

## ***C.11 Trafalgar Secondary Plan***

ADOPTED BY THE TOWN OF MILTON MARCH 25, 2019, BY-LAW 030-2019

IN ACCORDANCE WITH ONTARIO LAND TRIBUNAL ORDERS ISSUED  
FEBRUARY 08, 2024 AND JULY 22, 2024

## **C.11**

## **TRAFALGAR SECONDARY PLAN**

### **PREAMBLE:**

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

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

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

### **C.11.1        GENERAL**

#### **C.11.1.1      PURPOSE**

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

The Secondary Plan:

- i) Implements the objectives, policies and overall planning approach of this Official Plan within the local context;
- ii) Establishes a land use planning framework through a series of land use designations that will guide growth and encourage positive land use change in this area;
- iii) Provides growth management policies to implement the 2031 planning horizon for a minimum target of 32,000 residents and 4,000 jobs;
- iv) 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,
- v) Establishes a Tertiary Plan Area and identifies the requirements for preparation of a more detailed tertiary plan.

#### **C.11.1.2      LOCATION**

The Trafalgar Secondary Plan is in the *Town's* SHP Growth Area as shown on Schedule "B" of this Official Plan and is generally bounded by:

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

## **C.11.2 SECONDARY PLAN CONCEPT**

### **C.11.2.1 COMMUNITY CHARACTER**

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

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

## **C.11.3 GOALS AND OBJECTIVES**

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

### **C.11.3.1 BUILD COMPACT AND COMPLETE COMMUNITIES**

- a) Identify appropriate locations for transit-supportive mixed-use Neighbourhood and

- Local Centres that provide a focus of retail commercial and community services within reasonable walking distance from most of the population;
- b) Achieve an overall minimum density of 60 residents and jobs combined per gross hectare across the Trafalgar Secondary Plan (with higher densities in the neighbourhood centres as prescribed in subsequent sections of this Secondary Plan);
- c) Ensure that a range and mix of housing by density, type, unit size and tenure is provided, including opportunities for affordable and assisted housing, to meet the needs of family-sized households balanced with higher density forms of transit supportive housing;
- d) Encourage the integration of different housing forms, types and unit sizes within neighbourhoods;
- e) Identify an interconnected system of parks, open spaces, elements of the NHS and public realm areas with *active transportation* as one of the main organizing features of the community;
- f) Identify the *Public Service Facilities* needs of the community; and,
- g) Provide opportunities for places of worship.

### **C.11.3.2 PROTECT AND ENHANCE THE NATURAL HERITAGE SYSTEM**

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

### **C.11.3.3 PROVIDE MOBILITY OPTIONS**

- a) Foster a connected and accessible on- and off-road pedestrian and cycling path network which promotes a culture of *active transportation*;
- b) Provide the opportunity for a local transit network that can support higher-order transit service on Trafalgar Road;
- c) Realize a network of *Complete Streets* that balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists;
- d) Provide a land use structure and distribution of density that is transit-supportive within walking distance of transit stops; and,
- e) Extend *Frequent Transit* services to the Trafalgar Secondary Plan with potential to support dedicated rapid transit along Trafalgar Road in the future.

#### **C.11.3.4 ESTABLISH A LOGICAL ROAD NETWORK**

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

#### **C.11.3.5 CREATE HIGH-QUALITY URBAN SPACES**

- a) Establish urban design guidelines and other measures that will ensure a high quality and consistent level of urban design for both public and private areas of the community;
- b) Create community identity through establishment of a high-quality public realm, placemaking and a high standard of urban design (e.g., distinctive built form, streetscapes, public spaces, landmarks and views, public art, etc.); and,
- c) Ensure communities are designed to be accessible by all, regardless of age or physical ability.

#### **C.11.3.6 FISCAL RESPONSIBILITY**

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

#### **C.11.4 STRATEGIC POLICIES**

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

##### **C.11.4.1 NATURAL HERITAGE SYSTEM**

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

##### **C.11.4.2 ACTIVE TRANSPORTATION AND ROAD NETWORK**

###### **C.11.4.2.1 Public Transit**

In conformity with Sections B.2.6.3.22 and B.2.6.3.24 of this Official Plan and with regard for the *Town’s* Transportation Planning, the *Town* will ensure that the development of the Secondary Plan maximizes the potential for the provision of transit service, through the

achievement of appropriate densities and the development of transit-supportive design criteria and standards in the Urban Design Guidelines.

#### **C.11.4.2.2 Trails System**

Schedule “C.11.B”, Active Transportation and Natural Heritage System Plan identifies a conceptual multi-use trail system for the Secondary Plan, which will be further developed in conformity with Sections B.2.6.3.29 to B.2.6.3.32 of this Official Plan. Through the Tertiary Plan process, the trail system will be coordinated with the existing and planned trail systems at both the *Town* and Regional levels, having regard for the *Region* and *Town’s* Transportation Planning. The siting and design of pathways and trails will be to the satisfaction of the *Town* in consultation with any other appropriate *Public Agency*. Where possible, trails are encouraged to connect to parks.

Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the non-intensive recreation uses will be subject to review based on recommendations of the Subwatershed Study (SWS) and *Master Environmental Servicing Plan (MESP)* and must demonstrate conformity with applicable NHS protection and enhancement policies of this Official Plan.

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

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

#### **C.11.4.2.3 Road Network**

In conformity with Sections B.2.6.3.5 to B.2.6.3.14 of this Official Plan, the road network for the Secondary Plan will be designed to balance the needs of all road users, including pedestrians, cyclists, transit users, and motorists.

The arterial and collector road network is identified on Schedule “C.11.B”. The location and general alignment of collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned *development* of the area. Any proposed deletions to arterial or collector roads identified on Schedule “C.11.B” will require an amendment to this Official Plan. Any proposed additions of arterial roads, or collector roads that intersect a Regional road, will require an amendment to this Official Plan.

A potential future collector road extension is identified on Schedule “C.11.B”. If an update to the environmental assessment (EA) is required to accommodate this collector road linkage, Phase 1 and 2 of the EA process shall be undertaken at the Tertiary Plan stage.

#### **C.11.4.2.4 Regional Road Network**

Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of Major Arterial roads for the transport of goods and people in a safe and efficient manner, in accordance with the Region's most current master plan, policies, by-laws and guidelines. The Regional Road network within the Secondary Plan includes Trafalgar Road (Regional Road 3), Britannia Road (Regional Road 6) and Derry Road (Regional Road 7).

#### **C.11.4.2.5 Potential Minor Arterial Extension**

Within the Secondary Plan, a new east-west major collector road is identified on Schedule "C.11.B", north of Britannia Road. The continuation of this road, west of Trafalgar Road, will be protected for the potential future connection with the existing Milton Urban Area through the Britannia Secondary Plan Area and Greenbelt Plan Area as a minor arterial road.

The feasibility, need, and function of the potential east-west minor arterial road, west of Trafalgar Road, as identified on Schedule "C.11.B" shall be further assessed through a Town-wide Transportation Master Plan.

Where the east-west minor arterial road traverses the NHS, it must demonstrate conformity with this Official Plan, C.11.6.4.1 of this Secondary Plan, and the Greenbelt Plan.

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

#### **C.11.4.2.6 Regional Road Considerations**

The *Town* will work with the *Region* to ensure that Regional roads, including Trafalgar Road, Britannia Road and Derry Road function efficiently as major routes through the Secondary Plan area. The *Town* and *Region* will monitor the need for network improvements to be addressed after construction of each stage of *development* of the Tertiary Plan (as detailed in Sections C.11.5.1 and C.11.7.5.2 of this Secondary Plan).

A Road Network Assessment (as detailed in Section C.11.7.5.2 f) of this Secondary Plan) must be completed through the Tertiary Plan process (as detailed in Sections C.11.7.1.2 and C.11.7.5.2 of this Secondary Plan) to assess impacts on the Regional transportation and local road network and to identify all additional transportation *infrastructure* to be implemented as required to support full build out of the Trafalgar Secondary Plan area.

### **C.11.4.3       SERVICING**

#### **C.11.4.3.1      Water and Wastewater Infrastructure**

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

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

#### **C.11.4.3.2      Stormwater Management**

In conformity with Section B.2.6.3.39 of this Official Plan the *Town* shall, prior to the approval of a *development* application, require the approval of a stormwater management plan that is consistent with the direction of the SWS.

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

Stormwater management facilities should be designed and located to accommodate Regional roadway drainage at their planned elevations, if known, or existing elevations, where feasible. For developments adjacent to a Regional Road, the design of storm sewer systems and storm water management ponds shall accommodate storm flows from the Regional Road, where feasible. Such design shall be in accordance with the Region's Urban Services Guidelines and at no cost to the *Region*. At no time shall the *Region* contribute to the cost of land required to construct a storm water management pond or the oversizing of the storm sewer service to accommodate regional or municipal flows.

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

Subject to Section B.4.9 of this Official Plan, stormwater management facilities and LID



techniques shall only be permitted in the NHS where deemed essential and if demonstrated that there will be no negative impacts on *Key Features* and components of the NHS or their *ecological functions* through a *MESP*, *Development Area Environmental Functional Servicing Study (DAEFSS)*, *Environmental Impact Assessment (EIA)* or equivalent study prepared to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas. Stormwater management facilities are permitted in all other land use designations.

