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Town of Milton
Official Plan
March 2026

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SECTION C.10. SECONDARY PLANS

GENERAL

10.1.1 In accordance with the provisions of Section ~~5.4.3-7.3.2~~ of the Town of Milton Official Plan, Secondary 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.

C10.1.22 The appropriate Secondary Plans shall provide for, among other criteria, in accordance with the policies of Section ~~5.4-7.3~~ 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.

C10.1.33 Part C of the Official Plan includes all the secondary plans prepared for specific areas of the ~~Town~~town that are in effect:

~~SECTIONS C.2 to C.8 are not in use.~~

~~In effect Secondary Plans are:~~

~~SECTION C.911 Derry Green Corporate Business Park~~

~~SECTION C.102 Boyne Survey-Secondary Plan~~

~~SECTION C.1113 Trafalgar-Secondary Plan~~

~~SECTION C.1214 Milton Education Village-Secondary Plan~~

~~SECTION C.1315 Britannia-Secondary Plan~~

SECTION ~~C.9.11.~~ DERRY GREEN CORPORATE BUSINESS PARK SECONDARY PLAN

C.9.11.1 General

C.9.11.1.1 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~~ Secondary Plan Area in support of the general policy framework provided by ~~the Official~~ this 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~~ 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~~ "Schedule 17cC.9.C" - Derry Green Corporate Business Park Secondary Plan Phasing Plan and the phasing policies of Section ~~C.9.611.6.1~~;
- 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.9.111.1.2~~ 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.9.611.6.1.2~~, 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.9.611.6.1~~ 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-regional~~ policies.

~~C.9.111.1.3~~ Location

~~C.9.111.1.3.1~~ The Derry Green Corporate Business Park ~~Planning District~~Secondary Plan Area is bounded by:

- a. North: -__ Highway 401 and the west edge of the *flood plain* of the Middle Branch of Sixteen Mile Creek;
- b. East: __-West edge of the *flood plain* of the Middle Branch of Sixteen Mile Creek;

e. ~~South: ___-North edge of the *flood plain* of the Centre Tributary of the Middle Branch of Sixteen Mile Creek; and,~~

c. ~~___~~

d. West: ~~___-James Snow Parkway.~~

~~C.9.211.2 Planning District~~Secondary Plan Area Concept

~~C.9.211.2.1 Corporate Business Park Character~~

~~C.9.211.2.1.1~~ 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 Secondary Plan Area, and with other surrounding areas of the ~~Towntown~~;
- 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 Secondary Plan Area which is connected to the *Natural Heritage System* and parkland in other areas of the ~~Towntown~~, particularly the Provincial Greenbelt to the east and south of the Planning District Secondary Plan Area;

- e. providing for the potential of features and/or *public service facilities* including a Community Park, within the Planning District Secondary Plan Area which may serve as landmarks or focal points for the Corporate Business Park, its employees and also for all ~~t~~Town residents; and,
- f. recognizing that within the general vision for the Corporate Business Park, individual areas may develop their own specific *character*.

C.9.211.2.2 Key Design Elements

C.9.211.2.2.1 The following key design elements form the basis of the Secondary Plan as outlined on ~~Schedule~~ Schedule C.9.A 17a, 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 "Schedules C.9.A"17a~~ and ~~"C.9.B17b"~~ 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-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 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.9.311.3~~ 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.9.311.3.1~~ Vision

~~C.9.311.3.1.1~~ 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.9.311.3.2~~ Objectives

- C.9.311.3.2.1** 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:
- streamlines approvals;
 - is flexible in dealing with various types and forms of land uses and buildings while directing prestige uses to key locations; and,
 - promotes a program of urban design that is attractive and financially responsible.
- C.9.311.3.2.2** 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~~ **Secondary Plan Area** 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.9.311.3.2.3** 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.9.311.3.2.4** 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~~ **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.9.311.3.2.5** 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.9.311.3.2.6** 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.9.311.3.2.7** To create focal points for the Corporate Business Park, employees and ~~Town~~ **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.9.311.3.2.8~~ 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.9.311.3.2.9~~ 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.9.311.3.2.10~~ 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.9.411.4~~ 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.9.411.4.1~~ Transportation Facilities: Classification, Function And Design Requirements

~~C.9.411.4.1.1~~ 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 Town and town Regional 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 ~~to (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.9.411.4.1.2 Sixth Line

A portion of Sixth Line south of Derry Road is within the *Regional regional Storm-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-regional Storm 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.9.411.4.1.3 **Future Major Arterial Regional Road Major Arterial Road Study Area**

The Halton Region Transportation Master Plan ~~(to 2031) –the Road to Change~~ has identified the need for additional north/south **Regional arterial road Major Arterial Regional 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 ~~on in Schedule “Schedule 17cG-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~~ Major Arterial Regional 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~~11.4.2 Public Transit

~~11.4.2.1~~ In conformity with Section ~~B.2.6.3.19 and B.2.6.3.20 of the Official Plan~~ 4.3.5, 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~~11.4.3 Future Railway Grade Separation

~~11.4.3.1~~ 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, D~~ue 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~~11.4.4 Trails System

~~11.4.4.1~~ ~~Schedule "Schedule 17a 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.9.411.4.5~~ Sixteen Mile Creek Sub~~W~~atershed Update Study

~~C.9.411.4.5.1~~ 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* ~~Low Impact Development~~ ~~P~~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.9.511.5.9-10 of this Plan~~, no amendment shall be required to this Plan where such works are undertaken.

~~C.9.411.4.5.2~~ ~~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. In addition to the SUS, the Halton-Hamilton Source Protection Committee, with support from the *Region* and the Ministry of Environment, is in the process of completing the Source Water Protection Plan for Halton Region. There are no Source Water Protection implications in this area as it is outside any well-head protection area.~~

~~C.9.411.4.5.3~~ 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.9.411.4.6~~ Urban Design

~~C.9.411.4.6.1~~ Urban Design Strategy and Guidelines

~~The policies of Section B.2.8-5.2 of this Plan~~ established a detailed urban design strategy for the ~~t~~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.2.8-5.2 of this Plan~~, all *development* within the Derry Green Corporate Business Park ~~Planning District~~Secondary Plan Area 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.99.2~~, ~~Planning District~~Secondary Plan Area Concept, Section ~~C.9.311.3~~, Vision and Objectives, and ~~Schedule “Schedule 17aC.9.A”~~, Derry Green Corporate Business Park Structure Plan; and has the regard for urban design guidelines for the ~~Planning District~~Secondary Plan Area. 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.9.411.4.6.2~~ General Design Principles

Further to, and in accordance with the provisions of Vision and Objectives of ~~subsection Section C.9.311.3.1~~, *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*, ~~and~~;
- b. Creation of a unique, place specific Corporate Business Park as a gateway to the Urban Area.

~~C.9.411.4.6.3~~ Key Design Directions

In addition to the policies of this Secondary Plan, the following policies and the designations on ~~Schedule “Schedule 17aC.9.A”~~, Structure Plan, and ~~“17bC.9.B”~~, Land Use Plan, provide directions with respect to key design features.

~~C.9.411.4.6.4~~ Natural Heritage System

The *Natural Heritage System* as designated on Schedules ~~“17aC.9.A”~~ and ~~“17bC.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.9.411.4.6.5 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~~ “~~Schedule 17aC.9.A~~”, Structure Plan and, in accordance with the policies of Sections ~~C.9.411.4.1 to C.9.411.4.4~~, and the other policies of this Secondary Plan.

C.9.411.4.6.6 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.9.411.4.6.7 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* ~~Low Impact Development~~ (LID) practices in any streetscape design and landscaping involving publicly owned road rights-of-way.

~~C.9.411.4.6.8~~ 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.9.411.4.6.9~~ 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.9.411.4.6.10~~ Gateways

“Gateways” are designated on ~~Schedule “Schedule 17aC.9.A”~~ and are key points of entry to the Urban Area of the ~~Town~~ *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.9.411.4.7~~ 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~~ identified on ~~Schedule "Schedule 17bC.9.B"~~ as "*Cultural Heritage Resources*".

~~C.9.411.4.7.1~~ The *Town* shall, in conformity with the cultural heritage policies of Section ~~B.2.10-5.3 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.9.411.4.7.2~~ 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 *flood plain*; 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.9.411.4.8~~ 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 the 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~~provincial~~, Regional~~regional~~ and local planning legislation and regulations.

C.9.511.5 Land Use Policies

The applicable land use policies of ~~Sections 3 and 4 of the Official Plan~~ Section 6, together with the additional policies on this ~~section~~ Section, shall apply to the lands in the Derry Green Corporate Business Park ~~Planning District~~ Secondary Plan Area, in accordance with the land use designations on ~~Schedule “Schedule 17bC.9.B”~~, Derry Green Corporate Business Park Land Use Plan.

C.9.511.5.1 Business Park Area

C.9.511.5.1.1 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”a on ~~Schedule “Schedule 17bC.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”a 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.9.511.5.1.2 Overlay Designations

The following uses shall be the only uses permitted on lands designated “Business Park Area”a on ~~Schedule “Schedule 17bC.9.B”~~, immediately adjacent to James Snow Parkway, Derry Road, and Main Street East;

and in the “Natural Heritage Oriented Area”^a overlay designation, subject to the applicable policies of Sections ~~C-9.511.5.1.3~~ and ~~C-9.511.5.1.4~~ 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-9.511.5.1.3~~ Service Stations/Gas Bars

Service stations/gas bar uses including related convenience stores, care wash and other accessory uses shall only be permitted subject to the urban design guidelines, a site-specific amendment to the Zoning By-law and site plan approval on lands designated “Business Park Area”^a immediately adjacent to Derry Road. Such uses shall be prohibited at the intersection of Derry Road and any ~~Arterial-arterial Roadroad~~. Such *development* shall not be subject to the specific policies of Section ~~9.511.5.1.5~~, but shall be designed to foster an urban character recognizing the specific requirements of the use.

~~C-9.511.5.1.4~~ Street Oriented Design

Development applications on lands designated “Business Park Area”^a 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-9.511.5.1.5~~ Natural Heritage Oriented Area

Lands designated “Business Park Area”^a with a “Natural Heritage Oriented Area”^a overlay designation on ~~Schedule “Schedule 17bC-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.9.511.5.1.6~~ Natural Heritage Oriented Area - Special Use Area

The lands south of the ~~Union-Enbridge Gas High Pressure Gas Transmission Line Gas Pipeline~~, east of Sixth Line designated on ~~Schedule "Schedule A.17b"~~ 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.9.511.5.32~~ Industrial Area

~~C.9.511.5.32.1~~ Further to, and in accordance with the policies of Section ~~B.3.9.6.2.6~~ of this Plan, on lands designated "Industrial Area"~~a~~ on ~~Schedule "Schedule 17bC.9.B"~~, notwithstanding the provisions of ~~Section B.3.9.2.1 Section 6.2.6~~ 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.9.511.5.32.2~~ 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 "Schedule 17bC.9.B"~~.

~~C.9.511.5.32.3~~ On sites identified in Section ~~C.9.511.5.32.2~~, 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.9.511.5.32~~.4 Applications for industrial uses not permitted by the zoning by-law shall be evaluated based on the submission of a *Development development Plan 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.

11.5.3 Business Commercial Area

See Business Commercial Area land use policies in Section 6.2 and development criteria in policies 6.3.7.11 and 6.3.7.12.

11.5.4 Prestige Office Area

See Prestige Office Area land use policies in Section 6.2 and development criteria in policies 6.3.7.13 to 6.3.7.15.

~~C.9.511.5.45~~ Natural Heritage System

~~C.9.511.5.45~~.1 Purpose

Within the Derry Green Corporate Business Park Secondary Plan, the “Greenlands A Area”~~a~~ and “Greenlands B Area”~~a~~ 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~~7~~

- 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.9.511.5.45.2 Criteria for Designation

The lands in the *Natural Heritage System* on Schedules “17aC.9.A” and “17bC.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.9.511.5.45.3 Permitted Uses

The *Natural Heritage System* designation on Schedules “17aC.9.A” and “17bC.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.9.411.4.8.

C.9.511.5.45.4 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 *Natural Heritage System* areas as defined in the FSEMS;
- b. goals and conservation priorities in the FSEMS; and;
- c. targets and implementation details in the FSEMS.

C.9.511.5.45.5 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.9.511.5.45.6, 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%-~~ per cent safety factor, and all required fisheries compensation/habitat;
- b. Maintenance of existing riparian storage volumes;
- c. *Watercourse* corridors designated to contain ~~Regional-regional Storm-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-9.511.5.45.6~~ Criteria for *Buffers*

Buffers shall be provided in accordance with the following:

- a. *Watercourse* Corridors:
10 metres from the greatest hazard (~~Region-regional Storm-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 "Schedule 17aC-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 "Schedule 17aC-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-provincially Significant-significant Wetlands-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-9.511.5.45.7 Natural Heritage System Policies

- a. The boundaries of the *Natural Heritage System* designations on Schedules “17aC.9.A” and “17bC.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 applicable policies of Section ~~B.5.9.3.7 5.4.1 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.9.511.5.45.8 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.9.511.5.5-6 Environmental Linkage Area – Pipeline Easement

C.9.511.5.56.1 ~~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 “Schedule 17bC.9.B” which consists of the Union Gas (or any successor in title) Enbridge 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/Pipeline *Easement* as a part of the *Natural Heritage System* for the Derry Green Corporate Business Park ~~Planning District~~ Secondary Plan Area;

- b. The permitted uses, in addition to those in Section ~~3.13.23.2.2~~ 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~~Enbridge Gas Easement, including any *site alteration*, grading or landscaping works, shall be subject to the approval of ~~Union Gas Limited~~Enbridge Gas, in consultation with the *Town*.

~~C.9.511.5.67~~ Environmental Linkage Area

~~11.5.7.1~~ 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 designation on ~~Schedule “Schedule 17bC.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 “Schedule 17bC.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~~policy 11.5.6.1, 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”a shall be in accordance with the policies in Section ~~B.3.13.36.2.10~~ of the Official Plan.

~~C.9.511.5.78~~ Residential Special Policy Area

~~C.9.511.5.78~~.1 The Residential Special Policy Area designation is an overlay designation. The lands in the Residential Special Policy Area designation on ~~Schedule “Schedule 17bC.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 “Schedule 17bC.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.9.511.5.89~~ Parkway Belt West Plan/Utility Corridor Area

~~C.9.511.5.89~~.1 The Parkway Belt West Plan Area designation on Schedules ~~“17aC.9.A”~~ and ~~“17bC.9.B”~~ shall be subject to the applicable policies of the Parkway Belt West Plan and the policies of Section B.4.6 of this Plan.

~~C.9.511.5.910~~ Storm Water Management Facility/Low Impact Development Practices

~~C.9.511.5.910~~.1 The Stormwater Management Facility designation on Schedules ~~“17aC.9.A”~~ and ~~“17bC.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*~~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.9.511.5.910.2~~ 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.9.611.6~~ Implementation

Further to, and in accordance with, the ~~existing~~ implementation policies of Section ~~B.5.07~~ of this Plan, the following policies are applicable to the Derry Green Corporate Business Park ~~Planning District~~Secondary Plan Area.

~~C.9.611.6.1~~ Phasing ~~And~~ and Finance

~~C.9.611.6.1.1~~ In order to implement the policy of this Secondary Plan set out in Section ~~C.99~~.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.9.611.6~~.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~~ 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 enter into agreements assuming all the rights and obligations of the agreements as applicable, as if they had been original signatories to that agreement;
- d. Landowners in the Secondary Plan area have entered, or will enter into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities; and;
- e. Any additional requirements of the *Town* and/or *Region* are satisfied.

~~C.9.611.6~~.1.2 In addition to the policies of Section ~~C.9.611.6~~.1.1, *development* in the Derry Green Corporate Business Park shall proceed in three phases as designated on ~~Schedule~~ "Schedule 17c~~C.9.C~~", as well as a Potential Future Phase. Prior to the commencement of *development* in each phase, the policies of Section ~~B.9.611.6~~.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 per cent% 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 per cent% 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 the Region are satisfied that the lands can be appropriately provided with water and wastewater services.

