *key features* and *ecological functions* of the Greenbelt and/or *Local 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 *Local 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*.

d. Priorities for restorations or enhancements to the Greenbelt and/or *Local 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 *Local Natural Heritage Systems* by adding features and functions on the balance of the site,

iii) enhancements to the Greenbelt and/or *Local 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 *Local Natural Heritage Systems* in general vicinity of the site in the Town, and

v) enhancements to other parts of the Greenbelt and/or *Local Natural Heritage Systems* in Halton Region.

e. Restorations or enhancements shall proceed immediately after extraction in a timely fashion.

f. Consideration should be given to the transfer of the ownership of any privately owned rehabilitation or enhanced lands to a public body.

g. 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*.

9.4.3.5 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. For clarity, *Prime Agricultural Area* designations, where applicable, will be preserved.

9.4.3.6 Encourage the proponent of new or expanded Mineral Resource Extraction Areas to have regard to the Aggregate Resources Reference Manual for Halton and to engage in pre-consultation with the *Region* and *public agencies*.

9.4.3.7 Require the proponent of any proposal for a new or expanded Mineral Resource Extraction Area to demonstrate, to the satisfaction of the *Town*, that the transportation of aggregate and related products associated with the proposed extractive operation can be adequately accommodated by the *transportation system*, 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.

9.4.3.8 Permit *wayside pits and quarries*, *portable asphalt plants* and *portable concrete plants* used on public authority contracts, without the need for an official plan amendment, rezoning, or development permit under the *Planning Act* in all areas, except those areas of existing *development* or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

After Uses

9.4.3.9 Consider *mineral aggregate resource* extraction as an interim use and require the rehabilitation of all sites to form part of the Greenbelt or *Local Natural Heritage System* or the *Prime Agricultural Area* with the proposed after-uses being in conformity with the applicable policies of that land use designation.

9.4.3.10 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.

9.4.3.11 Discourage the use of *adaptive management plans* or similar measures that will require continuous or perpetual active on-site management post rehabilitation.

9.4.3.12 After use of a *mineral aggregate operation* shall require an amendment to this Plan and, where applicable, the Niagara Escarpment Plan for any change in land use; except:

a. If the after use is progressive rehabilitation including *forestry*, and *wildlife* and *fisheries management*; or

b. If the after-use falls under subsection 9.4.2.2 of this plan;

9.4.3.13 Where specific after use rehabilitation of a *mineral aggregate operation* is being undertaken, the rehabilitation shall occur in accordance with Section 9.4.3.4d) and Section 9.4.3.15 of this Plan.

Wayside Pits or Quarries

9.4.3.14 Ensure that the *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

9.4.3.15 New or expanding *mineral aggregate resource* extraction is permitted as an interim use on *Prime Agricultural Lands*, within *Prime Agricultural Areas*, when the following conditions are met:

a. Impacts to *Prime Agricultural Areas* are addressed by avoiding, and where avoidance is not possible, minimizing and mitigating as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and

b. Rehabilitation is carried out so that substantially the same areas and same average soil quality for agriculture are restored.

9.4.3.16 On *Prime Agricultural Lands*, complete agricultural rehabilitation is not required if:

a. the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and

b. agricultural rehabilitation in remaining areas is maximized.

Environmental Issues

9.4.3.17 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 this Plan.

9.4.3.18 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 this Plan and in consultation with the *Conservation Authorities.*

9.4.4 Protection of Mineral Aggregate Resources

9.4.4.1 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 "F", for potential future extraction.

c. To support *mineral aggregate resource conservation*.

9.4.4.2 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.

9.4.4.3 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 9.4.3.2 of this Plan, Provincial policies, and Provincial Plans.

9.4.4.4 These resource areas are identified generally on Schedule "F" based on mapping supplied by the Ministry of Energy and Mines or the Ministry of Natural Resources. Schedule "F" is not drawn to scale and the boundaries are only approximate.

9.4.4.5 The identification of these *mineral aggregate resource* areas on Schedule "F" 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.

9.4.4.6 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 "F" of this Plan.

9.4.4.7 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 9.4.4.3 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.

SECTION 10. Specific Policy Areas

10.1.1 Purpose

10.1.1.1 The Specific Policy Area overlay designation on Schedule "K" and Schedule "L" applies to those areas which require additional policies beyond those articulated in other Sections of this Plan.

10.1.2 Permitted Uses

10.1.2.1 Notwithstanding the policies of this Plan, permitted uses for the Specific Policy Areas shall be determined by the policies of Section 10.1.3 of this Plan.

10.1.3 Specific Policy Area Policies

Specific Policy Area No. 1

10.1.3.1 The area identified as Specific Policy Area No. 1, on Schedule "K" 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

10.1.3.2 The area identified as Specific Policy Area No. 2 on Schedule "K" 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

10.1.3.3 The area identified as Specific Policy Area No. 3 on Schedule "K" 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

10.1.3.4 In accordance with the policies of subsection 8.9.1.6 of this Plan, the area identified as Specific Policy Area No. 4 on Schedule "L" 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

10.1.3.5 The area identified as Specific Policy Area No. 5, being Part Lots 7 and 8, Concession VIII, former Township of Trafalgar on Schedule "L" 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

10.1.3.6 The area identified as Specific Policy Area No. 6 on Schedule "K" 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 "J", 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, Conservation and Parks 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, Conservation and Parks, the *Region* and *Town* 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, Conservation and Parks, the *Region* 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

10.1.3.7 [Deleted. Section not in use]

Specific Policy Area No. 8

10.1.3.8 The area identified as Specific Policy Area No. 8 on Schedule "L" of this Plan, being Part of W 1/2 Lot 5, Concession III, former *Town*ship 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

10.1.3.9 The area identified as Specific Policy Area No. 9 on Schedule "L" 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 8.2.6 (Permitted Uses) and subject to subsections 8.2.7.6 and 8.2.7.7 (minor *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

10.1.3.10 The area identified as Specific Policy Area No. 10 on Schedule "L" 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

10.1.3.11 The area identified as Specific Policy Area No. 11 on Schedule "K" 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

10.1.3.12 [Deleted. Section not in use]

Specific Policy Area No. 13

10.1.3.13 [Deleted. Section not in use]

Specific Policy Area No. 14

10.1.3.14 The area identified as Specific Policy Area No. 14 on Schedule "K" 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

10.1.3.15 The area identified as Specific Policy Area No. 15 on Schedule "K" 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

10.1.3.16 The area identified as Specific Policy Area No. 16 on Schedule "L" 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

10.1.3.17 Notwithstanding subsection C.6.5.12 and subsection 3.2.7.7 of this Plan, the area identified as Specific Policy Area No. 17 on Schedule "L" 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

10.1.3.18 The area identified as Specific Policy Area No. 18 on Schedule "K" 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 9.2.2 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

10.1.3.19 The land area identified as Specific Policy Area No. 19 on Schedule "L" 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

10.1.3.20 Notwithstanding the policies of the Agricultural Area and *Local Natural Heritage System* land use designations to the contrary, the area identified as Specific Policy Area No. 20 on Schedule "K" 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

10.1.3.21 The area identified as Specific Policy Area 21 on Schedule "L" 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 8.4.2.10 and 8.4.2.11 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

10.1.3.22 The area identified as Specific Policy Area 22 on Schedule "L" 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 8.4.2.10 and 8.4.2.11 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

10.1.3.23 The area identified as Specific Policy Area 23 on Schedule "L" 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

10.1.3.24 [Deleted. Section not in use]

Specific Policy Area No. 25

10.1.3.25 The area identified as Specific Policy Area No. 25 on Schedule "K" 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

10.1.3.26 The land identified as Specific Policy Area No. 26 on Schedule "L" 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

10.1.3.27 The land identified as Specific Policy Area No. 27 on Schedule "L" 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 bonusing. 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 11.5.3.11, the lands identified as Specific Policy Area No. 27 on Schedule "L" 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

10.1.3.28 The land identified as Specific Policy Area No. 28 on Schedule "L" 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

10.1.3.29 That notwithstanding Section C.9.5.I.4 (b) of the Derry Green Corporate Business Park Secondary Plan, the lands identified as Specific Policy Area No. 29 on Schedule "L" 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

10.1.3.30 The lands identified as Specific Policy Area No. 30 on Schedule "L" 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

10.1.3.31 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 "L" 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

10.1.3.32 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 "L" of this Plan, the following shall apply:

a. 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 square metres.

ii) The minimum *gross floor area* of retail and *service commercial uses* shall be 930 square metres for a mixed-use building(s), or 1,860 square metres for *developments* that include a purpose designed commercial building(s).

Specific Policy Area No. 33

10.1.3.33 The lands identified as Specific Policy Area No. 33 on Schedule "L" 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 square metres and two (2) upper floor dwelling units.

Specific Policy Area No. 34 (OPA 34)

10.1.3.34 The land identified as Specific Policy Area No. 34 on Schedule "L" 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)

10.1.3.35 The land identified as Specific Policy Area No. 34 on Schedule "L" 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

10.1.3.36 The land identified as Specific Policy Area No. 35 on Schedule "L" 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

10.1.3.37 Notwithstanding Section 8.6 (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 "L" 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

10.1.3.38 Notwithstanding Section 8.2 the land identified as Specific Policy Area No. 37 on Schedule "L" 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

10.1.3.39 In addition to the uses permitted in the Low Density Residential Sub-Area, the lands identified as Specific Policy Area No. 38 on Schedule "L" 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

10.1.3.40 The land identified as Specific Policy Area No. 39 on Schedule "L" 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

10.1.3.41 The land identified as Specific Policy Area No. 40 on Schedule "L" 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

10.1.3.42 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. 41 on Schedule "L" 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 "L" 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.9.5.1.7 of this Plan.

Specific Policy Area No. 42

10.1.3.43 The area identified as Specific Policy Area No. 42 on Schedule "L" 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. 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 the *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*'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 satisfactory of the *Region*, Town of Milton and Conservation Halton.

   The scope of the Comprehensive Environmental and Servicing Study shall be confirmed with the *Region*, the *Town* 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 8.7.5.2 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 Specific Policy Area No. 42 on Schedule "L" 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

10.1.3.44 The land identified as Specific Policy Area No. 43 on Schedule "L" 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

10.1.3.45 The land identified as Specific Policy Area No. 44 on Schedule "L" 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

10.1.3.46 The land identified as Specific Policy Area No. 45 on Schedule "L" 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

10.1.3.47 The land identified as Specific Policy Area No. 46 on Schedule "L" 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

10.1.3.48 The maximum permitted density of a *development* located on the lands identified as Specific Policy Area No. 47 on Schedule "L" of this Plan, being 180, 182, 184, 190 and 194 Bronte Street South is 354 units per net hectare.

Specific Policy Area No. 48

10.1.3.49 The land identified as Specific Policy Area No. 48 on Schedule "L" 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

10.1.3.50 The land identified as Specific Policy Area No. 49 on Schedule "L" 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

10.1.3.51 The lands identified as Specific Policy Area No. 50 on Schedule "L" 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.

In addition to uses permitted in the Industrial Area designation, the lands identified as Specific Policy Area No. 50 on Schedule "L" of this Plan, being the lands municipally known as 11801 Derry Road, a Banquet Facility use shall also be permitted.

In addition to uses permitted in the Business Park Area designation, the lands identified as Specific Policy No. 50 on Schedule "L" 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

10.1.3.52 The lands identified as Specific Policy Area No. 51 on Schedule "L" 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 o*ffice use* in addition to the uses listed in Section 8.7.6.6.

Specific Policy Area No. 52

10.1.3.53 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 8.7.6.6.

Specific Policy Area No. 53

10.1.3.54 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 7.2.1.13, building functions which do not directly serve the public, such as loading bays may be placed along the Clark Boulevard street frontage.

SECTION 11. Implementation

11.1 Introduction

11.1.1.1 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.

11.2 Phasing and Finance *D1 (xvii)

11.2.1 Purpose *D1 (Xvii)

11.2.1.1 The purpose of establishing development phasing and finance criteria for the Urban Area, 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 Urban Area are minimized.

11.2.1.2 Within the Urban Area, development phasing strategies will give priority to achieving the targets for population, employment, density and *intensification* contained in Sections 2.1.1 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 this Plan. Each development phase shall support the creation of healthy communities.

11.2.1.3 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 this Plan.

11.2.2 Phasing and Finance Objectives **D1 (xvii)*

11.2.2.1 From an overall perspective, it is the objective of the phasing and finance policies of this Plan, within the Urban Area:

a. 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 2.1.1 of this Plan;

b. to control the progression from one phase to another within the Urban Areas based on substantial occupancy of the earlier phase, and the availability of *infrastructure* and *public service 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;

c. to maintain viable agricultural areas for as long as possible; and

d. to maintain an acceptable balance between residential and non-residential assessment to minimize tax impacts.