#### **C.11.4.3.3 Utilities**

In conformity with Sections B.2.6.3.40 to B.2.6.3.45 of this Official Plan, Federal, Provincial, Regional and Town-owned and/or operated *essential* transportation and *utility* facilities are permitted to be located within any land use designation and, where required, subject to the completion and approval of an EA.

*Essential* transportation and *utility* facilities may be located within the Natural Heritage System designation, in accordance with Section C.11.6.4.1 of this Secondary Plan and supported through an EA if required.

#### **C.11.4.4.1 HOUSING**

The Trafalgar Secondary Plan will require a housing mix in accordance with Section B.2.7 of this Official Plan. In this regard, no more than 50% of the residential units within the overall Secondary Plan area shall be single and semi-detached units, where the remainder should be comprised of higher density forms of grade-related and apartment housing. Overall, the Secondary Plan shall provide for a range and mix of housing by density, type, unit size and tenure, where the large majority of residential dwellings are family-sized with at least 2-bedrooms, as demonstrated through the Tertiary Plan. A full range and mix of housing to meet the life-cycle needs of the population will be encouraged within each Stage.

**C.11.4.4.2** The Trafalgar Secondary Plan establishes a target for *affordable* and *assisted housing* in accordance with Section B.2.7.3.1 of this Official Plan, where the target in the Trafalgar Secondary Plan is that 30% of all new residential units shall be *affordable housing, assisted housing, stacked townhouses, back-to-back townhouses* or apartments.

#### **C.11.4.5 URBAN DESIGN**

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

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

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

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

- a) The street network shall be in the form of a modified grid. The grid may be modified to better respond to natural spaces, topography and watercourses, or to provide better connectivity with adjacent streets within neighbourhoods;
- b) All roads within the Secondary Plan shall be designed as *Complete Streets*;
- c) The design of a grid system of collector roads within neighbourhoods is encouraged to result in a collector road block sizing of approximately 400-metres to achieve a 5-minute walking distance across a block. The local road pattern should be designed to promote *active transportation* and discourage car movement through neighbourhoods and non-residential traffic within neighbourhoods;
- d) Arterial roadways, including Trafalgar, Derry, and Britannia Roads, shall be designed with boulevards that will be vegetated with trees and shrubs, and the clearway shall consist of a multi-use trail for pedestrians and cyclists. Landscaped boulevards considered on Trafalgar Road, Derry Road, and Britannia Road will be subject to the Regional Road Landscaping Guidelines and Specifications as amended;
- e) The Trafalgar corridor shall generally support the location of a mix of residential and retail commercial uses, where facades of these uses should be designed to animate the public realm on Trafalgar Road. Boulevards shall be urban in design, primarily hardscape, but feature street trees and other plants as appropriate, to the satisfaction of the *Region*;
- f) Wherever possible, single-loaded streets shall be used to maximize the frontage of parks and open spaces abutting Park Type 1 and Park Type 2;
- g) Gateway elements shall be included at the entrances to the Secondary Plan (on Trafalgar, Derry, and Britannia Roads and on Eighth Line). These may include modestly increased building height, architectural, landscape or public art features located outside of the Regional right-of-way;
- h) All tall and mid-rise buildings in the Secondary Plan shall have regard for the Milton Tall and Mid-Rise Design Guidelines;
- i) New buildings shall be positioned to positively define the shape and function of open spaces;
- j) There shall be a “Special Character” collector road, approximately parallel to Trafalgar Road, to serve as a primary active transportation spine through the Secondary Plan. The “Special Character” collector road is described in the Trafalgar Secondary Plan Urban Design Guidelines;
- k) Special consideration shall be given to the relationship between the Trafalgar corridor and the parallel north-south “Special Character” collector road. *Development* between Trafalgar Road and this road should reflect its active transportation focus and shall be designed accordingly to facilitate ease of east-west movement between higher-order transit stops on Trafalgar Road and the

- collector road;
- l) There shall be a diverse and fine-grain network of options for pedestrian movement, achieved through relatively small blocks, which can be further divided by mid-block connections where necessary. All Trail System crossings at a Regional Road must be located at signalized intersections with an intersecting road only;
  - m) New *development* shall be sensitive to adjacent built *cultural heritage resources*. This may include a) minimizing shadow and other visual impacts, b) stepping down height and bulk, c) utilizing appropriate setbacks, and/or d) utilizing complementary materials and design;
  - n) *Public Service Facilities* shall be combined as part of mixed-use buildings in Neighbourhood and Local Centres where possible to achieve a compact development form;
  - o) A range of uses such as office, service and retail commercial alongside residential shall be encouraged to create a *complete community*; and
  - p) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls and is prohibited on a Regional Road. Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

#### **C.11.4.6      INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES**

A range of *infrastructure*, including *Public Service Facilities* will be permitted in all land use designations on Schedule “C.11 .C”, except where not permitted in the NHS in accordance with Sections C.11.4.3.2 and C.11.6.4.1 of this Secondary Plan. A range of emergency response services (e.g., ambulance, fire, police) will be required to serve the Trafalgar Secondary Plan. Such services will be encouraged to locate in shared facilities. Emergency response facilities are permitted in any land use designation other than the NHS designation and shall be designed and developed in a manner which is compatible with the surrounding neighbourhood.