Notwithstanding, the policies in Section C.9.611.6.1.2 and the phasing shown on ~~Schedule “Schedule 17cC.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.9.611.6.1.1; and Section C.9.611.6.1.2 and ~~Schedule “Schedule 17cC.9.C”~~ can be modified by the *Town* without amendment to this Plan.

C.9.611.6.1.3 Building Permits shall only be issued when the criteria in Sections B.5.2.3.15-7.2.2 and C.9.611.6.1.1 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”~~a 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.9.611.6.1.4~~ Notwithstanding the foregoing policies of Section ~~C.9.611.6.1.2~~:

- d. Federal, Provincial, Regional and *Town* owned and/or operated public infrastructure and services as permitted by Section ~~C.9.411.4.8~~ may proceed at any time even if the precise requirements of Section ~~C.9.611.6.1.2~~ above have not been satisfied; and,
- e. 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.9.611.6.1.2~~ 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.9.611.6.1.5~~ 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 ~~fib~~refiber optics to enhance telecommunication services within the Secondary Plan Area.

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~~C.9.611.6.2~~ Zoning By-Law

~~C.9.611.6.2.1~~ 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 ~~7.5B.5.5 of this Plan~~.

~~C.9.611.6.3~~ Consents

~~C.9.611.6.3.1~~ Subdivision of land shall generally take place by a plan of subdivision in the Derry Green Corporate Business Park ~~Planning District~~Secondary Plan Area. Consents may be permitted in accordance with the provisions of Section ~~B.5.7-6.2.17 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.9.611.6.4~~ Environmental Assessment

~~C.9.611.6.4.1~~ 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.9.611.6.4.2~~ 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.9.611.6.5~~ Complete Application Requirements

~~C.9.611.6.5.1~~ All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section

~~B.5.3.4-7.6.1 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.9.411.4.5.4 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.9.611.6.6~~ Removal of Employment Lands from Employment Areas

~~C.9.611.6.6.1~~ It is the policy of the *Town* to protect and preserve *employment areas*.

~~C.9.611.6.6.2~~ *Employment Areas* are defined in the Derry Green Corporate Business Park Secondary Plan as all lands designated as “Business Park Area”~~a~~, and “Industrial Area”~~a~~ on ~~Schedule “Schedule 17bC.9.B”~~.

~~C.9.611.6.6.3~~ The *Town* may consider the removal of lands from *employment areas* within the Derry Green Corporate Business Park Secondary Plan ~~area~~ Area only where the requirements of ~~Section 3.7.1.10 policy 6.3.7.14~~ have been demonstrated to the satisfaction of the *Town*.

SECTION C.10.2. BOYNE SURVEY SECONDARY PLAN

C.10.12.1 General

The purpose of the Boyne Survey Secondary Plan is to establish a more detailed planning framework for the Boyne Survey ~~Planning District~~Secondary Plan Area in support of the general policy framework provided by the Official Plan.

~~C.10.12.1.2~~ 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 18d~~“Schedule 18dC.10.D” Boyne Survey Secondary Plan Phasing Plan and the policies of Section ~~C.10.6.12.6.1~~;
- 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.10.112.1~~.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.10.612.6~~.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.10.112.1~~.3 Location

~~12.1.3.1~~ 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.10.212.2~~ ~~Planning District~~ Secondary Plan Area Concept

~~C.10.212.2~~.1 Community Character

~~12.2.1.1~~ 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~~ Secondary Plan Area itself, and with other surrounding areas of the ~~t~~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~~ Secondary Plan Area, 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~~town;
- c. developing *public service facilities* and mixed-use nodes within the ~~Planning District~~ Secondary Plan Area, 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~~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~~ 12.2.2 Key Design Elements

12.2.2.1 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 ~~on~~ in Schedule "Schedule 18a C.10.A", Community Structure Plan and ~~Schedule "Schedule C18b.10.B"~~ Schedule "Schedule 18b C.10.B", Active Transportation and Greenlands/*Natural Heritage System* Plan. They include:

- a. Natural Heritage System

A ~~natural~~ ~~Natural heritage~~ ~~Heritage system~~ ~~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~~ ~~"Schedule G18b-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~~Secondary Plan Area and with other areas of the ~~Town~~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~~Secondary Plan Area includes:

- i) significant portions of two secondary mixed-use nodes (District Node designations on ~~Schedule~~—Schedule 18aC-10.A”) which provide facilities for the ~~District~~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~~ coordinated 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~~ 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;~~ and
- iii) James Snow Parkway and Britannia Road (RR 6).

~~C.10.312.3~~ Goal and Objectives

~~Further to, and in accordance with, the goals and objectives of Section 2 of the Official Plan, I~~ the following specific goal and objectives are applicable to the Boyne Survey ~~Planning District~~ Secondary Plan Area.

~~C.10.312.3.1~~ 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~~ town of Milton as a whole.

~~C.10.312.3.2~~ Objectives

~~C.10.312.3.2.1~~ 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.10.312.3.2~~ 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.10.312.3.2.3~~ 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~~Town, particularly the Greenbelt Plan /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.10.312.3.2.4~~ To ensure that *development* is sensitive to the proximity of the area to the Greenbelt Plan /Protected Countryside, including the Niagara Escarpment, by protecting views of the Escarpment and providing for the potential of *environmental linkages* and trail connections.

~~C.10.312.3.2.5~~ To create a road ~~system-network~~ based on a modified grid pattern.

~~C.10.312.3.2.6~~ 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-Secondary Plan Area~~ and the ~~Town-town~~ as a whole including significant commercial facilities.

~~C.10.312.3.2.7~~ 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.10.312.3.2.8~~ To develop neighbourhoods that each have a “sense of place”~~e~~ 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.10.312.3.2.9~~ 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.10.312.3.2.10~~ 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.10.312.3.2.11~~ To recognize the special *character* of the Omagh area and ensure that any *development* reflects its unique *character*.

~~C.10.312.3.2.12~~ 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.10.312.3.2.13~~ To preserve existing *cultural heritage features-resources* 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.10.312.3.2.14~~ 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 *public agencies* as applicable, is satisfied that there is no other feasible option.

~~C.10.312.3.2.15~~ 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.10.312.3.2.16~~ 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.10.412.4~~ 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.10.412.4.1~~ Transportation Facilities: Classification, Function and Design Requirements

Transportation *infrastructure* shown on the ~~Schedules~~ schedules attached to the Boyne Survey Secondary Plan may be subject to Environmental Assessments at both ~~Regional~~ regional and ~~Town~~ 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 ~~(to 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~~ 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-10-412.4.1.1 Public Transit

In conformity with Sections ~~B.2.6.3.19 and B.2.6.3.20 of the Official Plan,~~ 4.3.4, 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-10-412.4.1.2 Community Connector System

a. An east/west collector road system designated as “Community Connector” and “Community Connector Link” on ~~Schedule~~ “Schedule 18bC-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*.

h.b. Sixteen Mile Creek Community Connector Study Area

The alignment of the Community Connector Link, as shown on Schedules ~~"18aC.10.A", "18bC.10.B", and "18cC.10.C"~~ and ~~Schedule 2 to this OPA~~ within the "Community Connector Study Area"a, 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.10.412.4.1.3 Planned Active Transportation Link

As shown on ~~Schedule "Schedule 18bC.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.10.412.4.1.4 Future and Existing Grade Separations

Grade separations are designated on ~~Schedule "Schedule 18bC.10.B"~~. The design of *development* shall protect for the construction of the grade separations.

C.10.412.4.1.5 Driveway Access

The *Town* will work with the *Region* to ensure that direct access to ~~Regional-regional~~ roads is restricted and/or controlled and where access to a ~~Regional-regional Road-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.10.412.4.1.6 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.10.412.4.2 Trails System

12.4.2.1 ~~Schedule "Schedule 18bC.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-local~~ and ~~Regional-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 "Schedule 18bC.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.10.412.4.3 Sixteen Mile Creek, Areas 2 And 7 Subwatershed Update Study

C.10.412.4.3.1 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~~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-10.512.5.14](#) of this Plan, no amendment shall be required to this Plan where such works are undertaken.

[C-10.412.4.3.2](#) 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-10.512.5.15](#) of this Plan, no amendment shall be required to this Plan where such works are undertaken.

[C-10.412.4.3.3](#) Subwatershed Impact Studies are required for Subwatershed 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-10.612.6.5](#) 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.10.412.4.4~~ Housing Mix

~~12.4.4.1~~ 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~~ Low density ——— 48% per cent
- b. ~~medium~~ Medium density 35% per cent
- c. ~~high~~ High density 17% per cent

~~C.10.412.4.5~~ Urban Design

~~C.10.412.4.5.1~~ Section ~~B.2.85.2~~ of this Plan establishes a detailed urban design strategy for the *Town* which is applicable to the Boyne Survey Secondary Plan Area.

~~C.10.412.4.5.2~~ Further to, and in accordance with the policies of Section ~~B.2.85.2~~ of this Plan, all *development* within the Boyne Survey ~~Planning District~~ Secondary Plan Area shall be designed in a manner which:

- a. incorporates the key design elements of Section ~~C.10.212.2.2~~;
- b. reflects the goal and objectives of this Secondary Plan in Section ~~C.10.312.3; and,; and~~
- c. has regard to the Boyne Survey Urban Design Guidelines.

~~C.10.412.4.5.3~~ Further to the policies of Section ~~C.10.412.4.5.2~~, *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* 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~~ Secondary Plan Area 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 DistrictSecondary Plan Area](#). 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 DistrictSecondary Plan Area](#). 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 DistrictSecondary Plan Area](#) 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 DistrictSecondary Plan Area](#), 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~~ Secondary Plan Area and to the surrounding community; ~~and;~~ 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.10.412.4.6~~ Emergency Response Facilities and Public Infrastructure and Services

12.4.6.1 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.10.412.4.7 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.10.512.5 Land Use Policies

The applicable land use policies of ~~Sections B.3 and B.4~~ Section 6 of the Official Plan together with the additional policies in this Section shall apply to the lands in the Boyne Survey ~~Planning District~~ Secondary Plan Area in accordance with the land use designations on ~~Schedule "Schedule 18cC.10.C"~~, Land Use Plan.

C.10.512.5.1 Residential Area

C.10.512.5.1.1 Permitted Uses

The following uses shall be permitted in the Residential Area designation on Schedule ~~"18cC.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

dwelling, townhouses, triplexes and ~~quattroplexes~~ fourplexes 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 policy C.10.512.5.1.2;~~

- 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 policy C.10.512.5.1.3;~~
- c. High-~~d~~ Density Residential-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 policy C.10.512.5.1.4; and~~
- d. Additional residential units in accordance with policy 6.2.1.19;
- e. Assisted housing, special needs housing and shared housing accommodating more than 8 persons in accordance with policy 6.2.1.20;
- f. 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 Section 6.2.7; and
- g. Local commercial uses including limited convenience commercial, service stations and office uses which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of Sections 6.2.2 and 6.2.3; and
- d.h. Home Occupation and live/work uses in accordance with policies 6.2.1.22 and 6.2.1.26.

C.10.512.5.1.2 Medium Density Residential I

- a. 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, shall be evaluated based on conformity with the following criteria:
 - i) The area of the site allows for integration of the proposed

medium density *development* with adjacent low-density *development*,

- ii) The area of the site provides for adequate buffering for any adjacent low-density residential uses, appropriate on-site recreation amenities and adequate parking facilities;
- iii) 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;
- iv) The site is in general proximity to a park, natural area, local institutional or local commercial facility;
- v) The height of the main buildings does not exceed three storeys;
- vi) Adequate *municipal water service, municipal sewage service and storm drainage facilities* can be provided; and
- vii) The submission of a *development plan*.

a.b. 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 ~~following~~ shall ~~not be applicable~~ apply:-

- i) The height of the main buildings does not exceed three storeys;
- ii) The site is in general proximity to a park, natural area, local institutional or local commercial facility; and
- iii) Adequate *municipal water service, municipal sewage service and storm drainage facilities* can be provided.

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.c. 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-10-512.5.1.3 Medium Density Residential II

- a. Applications for *development* of residential uses in the Medium Density Residential II category, or proposed sites for such uses, shall be evaluated based on conformity with the following criteria:
- 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;
 - iii) The area of the site is sufficient to provide appropriate on-site recreation amenities and adequate parking facilities;
 - iv) 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;
 - v) The site is in proximity to a park, natural area, public transit use, local institutional or local commercial facilities;
 - vi) The height of the buildings does not exceed four storeys;
 - vii) 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 criterion;
 - viii) On-site or local park, institutional and commercial facilities provide or can be expanded to provide an adequate level of service for the development.
 - ix) Adequate *municipal water service, municipal sewage service* and storm drainage facilities can be provided; and
 - x) The submission of a *development plan*.

~~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.10.512.5.1.4 High Density Residential Uses

- a. 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:
 - ~~i) 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.~~
 - ~~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;
 - ~~iii) Mixed Use Development:~~
 - ~~iv)iii) The residential uses may form part of a mixed-use building or be located in a purposely designed building;~~
 - ~~v) Height and Density:~~
 - ~~vi)iv) Buildings shall have a minimum height of three storeys and a minimum FSI-floor space index of 1.0, with a maximum height of 15 storeys and a maximum floor space index FSI of 3.0; and; and~~
 - ~~vii)v) 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.10.512.5.2 Residential/Office Area

C.10.512.5.2.1 The Residential/Office Area designation on ~~Schedule “Schedule 18c 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.10.612.6.5~~ 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.10.512.5.2.2~~ The main permitted uses in the Residential/Office Area shall be:

- a. ~~Office uses~~ in accordance with the ~~policies of subsection B.3.3.3.6~~, following criteria:
 - i) ~~Minimum density shall be 100 employees per hectare;~~
 - ii) ~~The site is generally located so that the development has direct access to a Collector Road, Local Arterial Road, or Major Arterial Regional Road and shall be oriented to the road from which it obtains its major access.~~
 - iii) ~~The office use may form part of a mixed use building, or be located in a purpose designed building; and~~
 - iv) ~~Office uses shall have a minimum floor space index of 1.0 and a minimum height of two storeys, with a maximum height of 15 storeys and a maximum floor space index of 3.0.~~
- b. ~~Medium Density Residential II uses in accordance with policy 12.5.1.3;~~
- c. ~~highHigh-density residential uses in accordance with the policies of Section policy C.10.512.5.1.4;~~
- d. ~~medium density residential II uses in accordance with the policies of Section C.10.5.1.3, and Assisted housing, special needs housing and shared housing accommodating more than 8 persons in accordance with policy 6.2.1.10;~~
- e. ~~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 Section 6.2.7; and~~
- f. ~~Local commercial uses including limited convenience commercial, service stations and office uses which provide for the immediate needs of residents of adjacent neighbourhoods in accordance with the policies of Sections 6.2.2 and 6.2.3.~~

~~12.5.2.3~~ ~~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 policy C.10.412.4.5, 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 *floor space index FSI* of 1.0 and a minimum height of two storeys and with a maximum height of 8 storeys and a maximum *floor space index 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 policy 12.5.1.3Section B.3.2.3.2; and;~~ 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;~~ and
 - v) *Development* shall be designed to facilitate access to public transit.

~~C.10.512.5.3~~ Neighbourhood Centre Area

~~C.10.512.5.3.1~~ Purpose

The Neighbourhood Centre Area designation on ~~Schedule "Schedule 18cC.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-high-density residential development*. These areas are designed to support the community structure as established ~~on~~ ~~Schedule "Schedule 18aC.10.A"~~ by providing focal points for each neighbourhood. The Neighbourhood Centre Area designations on ~~Schedule "Schedule 18aC.10.A"~~ and ~~"18cC.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.10.612.6.5~~ of this Plan.