11.2.2.2 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.

11.2.3 Phasing and Finance Policies **D1 (xvii)*

11.2.3.1 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 this Plan and in accordance with the Halton Region Urban Services Guidelines.

11.2.3.2 In the 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.

11.2.3.3 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 11.3.3.1 to 11.3.3.4 of this Plan.

11.2.3.4 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 11.4.3 of this Plan and the municipal portion of the Joint Infrastructure Staging Plan, 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 *Region* are satisfied.

11.2.3.5 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 11.3.3.7 and 11.3.3.8, which address both the design criteria and phasing criteria identified as part of this Plan.

11.2.3.6 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 this Plan as an amendment.

11.2.3.7 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.

11.2.3.8 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.

11.2.3.9 Within the Urban Area, 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.

11.2.3.10 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.

11.2.3.11 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.

11.2.3.12 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 11.4.3, examine and satisfy to the *Town* and *Region*, the phasing, location, financing and construction of the James Snow Parkway.

11.2.3.13 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.

11.2.3.14 The *development* of lands south of Derry Road will be subject to the financing and timely construction of the proposed east-west arterial road.

11.2.3.15 [Deleted. Section not in use]

11.2.3.16 *Development* in the 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 Urban Area shall be phased in accordance with the policies of Section 11.2.3 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.

11.2.3.17 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 11.2.3.15.

11.2.3.18 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.

11.3 Official Plan Management

11.3.1 General

Purpose

11.3.1.1 To ensure that the goals and policies of the Official Plan are successfully achieved, effective implementation mechanisms are required.

Basis for Implementation

11.3.1.2 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*.

11.3.2 Official Plan Management Objectives

11.3.2.1 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.

11.3.3 Official Plan Management Policies

Monitoring

11.3.3.1 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.

11.3.3.2 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.

11.3.3.3 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.

11.3.3.4 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

11.3.3.5 The *Town* will prepare regular reports on the results of the monitoring process established in accordance with subsections 11.3.3.1 through to 11.3.3.3 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.

11.3.3.6 Regardless of the results of the monitoring process established in accordance with subsections 11.3.3.1 through to 11.3.3.3 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

11.3.3.7 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*.

11.3.3.8 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 and consistency with the Provincial Planning

Statement under the *Planning Act*, changes to provincial plans such as the Niagara Escarpment Plan, the Greenbelt Plan and Parkway Belt West Plan or other circumstances which require an amendment.

Expansion to Hamlet Areas

11.3.3.9 Expansions to existing Hamlets shall not be permitted.

Public Participation

11.3.3.10 The *Town* shall endeavour to maintain an effective public consultation with respect to the Official Plan and other planning matters.

11.3.3.11 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*.

11.3.3.12 The *Town* shall ensure, to a degree that is financially feasible, that all information provided to the public is up to date.

11.3.3.13 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.

11.3.3.14 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.

11.3.3.15 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.

11.3.3.16 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.

11.3.3.17 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.

11.3.3.18 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.

11.3.3.19 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.

11.3.3.20 Notwithstanding the policies of subsections 11.3.3.18 and 11.3.3.19, 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.

11.3.3.21 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

11.3.3.22 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

11.3.3.23 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

11.3.3.24 The *Town* shall encourage private groups and individuals to take positive action to help achieve the policies of the Plan.

Existing Uses

11.3.3.25 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.

11.3.4 Complete Application Requirements

11.3.4.1 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.

11.3.4.2 Requirements for a complete application:

a. Applicants are encouraged to complete the voluntary Pre-Application Process with the *Town* prior to the submission of an application for *development*. The voluntary Pre-Application Process may include but not limited to the owner or the applicant and other affected agencies, the *Region* 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. Other supporting information and materials may be requested by the *Town* as identified during the Pre-Application Process, whenever applicable, 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. However, any supporting information or materials not listed in c) i) through v) will not be considered part of the complete application requirements.

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:

   i) at least 20 days prior to the date of the Public Information Centre Meeting; and,

   ii) 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.

11.3.5 Incomplete Applications

11.3.5.1 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 Secondary Plan is required;

d. The owner or applicant is proposing public infrastructure through an application for a zoning by-law amendment or site plan control; and,

e. 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.

11.3.6 Mandatory Pre-Application Process

11.3.6.1 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 Plan.

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.

11.3.7 Delegated Authority

11.3.7.1 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.

11.3.7.2 Delegation of authority to pass by-laws under section 34 of the *Planning Act* shall be limited to:

a. a by-law to remove a Holding "H" symbol;

b. a by-law to authorize the temporary use of land, buildings or structures;

c. a housekeeping by-law for the purpose of making clerical or other changes to assist in the interpretation of the Zoning By-law; and

d. 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 11.3.7 c) i).

11.3.7.3 The delegation of authority authorized under Section 11.3.7 b) may be subject to conditions of Council which shall include:

a. The written consent of the Commissioner of Development Services confirming eligibility for consideration of a minor zoning by-law amendment under Section 11.3.7 b) iv) of this Plan.

A minor zoning by-law amendment in accordance with Section 11.3.7 b) iv) may only be considered if the proposed amendment satisfies the following criteria:

i) The addition of dwelling units, and their aggregate impact on the subject lands, is determined to be minor in nature;

ii) The addition of dwelling units is desirable for the development of and will not result in over-development of the subject lands; and

iii) The proposal conforms with the applicable land use designation policies.

11.3.7.4 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.

11.4 Secondary Planning Process

11.4.1 Purpose

11.4.1.1 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.

11.4.2 Secondary Planning Process Objectives

11.4.2.1 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.

11.4.3 Secondary Planning Process Policies

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

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

11.4.3.3 The *Town* shall require that Secondary Plans be supported by detailed studies that are carried out by the *Town* at the cost of the major landowners in each area. The required studies and plans include, but shall not be limited to:

a. Stormwater Management or if the scale of *development* justifies, a Subwatershed Study in accordance with the requirements of this Plan;

b. Integrated Transportation Plans;

c. Environmental Assessment/Impact Studies, if any part of the Green System and/or Blue System is affected in any area not covered by a Subwatershed Study;

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. *public service 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 *agricultural system*, including the requirements for compliance with the *Minimum Distance Separation Formulae* where an *agricultural operation* is outside the Urban Area.

11.4.3.4 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, *public service facilities*, open space, commercial

services, protection of the Environmental 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 *features and areas*_in accordance with the policies of this Plan, and a detailed strategy for the protection of the *natural environment* including the preservation of natural areas and vistas and the maintenance or enhancement of water quality, and establishment of an open space system and recreation facilities;

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 2.1.1 of this Plan; and,

k. Other implementation measures including leisure design policies, environmental/servicing design policies and heritage and archaeological requirements.

11.4.3.5 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.

11.4.3.6 5.4.3.6 The Secondary Plans prepared for specific areas of the Town and identified in Section C.1.3 provide a policy framework to guide development and manage growth within the secondary plan areas. Where there is a conflict between the policies for these secondary plan areas and the policies of this Plan, the Secondary Plan policies shall prevail. References to Town-wide growth management forecasts and targets of this Plan apply to and take into account these secondary plan areas.

Tertiary Plans

11.4.3.7 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.

11.4.3.8 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

11.4.3.9 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

11.4.3.10 The *Town* may identify through the Official Plan, Secondary Plans, the monitoring process identified in subsections 11.3.3.2, 11.3.3.3, and 11.3.3.4 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.

11.4.3.11 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

11.4.3.12 *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.

11.4.3.13 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:

i) architectural styles of buildings and their settings;

ii) natural settings and features;

iii) the use of native materials and unique craftsmanship;

iv) *cultural heritage resources*;

v) high quality public spaces;

vi) vistas of interesting features;

vii) activities carried out on public and private land;

viii) street patterns; and,

ix) landmarks;

c. 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*;

d. determine other mechanisms for the maintenance of the unique characteristics of the area; and,

e. develop a strategy for implementation by the *Town*, including detailed Official Plan policies to maintain the unique *character* of the area.

11.4.4 Future Community Area Designation

11.4.4.1 The Future Community Area Designation - Britannia as depicted on Schedules "C.13.A", "C.13.B", "C.13.C", "C.13.D" and "C.13.E" of the Britannia 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 11.4.4.2 of this Plan. One or more Tertiary Plans shall also form part of the amendment(s). Determination of the phasing for development within the Future Community Area Designation – Britannia shall be addressed through the amendment to the Official Plan to ensure the orderly progression of *development* inclusive of the future community area designation lands beyond the initial Secondary Plan limits designated as Evolving Neighbourhood as shown on "C.13.C" and in accordance with the policies of C.13.7.1.

11.4.4.2 Prior to making an application for development within the Future Community Area Designation - Britannia, an Official Plan Amendment inclusive of a Tertiary Plan referenced in 11.4.4.1 will be required to bring the lands within the Britannia Secondary Plan boundary. In addition, this shall be prepared by the Landowners in accordance with the policies of Sections 11.4.3.7 and 11.4.3.8 of this Official Plan and C.13.5.1 and C.13.7.5.3 of the Britannia Secondary Plan and approved by Council through an amendment(s) to the Britannia Secondary Plan. To support the amendment(s), the following additional background studies or addendums to the

studies prepared in support of the Britannia Secondary Plan will be required to the satisfaction of the *Town*, in consultation with the Conservation Authority where it relates to regulated areas and Halton Region where it relates to matters of regional interest:

a. Subwatershed Study;
b. MESP or equivalent reports including an Area Servicing Plan;
c. Planning Policy Directives Report;
d. Population, Employment and Housing Analysis;
e. Community Facility and Human Services Impact Analysis and
f. Community Infrastructure Plan;
g. Parkland and Recreation Facility Strategy;
h. Urban Design Guidelines;
i. Retail/Commercial Assessment;
j. Cultural Heritage Resource Assessment;
k. Transportation Plan and Active Transportation Strategy;
l. Air Quality Assessment;
m. Real Estate Market Analysis;
n. Archaeological Assessment; and
o. Agricultural Assessment.

11.5 Zoning By-Law

11.5.1 Purpose

11.5.1.1 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.

11.5.2 Zoning By-Law Objectives

11.5.2.1 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.

11.5.3 Zoning By-Law Policies

11.5.3.1 The Comprehensive Zoning By-law will generally permit the permitted uses in each designation, when appropriate.

11.5.3.2 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

11.5.3.3 Council may incorporate Holding Provisions in the Zoning By-law pursuant to the provisions of the *Planning Act*.

11.5.3.4 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 *infrastructure* (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 of 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.

11.5.3.5 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

11.5.3.6 Temporary use bylaws shall only be passed if they conform to the policies of this 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.

11.5.3.7 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

11.5.3.8 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.

11.5.3.9 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.

11.5.3.10 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.

11.5.3.11 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 11.5.3.11 a) 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

11.5.3.12 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.

11.5.3.13 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.

11.5.3.14 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.

11.6 Site Plan Control

11.6.1 Purpose

11.6.1.1 Site Plan Control is generally required to ensure the highest standards of design and efficiency of land use.

Niagara Escarpment Development Control Area

11.6.1.2 *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.

11.6.2 Site Plan Control Objectives

11.6.2.1 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.

11.6.3 Site Plan Control Policies

11.6.3.1 **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 Local and Greenbelt 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.

11.6.3.2 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 2.6 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.

11.6.3.3 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*.

11.6.3.4 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 "H", and daylighting, in accordance to policies of Section 6.1.1 of this Plan; and,

c. Stormwater management.

11.6.3.5 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.

11.6.3.6 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 top-soil stripping and stockpiling, erosion and siltation control.

11.7 Land Division

11.7.1 General

11.7.1.1 This section establishes the procedures related to land division for the policies set out in this Plan.

11.7.2 Land Division Objectives

11.7.2.1 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*.

11.7.3 Land Division Policies

11.7.3.1 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.

11.7.3.2 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 7.7 of this Plan.

11.7.3.3 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.

11.7.3.4 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.

11.7.3.5 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 this 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 this 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

11.7.3.6 Only those *development* proposals submitted under the *Condominium Act* which conform to the general polices 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, 8 and 9 of this Plan to evaluate a proposal and may require a *development* agreement to ensure adequate service levels.

Consents

11.7.3.7 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 Plan and the policies of the Niagara Escarpment Plan and Greenbelt Plan, where applicable.

11.7.3.8 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

11.7.3.9 Applications for consent within *Mature Neighbourhood Areas* shall achieve consistency with the *character* of the *Mature Neighbourhood Area*.