#### **C.11.5        COMMUNITY STRUCTURE**

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

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

#### **C.11.5.1 TERTIARY PLAN AREA**

The Secondary Plan consists of one Tertiary Plan, which will represent a more detailed level of planning and is to be endorsed by Council. Submissions of *development* applications in the Secondary Plan may occur prior to Council endorsement of the Tertiary Plan if the *Town* deems the Tertiary Plan to be substantially advanced. Substantially advanced means at a point where there is sufficient information for the *Town* to make informed decisions on planning applications consistent with the Secondary Plan. In accordance with Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan, Section C.11.7.5.2 of this Secondary Plan sets out the requirements for the Tertiary Plan.

The Tertiary Plan is intended to implement the Secondary Plan and provide more detail than the Secondary Plan to inform *development*. The Tertiary Plan will be prepared to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency* and will demonstrate how *development* will proceed in a coordinated manner, addressing *infrastructure* servicing, natural hazard management and risk mitigation, natural heritage protection, impacts on the Regional and local road networks, parks and open space, and *linkages*. It provides a framework for coordinating neighbourhood subdivision *development* that spans multiple owners and properties to ensure that the policies and intent of the Secondary Plan are achieved. Where the Tertiary Plan is not consistent with the intent of the Secondary Plan, an amendment to the Secondary Plan will be required.

#### **C.11.5.2 EVOLVING NEIGHBOURHOODS**

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

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

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

#### **C.11.5.3 LOCAL CENTRES**

Local Centres are intended to be minor focal points for local neighbourhoods, and are to accommodate the co-location of neighbourhood parks, schools, places of worship and be

proximal to local serving retail commercial. Generally, these elements are located at the intersection of key collector roads in order to optimize walkability for residents of the surrounding neighbourhoods that will rely on these uses daily. It is also intended these centres be a focus for concentrations of more intense forms of housing within walking distance of potential local transit stops.

Local Centres provide some *intensification* and mixing of uses including Local Commercial, appropriate for local resident needs. The underlying designation is generally Medium Density Mixed-Use. It is intended that flexibility is permitted to determine the location of Local Centres through the Tertiary Plan process without the need for amendment to this Official Plan, provided the intent of the Local Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Local Centre is located. A Local Centre shall be planned to generally accommodate 2,000 m<sup>2</sup> of non-residential floor area. The Tertiary Plan shall delineate the area of the Local Centres as required in Section C.11.7.5.

If a stormwater management facility, school, park or other public service facility can only feasibly be located in the Local Centre, a proportional amount of Medium Density Mixed Use lands shall be provided within walking distance of the Local Centre to support the provision of local serving transit.

#### **C.11.5.4 NEIGHBOURHOOD CENTRES**

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

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

It is intended that flexibility is permitted to determine the location and configuration of Neighbourhood Centres through the Tertiary Plan process without the need for amendment to this Official Plan, provided the intent of the Neighbourhood Centre is met and the underlying land use designation is maintained or provided within walking distance of the intersection to which the Neighbourhood Centre is located. A Neighbourhood Centre shall be planned to generally accommodate 11,000 m<sup>2</sup> of non-residential floor area and a minimum of 1,500 people. The Neighbourhood Centre located at Trafalgar Road and Derry Road may be planned to accommodate 4,800 m<sup>2</sup> of non-residential floor area and a minimum of 750 people.

The southernmost Neighbourhood Centre may be planned to accommodate a minimum of 850 people. The Tertiary Plan shall delineate the area of the Neighbourhood Centre as required in Section C.11.7.5.

If a stormwater management facility, school, park or other public service facility can only feasibly be located in the Neighbourhood Centre, a proportional amount of Neighbourhood Centre Mixed Use I or Neighbourhood Centre Mixed Use II lands, as applicable, shall be provided within walking distance of the Neighbourhood Centre to support the provision of higher-order transit.

#### **C.11.5.5 NATURAL HERITAGE SYSTEM (NHS)**

The NHS is delineated on Schedules “C.11.A” to “C.11.D” of this Secondary Plan. Components of the NHS are outlined in Sections B.4.9.1.2 and B.4.9.1.3 of this Official Plan.

#### **C.11.5.6 ROAD AND TRAIL NETWORKS**

The Road and Trail Networks have been identified on Schedule “C.11.B” to ensure that the integrated street and path network is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit.