~~C.10.512.5.3.2~~ Permitted Uses

The Neighbourhood Centre Area designation on ~~Schedule "Schedule 18cC.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 policy C.10.512.5.1.4;~~
- b. Medium Density Residential II uses ~~such as stacked townhouses and apartments~~ in accordance with ~~the policies of Sections policies C.10.512.5.1.1 b) and , C.10.512.5.1.3 and B.3.2.3.2; and,; and~~
- c. ~~Assisted housing, special needs housing and shared housing in accordance with policy 6.2.1.10. 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.10.512.5.3.3~~ Notwithstanding the foregoing, it is recognized that the location of neighbourhood parks and designation of elementary schools on ~~Schedule "Schedule 18aC.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-10-612.6.5~~ 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-10-512.5.3.4~~ 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;~~ and
- e. design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

~~C-10-512.5.4~~ Institutional Area

Further to, and in accordance with, the policies of Section ~~B-3-106.2.7~~ of this Plan, *development* on lands designated "Institutional Area" ~~a~~ on ~~Schedule "Schedule 18cC-10.C"~~ shall be subject to the following policies:

~~C-10-512.5.4.1~~ Purpose

The Institutional Area designation on ~~Schedule "Schedule 18cC-10.C"~~ is intended primarily for major *public* and quasi-*public uses* which serve the Boyne Survey Secondary ~~planning District~~ Plan Area, although uses which serve a ~~Town~~ town-wide function may also be permitted.

~~C-10-512.5.4.2~~ Permitted Uses

The Institutional Area designation on ~~Schedule "Schedule 18cC-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~~ Secondary Plan Area, or which have a ~~Town~~ 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.10.512.5.1.1~~ c) and ~~C.10.512.5.1.4~~ in conjunction with *institutional uses* or on separate sites; ~~and; and~~
- ~~b. *Assisted housing, special needs housing and shared housing* in accordance with policy 6.2.1.10.~~
- ~~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.10.512.5.4.3~~ Site Design

Development in the Institutional Area designation shall be reviewed by the *Town* having regard to the Boyne Survey Urban Design Guidelines. In particular, *development* shall be designed to:

- a. Maximize multiple use of lands and facilities;
- b. Eliminate barriers between facilities, particularly between parks and schools;
- c. Ensure that buildings are oriented to public streets;
- d. Maximize public service and safety; ~~and; and~~
- e. Ensure that parking, loading and access areas are designed in a manner which will minimize conflicts between pedestrian and vehicular traffic.

~~C.10.512.5.4.4~~ 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.10.512.5.5~~ Secondary Mixed Use Node

- ~~C.10.512.5.5.1~~ The Secondary Mixed-Use Nodes shall generally develop in accordance with the policies of Sections ~~8.3.66.2.2~~ and ~~6.3.5~~, 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.10.512.5.1.4~~;
 - ~~c. *Assisted housing, special needs housing and shared housing shall also be permitted in accordance with policy 6.2.1.10.*~~
 - ~~c. *Assisted and special needs housing shall also be permitted in buildings which satisfy the policies of C.10.5.3.2 c)*~~
 - d. In addition ~~to the *development criteria of the policies of B.3.6.3.4*~~ ~~policy 6.3.5.8~~, *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;~~ ~~and~~
 - vi) *Development* shall be designed to facilitate access to public transit;
 - e. Notwithstanding the policies of ~~C.10.512.5.5.1 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.10.512.5.1.1 b)~~ within the Secondary Mixed-Use Nodes subject to a ~~comprehensive~~ *Comprehensive Development Plan* in accordance with the policies of ~~C.10.512.5.6.5~~ 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;~~ ~~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 policy Section B.3.6.2.1~~ 12.5.5.1 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;~~ 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-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 policies C.10.512.5.5.1 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 policy C.10.512.5.6.5.~~

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-square 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 Retail and Commercial Needs Assessment 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.10.512.5.5.2~~ The Secondary Mixed Use Node designations on ~~Schedule "Schedule 18cG.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.10.612.6.5 of this Plan~~.

~~C.10.512.5.6~~ Major Node Area

~~C.10.512.5.6.1~~ Purpose

The Major Node Area designation on ~~Schedule "Schedule 18cG.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.10.512.5.6.2~~ Permitted Uses

The Major Node Area designation on ~~Schedule "Schedule 18cG.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~~ *Comprehensive Development Plan* for the entire node in accordance with ~~the policies of policy C.10.512.5.6.5~~:

- a. Medium Density Residential II uses, including limited grade-related multiple attached housing forms subject to ~~the policies of Section C.10.512.5.1.1; b) and C.10.512.5.5.1 e);~~
- ~~b. [Deleted].~~
- ~~e.b.~~ *Assisted housing, special needs housing and shared housing in accordance with policy 6.2.1.10 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.c.~~ Minor *institutional uses* in accordance with ~~the policies of Section policy C.10.512.5.1.1 .df);~~
- ~~e.d.~~ 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 ~~Retail and Commercial Needs Assessment 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; and~~

f.e. 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 policy C-10.512.5.5.1 g).~~

C-10.512.5.6.3 The design of *development* within the Major Node Area shall ensure compatibility and transition between the Node and adjacent *development*. In addition, the following policies apply:

- a. Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;
- b. A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;
- c. Buildings shall have a minimum height of three storeys and a minimum ~~FSI~~ *floor space index* of 1.0, however *development* with additional height and density is encouraged to a maximum height of 15 storeys and a maximum ~~FSI~~ *floor space index* of 3.0. For the purposes of this policy, the ~~FSI~~ *floor space index* 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~~ *floor space index* at the time of the approval of the first development application or any phase thereof;

- d. Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;
- e. Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and *office uses* in upper storey locations except in purpose designed buildings;
- f. Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; ~~and;~~ and
- g. *Development* shall be designed to facilitate access to public transit.

~~C.10.512.5.6.4~~ Notwithstanding the foregoing, the Major Node Area designation on ~~Schedule "Schedule 18cC.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.10.612.6.5~~ of this Plan.

~~C.10.512.5.6.5~~ Prior to the granting of any planning approvals, the following are required to the satisfaction of the *Town*:

- a. A ~~Development~~ development Plan ~~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~~ policy of 5.4.3.87.3.5, and Sections C.10.512.5.5, C.10.512.5.6, and C.10.512.5.7;
- b. An urban design brief~~ff~~, in accordance with the *Town's* Urban Design Brief Terms of Reference; ~~and;~~ 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.10.512.5.7~~ Minor Sub-Node Area

~~C.10.512.5.7.1~~ Purpose

The Minor Sub-Node Area designation on ~~Schedule "Schedule 18cC.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.10.512.5.7.2 Permitted Uses

Permitted uses shall be in accordance with Section ~~C.10.512.5.5 (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~~ Minor Sub-Nodes.

Notwithstanding the foregoing, the Minor Sub-Node Area designation on ~~Schedule "Schedule 18cC.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.10.612.6.5~~ of this Plan.

C.10.512.5.8 Natural Heritage System

C.10.512.5.8.1 Purpose

Within the Boyne Survey Secondary Plan, the "Greenlands A Area"~~a~~, "Greenlands B Area"~~a~~ and "Greenlands Restoration Area"~~a~~ 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;~~ 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.10.512.5.8.2 Criteria for Designation

The lands in the *Natural Heritage System* on Schedules "~~18bC.10.B~~" and "~~18cC.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;~~ and
- c. *buffers*.

C.10.512.5.8.3 Permitted Uses

The *Natural Heritage System* designation on Schedules "~~18bC.10.B~~" and "~~18cC.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.10.412.4.6~~; ~~and~~; ~~and~~
- e. and stormwater management facilities in accordance with ~~Section policy 10.512.5.8.6 c) (iii)~~.

~~C.10.512.5.8.4~~ 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 ~~Natural Heritage System~~NHS areas as defined in the FSEMS;
- b. goals and conservation priorities in the FSEMS; ~~and~~; ~~and~~
- c. implementation details in the FSEMS.

~~C.10.512.5.8.5~~ 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.10.512.5.8.6~~, 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 regional Storm 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~~; ~~and~~
- e. Provision of flood protection for adjacent properties up to and including the ~~Regional regional Storm storm~~ event.

~~C.10.512.5.8.6~~ Criteria for Buffers

Buffers shall be provided in accordance with the following:

a. *Watercourse* Corridors:

10 metres from the greatest hazard (~~Regional~~*regional Storm-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~~ “~~Schedule 18bC.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~~ “~~Schedule 18bC.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;~~ ~~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 ~~metres~~ to the stable top-of-bank.

- d. *Wetlands:*
 - i) 30 metres from the boundary of all ~~Provincially significant Wetlands~~ provincially Significant Wetlands of any size; ~~and;~~ 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-10.512.5.8.7 Natural Heritage System Policies

- a. The boundaries of the *Natural Heritage System* designations on Schedules ~~"18bC.10.B"~~ and ~~"C18c.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 policy C-10.612.6.2.2~~ of this Plan.

C-10.512.5.8.8 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.10.512.5.9~~ District Park Area

~~12.5.9.1~~ Two District Park Areas have been designated ~~within the Boyne Survey Secondary Plan Area on Schedule 18a~~. These parks ~~are intended to serve one or more Planning Districts and~~ may be developed with indoor and outdoor sports facilities.

~~C.10.512.5.10~~ Neighbourhood Park Area

~~12.5.10.1~~ The Neighbourhood Park Area designation on ~~Schedule "Schedule 18aC.10.A"~~ represents the general location of ~~these 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* 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.10.612.6.5~~ 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.10.512.5.11~~ Village Square Area

~~12.5.11.1~~ The Village Square designation on ~~Schedule "Schedule 18aC.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.10.612.6.5~~ 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.10.512.5.12~~ Omagh Study Area

~~12.5.12.1~~ Omagh has a special *character* which reflects its significant cultural heritage and its relationship to the *Natural Heritage System*. The Omagh designation on Schedules "~~18aC.10.A~~" and "~~18cC.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 ~~18aC.10.A~~ are subject to Section ~~B.3.156.3.9~~ of this Plan.

~~C.10.512.5.13~~ Existing Agricultural Operations

~~12.5.13.1~~ 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.10.512.5.14~~ ——— Stormwater Management Facility/Low Impact Development Practices

~~C.10.512.5.14.1~~ Stormwater Management Facility Location and Low Impact Development Practices

The Stormwater Management Facility designation on ~~Schedule "Schedule 18aC.10.A"~~ represents a general location for these facilities. The location and configuration of the ~~Stormwater—stormwater Management—management Facilities—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~~*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 regional~~ roadways.

~~C.10.512.5.14.2~~ Relocation of Stormwater Management Facility Designations

Stormwater ~~Management~~management ~~Facility~~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.10.512.5~~.14.3 Location Permitted in all Land Use Designations

Stormwater management facilities shall be permitted in all land use designations on ~~Schedule~~“Schedule 18cC.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 policy~~ C.10.512.5.8.6 c) iii). ~~Low~~—impact *Development 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.10.612.6~~ Implementation

Further to, and in accordance with, the ~~existing~~i Implementation policies of Section ~~B.5.07~~ of this Plan, the following policies are applicable to the Boyne Survey ~~Planning District~~Secondary Plan Area.

~~C.10.612.6.1~~ Phasing And Finance

~~C.10.612.6.1.1~~ *Development* in the Boyne Survey ~~Planning District~~Secondary Plan Area shall proceed in two phases, Phase 3A and Phase 3B as designated on ~~Schedule~~“Schedule 18dC.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.10.612.6.1.2~~ Notwithstanding the foregoing:

- a. Public infrastructure such as roads, parks, fire halls, schools and ~~servicing facilities~~public service facilities may proceed at any time in Phase 38, subject to the availability of servicing *infrastructure* and other requirements both at the ~~Local~~local and ~~Regional~~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-10-612.6~~.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-10-612.6~~.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-10-112.1~~.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-local~~ and ~~Regional~~ 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;~~ ~~and~~
 - h. Any additional requirements of the *Town* and/or the *Region* are satisfied.

~~C.10.612.6.2~~ Parkland Dedication, Other Infrastructure and Utilities

~~C.10.612.6.2.1~~ Building Permits beyond 25% per cent build out of the areas specified below shall only be issued when the criteria in ~~subsection B.5.2.3.15 and policy C.10.612.6.1.1~~ of this Plan and the following criteria are satisfied:

- a. The District Park Area in Phase 3A on ~~Schedule "Schedule BA18d"~~ to the Official Plan and ~~Schedule "Schedule 18aC.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% per cent build out of the lands in Phase 3A;
- b. The portion of the District Park Area in Phase ~~38-3B~~ on ~~Schedule "Schedule 18aC.10.A"~~ owned by the landowners who have signed the Financial Agreement required pursuant to Section ~~C.10.612.6.1.4 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% per cent 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% per cent build out of the lands in each Phase as identified on ~~Schedule "Schedule 18dC.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% per cent build out of the lands in the respective sub-neighbourhood as identified on ~~Schedule "Schedule 18aC-10.A"; and,; 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% per cent build out of the applicable neighbourhood.

~~C.10.612.6.2.2~~ 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,; 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.10.612.6.3~~ Zoning By-Law

~~12.6.3.1~~ 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 7.5 Section B.5.5 of this Plan.~~

~~C.10.612.6.4~~ Consents

12.6.4.1 Subdivision of land shall generally take place by plan of subdivision in the Boyne Survey ~~Planning District~~ Secondary Plan Area. Consents may be permitted in accordance with the provisions of Section 6.2.17 ~~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~~ 12.6.5 Complete Application Requirements

12.6.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section 7.6.1 ~~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 "Schedule 18aC.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 7.3.3B.5.4.3.6 and B.5.4.3.7 of this Plan. Prior to draft approval, a subdivision application must reflect the results of the tertiary plan, or be supported by justification for changes to the tertiary plan satisfactory to the *Town*. In accordance with *Town* requirements, a tertiary plan shall be prepared in conjunction with the required Subwatershed Impact Studies which shall also be required prerequisite to the granting of draft plan approval. The tertiary plan for lands in Boyne Survey shall address and demonstrate:

- a. the location and configuration of schools, neighbourhood parks, and village squares;
- b. the location, size and general configuration of stormwater management facilities;
- c. through a traffic impact assessment to be undertaken to the satisfaction of the *Town* and the Region:
 - 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;~~ and
 - vii) Transportation Demand Management (TDM) initiatives.
- d. the location of transit facilities;
 - e. the boundaries of land use categories;
 - f. concept plans for secondary mixed-use nodes, major nodes, minor sub-nodes and residential office areas which may include elevations and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density *development*;
 - g. any refinements to the *Natural Heritage System* based on the studies and policies of this Plan;
 - h. regard for the Boyne Survey Urban Design Guidelines including addressing the relationship of *development* to Regional roads; and
 - i. the recommendations of any supporting technical studies including the noise, vibration and safety impact mitigation measures for *development* adjacent to the railway right-of-way and noise and vibration impact measures for *development* adjacent to arterial roads.

C.10.612.6.6 Environmental Assessment

C.10.612.6.6.1 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.10.612.6.6.2 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.10.612.6.6.3 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).

DRAFT

~~SECTION C.131.~~ — 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~~ has been 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 ~~t~~own.

~~C.11.113.1~~ General

~~C.11.13.21.1~~ 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.11.13.21.1.1~~ 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;~~ ~~and~~
- e. Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed tertiary plan.

~~C.11.13.21.2~~ Location

13.1.2.1 The Trafalgar Secondary Plan is generally bounded by:

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

~~C.11.213.2~~ Secondary Plan Concept

~~C.11.213.2.1~~ Community Character

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

- a. *A Complete Community*
A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses.
- b. *A Well-Serviced Community*
A community that provides *transit-supportive* centres of activity that maximize access to shopping, recreation, institutional, and leisure choices.
- c. *An Environmentally Sustainable Community*
A community that provides a *Natural Heritage System* “NHS” and linked open space system within the Secondary Plan, which is sensitive and connected to the Greenbelt.
- d. *A Connected Community*
A community that provides a *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’s* and *Region’s* *Transportation System*.
- e. *An Attractive Community*

A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

~~C.11.313.3~~ Goals and Objectives

Further to, and in accordance with ~~the goals and objectives of~~ Sections 1 to 5-B.2 of this Plan, ~~the~~ following goals and objectives are applicable to the Trafalgar Secondary Plan:

~~C.11.313.3.1~~ 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;~~
and
- g. Provide opportunities for *places of worship*.