Criteria Applicable in all Designations

11.7.3.10 The following general policies shall be utilized for evaluating consent applications in all designations as described on the schedules to this Plan, in addition to other provisions of this Plan which may be applicable to a particular application.

a. Road Access

i) 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.

ii) 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.

iii) 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.

iv) Any required road widenings, improvements or extensions to existing rights-of-way may be required as a condition of severance approval.

b. *Lot* Size

i) 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.

c. Access

i) 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.

d. Wastewater and Water Services

i) Consents within the Urban Area 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.

ii) Consents outside the Established Urban Area as designated on Schedule "A" shall only be considered where it has been established by the *Region* 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.

e. Protection of *Agricultural Operations*

i) 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 "A", 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.

f. Park Dedication

i) 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.

g. Mineral Resource Protection Area **D5*

i) Applications for consent to create a new lot within or adjacent to lands as identified through mapping prepared by the Ministry of Energy and Mines or the Ministry of Natural Resources as shown on Schedule "F" of this Plan shall be discouraged in order to protect the aggregate resource for its long-term use.

h. *Lot* Creation in *Valleylands*

i) 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

11.7.3.11 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:

a. payment of taxes;

b. payment of development charges;

c. payment of drainage and local improvement charges;

d. provisions for extension of the municipal wastewater or water systems;

e. provisions for stormwater management;

f. road dedications and improvements;

g. park dedications or payment-in-lieu;

h. construction and maintenance of fences.

i. approval of a Zoning By-law amendment; and,

j. approval of a site plan in accordance with the provisions of the *Planning Act*.

Greenbelt Plan Protected Countryside, Agricultural Rural and Escarpment Areas

11.7.3.12 Where an application for consent is received for lands outside the Urban Area or Hamlet Areas, 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 11.7 of this

Plan, and applicable policies of 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*;

c. 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.

11.7.3.13 The creation of new building *lots* on private services must meet minimum criteria set forth by the Halton Region_Guidelines for Hydrogeological Studies and *Best Management Practices* for Groundwater Protection.

11.7.3.14 *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;

b. *Additional residential units* are permitted in accordance with the policies of Section 7.1.4.1; or

c. 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.

11.7.3.15 Such additional dwellings on the same *lot* shall not be the basis for the creation of additional building *lots*.

Local Natural Heritage System

11.7.3.16 When an application for consent is received for lands designated Greenbelt and *Local Natural_Heritage Systems* where uncertainly exists as to the boundary in accordance with the policies of subsection 2.5.1 of this Plan, in addition to the policies of subsection 11.7.3.10, the requirements of the *Conservation Authority*, the *Region* and, where applicable, the Province and Niagara Escarpment Commission must be satisfied.

11.8 Committee of Adjustment

11.8.1 General

11.8.1.1 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.

11.8.2 Committee of Adjustment Objectives

11.8.2.1 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.

11.8.3 Committee of Adjustment Policies

11.8.3.1 In accordance with 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.

11.8.3.2 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

11.8.3.3 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.

11.8.3.4 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

11.8.3.5 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.

11.8.3.6 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

11.8.3.7 Notwithstanding the policies of subsection 11.8.3.5, 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 Local or Greenbelt 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.

11.8.3.8 Any building which has been ordered demolished by the Chief Building Official may be rebuilt provided all municipal regulations are complied with.

11.9 Property Maintenance and Acquisition

11.9.1 General

11.9.1.1 A program of property maintenance and land acquisition is necessary in order to establish and maintain minimum standards of maintenance and service.

11.9.2 Property Maintenance and Acquisition Objectives

11.9.2.1 To develop and administer a comprehensive policy and program for land acquisition and property maintenance within the Town.

11.9.3 Property Maintenance and Acquisition Policies

11.9.3.1 The *Town* shall continue to enforce its property maintenance and occupancy standards by-law pursuant to the provisions of the *Planning Act*.

11.9.3.2 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.

11.9.3.3 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.

11.9.3.4 Zoning and Building By-laws will be enforced to encourage the maintenance and improvement of property.

11.9.3.5 Municipally owned properties and structures, including such services as roads, sidewalks and streetlights, will be maintained to a reasonable standard and in good repair over the planning period.

11.9.4 Demolition Control

11.9.4.1 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.

11.9.5 Land Acquisition

11.9.5.1 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 11.5.3.8 of this Plan.

11.9.5.2 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:

i) 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;

b. Commercial, Industrial or Other Employment Uses:

i) Two percent of the proposed land.

11.9.5.3 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*.

11.9.5.4 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*.

11.9.5.5 Where appropriate, land within the Town, including critical parts of the Environmental 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.

11.9.6 Public Works

11.9.6.1 All public works shall be carried out in accordance with the policies of the Plan.

11.10 Interpretation

11.10.1 General

11.10.1.1 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.

11.10.1.2 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

11.10.1.3 The auxiliary verbs "may", "should" and "shall" are used throughout this Plan in the following context:

11.10.1.4 "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.

11.10.1.5 "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;

11.10.1.6 "Shall" is used to indicate that the policy is mandatory and conformity is required.

11.10.2 Boundaries

11.10.2.1 Locations, boundaries, or limits described in the text or indicated on Schedules 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.

11.10.2.2 The outer boundary of any designation location within the Niagara Escarpment Plan Area, that is the boundary which does not abut another Escarpment designation, 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.

11.10.2.3 The internal boundaries between the designations within the Niagara Escarpment Plan Area, 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.

11.10.3 Stated Measurements and Quantities

11.10.3.1 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.

11.10.4 Legislation

11.10.4.1 Where this Plan makes reference to a Provincial Plan or Act or an Ontario Regulation, to the *Minimum Distance Separation Formulae* or a Provincial Planning Statement, such reference shall include any subsequent amendments or replacements.

11.10.5 Accessory Uses

11.10.5.1 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.

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

SECTION 12. Secondary 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 bounded by:

a. North No. 5 Sideroad;

b. East 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 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 Greenbelt and *Local 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 Greenbelt and *Local 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 *public service 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.

b. 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.

c. 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.

d. 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 Greenbelt and *Local Natural Heritage System* and emphasize visual connections to the Escarpment.

e. 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:

i) Regional Road 25 is the major gateway into the Urban Area;

ii) Steeles Ave. represents the key interface between the *employment* and *residential areas*;

iii) 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.

f. 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.

g. Landmark Features

In the development of the Park, the *Town* shall work with the owners to incorporate landmark features and/or *public service facilities* which may act as focal points for the development and the Town.

h. 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:

a. streamlines approvals;

b. is flexible in dealing with various types and forms of land uses and building; and,

c. 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 *public service 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 this 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, 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 2 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.

b. 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.

c. 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 *public service 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:

a. Highway 401 and James Snow Parkway;

b. Highway 401 and Regional Road 25; and,

c. 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 use*s or parks or other open space uses; and,

b. Business Park uses in accordance with the policies of this Plan.

C.2.5.5 Local Natural Heritage System

The Local 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 a *Strategic Growth* Area in 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 an 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*.

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 occupation*s 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 metres.

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 metres.

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

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 metres.

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 bounded by:

a. North Highway 401;

b. East James Snow Parkway and its preferred extension route which generally follows the mid-concession line between the 4th and 5th Lines;

c. South Mid-lot line between Derry and Britannia Roads; and,

d. 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 *public service 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 *public service 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 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 *public service 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 *public service 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 *public service 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 25 - 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 25). 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* 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 Sub-watersheds known as Areas 2 and 7 (See Appendix A2 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 *public service 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 *public service 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. Minor *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

C.6.5.2.1 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.6.5.2.2 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.6.5.2.3 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 *public service 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 Minor *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:

a. larger features, in relation to other features in the Planning District;

b. linked to nearby features or *watercourses*; and,

c. 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;

d. Forest, wildlife and *fisheries management*;

e. Archaeological activities; and

f. 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.

c. 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.

d. 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.

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 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;

f. the rural cross-section of the road will be maintained if possible, and the paved portion of the road will not be widened;

g. 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;

h. 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,

i. 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.

a. 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 Urban Area 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 *Region,* provided that the financial and other requirements of the *Town* and the *Region* 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 *Region*, where the financial and other requirements of the *Town* and the *Region* 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 "BA" 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 *Region* 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

C.8 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 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 *public service 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 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) 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 *public service 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);

i. 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 *public service 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 *public service 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, *public service 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 Facilties: 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 5 –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 25 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. a built environment 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;

a. provide flexible and adaptable built forms and where feasible community design;

d. provide passive solar and cooling through building orientation and landscaping;

e. 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,

f. augment the existing landscape features with linear connections, the use of native vegetation and the promotion of biodiversity;

g. 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 the encouragement of:

   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 Local 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:

b. the Niagara Escarpment Plan Area and natural heritage features;

i) arterial roads, employment lands, railways and provincial highways and *employment areas*; and,

ii) 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.

c. 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.

a. Scott Neighbourhood South 35 units per net hectare;

b. Harrison Neighbourhood 35 units per net hectare; and,

c. 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 *public service 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. Minor *institutional uses*, particularly those operated by *public agency* 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:

   i) 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.

   ii) 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.

   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 the *Residential Area*, which include new *sensitive land uses*, and the

industrial landowner(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.

v) 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 *public service 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 Minor *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 this 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 this 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 this Plan.

c. 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 of this 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.

d. The policies of Section C.8.5.6.1 apply to the Greenlands B Areas.

e. 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.

f. 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 *public service 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 street line. 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 area*s 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 BuildingsHUGO

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 polices 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 *Region* 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 "A" 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* 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*'s Water/Wastewater Master Servicing Plan, without an amendment to this Plan at the sole discretion of the *Town* and the *Region*, and provided that all relevant financial, functional, and other requirements of the *Town* and the *Region*, 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 "A" 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 "A" 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;W

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 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 *public service 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* and the *Region*, 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 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 *multimodal 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 *public service 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 overcome barriers to connectivity and accessibility include:

i) a grade separation at the railway for Fifth Line;

ii) pedestrian/bicycle bridge over the Middle Branch of the Sixteen Mile Creek at the gas pipeline;

iii) road connections to James Snow Parkway opposite existing roads on the west side of the Parkway; and

iv) 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* 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 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 determines 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 Halton Region 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.

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*.

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* 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 Plan is in effect. The *Town* shall keep monitoring the approved updates of the Plan by the Ministry of Environment, Conservation and Parks for any Source Water Protection implications in this 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*. 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:

   i. There are no feasible alternatives to the proposed location; and,

   ii. 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 Permitted Uses

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.9.5.1.4 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.9.5.1.5 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.9.5.1.7 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.9.5.1.8 Natural Heritage Oriented Area – Special Use Area

The lands south of the Union Gas Pipeline, east of Sixth Line designated on Schedule "A" 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 Office 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 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*:

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. 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 and 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

C.9.5.5.1 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

C.9.5.8.1 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 modifies 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:

   i) 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,

   ii) Landowners who are not parties to the original agreements referred to in subsections c) and c) i) herein shall entre 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 *Region* 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 *Region* 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 *Region* 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 modifies 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 *Region*'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 *Region* 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

C.9.6.5.1 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*, 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 reflects 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.

C.10.1.2 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 *public service 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* and the *Region*, 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:

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. 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

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 applicable policies of this Plan.

C.10.1.3 Location

The Boyne Survey Secondary Plan is bounded by:

a. North Louis St. Lauren Avenue;

b. East James Snow Parkway (RR 4) right-of-way (James Snow Parkway);

c. South Britannia Road (RR 6); and,

d. 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 *public service 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 urban area 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 *public service 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:

i) Tremaine Road (RR 22) and Britannia Road (RR 6)

ii) Regional Road 25 and Britannia Road (RR 6); and,

iii) 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, 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* 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 *public service 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 *public service 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 Dimension 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 *public service facilities* 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 *public service 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 quattroplexes 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. Minor *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.

b. 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.

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:

a. 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 Neigbourhood 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 *public service 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;

e. 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,

f. *Assisted* and *specials 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, 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:

c. Maximize multiple use of lands and facilities;

d. Eliminate barriers between facilities, particularly between parks and schools;

e. Ensure that buildings ·are oriented to public streets;

f. Maximize public service and safety; and,

g. 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 din 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 *public service 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. Minor *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:

g. Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;

h. 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;

i. 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;

j. Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

k. 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;

l. 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,

m. *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 CFCP 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 percent 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 *public service facilities* 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*;

g. The SUS, FSEMS and CFCP have been approved to the satisfaction of the *Town* and the *Region*, and in consultation with Conservation Halton; and,

h. Any additional requirements of the *Town* and/or the *Region* 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 "BA" 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*, 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:

d. the location and configuration of schools, neighbourhood parks, and village squares;

e. the location, size and general configuration of stormwater management facilities;

f. 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.

g. the location of transit facilities;

h. the boundaries of land use categories;

i. 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;

j. any refinements to the Natural Heritage System based on the studies and policies of this Plan;

k. regard for the Boyne Survey Urban Design Guidelines including addressing the relationship of development to Regional roads; and

l. 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.