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

#### **C.11.6 LAND USE POLICIES**

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

##### **C.11.6.1 RESIDENTIAL**

Residential densities shall be calculated on a net residential hectare basis for each land use designation within a Draft Plan of Subdivision. Where the first phase of development within a block will not meet minimum density requirements the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.6 demonstrating how the following phases of the block will be developed to achieve the ultimate density and how other objectives for the site can be achieved.

##### **C.11.6.1.1 Permitted Uses**

The following uses shall be permitted in each of the following land use designations in the Secondary Plan shown on Schedule “C.11.C” together with the uses permitted in Section

B.3.2.2 e) to h), j) and k):

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

#### **C.11.6.1.2 Low Density Residential**

- a) General Provisions

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

- b) Height and Density Requirements

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

- i) The housing mix is predominantly single-detached and semi-detached housing. To achieve 2031 population projections, a maximum of 25% street townhouses and back-to-back townhouses, excluding stacked townhouses, are permitted provided that back-to-back townhouses are dispersed as demonstrated in the Tertiary Plan in accordance with C.11.7.5.2 e); and,
- ii) A minimum density of 27 units per net hectare is required.

#### **C.11.6.1.3 Medium Density Residential I**

- a) General Provisions

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

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

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

b) Height and Density Requirements

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

- i) The housing mix is predominantly street, back-to-back and stacked townhouses. To achieve 2031 population projections, a maximum of 20% single and semi-detached units are permitted;
- ii) A minimum density of 35 units per net hectare and maximum density of 100 units per net hectare is required; and,
- iii) A maximum building height of 4 storeys.

**C.11.6.1.4 Medium Density Residential II**

a) General Provisions

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

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

b) Height and Density Requirements

Notwithstanding Section B.3.2.2.c) and B.3.2.3.2 of this Official Plan, the following requirement applies:

- i) The housing mix is predominantly medium density units such as street townhouses, stacked townhouses, back-to-back townhouses, and multiplexes;
- ii) apartments may be permitted if generally located adjacent to collector or arterial roads and if the height does not exceed 8 storeys;
- iii) a minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes; and
- iv) a maximum density generally up to 3.0 Floor Space Index (FSI) for apartment buildings provided that the height does not exceed 8 storeys.



### **C.11.6.2 MIXED-USE**

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

Generally, the permitted uses include a range of residential, retail commercial, service, office, restaurant, civic, recreational, cultural, entertainment, and *institutional uses*. Where the minimum standards are not proposed to be achieved with the initial *development* proposals, the applicant shall be required to submit an intensification plan in accordance with Section C.11.7.5.6.

#### **C.11.6.2.1 Medium Density Mixed-Use**

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

In accordance with Section C.11.5.3, the Medium Density Mixed-Use designation permits the following in a stand-alone or mixed-use building format:

- a) Residential uses in accordance with the Medium Density Residential II designation, except single and semi-detached units shall not be permitted;
- b) Local Commercial uses in accordance with Section B.3.4.4 of this Official Plan and the following:
  - i) Notwithstanding Section B.3.2.3.7.c) of this Official Plan, Local Commercial uses are generally small-scale retail commercial development up to approximately 2,000 m<sup>2</sup> anchored by retail commercial, pharmacy, financial institution, personal service uses, or small-scale community uses;
  - ii) The size, location, and configuration of Local Commercial *development* blocks shall be determined at the Tertiary Plan stage; and,
- c) Local Institutional in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

#### **C.11.6.2.2 Neighbourhood Centre Mixed-Use I**

The Neighbourhood Centre Mixed-Use I designation identified on Schedule “C.11.C” is conceptual, except where bounded by existing major roads or the NHS. The designation is generally located at collector road intersections along Trafalgar Road to serve the surrounding community and optimize access to planned higher-order transit service.

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

In accordance with Section C.11.5.4, the Neighbourhood Centre Mixed-Use I designation is intended to provide a range and mix of uses within each Neighbourhood Centre and permits the following uses in a stand-alone or mixed-use building format:

- a) Residential uses including mid-rise multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:
  - i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
  - ii) A maximum Floor Space Index (FSI) density generally of 4.0 for apartment and mixed use buildings; and
  - iii) The height of the buildings is not to exceed 15 storeys;
- b) Neighbourhood Retail in accordance with the following:
  - i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 m<sup>2</sup> and are generally anchored by a larger tenant such as a food store or pharmacy;
  - ii) Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
  - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use I designation shall be determined at the Tertiary Plan stage;
  - iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
  - v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
    - a) Obscure or where necessary minimize visibility to the travelling public;
    - b) Support walkability by minimizing pedestrian and automobile interactions; and,
    - c) Be accommodated at-grade within a multi-storey mixed-use building; and,
- c) Local *institutional uses* in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

#### **C.11.6.2.3 Neighbourhood Centre Mixed-Use II**

The Neighbourhood Centre Mixed-Use II designation identified on Schedule “C.11.B” is conceptual, except where bounded by existing major roads or the NHS. The designation is generally located at major arterial or major collector road intersections along Trafalgar Road

to serve the surrounding community and optimize access to planned higher-order transit service.