~~C.11.313.3.2~~ Protect and Enhance the Natural Heritage System

- a. Protect or enhance *key features* of the *Natural Heritage System*~~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;~~ ~~and~~
- c. Encourage vistas and view corridors that result in visibility of the Natural Heritage System~~NHS~~ and the location of parks and open space adjacent to, or near, the Natural Heritage System~~NHS~~ where possible.

~~C.11.313.3.4~~ 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;~~ ~~and~~
- e. Extend ~~frequent~~ ~~Transit~~ ~~transit~~ services to the Trafalgar Secondary Plan with potential to support dedicated rapid transit along Trafalgar Road in the future.

~~C.11.313.3.5~~ 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;~~ ~~and~~
- b. Recognize Trafalgar Road, a Major Arterial Regional Road ~~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.11.313.3.6~~ 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;~~ ~~and~~
- c. Ensure communities are designed to be accessible by all, regardless of age or physical ability.

~~C.11.3~~ 13.3.7 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~~ 13.4 Strategic Policies

~~Further to, and in accordance with, the Strategic Policies of Section B.2 of this Plan, Further to, and in accordance with, the Strategic Policies of Section 1 to 5 of this Plan, the following policies are applicable to the~~ the following policies are applicable to the Trafalgar Secondary Plan.

~~C.11.4~~ 13.4.1 Natural Heritage System

13.4.1.1 The *Natural Heritage System*~~NHS~~ will be established in accordance with Sections ~~B.2.2.3.6~~ B.2.2.3.6 ~~3.2.2~~ and ~~B.2.2.3.7~~ B.2.2.3.7 ~~6.2.10~~ of this Plan. The focus of the *Natural Heritage System*~~NHS~~ is to preserve and enhance the biological diversity and *ecological functions*. The *Natural Heritage System*~~NHS~~ is identified on Schedules “~~C.19a-11.A~~” to “~~19dC.11.D~~” and further detailed in Section ~~C.11.6~~ 13.6.4 of this Secondary Plan.

~~C.11.4~~ 13.4.2 Active Transportation and Road Network

13.4.2.1 Public Transit

In conformity with ~~Section 4.3.5~~ Section 4.3.5 of this Plan, ~~s 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.

13.4.2.2 Trails System

~~Schedule “Schedule C.11.B”~~ Schedule 19b, 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 4.2.4 and 4.3.2 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-local~~ and ~~Regional-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 *Natural Heritage System*~~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 *Natural Heritage System*~~NHS~~ protection and enhancement policies of ~~this Official Plan~~this Plan.

All trail system crossings at a Regional Road must be located at signalized intersections with an intersecting road only.

Active tTransportation fFacilities associated with a Regional Road are to be aligned with the most current Regional Active Transportation Master Plan.

13.4.2.3 Road Network

In conformity with **Sections B.2.6.3.5 to B.2.6.3.144.2.1 and 4.2.2** 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 "Schedule 19bC.11.B"~~ *Schedule "Schedule 19bC.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 "Schedule 19bC.11.B"~~ *Schedule "Schedule 19bC.11.B"* will require an amendment to ~~this Official Plan~~this 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 "Schedule 19bC.11.B"~~ *Schedule "Schedule 19bC.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.

13.4.2.4 Regional Road Network

Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of **Major Arterial Regional Roads** ~~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).

13.4.2.5 ~~Potential Minor Local Arterial Extension~~

Within the Secondary Plan, a new east-west **major collector road** is identified on ~~Schedule~~ Schedule 19bC.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 local arterial road**.

The feasibility, need, and function of the potential east-west **minor local arterial road**, west of Trafalgar Road, as identified on ~~Schedule~~ Schedule 19bC.11.B shall be further assessed through a ~~T~~own-wide Transportation Master Plan.

Where the east-west **minor local arterial road** traverses the *Natural Heritage System* NHS, it must demonstrate conformity with this *Official Plan*, policy C.11.6 13.6.4.1 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 local arterial road** will be confirmed. If the EA determines the proposed **minor local arterial road** is only required as a collector road, this may be implemented through the Tertiary Plan process without amendment to this Secondary Plan.

13.4.2.6 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 the *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 13.5.1 and C.11.7 13.7.5.2 of this Secondary Plan).

A Road Network Assessment (as detailed in Section C.11.7 13.7.5.2 ~~f~~ of ~~this Secondary Plan~~) must be completed through the Tertiary Plan process (as detailed in Sections C.11.7 13.7.1.2 and C.11.7 13.7.5.2 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.11.413.4.3~~ Servicing

~~C.11.413.4.3.1~~ Water and Wastewater Infrastructure

The public *infrastructure* system shall be developed in conformity with Section ~~5.7.6 s B.2.6.3.33 and B.2.6.3.34~~ of this 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.11.413.4.3.2~~ Stormwater Management

In conformity with Section ~~B.2.6.3.395.7.5~~ 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 Sections B.4.93.2.2 and 5.7.5 of this Plan, stormwater management facilities and LID techniques shall only be permitted in the *Natural Heritage System* where deemed *essential* and if demonstrated that there will be no *negative impacts* on *key features* and components of the *Natural Heritage System* 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.11.413.4.3.3 Utilities

In conformity with Section 5.7.3 s 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.11.613.6.4.1 of this Secondary Plan and supported through an EA if required.

C.11.413.4.4 Housing

~~C.11.413.4.4.1 The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Plan. In this regard, N no more than 50% per cent of the residential units within the overall Trafalgar Secondary Plan area shall be *single-detached* 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.11.413.4.4.2~~ The Trafalgar Secondary Plan establishes a target for *affordable and assisted housing*, ~~in accordance with Section B.2.7.3.1 of this Plan,~~ where the target ~~in the Trafalgar Secondary Plan~~ is that 30% per cent of all new residential units shall be *affordable housing, assisted housing, stacked townhouses, back-to-back townhouses,* or apartments.

C.11.413.4.5 Urban Design

~~C.11.413.4.5.1~~ Section B5.2.8 of this Plan establishes a detailed urban design strategy for the ~~Town town~~ which is applicable to the Trafalgar Secondary Plan.

Further to, and in accordance with the policies of Section B5.2.8 of this Plan, all *development* within the Trafalgar Secondary Plan shall be designed in a manner which:

- a. ~~Reflects~~ reflects the goal and objectives of this Secondary Plan in Section ~~C. 11.313.3; and;~~ and
- b. ~~Has~~ has regard for the Trafalgar Secondary Plan Urban Design Guidelines.

~~C.11.413.4.5.2~~ Further to the policies of Section ~~C.11.413.4.5.1,~~ *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~~ complete Streets~~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 ~~façades~~ building elevations 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:

i) ~~a)~~ minimizing shadow and other visual impacts;

ii) ~~b)~~ stepping down height and bulk;

iii) ~~c)~~ utilizing appropriate setbacks; and/or

iiii) ~~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 built 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.11.413.4.6 Infrastructure and Public Service Facilities

13.4.6.1 A range of *infrastructure*, including *public service facilities* will be permitted in all land use designations on ~~Schedule “Schedule 19cG.11.G”~~, except where not permitted in the *Natural Heritage System* in accordance with Sections C.11.413.4.3.2 and C.11.613.6.4.1 ~~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 *Natural Heritage System* designation and shall be designed and developed in a manner which is *compatible* with the surrounding neighbourhood.

C.11.513.5 Community Structure

The Community Structure shown on ~~Schedule “Schedule 19aG.11.A”~~, Community Structure Plan is an overall framework for the Trafalgar Secondary Plan. Key Community Structure elements include Evolving Neighbourhoods, Local Centres, Neighbourhood Centres, *Natural Heritage System* and Road and Trail Networks.

Discrete land use designations are shown on ~~Schedule “Schedule 19cC.11.C”~~, Land Use Plan and detailed in Section ~~C.11.613.6~~ of this Secondary Plan.

~~C.11.513.5.1~~ Tertiary Plan Area

~~13.5.1.1~~ 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 ~~Section s B.5.4.3.6 and B.5.47.3.73~~ of this Plan, Section ~~C.11.713.7.5.2~~ 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 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.11.513.5.2~~ Evolving Neighbourhoods

~~13.5.2.1~~ Evolving Neighbourhoods generally include the residential designations shown on ~~Schedule “Schedule 19cC.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.11.613.6~~ 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~~13.5.3 Local Centres

13.5.3.1 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~~this 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 m²square metres of non-residential floor area. The Tertiary Plan shall delineate the area of the Local Centres as required in Section ~~C.11.7~~13.7.5.

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~~13.5.4 Neighbourhood Centres

13.5.4.1 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 ~~m²square metres~~ 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 ~~m²square metres~~ 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~~13.7.5.

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~~13.5.5 Natural Heritage System

13.5.5.1 The *Natural Heritage System (NHS)* is delineated on Schedules “~~19a~~C.11.A” to “~~C.11.D~~19d” of this Secondary Plan. Components of the *Natural Heritage System* ~~NHS~~ are outlined in ~~Section 3.2.2 s-B.4.9.1.2 and B.4.9.1.3~~ of this Plan.

~~C.11.5~~13.5.6 Road And Trail Networks

13.5.6.1 The road and trail networks have been identified on ~~Schedule “Schedule 19b~~C.11.B” to ensure that the integrated street and path network is

designed to provide maximum opportunities for *active transportation* including pedestrian, bicycle and other similar movements as well as access to public transit.

The intent is to provide a well-connected and continuous grid-pattern street network, while recognizing constraints such as the *Natural Heritage System* that limit the achievement of a completely connected street network.

~~C.11.6~~13.6 Land Use Policies

The applicable land use policies of ~~Section 6 s 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~~ "Schedule C. 11.G"~~C~~, Land Use Plan.

~~C.11.6~~13.6.1 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~~13.7.5.6 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~~13.6.1.1 Permitted Uses

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on ~~Schedule~~ "Schedule 19c:~~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~~13.6.1.2;

a. _____

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.11.613.6.1.3; and;~~

- ~~b.~~
- ~~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 policy C.11.613.6.1.4;~~
- ~~d.~~ *Additional residential units* in accordance with policy 6.2.1.19;
- ~~e.~~ *Assisted housing, special needs housing and shared housing accommodating more than 8 persons* in accordance with policy 6.2.1.20;
- ~~f.~~ *Rooming, boarding and lodging houses and bed and breakfast establishments* in accordance with policies 6.2.1.21 and 6.2.5.8;
- ~~g.~~ *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, places of worship, day care facilities and community centres* in accordance with the policies of Section 6.2.7; and
- ~~e.h.~~ *Home Occupation and live/work uses* in accordance with policies 6.2.1.22 and 6.2.1.26.

~~C.11.613.6.1.2~~ 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~~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% per cent 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.11.713.7.5.2 e); and;~~ and
- ~~ii)~~ A minimum density of 27 units per net hectare is required.

~~C.11.613.6.1.3~~ 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% ~~per cent~~ *single-detached* 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; and~~
- iii) A maximum building height of 4 storeys.

~~C.11.613.6.1.4~~ 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~~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.11.613.6.2~~ 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.11.713.7.5.6~~.

~~C.11.613.6.2.1~~ Medium Density Mixed-Use

The Medium Density Mixed-Use designation on ~~Schedule “Schedule 19cC.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.11.513.5.3~~, the Medium Density Mixed-Use designation permits the following in a stand-alone or mixed-use building format:

- a. Residential uses in accordance with the Medium Density Residential II designation, except single and semi-detached units shall not be permitted;
- b. Local Commercial uses in accordance with ~~Section B.3.4.4 of this Plan~~ policies ~~6.3.6.8 and 6.3.6.9~~ and the following:
 - i) Notwithstanding ~~Section B.3.2.3.7 policy 6.2.2.5.e) of this Plan~~, Local Commercial uses are generally small-scale retail commercial *development* up to approximately 2,000 ~~m²square metres~~ 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;~~ and
- iii) Local *Institutional* uses in accordance with Sections B.3.2.3.6; B.3.2.3.7 Sections 6.2.7, and C.11.613.6.3.

C.11.613.6.2.2 Neighbourhood Centre Mixed-Use I

The Neighbourhood Centre Mixed-Use I designation identified on ~~Schedule “Schedule 19cC.11.G”~~ is conceptual, except where bounded by existing major roads or the Natural Heritage System~~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.11.513.5.4, 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 m²square metres and are generally anchored by a larger tenant such as a *food store* or pharmacy;
 - ii) Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial *gross floor area*, Council the Town

- shall require the preparation of a Market Impact Study;
- iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use I designation shall be determined at the Tertiary Plan stage;
- iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
- v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
 - i. Obscure or where necessary minimize visibility to the travelling public;
 - ii. Support walkability by minimizing pedestrian and automobile interactions; ~~and;~~ ~~and~~
 - iii. Be accommodated at-grade within a multi-storey mixed-use building; ~~and;~~ ~~and~~
- c. Local *institutional uses* in accordance with Sections ~~ss B.3.2.3.6 6.2.7, B.3.2.3.7~~ and ~~C.11.613.6.3~~.

~~C.11.613.6.2.3~~ Neighbourhood Centre Mixed-Use II

The Neighbourhood Centre Mixed-Use II designation identified on ~~Schedule “Schedule 19bC.11.B”~~ is conceptual, except where bounded by existing major roads or the ~~Natural Heritage System~~NHS. The designation is generally located at ~~major Major arterial Arterial Regional Road or major eCollector road 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.11.513.5.4~~, the Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within each Neighbourhood Centre and permits the following in a stand-alone or mixed-use building format:

- a. Residential uses including multiple attached residential units such as street townhouses, stacked townhouses, back-to-back

townhouses, multiplexes and apartments in accordance with the following:

- i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
 - ii) A maximum *floor space index* (FSI) density generally of 6.0 for apartment and mixed-use buildings; ~~and;~~ ~~and~~
 - iii) The height of the buildings is not to exceed 25 storeys;
- b. Neighbourhood Retail in accordance with the following:
- i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 ~~m²square metres~~ and are generally anchored by a larger tenant such as a *food store* or pharmacy;
 - ii) ~~Per Section B.3.4.1.4 of this Official Plan, if~~ an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial *gross floor area*, Council shall require the preparation of a Retail and Commercial Needs Assessment~~Market Impact Study~~;
 - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;
 - iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
 - v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
 - i. Obscure or where necessary minimize visibility to the travelling public;
 - ii. Support walkability by minimizing pedestrian and automobile interactions; ~~and;~~ ~~and~~
 - iii. Be accommodated at-grade within a multi-storey mixed-use building; and
- c. Minor *institutional uses* in accordance with Sections ~~ss~~ B.3.2.3.6, B.3.2.3.7, 6.2.7 and C.11.613.6.3.

C.11.613.6.3 Public Service Facilities And Places Of Worship

Notwithstanding the policies of **Sections 5.4 and 5.5-B.2.5**, *development of public service facilities* such as parks, greenspace and schools, identified on ~~Schedule~~ Schedule 19cC.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.11.613.6.3.1~~ Schools, Libraries, Community Centres and Parks shall be co-located, where possible.

~~C.11.613.6.3.2~~ 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 Town's Parks and Recreation Master Plan~~ 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.11.413.4.2~~), as identified on Schedules ~~"19aC.11.A"~~ to ~~"C.11.C"19c~~. 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.11.713.7.5~~ 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.11.613.6.3.3~~ 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. Natural Heritage SystemNHS;
- c. Greenspace lands;
- d. *Active transportation* network lands (unless approved within a park);
- e. Stormwater management lands and associated ~~buffers, and,; and~~

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

C.11.613.6.3.4 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.11.613.6.3.5 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.11.613.6.3.6 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 Accessible 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.11.613.6.3.7 Greenspace

Greenspace lands are intended to provide open space connections to the *Natural Heritage System*^{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.11.613.6.3.8 Schools

Schools will generally be developed in accordance with **Sections B.2.5.3.9 to B.2.5.3.12** and **5.3** 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 *Natural Heritage System*^{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 “Schedule 19c C.11.6”~~ is conceptual and is intended to identify general potential locations for these facilities.