C.11.2.1.1 The Secondary Plan:

a. Implements the objectives, policies and overall planning approach of this 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 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*

b. 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.

c. A Well-Serviced Community

A community that provides *transit-supportive* centres of activity that maximize access to shopping, recreation, institutional, and leisure choices.

d. 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.

e. A Connected Community

A community that provides a *multimodal* 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*.

f. An Attractive Community

A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

C.11.3 Goals and Objectives

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

C.11.3.1 Build Compact and Complete Communities

a. Identify appropriate locations for *transit-supportive* mixed-use Neighbourhood and Local Centres that provide a focus of retail commercial and community services within reasonable walking distance from most of the population;

b. Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Trafalgar Secondary Plan (with higher densities in the neighbourhood centres as prescribed in subsequent sections of this Secondary Plan);

c. 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 *Local Natural Heritage System* 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 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 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 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 *Town and Region'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 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 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 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 Halton Region 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 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 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.11.4.3.1 The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Plan. In this regard, no more than 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.11.4.3.2 The Trafalgar Secondary Plan establishes a target for *affordable* and *assisted housing* in accordance with Section B.2.7.3.1 of this 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 Plan establishes a detailed urban design strategy for the *Town* which is applicable to the Trafalgar Secondary Plan.

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

a. Reflects the goal and objectives of this Secondary Plan in Section C. 11.3; and,

b. Has regard for the 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 Building* 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* commercial and retail 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 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 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 m^2 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 m^2 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 m^2 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 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 *public service facilities* Height and Density Requirements.

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

i) The housing mix is predominantly street, 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, *service commercial*, *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:

c. Residential uses in accordance with the Medium Density Residential II designation, except single and semi-detached units shall not be permitted;

d. Local Commercial uses in accordance with Section B.3.4.4 of this Plan and the following:

i) Notwithstanding Section B.3.2.3.7.c) of this Plan, Local Commercial uses are generally small-scale retail commercial development up to approximately 2,000 m^2 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,

iii) 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 m^2 and are generally anchored by a larger tenant such as a *food store* or pharmacy;
    i) 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;
    ii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use I designation shall be determined at the Tertiary Plan stage;
    iii) 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;

iv) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:

i. Obscure or where necessary minimize visibility to the travelling public;

ii. Support walkability by minimizing pedestrian and automobile interactions; and,

iii. 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.11.6.2.3 Neighbourhood Centre Mixed-Use II

The Neighbourhood Centre Mixed-Use II designation identified on Schedule "C.11.B" is conceptual, except where bounded by existing major roads or the NHS. The designation is generally located at major arterial or major collector road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service.

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

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

d. 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;

e. Neighbourhood Retail in accordance with the following:

ii) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 m^2 and are generally anchored by a larger tenant such as a *food store* or pharmacy;

iii) 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;

iv) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;

v) 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;

vi) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:

i. Obscure or where necessary minimize visibility to the travelling public;

ii. Support walkability by minimizing pedestrian and automobile interactions; and,

iii. Be accommodated at-grade within a multi-storey mixed-use building; and

f. Minor *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 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 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 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 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 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 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 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 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.

b. In conjunction with other potential mitigative measures, 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, 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 though 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:

i. 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,

j. 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.

k. 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 Plan.

C.11.7.4 Consents

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

C.11.7.5 Complete Application Requirements

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

C.11.7.5.1 Application Submission Requirements

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

a. The *Town* 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 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 Halton Region 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 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 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 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 residents' 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 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*.

i) Connectivity/Accessibility

Maximum connectivity/accessibility will be provided for all modes of travel through:

a. a modified grid road and active transportation (including greenways) system;

b. integrated greenway and open space system;

c. connections across Tremaine Road including grade separated pedestrian/bicycle connections; and,

d. a transit hub.

ii) 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.

i) Knowledge-based employment

The university/college and related facilities represents a synergetic and catalytic opportunity for knowledge-based employment.

ii) 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* 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:

i) 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;

ii) 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.

iii) 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.

iv) Blank exterior walls should represent a small percentage of the overall façade and should be designed to lend visual interest to the adjacent streetscape;

v) A high standard of landscaping and streetscaping shall be provided on the open spaces and streets that abut the Transit Hub;

vi) The integration of public art into the design of the Transit Hub and/or the adjacent *public realm* shall be strongly encouraged; and,

vii) 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.

C12.4.6.3 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 *public service 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 Public Service Facilities

C.12.6.1 General

C.12.6.1.1 *Public service 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, *public service 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, 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* 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 *public service 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, this 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 *public service 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 Building* 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 *public service 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* 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*.

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, child care 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

e. Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;

f. Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the *Town*;

g. Plan for a local transit network that can support connections to the broader and higher-order regional transit;

h. Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;

i. 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

j. 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:

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 (1)	**75**

(1) 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 (930m^2) 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 (930m^2); 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 m^2 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 m^2 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 though 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 ap*proved 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. Natural Heritage System;

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 d*evelopment* 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;
e. 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.
f. The location, configuration and quantum, of schools and parks confirmed in accordance with service standards or a Master Parks and Trails Agreement;
g. The potential location and quantum of libraries, community centres and emergency services confirmed in accordance with service standards;
h. The proposed locations of *major places of worship*;

i. The preliminary location, size and general configuration of stormwater management facilities;

j. 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;

k. The strategy for public and shared parking;

l. The *active transportation* system (including all on-road and off-road facilities and trails);

m. The location of possible transit routes and transit facilities for dedication to the *Town*;

n. 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;

o. 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;

p. How the Britannia Secondary Plan Urban Design Guidelines have been addressed; and

q. 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.

SECTION 13. Part 2 Schedules

SCHEDULE A.	Urban Area Land Use Plan
SCHEDULE B.	Central Business District Land Use Plan
SCHEDULE C.	Future Strategic Employment Areas
SCHEDULE D.	Urban and Rural Districts
SCHEDULE E.	Urban Districts and Neighbourhoods
SCHEDULE F.	Identified Mineral Resource Areas and Mineral Resource Extraction Areas
SCHEDULE G.	Urban Trails and Active Transportation Plan
SCHEDULE H.	Downtown Right-of-way Widening Requirements
SCHEDULE I.	Known Landfill Sites
SCHEDULE J.	Halton Waste Management Site and Specific Policy Area
SCHEDULE K.	Rural Area Specific Policy Areas
SCHEDULE L.	Urban Area Specific Policy 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

PART 3.

Regional Policy Direction



Town of Milton
Official Plan
February 2026

SECTION 14. Regional Direction

14.1 Context

The Plan should be read as a whole. Individual sections and policies should not be read out of context. There are three Parts that make up the Town of Milton Official Plan. References throughout the three Parts that state "this Plan" are referring to the Part of the Plan in which the reference is being made.

In the event of a conflict between a policy and schedules in Part 1: New Direction: a Vision to 2051 and a policy that is in the Part 2 – Local Policy Direction or Part 3 – Regional Policy Direction, the policy and schedules in Part 1- New Direction: A Vision to 2051 prevail.

14.2 Regional Transportation System

The goal for the Regional Transportation is to provide a safe, convenient, accessible, affordable and efficient inter-regional *transportation system* in Halton Region, while minimizing the impact on the environment and promoting energy efficiency.

It is the policy of the *Town* to work with the *Region* to:

14.2.1.1 Adopt a Regional Functional Plan of Major Transportation Facilities, as shown on Map 1 and described in Table 8, for the purpose of meeting travel demands as well as protecting key components of the future *transportation system* to meet future travel demands. The alignments of entirely new sections of transportation facilities shown on Map 1 are conceptual only.

14.2.1.2 Work with the Province and the *Region* to plan for and protect *planned corridors* and rights-of-way for transportation and transport facilities, as shown on Map 1, to meet current and projected needs. *Development* shall not preclude or negatively affect the use of the *planned corridor* for the purpose(s) for which it was identified or being actively planned.

14.2.1.3 Work with the Province and the *Region* to continue to support the completion of Provincial transportation corridor Environmental Assessment Studies.

14.2.1.4 Ensure that *development* within *planned corridors* will not preclude or negatively affect the planning and/or implementation of the *planned corridors* for the purpose(s) for which they are identified.

14.2.1.5 Update the *planned corridors* and associated corridor protection areas on Map 1, as required, without amendment to this Plan.

14.2.1.6 Adopt a Right-of-Way Plan of Regional Arterial Roads, as shown on Map 2, for future highway widenings to support a balanced *transportation system* and to serve travel demands.

14.2.1.7 Secure through the *development* process and, where necessary, in conjunction with the *Region*:

a. Regional Arterial Road rights-of-way of widths as shown on Map 2; when securing these rights-of-way, it is the general policy of the *Region* that lands be acquired of equal distance on either side of the centreline of the original road allowance but circumstances such as topographical features, building locations, transit stations or stops, facilities for *active transportation*, *sensitive land uses*, a change in the right-of-way requirement or other factors may result in more lands being secured from one side of the road than the other;

b. daylighting triangles measured 15m by 15m at the intersection of a Major Regional Arterial Road with another highway;

c. Regional Arterial Road rights-of-way, additional to those under Section 2.1.1.7 a., for:

i) future grade separations at the crossing of a Regional Arterial Road with a rail line, with general dimensions as shown in Figure 7;

ii) turning lanes and channelization at intersections;

iii) traffic control devices or other *utility* locations; and

d. Regional Arterial Road rights-of-way based on engineering studies completed for *development* approval to the satisfaction of the *Region.*

Table 8 Function of Major Transportation Facilities

FACILITY TYPE	FUNCTION	GENERAL DESIGN CRITERIA
Major Regional Arterial	• Serve mainly inter-regional and regional travel demands • Accommodate all truck traffic • Accommodate higher order transit services and high occupancy vehicle lanes • Connect Urban Areas in different municipalities • Carry high volumes of traffic • Distribute traffic to and from Provincial Freeways and Highways • Accommodate *active transportation*	• High degree of access control • *Transit-supportive*, high density, mixed use *development* to be encouraged along right-of-way within urban areas • Right-of-way requirements up to 50m • Pedestrian *infrastructure* as well as on and/or off road cycling facilities where possible
Multi-Purpose Regional Arterial	• Serve a mix of functions of Major Arterials and Minor Arterials • Accommodate *active transportation*	• Intermediate degree of access control • *Transit-supportive*, high density, mixed use *development* to be encouraged along right-of-way • Right-of-way requirements up to 50m • Pedestrian *infrastructure* as well as on and/or off road cycling facilities where possible
Minor Regional Arterial	• Serve mainly local travel demands • May serve an *Intensification Corridor* • Accommodate local truck traffic • Accommodate local transit services • Connect Urban Areas within the same municipalities • Carry moderate to high volumes of traffic • Distribute traffic to and from Major and Multi-Purpose Arterials • Accommodate *active transportation*	• Intermediate degree of access control • Right-of-way requirements up to 35m unless specifically identified in this Plan • Pedestrian *infrastructure* as well as on and/or off road cycling facilities where possible
Higher Order Transit Corridor	• Serve inter-municipal and inter-regional travel demands by public transit • Serve an *Intensification Corridor* • Accommodate *higher order transit* services • Connect *Urban Growth Centres* and Mixed Use Nodes	• Exclusive right-of-way for transit vehicles where possible • *Transit-supportive*, high density, mixed use *development* to be encouraged around stations • Connection of *active transportation* facilities and transportation and transit *infrastructure,* at stations.

14.2.1.9 Update Regional *Infrastructure* requirements shown on Map 1, Map 2 and Table 8, as recommended to meet current or future travel demands by approved Regional or Provincial *infrastructure* plans, or where the Province through the Environmental Assessment process has identified a preferred transportation route, the *Town,* in consultation with the *Region*, shall undertake the necessary amendments to protect for the route in this Plan.

14.2.1.10 In conjunction with the Province and the *Region*, establish, and require proposed *developments* to comply with, minimum setback standards, parking provision policies, access control policies, and applicable design criteria for major transportation facilities consistent with the function and design criteria as described in Table 8.

14.2.1.11 In conjunction with the *Region*, restrict access of land uses to Regional Arterial Roads in accordance with any applicable guidelines and policies that balance providing access to land uses, meeting urban design objectives within strategic locations such as Protected *Major Transit Station Areas,* or *Strategic Growth Areas* and maintaining a satisfactory level of service for traffic on Regional Arterial Roads.