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

In accordance with Section C.11.5.4, the Neighbourhood Centre Mixed-Use II designation is intended to provide a range and mix of uses within each Neighbourhood Centre and permits the following in a stand-alone or mixed-use building format:

- a) Residential uses including multiple attached residential units such as street townhouses, stacked townhouses, back-to-back townhouses, multiplexes and apartments in accordance with the following:
  - i) A minimum density of 60 units per net hectare and maximum density of 120 units per net hectare for street townhouses, stacked townhouses, back-to-back townhouses and multiplexes;
  - ii) A maximum Floor Space Index (FSI) density generally of 6.0 for apartment and mixed-use buildings; and,
  - iii) The height of the buildings is not to exceed 25 storeys;
- b) Neighbourhood Retail in accordance with the following:
  - i) Neighbourhood retail uses which include a full range of retail uses and together total 9,000 to 14,000 m<sup>2</sup> and are generally anchored by a larger tenant such as a food store or pharmacy;
  - ii) Per Section B.3.4.1.4 of this Official Plan, if an amendment to this Secondary Plan is required to permit the *development* of additional retail commercial gross floor area, Council shall require the preparation of a Market Impact Study;
  - iii) The size, location, and configuration of Neighbourhood Retail within each Neighbourhood Centre Mixed-Use II designation shall be determined at the Tertiary Plan stage;
  - iv) The only automotive-related uses permitted shall be gas stations with or without car washes, convenience retail commercial stores ancillary to the gas station use, parking and/or car storage;
  - v) Drive-through service facilities shall be discouraged, and may only be permitted if designed to:
    - a) Obscure or where necessary minimize visibility to the travelling public;
    - b) Support walkability by minimizing pedestrian and automobile interactions; and,
    - c) Be accommodated at-grade within a multi-storey mixed-use building;

and

- c) Local *institutional* uses in accordance with Sections B.3.2.3.6, B.3.2.3.7, and C.11.6.3.

### **C.11.6.3 PUBLIC SERVICE FACILITIES AND PLACES OF WORSHIP**

Notwithstanding the policies of Section B.2.5, development of *Public Service Facilities* such as parks, greenspace and schools, identified on Schedule “C.11.C” and/or through the Tertiary Plan process, as well as places of worship, shall be subject to the policies of this subsection.

- C.11.6.3.1** Schools, Libraries, Community Centres and Parks shall be co-located, where possible.

#### **C.11.6.3.2 General Parks and Open Spaces**

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

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

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

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

#### **C.11.6.3.3 Parkland Dedication**

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

The following shall not be counted towards parkland dedication:

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

#### **C.11.6.3.4 Park Type 1**

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

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

#### **C.11.6.3.5 Park Type 2**

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

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

#### **C.11.6.3.6 Village Squares**

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

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

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

#### **C.11.6.3.7 Greenspace**

Greenspace lands are intended to provide open space connections to the NHS, where appropriate; these may include *utility* rights-of-way.

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

#### **C.11.6.3.8 Schools**

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

The Secondary Plan requires a minimum of six (6) Elementary Schools and one (1) Secondary School. School Boards shall be consulted on school requirements and locations through the Tertiary Plan process.

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

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

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

#### **C.11.6.3.9 Places of Worship**

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

#### **C.11.6.4 NATURAL HERITAGE SYSTEM (NHS)**

The NHS is to be integrated in settlement areas to preserve and enhance biological diversity and *ecological functions*. Within the Trafalgar Secondary Plan, the NHS is depicted on Schedules “C.11.A” to “C.11.D” and is designated in accordance with the policies of Section B.4.8 and B.4.9 of this Official Plan. Preliminary refinements to the NHS have been incorporated into this Secondary Plan through input from the SWS and ROPA 38 Minutes of Settlement. Further refinements to the NHS including additions, deletions and/or boundary adjustments may occur without amendment to this Official Plan where they are supported by either a SWS, *MESP*, a *DAEFSS*, and/or *EIA* or equivalent study and approved by the *Town*, in consultation with any appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas. Refinements to the NHS will be in effect on the date of an approval under a *Planning Act* process.

The lands within the NHS designation shall be acquired by the *Town* in accordance with the policies of Section C.11.7.2.1 of this Secondary Plan.

#### **C.11.6.4.1 Permitted Uses**

The NHS designation on Schedules “C. 11.A” to “C.11.C” permits uses subject to the policies of Section B.4.8 and B.4.9 of this Official Plan.