C.11.613.6.3.9 Places of Worship

Background studies have identified a potential need for two (2) additional ~~p~~*Places of Worship* to the Secondary Plan area. These ~~Places—~~*places of Worship* will generally be encouraged in Local Centres and developed in accordance with **Sections 5.5.5 and 6.2.7.3** **Sections B.2.5.3.13 to B.2.5.3.15** of this Plan.

C.11.613.6.4 Natural Heritage System ~~(NHS)~~

The *Natural Heritage System* NHS is to be integrated in *settlement areas* to preserve and enhance biological diversity and *ecological functions*. Within the Trafalgar Secondary Plan, the *Natural Heritage System* NHS is depicted on Schedules “~~19a~~C.11.A” to “~~C.11~~19d.D” and is designated in accordance with the policies of ~~Section B.4.8 and B.4.93.2.2~~ of this Plan. Preliminary refinements to the *Natural Heritage System* NHS have been incorporated into this Secondary Plan through input from the SWS and ROPA 38 Minutes of Settlement. Further refinements to the *Natural Heritage System* 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 *Natural Heritage System* NHS will be in effect on the date of an approval under a *Planning Act* ~~process~~process.

The lands within the *Natural Heritage System* NHS designation shall be acquired by the *Town* in accordance with the policies of Section ~~C.11.7~~13.7.2.1 of this Secondary Plan.

~~C.11.6~~13.6.4.1 Permitted Uses

The *Natural Heritage System* NHS designation on Schedules “~~C.11.A~~”19a to “~~19c~~C.11.C” permits uses subject to the policies of ~~Sections B.4.83.2.2 and B.4.96.2.10~~ of this Plan.

~~C.11.6~~13.6.4.2 Criteria for Buffers

The *Natural Heritage System* NHS as shown on Schedules “~~19a~~C.11.A” to “~~19d~~ C.11.D” includes *buffers* that are an important component to the overall *Natural Heritage System* 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 ~~Sections 3.2.2 and C.11.613.6.4 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 Natural Heritage SystemNHS in the Secondary Plan, ~~Regional Official in this~~ 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-11.613.6.4.3 Linkages

The Natural Heritage SystemNHS as shown on Schedules “~~19a~~C-11.A” to “~~19d~~ 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 Natural Heritage SystemNHS.

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 Natural Heritage SystemNHS in ~~this the Secondary Plan, and the Official in this Plan and the Regional Official Plan~~. The extent and location of the *linkage* can be assessed through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the Natural Heritage SystemNHS. 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 **Sections 3.2.2 and C-11.613.6.4** ~~of the Secondary Plan and B.4.9.3.12 of this Official Plan~~.

As shown on Schedule ~~19b~~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 Natural Heritage SystemNHS 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-11.613.6.4.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Schedule ~~19b~~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~~13.6.5 Existing Agricultural Operations

~~13.6.5.1~~ 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~~13.7 Implementation

Further to, and in accordance with, the implementation policies of Section B-5.07 of this ~~Official~~ Plan, the following policies are applicable to the Trafalgar Secondary Plan.

~~C.11.7~~13.7.1 Phasing and Finance

~~C.11.613.6.7.1~~ *Development* in the Trafalgar Secondary Plan shall proceed in multiple phases, conceptually shown on ~~Schedule~~—“~~Schedule 19d~~~~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.11.613.6.7.2~~ 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.11.713.7.1.2 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.11.613.6.7.3~~ Prior to the approval of any *development* applications, the following must be satisfied:

- a. Past Stage 1, a minimum of 75% per cent 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-11.713.7~~.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;~~ ~~and~~
 - h. Any financial and other requirements of the *Town* and ~~the~~ *Region* to support sustainable growth, pursuant to applicable legislation, are satisfied.

~~C-11.613.6~~.7.4 Notwithstanding the foregoing:

- a. Public infrastructure such as roads, parks, fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing *infrastructure* and other requirements both at the ~~Local~~ Local and ~~Regional~~ regional levels,
- b. Notwithstanding the phasing policies above, in no case will one owner or group of owners be permitted to unreasonably delay the

normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town's* sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town*, ~~and~~ in consultation with the *Region*, that there are no negative impacts on the *Town* or ~~the~~ *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

- c. The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in subsequent stages, notwithstanding Section ~~C.11.713.7.1.3.-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 ~~the~~ *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

~~C.11.613.6.7.5~~ 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.11.613.6.7.6~~ 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.11.113.1.1~~ 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* 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;~~ and
- k. Any additional requirements of the *Town* and/or *Region* are satisfied.

~~C.11.613.6.7.7~~ This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the ~~T~~own, 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 “Schedule C.11.D”19d~~. Development Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section ~~C.11.713.7.1~~ of this Secondary Plan; ~~and; 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.11.613.6.7.8~~ 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.11.713.7.2~~ Parkland Dedication, Other Infrastructure and Utilities

~~C.11.713.7.2.1~~ 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 *Natural Heritage System*~~NHS~~, as they may be refined through a *Planning Act* process in accordance with Section ~~C.11.6~~13.6.4, 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;~~ 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~~13.7.3 Zoning By-Law

13.7.3.1 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.5.57.5** of this Plan.

~~C.11.7~~13.7.4 Consents

13.7.4.1 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.5.76.2.17** 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.11.713.7.5 Complete Application Requirements

All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of **Section B.5.3.47.6.1** of this Plan with respect to the requirements of a complete application.

C.11.713.7.5.1 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.11.713.7.5.2 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.5.4.3.77.3.3~~ 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 ~~on~~ ~~Schedule~~ ~~“Schedule C.11.D”~~ ~~19d~~, 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.11.613.6.1.1 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 [Environmental Assessment](#) 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 [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* and [the 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~~ the policies of this Plan and ~~in accordance with this~~ Secondary Plan;
- l. Consistency with the Trafalgar Secondary Plan Urban Design Guidelines; ~~and;~~ and
- m. Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

C.11.713.7.5.3 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.11.713.7.5.4 *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.11.713.7.5.5 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;~~ 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~~ 13.7.6 Roads Environmental Assessment

13.7.6.1 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~~ 13.8 Interpretation

Further to, and in accordance with, **Section B.5.107** of this Plan, the following interpretation policies are applicable to the Trafalgar Secondary Plan.

~~C.11.8~~ 13.8.1 Boundaries

13.8.1.1 Locations, boundaries or limits described in text or indicated on Schedules ~~“19a C.11.A”, “C.11.B”, “C.11.C”, and/or to “19d C.11.D”~~ are intended to be approximate only; in accordance with **Section B.5.10.2.1 policy 7.10.1.1** 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~~13.8.2 Symbols

13.8.2.1 Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on ~~Schedule “C”~~Schedule C.11.11. 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~~NHS~~.

~~C.11.8~~13.8.3 Definitions

13.8.3.1 Further to, and in accordance with, the existing definitions of **Section B.5.10.69** 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 Natural Heritage System~~NHS~~, identification of design and mitigative measures for Natural Heritage System~~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 Natural Heritage System~~NHS~~, identifies potential

impacts to the Natural Heritage System^{NHS}, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the Natural Heritage System^{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 Natural Heritage System^{NHS}, Stormwater Management/~~Low-Impact Development~~Low-impact development measures, site grading and servicing, natural hazard management and risk mitigation approaches, assessments of potential impacts to the Natural Heritage System^{NHS}, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the Natural Heritage System^{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.~~

SECTION C.124. 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.12.114.1 General

C.12.114.1.1 Purpose

14.1.1.1 The purpose of the Milton Education Village Secondary Plan is to establish a more detailed planning framework for the Milton Education Village ~~Planning District~~ Secondary Plan Area 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.12.114.1.2 Location _____

14.1.2.1 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;~~ and
- d. West Greenbelt Plan Area.

~~C.12.214.2~~ ~~Planning District~~ Secondary Plan Area Concept

~~C.12.214.2.1~~ Vision

~~14.2.1.1~~ 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 town of Milton~~ as a whole.

~~C.12.214.2.2~~ Guiding Principles and Key Design Elements

~~C.12.214.2.2.1~~ Guiding Principle: An urban village that is visually and physically connected with its landscape setting.

a. Greenbelt Plan/~~Regional-Local~~ *Natural Heritage System*/Niagara Escarpment Interface

The interface of the Milton Education Village with the Niagara Escarpment and Greenbelt Plan/~~Regional-Local~~ *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-12.214.2.2.2 Guiding Principle: A network of streets, squares and open spaces that create a walkable and active *public realm*.

a. Connectivity/Accessibility

Maximum connectivity/accessibility will be provided for all modes of travel through:

- i) a modified grid road and *active transportation* (including greenways) system;
- ii) integrated greenway and open space system;
- iii) connections across Tremaine Road including grade separated pedestrian/bicycle connections; ~~and;~~ and
- iv) a transit hub.

b. Enhanced Streetscape Design/Gateway Streets

As an urban neighbourhood, the streets of the Village are public spaces which are supportive of all modes of transportation including transit, pedestrians and bicyclists. They will provide space for patios, seating areas and other facilities that encourage community interaction. This is particularly true of gateway streets - main entrance roads which access the community and major uses in the community in particular Louis St. Laurent Ave. which will act as the Milton Education Village “main street”. The street system thus must be designed as a focal point for the Milton Education Village with an enhanced and coordinated approach to landscaping, street *tree* planting, sidewalks, lighting, public/private *utilities*, bike facilities and boulevards. As such the streets require enhanced streetscape design which supports an active street life. In addition, high quality site design and built form for *development* which supports the importance of the public street will be required.

C-12.214.2.2.3 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.12.214.2.2.4 Guiding Principle: An innovation district providing opportunities for knowledge-based employment sectors and for learning beyond the classroom, as well as a range of public and private facilities.

a. Knowledge-based employment

The university/college and related facilities represents a synergetic and catalytic opportunity for knowledge-based employment.

b. Recreation Facilities

The Mattamy National Cycling Centre Velodrome provides a full range of indoor recreation facilities, in addition to its cycling facilities. It is anticipated that the university/college will also include a range of both indoor and outdoor recreation facilities. A high school to be developed to the north of the Velodrome and the proposed park in the southern portion of the Village, and other open spaces, will also provide a range of outdoor recreation facilities.

C.12.314.3 Objectives

14.3.1 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;~~ and
- h. Sustainable and energy efficient *infrastructure*; ~~that~~ which 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.12.414.4~~ Transportation

~~C.12.414.4.1~~ General

~~C.12.414.4.1.1~~ 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.12.414.4.1.2~~ The ~~*Transportation system*~~ *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.12.414.4.1.3~~ The *Town* and the *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.12.414.4.1.4~~ 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.12.414.4.2~~ Travel Demand Management

~~14.4.2.1~~ *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~~*development*, which is primarily non-residential generally shall be required to include TDM plans, while the *Town* may require applications for ~~high~~*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.12.414.4.3~~ Active Transportation - Walking And Cycling

~~C.12.414.4.3.1~~ *Active transportation* links identified on ~~Schedule~~“~~Schedule C.12.B~~”~~20b~~ are paths principally designed to provide a high level of service for ~~Active~~*active Transportation-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.12.414.4.3.2~~ *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.12.414.4.3.3~~ 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;~~ ~~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.12.414.4.3.4~~ 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.12.414.4.3.5~~ 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.12.414.4.4~~ Public Transit

~~C.12.414.4.4.1~~ In conformity with ~~Sections B.2.6.3.19 to B.2.6.3.21~~ the policies of this Plan 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 the 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% per cent 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.12.414.4.4.2~~ Public transit facilities, including, but not limited to, rights-of-ways, stops, and *utilities* shall be integrated into the design of adjacent streets and open spaces.

~~C.12.414.4.4.3~~ 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.12.414.4.4 The Transit Hub, as a civic facility in the heart of the MEV, should achieve design excellence and relate positively to surrounding land uses and the *public realm*, as much as feasible. Its design shall be subject to the following:

- a. The Transit Hub facility shall be enclosed within a building, with a roof, to the greatest practical extent, to help define the adjacent *public realm* and to minimize the noise, visual and other *environmental* impacts of transit vehicle traffic on the surrounding area;
- b. The main pedestrian entrance to the Transit Hub building should be easily identifiable and accessible from the municipal sidewalk. The entrance should be set back from the street to provide ample space for high pedestrian volumes and meeting and gathering.
- c. The Transit Hub shall have a strong street presence, lending visual interest to the streetscape and helping to enliven the *public realm*. Consideration should be given to incorporating small-scale commercial outlets or public uses (such as information kiosks) oriented towards the municipal sidewalk.
- d. Blank exterior walls should represent a small percentage of the overall façade and should be designed to lend visual interest to the adjacent streetscape;
- e. A high standard of landscaping and streetscaping shall be provided on the open spaces and streets that abut the Transit Hub;
- f. The integration of public art into the design of the Transit Hub and/or the adjacent *public realm* shall be strongly encouraged; ~~and;~~ and
- g. The Transit Hub shall not be subject to the density and height provisions of this Secondary Plan.

C.12.414.4.5 Street Network

C.12.414.4.5.1 A fine-grain grid of streets is fundamental to the development of the MEV. ~~Schedule~~ Schedule C.12.B ~~20b~~ 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 4.93.2.2 of this Plan**. Any proposed modifications will be completed to the satisfaction of the *Town* and *the Region*.

Transportation *infrastructure* shown on **Schedule “Schedule C-12.B”20b** 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-12.414.4.5.2 In conformity with **Sections B-2.6.3.1 to B-2.6.3.11 of this Plan 4.1 and 4.2**, 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-12.414.4.5.3 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 35.0 **metres**. 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 Secondary Plan Area** 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 26.0 ~~metres~~, 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.12.414.4.6~~ Parking

~~C.12.414.4.6.1~~ *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.12.414.4.6.2~~ 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-high~~-density uses. Where surface parking is proposed as part of an

initial stage of *development*, the staging plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

~~C.12.414.4.6.3~~ 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, 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; 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.12.414.4.6.4~~ 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; and~~
- c. The proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park, square or Greenway.

d. Financial impacts are deemed acceptable to the *Town* at its sole discretion.

C.12.414.4.6.5 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.12.414.4.6.6 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.12.414.4.6.7 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;~~ 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.12.414.4.6.8 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.12.414.4.6.9 On-street parking may be considered on collector and local streets throughout the MEV.

C.12.414.4.6.10 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.12.414.4.7 Access

C.12.414.4.7.1 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.12.414.4.7.2~~ 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-regional~~ or local road network.

~~C.12.414.4.8~~ Noise

~~C.12.414.4.8.1~~ 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.12.414.4.9~~ Right Of Way

~~C.12.414.4.9.1~~ Right of way widths on ~~Regional-regional Roads-roads~~ will be subject to ~~the Regional Official~~ the applicable policies of this Plan or the Region's Transportation Master Plan. Land Conveyance to satisfy the ~~Regional-regional Road-road~~ right of way requirements should be confirmed through consultation with the *Region*.

~~C.12.514.5~~ Parks, Public Open Space and Greenways

~~C.12.514.5.1~~ General

~~C.12.514.5.1.1~~ 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 *Natural Heritage System*~~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 *Natural Heritage System*~~NHS~~ protection and enhancement policies of ~~this Official Plan~~this Plan.

~~C.12.514.5.1.2~~ 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.12.514.5~~.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.12.514.5~~.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.12.514.5~~.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.12.514.5.2~~ Parks

~~C.12.514.5.2.1~~ 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 publicly accessible 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,; and~~
- g. Green roofs and sustainability features (unless approved within a park).

~~C.12.514.5.2.2~~ The general location of the proposed public park is identified on ~~Schedule “Schedule C20a.12.A”~~. The ~~Town Park 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.12.514.5.2.3~~ *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.12.514.5.2.4~~ 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.12.514.5.3~~ Urban Squares/Pops

~~C.12.514.5.3.1~~ 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% per cent~~ of the edges of such areas will front a street, mews, lane or Greenway.

~~C.12.514.5.4~~ Strata Parks

~~C.12.514.5.4.1~~ 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 ~~12.414.4.6~~ of this Secondary Plan.