14.2.1.12 Coordinate with the Province, Metrolinx and the *Region* the planning, *development* and funding of both *highway* and inter-regional *higher order transit* projects to ensure the provision of a balanced *transportation system* with an acceptable level of service.

14.2.1.13 Consult the neighbouring municipalities and the *Region* in the planning and design of transportation facilities at or near the common boundaries.

14.2.1.14 Develop and implement, in conjunction with the Province, Metrolinx and the *Region*, *travel demand management* initiatives to reduce travel by single- occupant vehicles and to reduce congestion transportation network.

14.2.1.15 Require, in the planning and design of Regional Arterial Roads, the consideration of incorporating *transportation supply management* measures to maximize network efficiency, give priority to transit vehicles, and increase safety.

14.2.1.16 In cooperation with the Province, Metrolinx and the *Region*, develop and implement a strategic plan for *intelligent transportation systems*, including action plans for emergency road closures, in Halton's transportation network.

14.2.1.17 In conjunction with the Province, Metrolinx and the *Region*, identify and implement a network of high-occupancy-vehicle lanes as part of a connected inter-regional network.

14.2.1.18 Implement, in conjunction with the *Region*, a network of cycling facilities in the Town by requiring, in any re-construction or widening of Regional Arterial Roads, that consideration be given to the inclusion of such facilities within the Regional Arterial right-of-way.

14.2.1.19 Implement, in conjunction with the Province, Metrolinx and the *Region*, a network of *active transportation* facilities that is integrated with public transit services.

14.2.1.20 Require, in the environmental assessment of any Regional Arterial Road project, to address whether there are other transportation alternatives and how the project would implement the transportation goals, objectives and policies of this Plan and to consider, where appropriate, alternative design standards to mitigate environmental and social impact.

14.2.1.21 Maintain programs to continually improve safety on the Regional road network.

14.2.1.22 Monitor on the overall performance of the Regional *transportation system*.

14.2.1.23 Ensure that *Area-Specific Plans*, where appropriate, provide:

a. policies related to the provision of transit service addressing general locations and anticipated levels of service,

b. *transit-supportive* corridors with appropriate policies and Zoning By-laws to encourage *active transportation* and transit usage, and

c. a network of *active transportation* facilities.

14.2.1.24 Support the planning and coordination of public transit service and urban design such that all residences are within 400m walking distance of a transit stop.

14.2.1.25 Require the proponent of *development* considered to have a transportation impact to carry out a traffic impact study to assess the impact of the proposal and to recommend necessary improvements to the transportation network and services consistent with the policies of this Plan.

14.2.1.26 Work with the Province, Metrolinx, the *Region*, and other municipalities the planning and *development* of an inter-regional transportation network, including a *higher order transit* system throughout the Greater Toronto and Hamilton Area.

14.2.1.27 Work with the Province, Metrolinx, the *Region*, and other municipalities towards the implementation of the Metrolinx Regional Transportation Plan.

14.2.1.28 Support and invest, in partnership with the Province, Metrolinx, the *Region*, and other municipalities, in the continuous service and network enhancement of the Provincial GO Transit system.

14.2.1.29 Secure, through the *development* process and/or strategic property acquisitions, the necessary rights-of-way and sites for transit stops and stations and commuter parking or mode transfer facilities for the implementation of local and inter- regional transit systems.

14.2.1.30 Seek Provincial and Federal funding and advocate other revenue sources to support a strong local transit system.

14.2.1.31 Support the adaptation of the transportation system to make it fully accessible to persons with a physical *disability*.

14.2.1.32 Support, through coordination and/or provision, a transportation service for residents who, because of physical, developmental and/or medical conditions, cannot utilize the conventional transit services even after their adaptation for persons with a physical *disability*.

14.2.1.33 In conjunction with the Province, Metrolinx and other municipalities in the Greater Toronto and Hamilton Area, plan and implement an efficient, safe and integrated transportation network for goods movement by rail, road, water and air.

14.2.1.34 Support the provision of a safe and efficient railway network by:

a. securing grade separations of railways and Regional Arterial Roads where warranted;

b. supporting the continuous monitoring and necessary actions to improve the safety of the movement of dangerous goods by rail; and

c. ensuring, where possible, *compatible* land uses adjacent or in proximity to railway corridors and terminal facilities including railway yards and inter-modal terminals.

14.2.1.35 Require proposed *development* adjacent or in proximity to railway lines/yards/terminals or within railway rights-of-way to ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the *Town*, and where appropriate, the *Region* to mitigate any safety concerns by the railway agency and/or abutting residents.

14.2.1.36 Achieve land use compatibility between *sensitive land uses* and *major facilities* by requiring an air quality study based on applicable guidelines for *development* proposals with *sensitive land uses* located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway.

14.3 Municipal Water Services And Municipal Sewage Services

It is the policy of the *Town* to:

14.3.1.1 Recognize the role of the *Region* in providing *municipal water services* and *municipal sewage services* in the Urban Area, unless otherwise permitted by specific policies of this Plan.

14.3.1.2 Require that new *development* within the Urban Area, be connected to *municipal water services* and *municipal sewage services*, unless otherwise exempt by other policies of this Plan.

14.3.1.3 Permit *development* in the Urban Area on private wells and/or private sewage disposal systems that conform to Regional standards and Provincial legislation, regulations and standards including building codes only:

a. when municipal water services and municipal sewage services is determined by the Region to be unavailable;

a. on an interim basis until *municipal water services* and *municipal sewage services* are available, at which time the *development* must be connected to the municipal servicing system(s) within two years of the service(s) becoming available;

b. the *development* meets other criteria in the applicable *municipal sewage services* and *municipal water services* Guidelines; and

c. the owner of the *development* satisfies all financial and legal obligations required by the *Region*.

14.3.1.4 Incorporate in the Joint *Infrastructure* Staging Plan phasing schemes for the provision of *municipal water services* and *municipal sewage services*.

14.3.1.5 Permit the placement of *municipal water services* and *municipal sewage services* on privately owned lands only in accordance with the applicable Guidelines.

14.3.1.6 Limit *development* in the Urban Area to the ability and financial capability of the *Region* to provide *municipal water services* and *municipal sewage services* in accordance with its approved financing plan.

14.3.1.7 Support the *Region* in the exploration and implementation of cost-effective, technological innovations and best operating and management practices to continuously improve performance of the servicing *infrastructure* to protect the *environment*.

14.3.1.8 Support the *Region* in the design and implementation of *municipal water services* and *municipal sewage services* to meet only the capacity requirements of the Urban Area. Where it can be demonstrated that there are long term social, environmental or economic benefits, individual components of the *municipal water services* and *municipal sewage services* may be over-sized provided that it:

a. is deemed prudent by the *Region*; and

b. is financially feasible.

14.3.1.9 Consider the over-sized components of the *municipal water services* and *municipal sewage services* as one of many contributing factors, but not a determinative one, in the location or timing of future expansions of the Urban Area in accordance with the policies of this Plan.

14.3.1.10 Support the Region in monitoring the servicing requirements of proposed and approved *development* in terms of allocations of *municipal water services* and *municipal sewage services* capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities.

14.3.1.11 Support the Region in monitoring the quantity of flows in both the water supply and wastewater treatment systems and develop, in

consultation with the Local Municipalities, programs for allocating the remaining servicing capacities on the basis of the status of *development* approvals and phasing strategies.

14.3.1.12 Recognize that the *Region* may permit improvements to the *municipal water services* and *municipal sewage services* interconnections between the *Region* and abutting municipalities.

14.3.1.13 Recognize that the *Region* may consider and permit, based on individual merit, new *municipal water services* and *municipal sewage services* interconnections between the *Region* and abutting municipalities.

14.3.1.14 Recognize that the *Region* may prohibit private connections to existing and future *municipal water services* and *municipal sewage services* situated outside the Urban Area, unless otherwise permitted by specific policies of this Plan, or to comply with legally executed and binding agreements existing on December 16, 2009.

14.3.1.15 Recognize, with regard to *municipal water services* and *municipal sewage services*, that where a road exists along the boundary between the Urban Area designation and another land use designation, the exact location of the Urban Area boundary shall be considered to exist along the edge of the right-of-way furthest from the Urban Area. Where this right-of- way boundary line is discontinuous due to reasons such as intersecting roads, the Urban Area boundary shall be interpolated across these gaps.

14.3.1.16 Prohibit the extension of *municipal water services* and *municipal sewage services* beyond the boundaries of the Urban Area, with the following exceptions:

a. The provision of water *infrastructure* may be permitted from remote water supply sources such as wells or reservoirs, and where in accordance with other policies of this Plan, from municipalities adjacent to Halton Region.

b. Connections existing or approved by the *Region* on the day of adoption of this Plan by Council.

c. The Halton Waste Management Site, municipally known as 5400 Regional Road 25.

d. The Milton Works Yard, municipally known as 5600 Regional Road 25.

14.3.1.17 Recognize approvals given by the *Region* existing as of the date of approval of this Plan to permit, on an interim basis until full *municipal water services* and *municipal sewage services* are available and subject to the approval of the Ministry of Environment Conservation and Parks, limited industrial *development* requiring low volumes of water to locate within the Urban Area, based on private services or on municipal water supply and private wastewater treatment systems. Such interim servicing shall be subject to all of the following criteria:

a. Areas for such servicing are determined in conjunction with the *Region* and are clearly delineated in this Plan and Zoning By-laws by appropriate maps and/or text.

b. Detailed implementation schemes for industrial *development* in each of these areas which address, among other matters, the specific type of servicing proposed, are adopted by both Regional and Local Council.

c. The design and approval of private services are in accordance with Regional By-laws, standards and guidelines and with Provincial requirements.

d. Where considered necessary by the *Region*, approval of such industrial servicing systems is to be conditional upon the owners of the individual proposals entering into one or more agreements with the *Region* to satisfy all Regional concerns, financial or otherwise, relating to *municipal water services* and *municipal sewage services*.

e. When full *municipal water services* and *municipal sewage services* are available as determined by the *Region*, the property owners are required to connect and pay the applicable fees for connection.

14.3.1.18 Work with the Region to minimize the number of disturbances to the *Local Natural Heritage* System affected by the provision of *municipal sewage services* and *municipal water services*, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the *municipal sewage services* and *municipal water services* at those locations to take into account any possible future system expansion in accordance with Section 2.1.1.43 of this Plan.

14.3.1.19 Recognize that the *Region* may consider adding new locations to the areas eligible for *municipal sewage services* and *municipal water*

services as shown on Appendix 3 provided the following criteria are met:

a. the proposed use is a *public service facility* or is an existing public use as of the date that ROPA 40 came into force and effect with an operational connection to one of *municipal sewage services* or *municipal water services*; and

b. the provision of full, *municipal sewage services* and *municipal water services* does not conflict with this Plan or any Provincial Plans and is deemed technically feasible by the *Region*; and,

c. upon approval of:

   i) a site-specific Region-led amendment if the site fronts on appropriate water and wastewater *infrastructure*; or,

   ii) a site-specific proponent-led amendment if the site fronts on one of appropriate water or appropriate wastewater *infrastructure*; or

   iii) a site-specific proponent-led amendment if the site does not front on appropriate water or appropriate wastewater *infrastructure*.

14.4 Planning and Provincial Environmental Assessment

14.4.1.1 In attempting to meet the intention and requirements of both the *Planning Act* and the *Environmental Assessment Act*, the *Town* recognizes that the *Region* will:

a. Ensure that any planning study resulting in fundamental changes to the structure or vision follows a comprehensive process that is characterized by:

   i) a clear definition of the undertaking,

   ii) an effective public consultation program involving the general public and all stakeholders at the outset and throughout the study,

   iii) the selection of a set of criteria, prior to the development of alternatives, that are to be applied consistently throughout the study to evaluate the alternatives,

   iv) the consideration of a reasonable range of alternatives, and

   v) decision making throughout the study that is logical, traceable and replicable.

b. Upon approval by the relevant authorities of such a planning study,

i) consider that the need for and alternatives to the defined undertaking have been satisfactorily addressed; and

ii) proceed with public works to implement the undertaking on the basis of identifying the best approach that will achieve the highest environmental benefits.

14.4.1.2 Notwithstanding the approach described under Section 2.1.1.55, the *Region* will be guided and bound by any relevant Provincial legislation, plans and policies.

14.5 Regional Forest

It is the policy of the *Town* to:

14.5.1.1 Recognize, encourage and protect *forestry* both as an essential conservation land use and as a potentially significant resource industry.