#### **C.11.6.4.2 Criteria for Buffers**

The NHS as shown on Schedules “C.11.A” to “C.11.D” includes *buffers* that are an important component to the overall NHS and are required to protect *Key Features* and *ecological functions* by mitigating the impacts of proposed development or site alteration. Consistent with the SWS, buffer widths will be determined through a *MESP*, a *DAEFSS*, and/or an *EIA* or equivalent study, provided that these studies are accepted by the *Town*, in consultation with any other appropriate *Public Agency* and in accordance with C.11.6.4 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

The final *buffers* will:

- Consider adjacent land uses, and sensitivity and significance of the *Key Features*, watercourses and their *ecological functions*. Consideration shall also be given to additional mitigation opportunities such as fencing.
- In conjunction with other potential mitigative measures, avoid *negative impacts* on *Key Features* and their *ecological functions*; and
- Conform with the relevant goals, objectives and policies of the NHS in the Secondary Plan, Regional Official Plan and relevant Provincial legislation, regulations, and policies to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency* including the *Conservation Authority* where it relates to regulated areas.

#### **C.11.6.4.3 Linkages**

The NHS as shown on Schedules “C.11.A” to “C.11.D” includes *Linkages* that are intended to provide connectivity supporting the *ecological functions* related to the long term movement of plants and animals between *Key Features* and provide an important contribution to the long term sustainability of the NHS.

*Linkages* discussed in the SWS shall be further studied and explored through the *MESP* and be in conformity with the relevant goals, objectives and policies of the NHS in this Plan, the Official Plan and the Regional Official Plan. The extent and location of the *linkage* can be assessed through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study in the context of both the scale of the abutting land use and the *ecological functions* they contribute to the NHS. The *linkage* shall support a range of community and ecosystem processes enabling plants

and animals to move between *Key Features* over multiple generations. Refinements to identified SWS *Linkages* may occur through the *MESP*, *DAEFSS* and/or *EIA* or equivalent study provided that the study is accepted by the *Town*, in consultation with any other appropriate *Public Agency* and in accordance with C.11.6.4 of the Secondary Plan and B.4.9.3.12 of this Official Plan.

As shown on Schedule C.11.B, the pipeline corridor will provide an east-west ecological *linkage* which will connect an isolated *Key Feature* that has been identified south of Derry Road and west of Eighth Line, to other components of the NHS to the east and south. Through the *MESP*, further information will be provided regarding the future natural vegetation cover and function of this *linkage*. No further study is required to assess the extent and location of the east-west *linkage* in the *MESP*, *DAEFSS*, and/or *EIA* or equivalent study.

#### **C.11.6.4.4      Refinements to Watercourses, Natural Hazards, Wetlands and Headwater Drainage Features**

Schedule C.11.B conceptually illustrates realignment of select headwater drainage features, watercourses, and associated flooding and erosion hazards, as well as changes to wetlands, consistent with the directions of the SWS. The alignment, configuration and characteristics of the realigned headwater drainage features, watercourses, and/or flooding and erosion hazards, as well as any changes to wetlands are to be confirmed through *MESP*, *DAEFSS* and/or *EIA* studies or equivalent study, to the satisfaction of the *Town* and *Conservation Authority*. Consistent with the directions of the SWS, to support realignment designs, these studies will include aquatic, terrestrial, fluvial geomorphological, surface water, groundwater, slope stability, and ecological linkage assessments, where applicable, and identify the location, length, width, design elements and functions of the changed features and areas. Refinements will be integrated with community planning design objectives and will be moved to a location where form and function can be replicated, is contiguous with other natural features where possible, and will provide an *ecological linkage* to *Key Features*, where applicable. Realignment will demonstrate no negative impacts to adjacent *Key Features*. Refinements to watercourses, natural hazards and wetlands where required will be addressed to the satisfaction of the *Town* and *Conservation Authority*.

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

#### **C.11.6.5      EXISTING AGRICULTURAL OPERATIONS**

Within the Trafalgar Secondary Plan, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Secondary Plan. An Agricultural Impact Assessment on potential impact of urban development on existing agricultural



operations, within the Trafalgar Secondary Plan area, including the requirement for compliance with Minimum Distance Separation formulae does not apply within the Trafalgar Secondary Plan.