~~C.12.514.5.5~~ Greenways

~~C.12.514.5.5.1~~ The Greenway System shown on ~~Schedule “Schedule C.12.A”20a~~ 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.12.514.5.5.2~~ 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~~*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.12.514.5.5.3~~ 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.2.6.3.294.2.4 of this Plan**. The Greenway System will be coordinated with the existing and planned trail systems at both the ~~Town and Regional~~*local 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.12.514.5.6~~ Green Edges

~~C.12.514.5.6.1~~ 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 “Schedule C.12.A”20a~~. Green edges are also located on the west side of Tremaine Road as identified on ~~Schedule “Schedule C.12.A”20a~~.

~~C.12.514.5.6.2~~ 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.12.614.6~~ Public Service Facilities

~~C.12.614.6.1~~ General

~~C.12.614.6.1.1~~ *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.12.614.6.1.2~~ Notwithstanding the policies of **Section B.2.55.5**, *public service facilities* such as schools identified on ~~Schedule “Schedule C.12.A”20a~~, as well as *places of worship*, cultural facilities, and day care facilities, shall be developed in accordance with the policies of Section ~~C.1212~~. The location of schools on ~~Schedule “Schedule C.12.A”20a~~ is conceptual and is intended to identify general potential locations for these facilities.

~~C.12.614.6.2~~ Schools

~~C.12.614.6.2.1~~ 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.12.614.6.2.2~~ 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—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.12.614.6.2.3~~ 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~~14.6.3 Places Of Worship and Day Care Facilities

~~14.6.3.1~~ *Places of ~~Worship~~ 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~~14.6.4 Cultural Facilities and Public Art

~~C.12.6~~14.6.4.1 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~~14.6.4.2 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~~14.7 Energy, Water And Environmental Management

~~C.12.7~~14.7.1 General

~~C.12.7~~14.7.1.1 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~~14.7.1.2 All *development* in the MEV shall conform with the ~~Environmental Control~~ policies of **Section B.2.33** of the ~~Official~~ Plan.

~~C.12.7~~14.7.2 Functional Stormwater and Environmental Management Strategy (FSEMS)

~~14.7.2.1~~ 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~~14.7.3 Indian Creek Subwatershed Study

14.7.3.1 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 *flood plain* improvements in the MEV, based on off-site enhancements for lands to the west towards Bell School Line.

The limits of the *Natural Heritage System*^{NHS} associated with the Indian Creek *flood plain*, 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 *Natural Heritage System*^{NHS} will be determined through the SIS and should the *Natural Heritage System*^{NHS} area be refined and enhanced, the abutting land use designations will apply without amendment to the Secondary Plan.

~~C.12.7~~14.7.4 Subwatershed Impact Study (Sis)

14.7.4.1 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;~~ ~~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;~~ ~~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~~ ~~Heritage~~ ~~s~~ *Systems* developed in adjacent Subwatershed Impact Areas.
- e. Confirm the *developments* will not result in a negative impact on existing and the ultimate ~~Region~~ ~~regional~~ ~~Road~~ ~~road~~ network drainage.

~~C.12.7~~ 14.7.5 Stormwater Management Facilities

~~14.7.5.1~~ Stormwater management facilities and ~~Low-Impact-Development~~ ~~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 4.93.2.2~~ 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.12.714.7.6~~ Water And Wastewater Infrastructure

~~C.12.714.7.6.1~~ The ~~public-municipal water~~ and ~~wastewater-sewage services infrastructure system~~ shall be developed in conformity with **Section 5.7.6 s 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.12.714.7.6.2~~ All new urban *development* in the MEV Secondary Plan Area shall be connected to *municipal water* and *sewage wastewater systems services*. The *Region* is responsible for the development of water treatment and water distribution *infrastructure* as well as wastewater collection and wastewater treatment *infrastructure*.

~~C.12.714.7.8~~ 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.12.714.7.7~~ Green Innovation Plan

~~C.12.714.7.7.1~~ 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.12.714.7.7.2~~ The installation of on-street and off-street Electric Vehicle charging stations shall be encouraged.

~~C.12.714.7.7.3~~ 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.12.714.7.7.4~~ 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.12.714.7.8~~ Public Service Facilities, Infrastructure and Utilities

~~14.7.8.1~~ In conformity with Sections **B.2.6.3.37 to B.2.6.3.42 and B.4.95.7.3, 5.7.4 and 6.2.14** 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.4.9.23.2.2](#) of this Plan.

~~C.12.814.8~~ Land Use and Built Form

~~C.12.814.8.1~~ General

~~C.12.814.8.1.1~~ ~~Schedule “Schedule C.12.A”20a~~ 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.12.814.8.1.2~~ *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.12.814.8.1.3~~ 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.12.814.8.1.4~~ 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.12.814.8.1.5~~ 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.12.814.8.2~~ Innovation District

~~C.12.814.8.2.1~~ The Innovation District identified on ~~Schedule “Schedule C.12.A”20a~~

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.12.814.8.2.2~~ 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% per cent residents and 45% per cent jobs.

~~C.12.814.8.2.3~~ 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% per cent 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.12.814.8.2.4~~ 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.12.814.8.2.5~~ 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.12.814.8.3~~ Innovation Hub

~~C.12.814.8.3.1~~ Purpose

The Innovation Hub designation on ~~Schedule "Schedule C.12-A"20a~~ 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.12.814.8.3.2~~ Permitted Uses

The Innovation Hub designation on ~~Schedule "Schedule C.12-A"20a~~ 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.12.814.8.3.3~~ Site Design

Development in the Innovation Hub designation shall require preparation of an Urban Design Plan in conformity with ~~the policies of Section policy C.12.1014.10.5.2 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.12.814.8.4~~ Landmark Gateway

~~C.12.814.8.4.1~~ Purpose

The Landmark Gateway designation on ~~Schedule—"Schedule C.12.A"20a~~ 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.12.814.8.4.2~~ Permitted Uses

The Landmark Gateway designation on ~~Schedule—"Schedule C.12.A"20a~~ 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.12.814.8.4.3~~ Site Design

Development in the Landmark Gateway designation shall require preparation of an Urban Design Plan in conformity with ~~the policies of Section policy C.12.1014.10.5.2 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.12.814.8.5~~ Village Centre

~~C.12.814.8.5.1~~ Purpose

The Village Centre designation on ~~Schedule "Schedule G.12.A"20a~~ 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.12.814.8.5.2~~ Permitted Uses

The Village Centre designation on ~~Schedule "Schedule G.12.A"20a~~ 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.12.814.8.5.3~~ Site Design

- a. *Development* in the Village Centre designation shall require preparation of an Urban Design Plan in conformity with ~~the policies of Section policy C.12.1014.10.5.2 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; 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.12.814.8.6~~ Innovation Campus

~~C.12.814.8.6.1~~ Purpose

The Innovation Campus designation on ~~Schedule "Schedule C.12.A"20a~~ recognizes an area for the *development* of major *institutional uses* including a university/college facility.

~~C.12.814.8.6.2~~ Permitted Uses

The Innovation Campus designation on ~~Schedule "Schedule C.12.A"20a~~ 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.12.814.8.6.3~~ 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.12.1014.10.5.2~~.

~~C.12.814.8.7~~ Innovation Neighbourhood

~~C.12.814.8.7.1~~ Purpose

The Innovation Neighbourhood designation on ~~Schedule "Schedule C.12.A"20a~~ is a transitional mixed-use area between the Innovation Campus and the Medium Density Residential I area to the south.

~~C.12.814.8.7.2~~ Permitted Uses

The Innovation Neighbourhood designation on ~~Schedule "Schedule C.12.A"20a~~ 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-12.814.8.7.3~~ Site Design

Development in the Innovation Neighbourhood shall require preparation of an Urban Design Plan in conformity with ~~the policies of Section policy C-12.1014.10.5.2 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-12.814.8.8~~ Neighbourhood Centre

~~C-12.814.8.8.1~~ Purpose

The Neighbourhood Centre designation on ~~Schedule "Schedule C-12.A"20a~~ 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-12.814.8.8.2~~ Permitted Uses

The Neighbourhood Centre designation on ~~Schedule "Schedule C-12.A"20a~~ 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-12.814.8.8.3~~ Site Design

- a. *Development* in the Neighbourhood Centre designation shall require preparation of an Urban Design Plan in conformity ~~with the policies of Section policy C-12.1014.10.5.2 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;~~ 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.12.814.8.9~~ Residential Area

The following *development uses* shall be permitted in the Residential Area designations on ~~Schedule “Schedule C.12.A”20a 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.12.814.8.9.1~~ High Density Residential

a. Permitted Uses

In the High-Density Residential designation uses consisting of apartment buildings shall be permitted. In accordance with ~~policies Section C.12.914.9.4~~, 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, D~~ *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.12.814.8.9.2~~ 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% per cent of the units within a development block.

b. Height and Density Requirements

~~Notwithstanding the policies of Section B.3.2.3.2, d~~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~~14.8.9.3 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, d~~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.

~~14.8.9.4~~ In addition to the uses permitted in policies 14.8.9.1 to 14.8.9.3, the following uses are also permitted in the Residential Area designation:

- c. *Additional residential units* in accordance with policy 6.2.1.19;
- d. *Assisted housing, special needs housing and shared housing accommodating more than 8 persons* in accordance with policy 6.2.1.20;
- e. *Rooming, boarding and lodging houses and bed and breakfast establishments* in accordance with policies 6.2.1.21 and 6.2.5.8;
- f. *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, places of worship, day care facilities and community centres* in accordance with the policies of Section 6.2.7;
- g. *Local commercial uses including limited convenience commercial, service stations and office uses which provide for the immediate needs of residents of adjacent neighbourhoods* in accordance with the policies of Sections 6.2.2 and 6.2.3; and

- h. Home Occupation and live/work uses in accordance with policies 6.2.1.22 and 6.2.1.26.

C.12.814.8.9.45 Permitted Residential Densities

Residential densities are to be achieved at a Secondary Plan-wide level and calculated on a net residential hectare basis.

C.12.814.8.10 Natural Heritage System

14.8.10.1 The *Natural Heritage System* designation is applicable to lands adjacent to the Indian Creek and shall be subject to the policies of Sections B.4.83.2.2 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.12.814.8.11 Parks, Public Open Space And Greenways

14.8.11.1 The Park, Public Open Space, and Greenway designations on Schedule "Schedule C.12.A"20a 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.12.514.5 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 4.93.2.2 of this Plan, and Conservation Halton.

C.12.814.8.12 Stormwater Management Facility/Low-Impact Design Technologies

14.8.12.1 Stormwater management facilities and *low-impact development (LID) best management practices (LIDs)* may be permitted in all land use designations on Schedule "Schedule C.12.A"20a. Where a stormwater management system is considered in the *Natural Heritage System*,

conformity with ~~C.12.7~~14.7.5 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 *Low-impact development (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 *Natural Heritage System*~~NHS~~ where they will not negatively impact on *key features* and components of the *Natural Heritage System*~~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~~regional roadways.

~~C.12.8~~14.8.13 Agricultural Operations

14.8.13.1 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.

14.8.13.2 In accordance with ~~Section B.4.4.3.2~~2.4.3 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~~14.9 Urban Design

~~C.12.9~~14.9.1 ~~Section B.2.8.5.2~~ of the Official Plan establishes a detailed urban design strategy for the *Town* which is applicable to the MEV.

~~C.12.9~~14.9.2 Further to, and in accordance with the policies of ~~Section B.2.85.2~~ 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.12.214.2~~;
- 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;~~ 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.12.914.9.3~~ Further to the policies of Section ~~C.12.814.8~~, *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;~~ 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~~ Secondary Plan Area 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.12.414.4.5~~.

- 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;~~ ~~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;~~ ~~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;~~ 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 G.12-B20b 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;~~ 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 3.2.2 and 3.2.3s 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 3.2.2 and 3.2.3.

C.12.914.9.4 Housing

14.9.4.1 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% per cent of all new residential units shall be *affordable* or *assisted housing* and higher-density townhouses or apartments.

C.12.914.9.5 Cultural Heritage Resources

14.9.5.1 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.12.1014.10 Implementation

Further to, and in accordance with, Section B.5.07 of this Plan, the following policies are applicable to the MEV.

C.12.1014.10.1 Phasing and Finance

C.12.1014.10.1.1 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.1014.1.2~~, 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-Halton Region's~~ 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; 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.12.814.8.2~~ of this Secondary Plan.
 - h. 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~~this Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth *Infrastructure*;

~~C.12.1014.10.1.2~~ In addition to the requirements of Section ~~C.12.1014.10.1.1~~,

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~~14.10.1.3 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~~local and regional levels.

~~C-12-10~~14.10.1.4 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~~this 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-12-12~~.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*~~*local 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*~~*the Region*, to track and report on the status of the *built* ~~*Single single Detached detached Equivalent*~~*equivalent* units on an annual basis;~~and;~~ 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*~~*regional* water and wastewater system;~~and;~~ 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~~14.10.1.5 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~~14.7 of this Secondary Plan; ~~and;~~ 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~~14.10.2 Parkland Dedication, Other Infrastructure And Utilities

~~C.12.10~~14.10.2.1 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;~~ 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~~14.10.3 Zoning By-Law/Community Planning Permit By-Law

14.10.1.1 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** ~~7.5 of this Plan;~~ and; and

14.10.1.2 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~~14.10.4 Consents

14.10.4.1 Subdivision of land shall generally take place by plan of subdivision in the MEV ~~Planning District~~Secondary Plan Area. Consents may be permitted in accordance with the provisions of ~~Sections 7.6.4 and 6.2.17 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~~14.10.5 Complete Application Requirements

14.10.5.1 All privately initiated planning applications, except those under Section 45 of the *Planning Act*, shall satisfy the requirements of Section ~~B.5.3.4~~7.6.1 of this Plan with respect to the requirements of a complete application.

~~C.12.10~~14.10.5.12 Additional Complete Application Requirements

In addition to the requirements of Section ~~B.5.3.4~~7.6.1 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
- c. A Campus Master Plan, in accordance with the policies of Section ~~C.12.8~~14.8.6, shall be required for lands in the Innovation Campus designation.
- d. 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;~~ 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;~~ and identify public infrastructure and facilities required to serve the *development* and their proposed phased construction.
- e. *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~~ 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~~ Comprehensive *Development Plan* shall form part of that Plan. The ~~comprehensive~~ 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;~~ and
 - v) The ability to achieve density requirements within the block.
- f. Applicant will be fully responsible for ensuring any and all requirements of the Municipal Class Environmental Assessment process are fulfilled.

~~C.12.10~~14.10.6 Roads Environmental Assessment

14.10.6.1 The location and general alignment of collector roads as illustrated on ~~Schedule “Schedule C.12.A”20a~~ 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-regional Roads-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 “Schedule C.12.B”20b~~ 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~~14.11 Interpretation

Further to, and in accordance with, ~~the implementation policies of~~ Section ~~B.5.107~~ of this Plan, the following interpretation policies are applicable to the MEV Secondary Plan.

~~C.12.11~~14.11.1 Boundaries

14.11.1.1 Locations, boundaries or limits described in text or indicated on ~~Schedule “Schedule C.12.A”20a~~, are intended to be approximate only, in accordance with ~~Section B.5.10.2.1 of this Plan~~ policy 7.10.1.1. 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~~14.11.2 Symbols

14.11.2.1 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 “Schedule C.12.A”20a~~. 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*.