14.5.1.2 Recognize and protect *trees* as a renewable natural resource essential to the health and welfare of residents, wildlife and rural environment, and to this end:

a. Cooperate with the *Region* in the implementation of the Regional *tree* conservation by-law to regulate the removal of *trees* in regulated areas within Halton Region.

b. Support the *Region* in monitoring the amount and quality of *tree* cover in Milton.

c. Support the *Region* in promoting and supporting the preparation by private landowners of *Forestry* Management Plans for established *woodlands*.

d. Require *development* proposals to submit, at the time of initial application, an inventory of *trees* on site and a *tree* saving and planting plan unless the *development* will not result in the removal of any *trees*.

14.5.1.3 Promote the planting of new *trees*, and to this end:

a. Implement, in conjunction with the Province, the *Region* and *Conservation Authorities*, a *woodland* stewardship program to promote *tree* conservation, *tree* planting and reforestation on private properties on a voluntary basis.

b. Retain *treescapes* along major transportation corridors, replace *trees* cut down for public works and, wherever possible, develop new *treescapes* consistent with safe and aesthetically pleasing road or corridor design.

c. Promote the development of *treescapes* along streams and valleys so as to reduce flooding and excessive soil erosion, maintain stream banks and slope stability, and provide suitable *fish habitat*.

d. Promote the close association of *forestry* with *farming* as mutually supportive and compatible activities, subject to the control of grazing within *woodlands*.

e. Promote reforestation programs on lower classes of Agricultural Soil.

14.5.1.4 Discourage recreational activities within *woodlands* where such activities will adversely affect *forest* health.

14.5.1.5 Encourage the *Region* to maintain the Regional *Forests* in their natural state as much as possible and in accordance with good *forestry* management practices.

14.5.1.6 Encourage the *Region* to enhance Halton Region's Regional *Forests*.

14.6 Planning and Development Approval

14.6.1.1 Consult with the *Region* on *Planning Act* applications where there is matters of Regional significance or interest.

SECTION 15. Part 3 Maps

MAP 1. Functional Plan of Major Transportation Facilities

MAP 2. Right-of-way Requirements of Arterial Roads

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Definitions and Appendices



Town of Milton
Official Plan
February 2026

SECTION 16. Official Plan Definitions

The following set of key terms used in this Plan have been defined as follows and act as a guide to their interpretation:

ABUTTING means a property with a specific feature or attribute that physically touches or shares a common boundary with the subject property.

ACCESS STANDARDS means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of *flooding hazards*, *erosion hazards* and/or *other water-related hazards*.

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 human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. 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 NEEDS HOUSING means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility

requirements or support functions required for daily living. Examples of *additional needs housing* may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

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.

ADJACENT LANDS means:

a) for the purposes of Transportation and *Infrastructure* Corridors those lands contiguous to existing or *planned corridors* and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives;

b) for the purposes of *natural heritage features or areas*, those lands contiguous to a specific *natural heritage feature or area* where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives;

c) for the purposes of *mineral aggregate resources*, those lands contiguous to lands on the surface of known petroleum resources, mineral deposits, or deposits *of mineral aggregate resources* where it is likely that *development* would constrain future access to the resources. The extent of the *adjacent lands* may be recommended by the Province; and

d) for the purposes of *cultural heritage* and *archeological resources*, those lands contiguous to a *protected heritage property* or as otherwise defined in this Plan.

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:

a) Impairment of the quality of the *natural environment* for any use that can be made of it;

b) Injury or damage to property or plant or animal life;

c) Harm or material discomfort to any person;

d) An *adverse effect* on the health of any person;

e) Impairment of the safety of any person;

f) Rendering any property or plant or animal life unfit for human use;

g) Loss of enjoyment of normal use of property; and

h) Interference with normal conduct of business.

AFFORDABLE or AFFORDABLE HOUSING means:

a) in the case of ownership housing, the least expensive of:

i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or

ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality;

b) in the case of rental housing, the least expensive of:

i) a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or

ii) a unit for which the rent is at or below the average market rent of a unit in the municipality.

AGRICULTURAL CONDITION means:

a) in regard to *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and

b) in regard to *prime agricultural land* outside of *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced.

AGRICULTURAL IMPACT ASSESSMENT as defined in the Greenbelt Plan, means a study that evaluates the potential impacts of non-agricultural *development* on *agricultural operations* and the *Agricultural System* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate *adverse impacts*.

AGRICULTURAL SYSTEM means a system comprised a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

a) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*. It may also include *rural lands* that help to create a continuous productive land base for agriculture; and

b) An *agri-food network* which includes *infrastructure*, services, and assets important to the viability of the agri-food sector.

AGRICULTURE or AGRICULTURAL INDUSTRY or AGRICULTURAL OPERATION or AGRICULTURAL USE or FARMING means the growing 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 but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers, 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.

AGRICULTURAL PURPOSES ONLY is a designation or zone in a local official plan or zoning by-law that prohibits a dwelling on a remnant agricultural *lot* created from a severance of a *residence surplus to a farm operation* as a result of *farm consolidation*.

AGRI-FOOD NETWORK means, within the *agricultural system*, 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.

AIRPORTS means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping.

ALTERNATIVE ENERGY SYSTEM means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the *environment* (air, earth and water) when compared to conventional energy systems.

ANIMAL KENNEL means a building, structure or premises used for the raising or boarding of dogs, cats, or other household pets.

ARCHAEOLOGICAL RESOURCES means artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological assessments carried out by archaeologists licensed under the *Ontario Heritage Act*.

AREA OF ARCHAEOLOGICAL POTENTIAL means an area with the likelihood to contain *archaeological resources*, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*.

AREA OF NATURAL AND SCIENTIFIC INTEREST means an area of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

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 means housing that is made affordable through the provision of a government subsidy.

BED AND BREAKFAST ESTABLISHMENT means a 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 or BUFFERING 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 *Local 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 *Local 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 issue for a specific lot.

BUILT HERITAGE RESOURCE means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes

to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

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.

COMPACT BUILT FORM means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial *developments*, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are

easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.

COMPATIBILITY STUDY a study that assesses potential *adverse effects* and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.

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.

COMPLETE COMMUNITIES means places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, *public service facilities*, local stores and services. *Complete communities* are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

COMPLETION means entirely built, approved by the appropriate authorities and occupied.

COMPREHENSIVE REHABILITATION means rehabilitation of land from which *mineral aggregate resources* have been extracted that is coordinated and complementary, to the extent possible, with the rehabilitation of other sites in an area where there is a high concentration of *mineral aggregate operations*.

CONSERVATION AUTHORITY means Conservation Halton (Halton Region Conservation Authority) or Credit Valley Conservation (Authority) or the Grand River Conservation Authority.

CONSERVED means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or

decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

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.

CULTURAL HERITAGE LANDSCAPE means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

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*.

DEPOSITS OF MINERAL AGGREGATE RESOURCES means an area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using provincial guidance for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

DESIGNATED VULNERABLE AREA means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

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 or identified in provincial standards; or

b) works under the *Drainage Act*.

DEVELOPMENT CAPACITY means capacity of a site to support use or change in use without significant negative impact on the Greenbelt and Local Natural Heritage Systems.

DEVELOPMENT DENSITY means the number of residents and jobs combined per hectare measured as follows:

a) for the New and Future Complete Neighbourhoods, the applicable density target in Table 2 is measured by excluding the following areas from the calculation:

   i) the *Local Natural Heritage System*;

   ii) rights of way for electricity transmission lines, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;

   iii) *Employment Areas*; and,

   iv) cemeteries

b) for the *Strategic Growth Areas* density targets in Table 2, the density is measured across the *Strategic Growth Areas* in their entirety.

DEVELOPMENT PLAN means a plan developed in conformity with the provisions of subsection 11.4.3.9 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 those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An *employment area* also includes areas of land described by subsection 1(1.1) of the *Planning Act*. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above.

ENDANGERED SPECIES means a species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

ENHANCEMENT AREAS TO 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 o 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 environmental* to meet the needs of the present without compromising the needs of future generations.

EROSION HAZARD means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

ESCARPMENT BROW means the uppermost point of the Escarpment slope or face. It may be the top of a rock cliff, or where the bedrock is buried, the most obvious break in slope associated with the underlying bedrock.

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.

ESSENTIAL EMERGENCY SERVICE means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

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.

FARM CONSOLIDATION means the acquisition of additional farm parcels to be operated as one farm operation.

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.

FARMING (see AGRICULTURE).

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 means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

FISH HABITAT as defined in the *Fisheries Act*, means water frequented by *fish* and any other areas on which *fish* depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas.

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.

FLOODING HAZARD means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

a) along *river, stream and small inland lake systems*, the *flooding hazard* limit is the greater of:

   i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific *watershed* and combined with the local conditions, where evidence suggests that the storm

event could have potentially occurred over *watersheds* in the general area;

ii) the *one hundred year flood*; and

iii) a flood which is greater than 1. or 2. which was actually experienced in a particular *watershed* or portion thereof, for example, as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific *watershed* (where the past history of flooding supports the lowering of the standard).

FLOODPROOFING STANDARD means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards* along *river, stream and small inland lake systems*.

FLOODWAY means, for *river, stream and small inland lake systems*, the portion of the *flood plain* where *development* and *site alteration* would cause a danger to public health and safety or property damage.

Where the one zone concept is applied, the *floodway* is the entire contiguous *flood plain*.

FLOOR SPACE INDEX (FSI) means the ratio of the *gross floor area* of all buildings or structures to lot area. *public service 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* 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.

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.

GENERAL INDUSTRIAL USE means a full range of manufacturing, warehousing uses, including uses related to the movement of goods, and outdoor storage.

GREEN INFRASTRUCTURE means natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as *natural heritage features* and *systems*, parklands, stormwater management systems, street *trees*, urban forests, natural channels, permeable surfaces, and green roofs.

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.

GROUND WATER FEATURES means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES means habitat within the meaning of section 2 of the *Endangered Species Act, 2007*.

HAZARDOUS FOREST TYPES FOR WILDLAND FIRE means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources, as amended from time to time.

HAZARD LANDS or HAZARDOUS 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.

HAZARDOUS SITES means property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

HAZARDOUS SUBSTANCES means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the *environment*. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

HERITAGE ATTRIBUTES means, as defined under the *Ontario Heritage Act*, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

HIGHER ORDER TRANSIT means transit that generally operates in ~~its own~~ partially or completely dedicated right-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability ~~a frequency of service~~ greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, 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 USE 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*.

HOUSING OPTIONS means a range of housing types such as, but not limited to single-detached, semidetached, rowhouses, townhouses, stacked townhouses, multiplexes, *additional residential units*, tiny homes, laneway housing, garden suites, *rooming houses* and multi-residential buildings, including low-and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable* housing, *additional needs housing*, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or *institutional uses*, such as long-term care homes.

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.

HYDROLOGIC FUNCTION means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the *environment* including its relation to living things.

IMPACTS OF A CHANGING CLIMATE means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

INCIDENTAL USE means a use (e.g. swimming pool) normally accessory to but not an essential part of an *existing use*.

INDIVIDUAL ON-SITE SEWAGE SERVICES means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located.

INDIVIDUAL ON-SITE WATER SERVICES means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

INFRASTRUCTURE means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, *waste management systems*, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, *active transportation* systems, oil and gas pipelines and associated facilities.

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* and underutilized shopping malls and plazas;

b) the *development* of vacant and/or under-utilized *lots* within previously developed areas;

c) infill *development*; and

d) the expansion or conversion of existing buildings.

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.

For the purpose of policy 2.5.5.9, it means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure or floodproofing measures or protection works, or erosion.

KEY FEATURES means key natural heritage and hydrological features described in this Plan.

KEY HYDROLOGIC AREAS means *significant* groundwater recharge areas, highly *vulnerable* aquifers, and *significant* surface water contribution areas that are necessary for the ecological and hydrologic integrity of a *watershed*.

LANDFORMS means distinctive physical attributes of land such as slope, shape, elevation and relief.

LEGAL OR TECHNICAL REASONS means severances for purposes such as *easements*, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new *lot*.

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 *Local 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 *Local Natural Heritage System*.

LOCAL NATURAL HERITAGE SYSTEM or NATURAL HERITAGE SYSTEM means a system made up *of natural heritage features and areas*, and *linkages* intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other *natural heritage features*, lands that have been restored or have the potential to be restored to a natural state, areas that support *hydrologic functions*, and working landscapes that enable *ecological functions* to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

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 Planning Statement.

LOW IMPACT DEVELOPMENT means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. *Low impact development* can include, for example: bioswales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems.

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 *Local 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 FACILITIES means facilities which may require separation from *sensitive land uses*, including but not limited to *airports*, manufacturing uses, transportation *infrastructure* and corridors, *rail facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

MAJOR GOODS MOVEMENT FACILITIES AND CORRIDORS means transportation facilities, corridors and networks associated with the inter-and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes, primary transportation corridors used for the movement of goods and those identified in provincial transportation plans. Approaches that are *freight-supportive* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives.

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.

MAJOR TRIP GENERATORS means origins and destinations with high population densities or concentrated activities which generate many trips (e.g., *strategic growth areas*, *major office* and office parks, major retail, *employment areas*, community hubs, large parks and recreational destinations, *public service facilities*, and other mixed-use areas).

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*.

MINERAL AGGREGATE OPERATION means:

a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the *Aggregate Resources Act*;

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 4.7.2.2 of this Plan.

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*.

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.

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 *multimodal* travel than what may be applied in other *MTSAs*.

MULTIMODAL means relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, *higher order transit*, rail (such as freight), and trucks.

MUNICIPAL SEWAGE SERVICES means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that is owned or operated by a municipality.

MUNICIPAL WATER SERVICES means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*.

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 *sewage and water services*, potential risks to human health and safety and 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*. *Negative impacts* should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;

b) in regard to *fish habitat*, any harmful alteration, disruption or destruction of *fish habitat*, except where an exemption to the prohibition has been authorized under the *Fisheries Act*;

c) in regard to other *natural heritage features and areas*, 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.

d) in regard to *water resources system*, 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; and

e) in regard to *Planned Corridors*, any *development* or *site alteration* that would compromise or conflict with the planned or existing function, capacity to accommodate future needs, and cost of implementation of the corridor.

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.

Normal farm practices shall be consistent with the *Nutrient Management Act*, 2002 and regulations made under that Act.

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.

ONE-HUNDRED YEAR FLOOD for *river, stream and small inland lake systems*, means that flood, based on an 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.

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*, uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and *energy storage systems*.

PARTIAL SERVICES means:

a) *municipal sewage services* or *private communal sewage services* combined with *individual on-site water services*; or

b) *municipal water services* or *private communal water services* combined with *individual on-site sewage services*.

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*.

PETROLEUM RESOURCES means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas, other hydrocarbons, or compressed air energy storage.

PLANNED CORRIDORS means corridors or future corridors which are required to meet projected needs, and are identified through provincial transportation plans, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy and Electrification, Ontario Northland, Ministry of Northern Development or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing, or has completed, the identification of a corridor.

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.

PORTABLE ASPHALT PLANT means a facility

a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and

b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

PORTABLE CONCRETE PLAN means a building or structure

a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and

b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

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 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.

PRIVATE COMMUNAL SEWAGE SERVICES means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

PRIVATE COMMUNAL WATER SERVICES means a non-municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act, 2002* that serves six or more lots or private residences.

PROTECTED HERITAGE PROPERTY means property designated under Part IV or VI of the *Ontario Heritage Act*; property included in an area designated as a heritage conservation district under Part V of the *Ontario Heritage Act*; property subject to a heritage conservation *easement* or covenant under Part II or IV of the *Ontario Heritage Act*; property identified by a provincial ministry or a prescribed *public body* as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

PROTECTION WORKS STANDARDS means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by *flooding hazards*, *erosion hazards* and *other water-related hazards*, and to allow access for their maintenance and repair.

PROVINCIAL AND FEDERAL REQUIREMENTS means:

a) in regard to the protection of *fish habitat*, legislation and policies administered by the federal or provincial governments for the purpose of fisheries protection (including *fish* and *fish habitat*), and related, scientifically established standards such as water quality criteria for protecting lake trout populations; and

b) in regard to the *habitat of endangered species and threatened species*, legislation and policies administered by the provincial government or federal government, where applicable, for the purpose of protecting species at risk and their habitat.

PROVINCIALLY SIGNIFICANT WETLANDS means *wetlands* identified as provincially significant using evaluation criteria and procedures established by the Province.

PUBLIC AGENCY or PUBLIC AUTHORITY 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 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, child care and educational programs, including elementary, secondary, post-secondary, longterm care services, and cultural services. *Public service facilities* do not include *infrastructure*.

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*.

QUALITY AND QUANTITY OF WATER is measured by indicators associated with *hydrologic function* such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

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*.

RAIL FACILITIES means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

REDEVELOPMENT means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

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-hundred-year flood*, used in a particular *watershed* to define the limit of the *flood plain* for regulatory purposes.

REGULATED HEALTH PROFESSIONAL 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.

RENEWABLE ENERGY SOURCE means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

RENEWABLE ENERGY SYSTEM means a system that generates electricity, heat and/or cooling from a *renewable energy source*.

RESERVE SEWAGE SYSTEM CAPACITY means design or planned capacity in a waste water treatment facility, within *municipal sewage services* or *private communal sewage services*, which is not yet committed to existing or approved *development*. For *lot* creation using *private communal sewage services* and *individual on-site sewage services*, *reserve sewage system capacity* includes approved capacity to treat and land-apply, treat and dispose of, or dispose of, hauled sewage in accordance with applicable legislation but not by land-applying untreated, hauled sewage. Treatment of hauled sewage can include, for example, a sewage treatment plant, anaerobic digestion, composting or other waste processing.

RESERVE WATER SYSTEM CAPACITY means design or planned capacity in a water treatment facility which is not yet committed to existing or approved *development*. *Reserve water system capacity* applies to *municipal water services* or *private communal water services*, and not *individual on-site water services*.

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.

RESIDENCE SURPLUS TO AN AGRICULTURAL OPERATION means one existing habitable detached dwelling, including any associated *additional residential units*, that are rendered surplus as a result of *farm consolidation* (the acquisition of additional farm parcels to be operated as one farm operation).

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.

RURAL AREAS means a system of lands within municipalities that may include rural *settlement areas*, *rural lands*, *prime agricultural areas*, *natural heritage features and areas*, and resource areas.

RURAL LANDS means lands which are located outside *settlement areas* and which are outside *prime agricultural areas*.

SENSITIVE in regard to *surface water features* and *ground water features*, means features that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

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 generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

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.

SETTLEMENT AREAS means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). *Settlement areas* vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of *infrastructure* available.

Settlement areas are:

a) built-up areas where *development* is concentrated and which have a mix of land uses; and

b) lands which have been designated in an official plan for *development* over the long term.

SEWAGE AND WATER SERVICES includes *municipal sewage services* and *municipal water services*, *private communal sewage services* and *private communal water services*, *individual on-site sewage services* and *individual on-site water services*, and *partial services*.

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*, *coastal wetlands* and *areas of natural and scientific interest*, an area identified as provincially significant using evaluation criteria and procedures established by the Province, as amended from time to time;

b) in regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province;

c) in regard valleylands, wildlife habitats and areas of natural and scientific interest, 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*; and

d) in regard to *mineral* potential, an area identified as provincially *significant* through provincial guidance, such as the Provincially Significant Mineral Potential Index.

e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Criteria for determining significance for the resources intentified in section c) and d) are provided in provincial guidance, but municipal approaches that achieve or exceed the same objective may also be used.

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.

SPECIAL NEEDS HOUSING means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *special needs housing* may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, group homes, *emergency shelter*, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community-based support services in their own home.

SPECIAL POLICY AREA means an area within a community that has historically existed in the *flood plain* and where site-specific policies, approved by both the ministers of natural resources and forestry and municipal affairs and housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning *development*. The criteria for designation and procedures for approval are established by the province.

A *special policy area* is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*.

SPECIALTY CROP AREA means areas within the agricultural land base designated based on provincial guidance. In these areas, specialty crops are

predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, 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;

b) farmers skilled in the production of specialty crops; and

c) a long-term investment of capital in areas such as crops, drainage, *infrastructure* and 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 *major transit station areas*, existing and emerging downtowns, lands in proximity to publicly-assisted post-secondary institutions and other areas where growth or *development* will be focused, that may include infill, *redevelopment* (e.g. underutilized shopping malls and plazas), *brownfield sites*,the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*.

SUSTAINABLE DEVELOPMENT means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

SURFACE WATER FEATURES means water-related features on the earth's surface, including headwaters, rivers, permanent and intermittent streams, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

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.

THREATENED SPECIES means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

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 SERVICE INTEGRATION means the coordinated planning or operation of transit service between two or more agencies or services that contributes to the goal of seamless service for riders and could include considerations of service schedules, service routes, information, fare policy, and fare payment.

TRANSIT-SUPPORTIVE means, in regard to land use patterns, *development* that makes transit viable, optimizes investments in transit *infrastructure*, 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, including air rights development, in proximity to transit stations, corridors and associated elements within the *transportation system*.

Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

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.

TRANSPORTATION SYSTEM means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park'n'ride

lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, and associated facilities such as storage and maintenance.

TRAVEL DEMAND MANAGEMENT or TRANSPORTATION DEMAND MANAGEMENT means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

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 AGRICULTURE means food production in *settlement areas*, whether it is for personal consumption, commercial sale, education, or therapy. Examples include, but are not limited to, vertical agriculture facilities, community gardens, greenhouses, and rooftop gardens.

URBAN FOREST means all trees and related ecosystems found on streets, in neighbourhoods, parks and *woodlands*, outside the *Local Natural Heritage System*, that are located on public and private property.

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.

VALLEYLANDS means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

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.

VULNERABLE means surface and/or ground water that can be easily changed or impacted.

WASTE MANAGEMENT SYSTEM means sites and facilities to accommodate waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.

WATER RESOURCE SYSTEM means a system consisting of *ground water features* and areas, *surface water features* (including shoreline areas), *natural heritage features and areas*, and *hydrologic functions*, which are necessary for the ecological and hydrological integrity of the *watershed*.

WATERCOURSE means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

WATERSHED means an area that is drained by a river and its tributaries.

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.

WATERSHED PLANNING means planning that provides a framework for establishing comprehensive and integrated goals, objectives, and direction for the protection, enhancement, or restoration of water resources, including the *quality and quantity of water*, within a *watershed* and for the assessment of cumulative, cross-jurisdictional, and cross-*watershed* impacts. *Watershed planning* evaluates and considers the *impacts of a changing climate* on *water resource systems* and is undertaken at many scales. It may inform the identification of *water resource systems*.

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.

WILDLAND FIRE ASSESSMENT AND MITIGATION STANDARDS means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, *infrastructure* and property from wildland fire.

WILDLIFE HABITAT means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

WILDLIFE MANAGEMENT means management of *wildlife habitats* for the purposes of sustaining the quantity and quality of wildlife.

WOODLAND means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clear air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreation opportunities, and the sustainable harvest of a wide range of woodland products. *Woodlands* may be delimitated according to the *Forestry Act* deficition of the Province's Ecological Land Classification System definition for "forest".

This version of the Official Plan is an office consolidation of the Official Plan Policies and Amendments as of February 2026. It is for information purposes only.