SECTION 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.~~

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~~C.15.13.~~ BRITANNIA ~~SECONDARY PLAN~~

~~C.13.115.1~~ General

~~C.13.115.1.1~~ Purpose

15.1.1.1 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~~ 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 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.13.115.1.2~~ Location

15.1.1.2 The Britannia Secondary Plan, ~~is located in the Town's SHP Growth Area~~ as shown on Schedule "B" ~~2~~, ~~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~~ Lower Base Line West
- d. West – ~~The Provincial Greenbelt, Thompson Road South, Fourth Line, and Neyagawa Boulevard~~

~~C.13.215.2~~ 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.13.215.2.1~~ Community Character

15.2.1.1 The community characteristics that provide direction for *development* in the Britannia Secondary Plan are:

a. A Complete Community

A community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and *institutional uses*.

b. A Well-Serviced Community

A walkable community that provides activity centres to maximize *active transportation* access to shopping, recreation, institutional, and leisure choices.

c. An Environmentally Sustainable Community

A community that provides a *Natural Heritage System* (~~NHS~~) and linked open space system within the Secondary Plan which is sensitive and connected to the Greenbelt.

d. A Connected Community

A community that provides a multi-modal transportation network of *complete streets* and an *active transportation* and open space network accessible to all users that is well integrated with the *Town and Region's Transportation system*.

e. An Attractive Community

A community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

~~C.13.215.2.2~~ Community Design Elements

15.2.2.1 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. ~~The An Urban Village Centre~~ South Milton Village, 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”^e 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~~ C.15.3 Goal 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~~15.3.1 Build Compact 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 *Natural Heritage System*~~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~~*low-impact development*, energy efficient housing, *active transportation* and increased mobility options.

~~C.13.3~~15.3.2 Protect and Enhance the Natural Heritage System

- a. Protect or enhance *Key Features* of the *Natural Heritage System*~~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~~*public Agency*~~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 *Natural Heritage System*~~NHS~~ and the location of parks and open

space adjacent to, or near, the *Natural Heritage System* NHS where possible; ~~and;~~ and

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

~~C.13.3~~15.3.3 Provide Mobility Options and a Logical Road Network

- a. Realize a network of *complete streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;
- b. Identify a system of collector roads that provide connectivity within the Secondary Plan and other areas of the ~~t~~Town;
- c. Plan for a local transit network that can support connections to the broader and higher-order regional transit;
- d. Ensure neighbourhoods are designed to be accessible by all, regardless of age or physical ability;
- e. Foster a connected and accessible on- and off-road pedestrian and cycling path network connected to key community destinations which promotes a culture of *active transportation*; ~~and;~~ and
- f. Identify Britannia Road and James Snow Parkway as Transit Priority Corridors and key regional corridors that link people to existing and planned regional destinations and abutting municipalities and that can serve *active transportation* needs.

~~C.13.3~~15.3.4 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;~~ ~~and~~
- f. Consider sustainable and energy efficient *infrastructure* that incorporates *green infrastructure* and green building technologies.

~~C.13.3~~15.3.5 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;~~ ~~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~~13.7.1.6.(b).

~~C.13.4~~15.4 Strategic Policies

Further to, and in accordance with, the Strategic Policies of Section ~~B.21 to 5~~ of ~~this Official Plan~~ this Plan, the following policies are applicable to the Britannia Secondary Plan.

~~C.13.4~~15.4.1 Natural Heritage System ~~(NHS)~~

~~15.4.2.1~~ The *Natural Heritage System* ~~NHS~~ will be established in accordance with ~~Section 3.2.2 and 6.2.10 B.2.2.3.6 and B.2.2.3.7~~ of ~~this Official Plan~~ this Plan. The focus of the *Natural Heritage System* ~~NHS~~ is to preserve and enhance the biological diversity and *ecological functions*. The *Natural Heritage System* ~~NHS~~ is identified on Schedules "~~C.13.A~~"21a to "~~C.13.E~~"21e and further detailed in Section ~~C.13~~13.6.5 of this Secondary Plan.

~~C.13.4~~15.4.2 Active Transportation And Road Network

~~C.13.4~~15.4.2.1 Public Transit

In conformity with ~~Section s B.2.6.3.22 and B.2.6.3.244.3.5~~ 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.13.415.4.2.2~~ Active Transportation System

~~Schedule “Schedule C.13.B”21b~~ identifies a conceptual multi-use trails and *active transportation* system for the Secondary Plan, which will be further developed in conformity with Sections ~~Section 4.2.4 and 4.3.2B.2.6.3.29 to B.2.6.3.32~~ of ~~this Official Plan~~this 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~~local 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-public Agency-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 ~~Natural Heritage System~~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 ~~Natural Heritage System~~NHS protection and enhancement policies of ~~this Official Plan~~this Plan.

All *active transportation* system crossings at a ~~Regional-regional Road road~~ must be located at signalized intersections with an intersecting road and at key access points shown on ~~Schedule “Schedule C.13.B”-21b~~.

Active Transportation facilities associated with a ~~Regional-regional Road 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~~this Plan.

~~C.13.415.4.2.3~~ Road Network

In conformity with Sections ~~Sections 4.2.1 and 4.2.2 B.2.6.3.5 to B.2.6.3.14~~ of ~~this Official Plan~~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 "Schedule C.13-B"21b~~. 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 "Schedule C.13-B"21b~~ will require an amendment to ~~this Official Plan~~ this 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~~ this Plan. However, any proposed additions of arterial roads, or collector roads that intersect a ~~Regional~~ regional road, will require an amendment to ~~this Official Plan~~ this Plan.

~~C.13.415.4.2.4~~ Regional Road Network

Halton *Region* is responsible for planning, constructing, operating, maintaining, and improving a network of Major Arterial Regional Roads ~~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~~ regional Road network within the Secondary Plan includes Britannia Road (Regional Road 6), James Snow Parkway (Regional Road 4) and the Potential Major Arterial Regional 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.13.415.4.2.5~~ Regional Road Considerations

The *Town* will work with the *Region* to ensure that ~~Regional~~ 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 Regional Road ~~major arterial road~~ that is central to the Britannia Secondary Plan and provides essential north-south road connection. The *Town* and the *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~~ 13.5.1 and ~~C.13~~ 13.7.5.3 of this Secondary Plan).

A Road Network Assessment (as detailed in Section ~~C.13~~ 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.13.13.7.1.2~~ and ~~C.13.13.7.5.3~~ of this Secondary Plan) to assess impacts on the ~~Regional-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.13.415.4.2.6~~ ~~Minor-Local Arterial Extension~~

Within the Secondary Plan in the North Neighbourhood Area, a new east-west ~~minor-local arterial road~~ (extension of Louis St. Laurent) is identified on ~~Schedule “Schedule C.13.B”21b~~, 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-local arterial road~~.

~~C.13.415.4.2.7~~ Potential ~~Major Arterial Regional Road~~ ~~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 “Schedule C.13.B”21b~~ 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-local~~ 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 Regional Road~~ ~~major-arterial road~~ will be located within this area and that the ~~local-collector/minor-local arterial road~~ 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.13.415.4.3~~ Servicing

~~C.13.415.4.3.1~~ Water and Wastewater Infrastructure

The public *infrastructure* system shall be developed in conformity with Sections ~~5.7.6~~ ~~B.2.6.3.33~~ and ~~B.2.6.3.34~~ of ~~this Official Plan~~ ~~this Plan~~.

~~Halton~~ The 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-13-415.4~~.3.2 Stormwater Management

In conformity with ~~Section 5.7.5 B.2.6.3.39~~ of ~~this Official Plan~~ 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~~ 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~~ regional roadways, where grading allows this drainage to enter the stormwater management facilities.

Stormwater management facilities should be designed and located to accommodate ~~Regional~~ 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~~ 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 ~~Sections 3.2.2 and 5.7.5~~ Section B.4.9 of ~~this Official Plan~~ this Plan, stormwater management facilities and LID techniques may be permitted within the Natural Heritage System ~~NHS~~ where deemed *essential* and if demonstrated that there will be no *negative impacts* on Key Features and components of the Natural Heritage System ~~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~~ 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~~ South Milton Village 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.13.415.4.3.3 Utilities

In conformity with ~~Section 5.7.3 Sections B.2.6.3.40 to B.2.6.3.45~~ of this ~~Official Plan~~ 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.13.13.6.5.1~~ of this Secondary Plan and supported through an EA if required.

C.13.415.4.4 Housing

C.13.415.4.4.1 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.2.75.1.3. 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.13.415.4.4.2 The Britannia Secondary Plan establishes targets for housing in ~~accordance with Section B.2.7.3.1 and that~~ are applied across the entire Secondary Plan. A minimum target of 12% per cent 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.13.415.4.4.3 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% per cent 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.13.415.4.5 Urban Design

C.13.415.4.5.1 Section 5.2B.2.8 of ~~this Official Plan~~ this 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 5.2B.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.13.315.3; and;~~ and
- b. Has regard for the Britannia Secondary Plan Urban Design Guidelines.

C.13.415.4.5.2 Further to the policies of Section C.13.415.4.5.1, *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~~ Schedule C.13.B ~~21b~~ and ~~C.13.C~~ 21c for the purpose of a proposed multi-use path to create a "Linear Greenspace." This "Linear Greenspace" ~~e~~ 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 regional Road-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.13.415.4.6 Infrastructure and Institutional Uses

A range of infrastructure, including *institutional uses*, will be permitted in all land use designations on ~~Schedule “C.13.C”21c~~, except where not permitted in the ~~Natural Heritage System~~ in accordance with Sections ~~C.13.415.4.1~~ and ~~C.13.13.6.5~~ of this Secondary Plan.

C.13.415.4.6.1 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’s of Milton Parks and Recreation Master Plan~~ *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.13.415.4.2.2~~), are identified on Schedules ~~“C.13.B”21b~~ and ~~“C.13.C”21c~~ and further detailed in Section ~~C.13.13.6.4~~ 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~~ *this Plan* and established through the development of Tertiary Plans, as required in Section ~~C.13.13.7.5~~ 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.13.415.4.6.2 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.1313.6.1~~ of this Secondary Plan and ~~Sectionss B.2.5.5.5 and 6.2.73.13 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~~South Milton Village, or the Evolving Neighbourhood designation in accordance with Section ~~C.1313.6.1~~, ~~C.1313.6.2~~, and ~~C.1313.6.3~~ of this Secondary Plan.

~~C.13.415.4.6.3~~ 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~~this Plan, emergency response facilities are permitted in any land use designation other than the ~~Natural Heritage System~~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.13.415.4.6.4~~ 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.13.13~~.6.4.7.

~~C.13.415.4.6.5~~ 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 built forms* for land efficiency.

~~C.13.415.4.7~~ Archaeological Resources

~~15.4.7.1~~ In accordance with the policies of ~~Section s B.2.10.3.29 and B.2.10.3.305.3~~ 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.13.415.4.8~~ Existing Agricultural Operations

~~15.4.8.1~~ 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.13.415.4.9~~ Green Innovation Plan

~~C.13.415.4.9.1~~ 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.13.15.4.9.2~~ The *Town* shall encourage installation of Electric Vehicle charging

stations.

~~C.13.5~~15.5 Community Structure

The Community Structure shown on ~~Schedule “Schedule C.13.A”~~21a, provide an overall framework for the Britannia Secondary Plan. Key Community Structure elements include Neighbourhoods, ~~thean Urban Village Centre~~South Milton Village, Neighborhood Nodes, Omagh, ~~Natural Heritage System~~NHS, and Roads *and Active Transportation* Network.

Discrete land use designations are shown on ~~Schedule “Schedule C.13.C”~~21c and detailed in Section ~~C.13~~13.6 of this Secondary Plan.

~~C.13.5~~15.5.1 Tertiary Plans

15.5.1.1 Tertiary Plans will be ~~prepared,~~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-public Agencies~~ *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-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.

15.5.1.2 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.5.4.3.77.3.3** of this ~~Official~~Plan, Section ~~C.13~~13.7.5.3 of this Secondary Plan sets out the requirements for Tertiary Plans including the phasing and staging plan.

15.5.1.3 Tertiary Plans shall be prepared in accordance with the boundaries shown on ~~Schedule “Schedule C.13.E”~~21e.

Where the Tertiary Plans are not consistent with the intent of the Secondary Plan an amendment to ~~this Official Plan~~this Plan will be required.

~~C.13.5~~15.5.2 Neighbourhoods

15.5.2.1 Five Neighbourhood Areas as identified on ~~Schedule~~“Schedule C.13.A”21a are the fundamental structural element of the Britannia Secondary Plan. Each Neighbourhood Area should be planned to deliver a full range and mix of uses including retail commercial uses, parks, schools, a *place of worship* and a range and mix of housing types and be designed as a complete, walkable neighbourhood.

Development within the Neighbourhood Areas will achieve the overall population, employment and gross density targets of the Secondary Plan. In addition to the overall targets established for the Secondary Plan, the following are the density targets for each Neighbourhood:

	Density Target (residents + jobs per hectare)
Central Neighbourhood	84
East Neighbourhood	75
North Neighbourhood	72
South Neighbourhood	67
West Neighbourhood	72
Total Secondary Plan Area*	75

* *Total Secondary Plan Area density includes Omagh.*

The density target will be calculated across all lands excluding the *Natural Heritage System, Hazard Lands, utility corridors* and cemeteries.

The distribution of land uses and housing types will be further articulated through the preparation of Tertiary Plans in accordance with the land use policies and housing mix goals identified in Section ~~C.13~~13.6 and ~~C.13~~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~~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~~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~~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~~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.13.5~~15.5.3 ~~Urban Village Centre~~South Milton Village

15.5.3.1 The ~~Urban Village Centre~~South Milton Village 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~~South Milton Village shall support the extension of *transit-supportive development*, including the potential for a transit station, along the ~~major~~Major Arterial Regional Road corridors of James Snow Parkway and Britannia Road.

15.5.3.2 Commercial uses are to be located within the ~~Urban Village Centre~~South Milton Village to serve the residents of multiple neighbourhoods and the travelling public in a transit accessible location.

~~C.13.5~~15.5.4 Neighbourhood Nodes

15.5.4.1 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~~15.5.5 Omagh

15.5.5.1 The Omagh designation on Schedules "~~C.13.A~~"21a to "~~C.13.E~~"21e 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.3.156.3.9** of this Plan. The Tertiary Plan policies of ~~C.13.5~~15.5.1 and ~~C.13~~13.7.5.3 do not apply to Omagh.

~~C.13.5~~15.5.6 Natural Heritage System (NHS)

15.5.6.1 The *Natural Heritage System* NHS is delineated on Schedules "~~C.13.A~~"21a to "~~C.13.E~~"21e of ~~this Official Plan~~ this Plan. Components of the *Natural Heritage System* NHS are outlined in **Section s B.4.9.1.2 and B.4.9.1.3.2.23** of this ~~Official~~ Plan.

~~C.13.5~~15.5.7 Road And Active Transportation Network

15.5.7.1 The Road and *Active Transportation* Networks have been identified on ~~Schedule~~ "~~Schedule C.13.B~~"21b 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 *Natural Heritage System* 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~~"21a to "~~C.13.E~~"21e of ~~this Official Plan~~ this 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~~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~~15.6 Land Use Policies

The applicable land use policies of ~~Sections B.3 and B.4~~Section 6 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 “Schedule 21c”~~C.13.C”.

~~C.13.6~~15.6.1 Evolving Neighbourhood Designation

~~C.13.6~~15.6.1.1 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 “Schedule C.13.C”~~21c the following uses are permitted:

- a. Residential uses in accordance with the policies of Section ~~C.13.13.4.4, C.13.13.5.1, C.13.13.5.2 and C.13.615.6.1.2;~~
- b. Local Commercial uses in accordance with ~~policies 6.3.6.8 and 6.3.6.9~~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 (930 m²square metres.)~~ 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~~5.5 and 6.2.7.4 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~~South Milton Village 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 5.5.5 and 6.2.7.3~~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 (930 m²square metres); ~~and;~~ and

- e. Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.76.2.7, and C.13.615.6.4.

C.13.615.6.1.2 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.13.615.6.2~~ ~~Urban Village Centre~~ South Milton Village Designation

C.13.615.6.2.1 The ~~Urban Village Centre~~ South Milton Village designation on ~~Schedule "Schedule C.13.C"21c~~ 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.13.13.5.3, the ~~Urban Village Centre~~ South Milton Village 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 5.5.5 and 6.2.7.4 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 5.5.5 and 6.2.7.3 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 (930 m² square metres);
- e. Community Centre; and
- f. Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.76.2.7, and C.13.615.6.4.

~~C.13.615.6.2~~ Building heights shall not exceed 25 storeys.