SECTION 16. Appendices

APPENDIX 1. Aggregate Resources

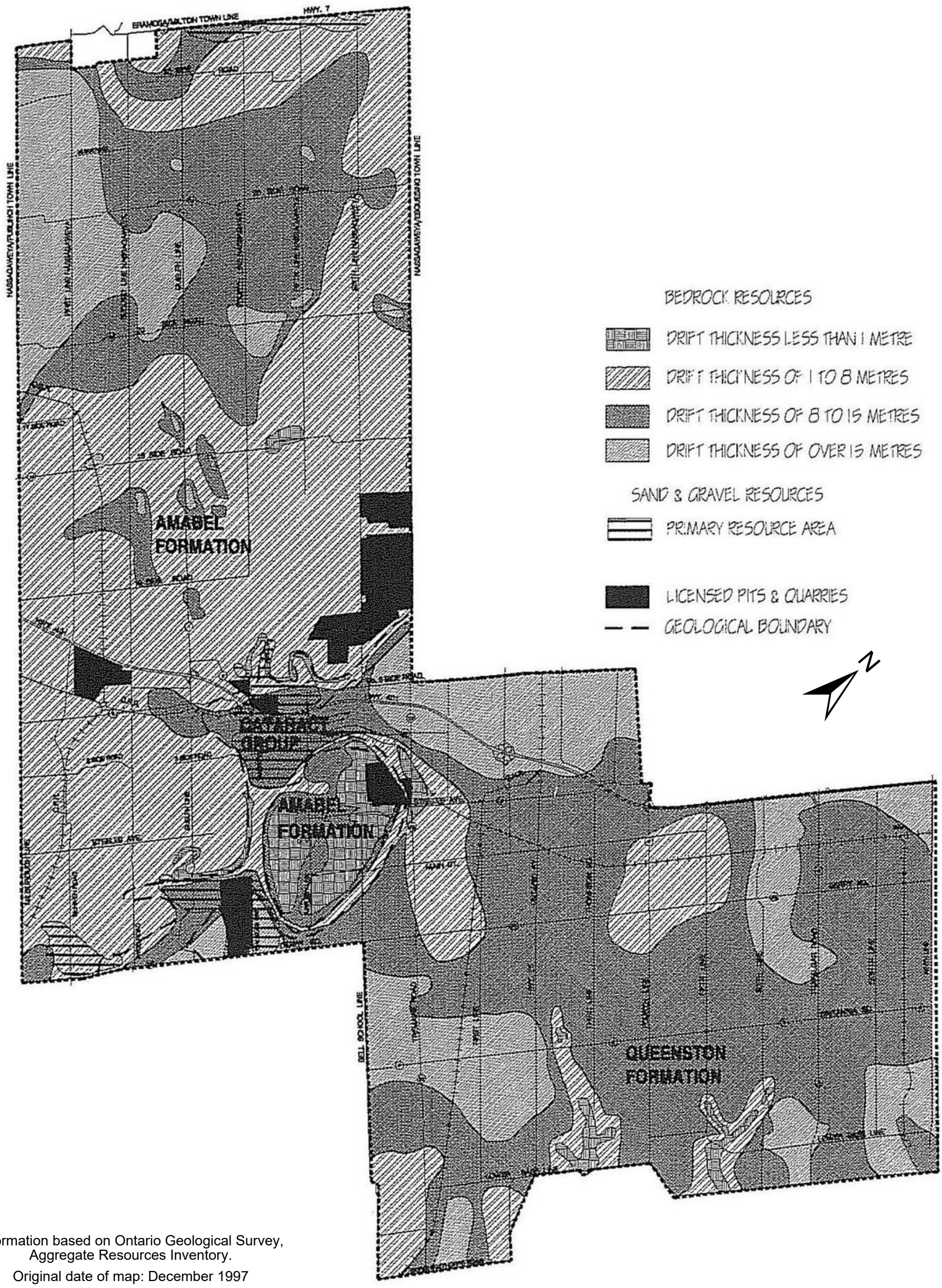
APPENDIX 2. Subwatershed Areas 2 and 7

APPENDIX 3. Area Eligible for Municipal Sewage Services and Municipal Water Services

APPENDIX 4. Guidelines

Town of Milton
Official Plan

Appendix 1
Aggregate Resources



Information based on Ontario Geological Survey,
Aggregate Resources Inventory.

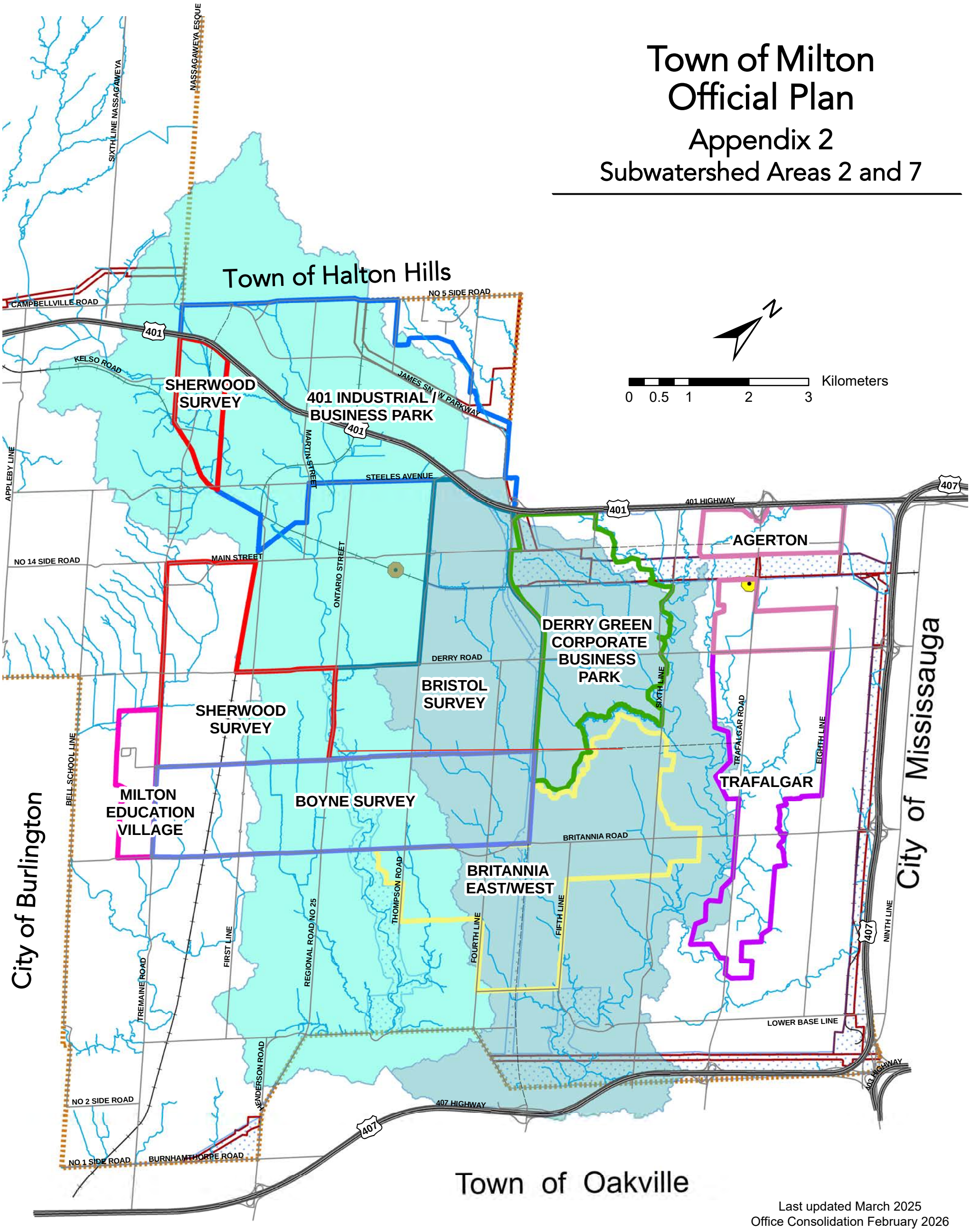
Original date of map: December 1997

Map not to scale

Office Consolidation February 2026

Town of Milton Official Plan

Appendix 2
Subwatershed Areas 2 and 7



Kilometers
0 0.5 1 2 3

Last updated March 2025
Office Consolidation February 2026

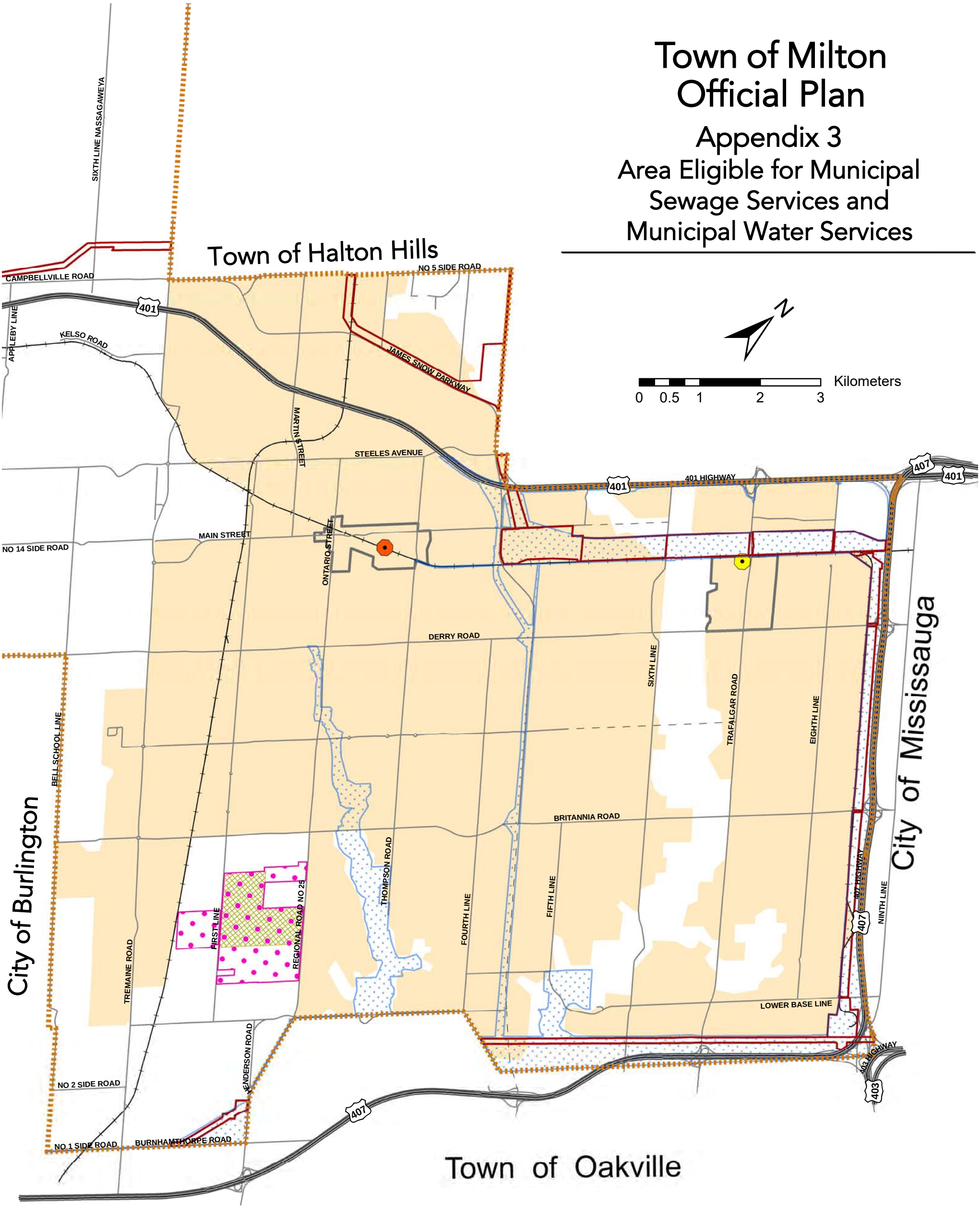
- Agerton
- Boyne Survey
- Bristol Survey
- Britannia East/West
- Derry Green Corporate Business Park
- Milton Education Village
- Sherwood Survey
- Trafalgar
- 401 Industrial/Business Park

- Watercourse
- Subwatershed 2
- Subwatershed 7
- Municipal Boundary Parkway
- Belt West Boundary
- Hydro Corridors

- Major Transit Station
- Future Major Transit Station
- Rail Line
- Provincial Freeway
- Major Roads
- Proposed Major Roads

Town of Milton Official Plan

Appendix 3
Area Eligible for Municipal Sewage Services and Municipal Water Services



0 0.5 1 2 3 Kilometers

Last updated March 2025
Office Consolidation February 2026

- Area Eligible for Urban Servicing
- Halton Waste Management Site
- Rural Area, Greenbelt Areas, Utility Corridors
- Urban Area
- Municipal Boundary
- Parkway Belt West Boundary
- Hydro Corridors
- Major Transit Station
- Future Major Transit Station
- Provincial Freeway
- Major Roads
- Rail Line

Appendix 4. Guidelines

Town of Milton Guidelines

1. Boyne Survey Urban Design Guidelines
2. Bristol Survey Urban Design Guidelines
3. Central Business District Secondary Plan Urban Design Guidelines
4. Derry Green Corporate Business Park Urban Design Guidelines
5. 401 Industrial/Business Park Urban Design Guidelines
6. Mobility Hub Study Urban Design Guidelines
7. Sherwood Survey Secondary Plan Urban Design Guidelines
8. Trafalgar Secondary Plan Urban Design Guidelines
9. Mid-Rise Design Guidelines
10. Tall Building Design Guidelines

Halton Region Guidelines

11. Access Management Guidelines
12. Air Quality Guidelines
13. Aggregate Resources Reference Manual
14. Agricultural Impact Assessment (AIA) Guidelines
15. Environmental Impact Assessment Guideline
16. Development Design Guidelines for Source Separation of Solid Waste
17. Guideline for Coordinated Municipal Responses to Renewable Energy Proposals
18. Golf Course and Recreational Facilities Best Management Guidelines
19. Healthy Communities Guidelines
20. Highway Dedication Guidelines
21. Hydrogeological Studies & Best Management Practices for Groundwater Protection Guidelines
22. Land Use Compatibility Guidelines
23. Livestock Facility Guidelines
24. Noise Abatement Guidelines
25. On Farm Business Guidelines
26. Protocol for Reviewing Development Applications with Respect to Transportation Impact Study Guidelines
27. Contaminated or Potentially Contaminated Sites
28. Regional Road Landscaping Guidelines and Specifications
29. Urban Services Guidelines