~~C.13.615.6.2.3~~ The combined area of ~~Urban Village Centre~~South Milton Village designated areas shall provide a minimum of 34,000 m²square metres 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.13.615.6.2.4~~ The boundaries of the ~~Urban Village Centre~~South Milton Village designated area as shown conceptually on ~~Schedule “Schedule C.13.C”21c~~ 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.13.615.6.3~~ Neighbourhood Commercial Mixed Use Designation

~~C.13.615.6.3.1~~ The Neighbourhood Commercial Mixed Use designation on ~~Schedule “Schedule C.13.C”21c~~ 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.13.13.5.4~~, 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 5.5.5 and 6.2.7.3~~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 (930 m²square metres); ~~and,; and~~
- d. Local *institutional uses* (including elementary and secondary schools) in accordance with Sections B.3.2.3.6, B.3.2.3.7, 6.2.7 and ~~C.13.615.6.4~~.

~~C.13.615.6.3.2~~ The maximum height of buildings shall not exceed 15 storeys and shall be designed to ensure compatibility with adjacent *development*.

~~C.13.615.6.3.3~~ The combined area of Neighbourhood Commercial Mixed Use designated areas, within each Neighbourhood Node, shall provide a minimum of 10,000 m²square metres of retail and commercial *gross floor area*.

~~C.13.615.6.3.4~~ The boundaries of the Neighbourhood Commercial Mixed Use designated areas as shown conceptually on ~~Schedule “Schedule C.13.C”21c~~ 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.13.615.6.4~~ Institutional Uses

Notwithstanding the policies of **Section B.2.55.5**, *development of institutional uses* such as parks, open space, and schools, shall be provided where identified on ~~Schedule “Schedule C.13.C”21c~~ 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.13.615.6.4.1~~ Community Park

Community Parks are intended to serve all residents in the ~~t~~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.13.615.6.4.2~~ 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 “Schedule C.13.C”21c~~. 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-13-615.6~~.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~~ Schedule C-13.C"21c. 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-13-615.6~~.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~~ Schedule C-13.C"21c. 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 Publicly Accessible Spaces* (POPS), which shall not be credited for parkland dedication, unless otherwise agreed to with the *Town*.

~~C-13-615.6~~.4.5 Privately Owned Publicly Accessible Spaces (POPS)

Privately Owned Publicly Accessible Spaces (POPS) are encouraged to be integrated into the *public realm* network, especially within Neighbourhood Nodes and ~~Urban Village Centre~~ South Milton Village to provide passive open space and complementing planned parks and

natural areas. *Privately Owned Publicly Accessible Spaces*POPS shall not be credited for parkland dedication, unless otherwise agreed to with the *Town*.

~~C.13.615.6~~.4.6 Greenspace Designation

Greenspace lands are intended to provide open space connections to the *Natural Heritage System*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.13.615.6~~.4.7 Schools

Schools will generally be developed in accordance with **Sections B.2.5.3.9 to B.2.5.3.125.5.3** of this ~~Official~~ Plan and as shown by symbols on ~~Schedule “Schedule C.13.C”21c~~. 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 *Natural Heritage System*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 “Schedule C.13.C”21c~~ 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~~15.6.5 Natural Heritage System Designation

~~15.6.5.1~~ The *Natural Heritage System*^{NHS} is to be integrated in *settlement areas* to preserve and enhance biological diversity and *ecological functions*. Within the Britannia Secondary Plan, the *Natural Heritage System*^{NHS} is depicted on Schedules “~~C.13.A~~”21a to “~~C.13.E~~”21e and is designated in accordance with the policies of ~~Section B.4.8 and B.4.3.2.29~~ of this ~~Official~~ Plan. Preliminary refinements to the *Natural Heritage System*^{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 *Natural Heritage System*^{NHS} including additions, deletions and/or boundary adjustments to the *Natural Heritage System*^{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 *Natural Heritage System*^{NHS} will be in effect on the date of an approval under a *Planning Act* process.

The lands within the *Natural Heritage System*^{NHS} designation shall be acquired by the *Town* in accordance with the policies of Section ~~C.13~~13.7.2.1 of this Secondary Plan.

~~C.13.6~~15.6.5.1 Permitted Uses

The *Natural Heritage System*^{NHS} designation on Schedules “~~C.13.A~~”21a to “~~C.13.E~~”21e permits uses subject to the policies of ~~Sections 3.2.2 and 6.2.10~~ ~~Sections B.4.8 and B.4.9~~ of this ~~Official~~ Plan.

~~C.13.6~~15.6.5.2 Criteria for *Buffers*

The *Natural Heritage System*^{NHS} as shown on Schedules “~~21a to 21e~~ ~~C.13.A~~” to “~~C.13.E~~” includes *buffers* that are an important component to the overall *Natural Heritage System*^{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 ~~Sections 3.2.2 and C.13.6~~15.6.5 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 Natural Heritage System^{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.13.615.6.5.3 Linkages

The Natural Heritage System^{NHS} as shown on Schedules “21a to 21e 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 Natural Heritage System^{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 Natural Heritage System^{NHS} in ~~this the Secondary Plan, the Official Plan and the Regional Official Plan~~ and this Plan. The extent and location of the *linkage* can be assessed through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the Natural Heritage System^{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 Sections 3.2.2 and C.13.615.6.5 of the Secondary Plan and B.4.9.3.12 of this Official Plan⁵.

C.13.615.6.5.4 Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features

Consistent with Section C.13.615.6.5, refinements to the Natural Heritage System^{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 *Natural Heritage System* NHS as conceptually illustrated on Schedules 21a to 21e ~~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.13.15~~.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.13.13~~.6.5, and considering overall community design objectives and SWS direction, the *Natural Heritage System* 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~~15.7 Implementation

Further to and in accordance with, Section B.5.07 of this ~~Official~~ Plan, the following policies are applicable to the Britannia Secondary Plan.

~~C.13.7~~15.7.1 Phasing And Finance

~~C.13.7~~15.7.1.1 *Development* in the Britannia Secondary Plan shall proceed in phases, shown on ~~Schedule “Schedule C.13.D”~~21d. The Phases should proceed in accordance with the extension of *water* and *wastewater sewage servicing infrastructure*, beginning with Phase 1. Development Stages within each Phase shall be detailed within the Tertiary Plans.

~~C.13.7~~15.7.1.2 Within each phase, *development* shall be sequenced to ensure:

- a. There is availability and efficient use of public *infrastructure* and services, where each Neighbourhood is delineated to include a school, park, retail commercial uses and place(s) of worship as part of a *complete community*;
- b. *Development* proceeds in a manner that is supportive of transit services;
- c. Services and required *infrastructure* are provided as part of each Neighbourhood in a fiscally responsible manner consistent with the objectives of this Secondary Plan, in accordance with the *Region's* Integrated Master Plan, the Development Charges Background Study, and the *Region's* Financing Policies for Growth Infrastructure and all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;
- d. The progression of *development* will follow a logical sequence to ensure the creation of complete Neighbourhoods, minimizing the extent to which future residents are exposed to construction; ~~and;~~ 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-13-715.7.1.3 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% per cent 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~~ sewage 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-13.715.7.1~~ 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;~~ ~~and~~
- h. Any financial and other requirements of the *Town* and ~~the~~ *Region* to support sustainable growth, pursuant to applicable legislation are satisfied.

~~C-13.715.7.1.4~~ Notwithstanding Section ~~C-13.715.7.1.3_a.)~~ and ~~C-13.715.7.1.7_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~~ ~~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; 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-13-715.7~~.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-13-715.7~~.1.6 All new urban *development* in the Britannia Secondary Plan shall be connected to ~~the—municipal water~~ and ~~wastewater—sewage services~~~~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-13-115.1~~.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*~~ *local 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*~~ *public Agency*;
- j. The *Town* establishes a monitoring program, in consultation with the *Region*, to track and report on the status of ~~*built Single*~~ *single Detached-detached Equivalent equivalent* units on an annual basis; ~~and;~~ 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.13.715.7~~.1.7 This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the ~~*Town*~~ *town*, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the ~~*Town*~~ *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 *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~~—“Schedule C.13.D”21d. *Development* Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.13.715.7.1 of this Secondary Plan;~~and;~~ 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.13.715.7.2 Land Conveyance, Other Infrastructure and Utilities

C.13.715.7.2.1 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 publicly accessible spaces* (POPS);
- b. Landscape buffers, vistas and open space blocks;
- c. ~~Natural Heritage System~~NHS;

- d. Greenspace lands;
- e. *Active transportation* network lands (unless approved within a park);
- f. Stormwater management lands and associated ~~buffers; and; and~~
- g. Green roofs and sustainability features (unless approved within a park).

~~C.13.7~~15.7.2.2 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 ~~Natural Heritage System~~^{NHS}, as they may be refined through a *Planning Act* process in accordance with Section ~~C.13.13~~.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; 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.13.715.7.3~~ Zoning By-Law

~~15.7.3.1~~ 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 7.5** ~~Section B.5.5~~ of this ~~Official~~ Plan.

~~C.13.715.7.4~~ Consents

~~15.7.4.1~~ 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 6.2.17** ~~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.13.715.7.5~~ Required Studies Prior To Development Applications

~~C.13.715.7.5.1~~ 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.13.715.7.5.2~~ 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 public Agency 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;~~ ~~and~~
- c. A Tertiary Plan has been endorsed by Council for the *development* area or has been deemed substantially advanced by the *Town*.

~~C.13.715.7.5.3~~ 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~~ **Section 7.3.3** of ~~this Official Plan~~ **this 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~~ **public Agency**. Tertiary Plans for the lands in this Secondary Plan shall address and demonstrate:

- a. The Staging of *development* including:
 - i) The breakdown of anticipated dwellings by type including *affordable housing* and/or *assisted housing* as set out in Section ~~C.1313~~.4.4, non-residential uses by area and type and the associated population and employment for each development stage; ~~and;~~ **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~~ **South Milton Village** and Neighbourhood Commercial Mixed Use designated areas. A reduction to the minimum retail and commercial *gross floor area* required in Section ~~C.1313~~.6.2.3 and ~~C.1313~~.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.5.3.45.2** of ~~this Official Plan~~ **this Plan**;
- d. A detailed street, block and land use plan;
The detailed street, block and land use plan will identify the conceptual lotting and building types proposed in the neighbourhood and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.
- e. The location, configuration and quantum, of schools and parks confirmed in accordance with service standards or a Master Parks and Trails Agreement;
- f. The potential location and quantum of libraries, community centres and emergency services confirmed in accordance with service standards;
- g. The proposed locations of *major places of worship*;
- h. The preliminary location, size and general configuration of stormwater management facilities;
- i. A detailed Road Network Assessment is to be completed to the satisfaction of the *Town*, in consultation with the *Region* in order to

assess the impacts on the ~~Regional~~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's* 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 rRegional rRoads 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;~~ and
- vi) Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan;
- j. The strategy for public and shared parking;
- k. The *active transportation* system (including all on-road and off-road facilities and trails);

- l. The location of possible transit routes and transit facilities for dedication to the *Town*;
- m. The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with the policies of this Plan and this Secondary Plan policy B.4.8 and B.4.9 of this Official Plan and in accordance with this Secondary Plan;
- n. The logical extension and progression of growth and development to the Future Community Area Designation - Britannia lands is accommodated in the planned roads, water and wastewater servicing and development patterns abutting the Future Community Area Designation - Britannia lands;
- o. How the Britannia Secondary Plan Urban Design Guidelines have been addressed; ~~and;~~ and
- p. Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

~~C.13.7.15.7.6~~ Complete Application Requirements

In addition to the Complete Application requirements set out in Section 7.6.1 ~~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;~~ and
- b. Any other appropriate studies identified by the *Town* as part of a complete application.

~~C.13.7.15.7.6.1~~ 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-public Agency, including the *Conservation Authority* where it relates to regulated areas and risks related to natural hazards.

~~C.13.15.7.6.2~~ 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-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 Expansion Area

~~13.7.7.1~~ The ~~Future Community~~ Britannia Expansion Area Designation –~~Britannia~~ as shown on Schedules “~~21a to 21e, 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~~ ~~this Plan~~ as an urban extension of the Britannia Secondary Plan in accordance with ~~Section B.5.4.4 of this Official Plan~~ ~~policy 7.2.4.6 of this~~ ~~Plan~~.

~~13.7.7.2~~ 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

~~13.7.8.1~~ The location and general alignment of new collector roads as illustrated on Schedules “~~19a to 19e 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 ~~r~~Regional roads) and is to be approved by the respective roadway jurisdiction.

~~13.7.8.2~~ 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~~ ~~15.8~~ Interpretation

Further to, and in accordance with, ~~the implementation policies of~~ ~~Section 7 of this~~ ~~Plan~~ ~~Section B.5.10 of this Official Plan~~, the following interpretation policies are applicable to the Britannia Secondary Plan.

~~C.13.8~~ ~~15.8.1~~ Boundaries

~~15.8.1.1~~ 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~~ ~~policy 7.10.1.1~~ of ~~this Official~~ ~~Plan~~ ~~this Plan~~.

15.8.1.2 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.13.815.8.2~~ Numerical Standards

15.8.2.2 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~~ this Plan, or environmental standards set out in ~~Section B.2 of this Official Plan~~ Section B.2 of this 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.13.815.8.3~~ Symbols

15.8.3.2 Symbols for parks and schools, where identified, are conceptual and intended to show the approximate location of these elements on ~~Schedule "Schedule C.13.C"21c~~ Schedule C.13.C"21c. 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 Natural Heritage System ~~NHS~~.

~~C.13.815.8.4~~ Definitions

15.8.4.1 Further to, and in accordance with, the existing definitions of **Section B.5.10.69** 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~~ 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 Natural Heritage System](#), identifies potential impacts to the [Natural Heritage System](#)^{NHS}, identification of design and mitigation measures to demonstrate no *negative impacts* to that portion of the [Natural Heritage System](#)^{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 [Natural Heritage System](#)^{NHS}, Stormwater Management/~~Low Impact Development~~*Low-impact development* measures, site grading and servicing, assessments of potential impacts to the [Natural Heritage System](#)^{NHS}, natural hazard management and risk mitigation approaches, identification of design and mitigative measures to demonstrate no *negative impacts* to that portion of the [Natural Heritage System](#)^{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.

SECONDARY PLAN SCHEDULES

- Schedule [C.9.A17a](#) Derry Green Corporate Business Park Secondary Plan Structure Plan
- Schedule [C.9.B17b](#) Derry Green Corporate Business Park Secondary Plan Land Use Plan
- Schedule [C.917c-C](#) Derry Green Corporate Business Park Secondary Plan Phasing Plan
- Schedule [C.1018a-A](#) Boyne Survey Secondary Plan Community Structure Plan
- Schedule [C.1018b-B](#) Boyne Survey Secondary Plan Active Transportation and Natural Heritage System Plan
- Schedule [C.1018c-C](#) Boyne Survey Secondary Plan Land Use Plan
- Schedule [C.1018d-D](#) Boyne Survey Secondary Plan Phasing Plan
- Schedule [C.1119a-A](#) Trafalgar Secondary Plan Community Structure Plan
- Schedule [C.1119b-B](#) Trafalgar Secondary Plan Active Transportation and Natural Heritage System
- Schedule [C.1117c-C](#) Trafalgar Secondary Plan Land Use Plan
- Schedule [C.1119d-D](#) Trafalgar Secondary Plan Phasing Plan
- Schedule [C.2012a-A](#) Milton Education Village Secondary Plan Land Use Plan
- Schedule [C.2012b-B](#) Milton Education Village Secondary Plan Transportation Plan
- Schedule [C.120c-C](#) Milton Education Village Secondary Plan Phasing Plan
- Schedule [C.2013a-A](#) Britannia Secondary Plan Community Structure Plan
- Schedule [C.2013b-B](#) Britannia Secondary Plan Active Transportation & Natural Heritage System Plan
- Schedule [C.2113c-C](#) Britannia Secondary Plan Land Use Plan
- Schedule [C.2113d-D](#) Britannia Secondary Plan Phasing Plan
- Schedule [C.2113e-E](#) Britannia Secondary Plan Tertiary Plan Areas