#### **C.11.7 IMPLEMENTATION**

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

##### **C.11.7.1 PHASING AND FINANCE**

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

**C.11.7.1.2** It is the intent of this Secondary Plan that the sequencing of growth is controlled through the Tertiary Plan process to ensure that within each phase:

- a) There is availability and efficient use of public *infrastructure* and services, where each Development Stage shall be delineated to result in the population (generally 8,000 people) required to support a school and park(s). If the Tertiary Plan proposes more than 32,000 residents, the *Town* may require that the Tertiary Plan, building on the background studies to the Secondary Plan, identify and address the implications of the additional population on community uses and infrastructure based on terms of reference approved by the *Town*;
- b) *Development* proceeds in a manner that is supportive of transit services;
- c) Services and required *infrastructure* are provided as part of each Stage in a fiscally responsible manner consistent with the objectives of this Secondary Plan, in accordance with all applicable legislation and which does not impose a financial burden on the *Town* or the *Region* beyond that planned for and approved by Council;
- d) The progression of *development* will follow a logical sequence generally north to south and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;
- e) Despite C.11.7.1.2 d), Phase 2 Stage 1 can occur south of Britannia Road prior to lands on the west side of Trafalgar Road north of Britannia Road; and
- f) There is an appropriate range and mix of housing types within each phase, including *affordable housing*, to achieve the targets of this Secondary Plan.

**C.11.7.1.3** Prior to the approval of any development applications, the following must be satisfied:

- a) Past Stage 1, a minimum of 75% of the gross developable area of participating lands

(those lands party to the *Town's* financial, and landowner cost sharing agreement and *Region's* allocation program), exclusive of lands designated Neighbourhood Centre Mixed-Use I and II, of the previous Stage shall have draft plan or site plan approval;

- b) Regional municipal water and wastewater services are extended to the lands in the subject Stage and adequate local water and wastewater servicing has been confirmed by the *Region*;
- c) Satisfactory arrangements have been made with the *Town* to ensure the early delivery of projected *Public Service Facilities*, off-street trails and components of the *active transportation* network and transit facilities to support growth;
- d) An updated Long-Term Fiscal Impact Assessment of Growth incorporating the Trafalgar Secondary Plan has been prepared and approved by *Town Council*;
- e) The *Town* has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan;
- f) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Council in accordance with Section C.11.7.1 of this Secondary Plan;
- g) The recommendations of the *Region's* financial plan are secured through agreements with the *Town* and/or *Region* and affected parties as permitted by legislation and to the satisfaction of Regional Council in accordance with applicable Regional policies; and,
- h) Any financial and other requirements of the *Town* and *Region* to support sustainable growth, pursuant to applicable legislation, are satisfied.

**C.11.7.1.4** Notwithstanding the foregoing:

- a) Public infrastructure such as roads, parks, fire halls, schools, and servicing facilities may proceed at any time, subject to the availability of servicing *infrastructure* and other requirements both at the Local and Regional levels,
- b) Notwithstanding the phasing policies above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of residential growth. Where unreasonable delay is occurring in Phase 1 as determined at the *Town's* sole discretion, applications may be accepted in Phase 2 if it is demonstrated, to the satisfaction of the *Town* and in consultation with the *Region*, that there are no

negative impacts on the *Town* or *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

- c) The *Town* may, at its sole discretion, determine to accept and approve an application for *development* in subsequent stages, notwithstanding Section C.11.7.1.3. a), if it is determined by Council that the *development* for which such application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and in consultation with the *Region*, that there are no *negative impacts* on the *Town* or *Region*, including from land use planning, *infrastructure*, financial impact perspectives and the Regional Allocation Program.

**C.11.7.1.5** Prior to final approval of each plan of subdivision, all requirements of the *Town* and the *Region* shall be satisfied, and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

**C.11.7.1.6** All new urban development in the Trafalgar Secondary Plan shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.11.1.1 applications for development in the Secondary Plan area shall only be approved by Council, and development shall only proceed when:

- a) Council is satisfied that the landowners within the Secondary Plan have entered into any agreement(s), as the *Town* may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the *development* of the Secondary Plan to proceed as planned. In order to reflect circumstances that may apply to an individual Phase or Stage of development within the Secondary Plan, the *Town* may require a separate agreement or agreements with the landowners within such Phase or Stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if such landowners had been original signatories to that agreement and that prior to processing any development applications by any non-original landowners, the *Town* shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;
- b) Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of *development* for the provision of matters such as community and *infrastructure* facilities;

- c) Landowners within the Secondary Plan have entered, or will enter, into an Allocation Agreement with the *Region* addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan have entered, or will enter, into a Master Parks Agreement with the *Town* to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan;
- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with *Town* and Regional policies;
- f) An Area Servicing Plan and Air Quality Assessment for the Trafalgar Secondary Plan has been completed to the satisfaction of the *Region*;
- g) *Development* staging has been established as part of the Tertiary Plan process;
- h) The applicable Tertiary Plan has been endorsed by *Town* Council;
- i) The SWS, *MESP* and *DAEFSS* or other applicable environmental studies have been completed to the satisfaction of the *Town*, in consultation with any other appropriate *Public Agency*;
- j) Where required by the *Town* and/or *Region* to facilitate the development of an effective local road network, landowners within the Secondary Plan Area have entered, or will enter, into an agreement or agreements amongst themselves or with the *Town* to address matters including, but not limited to, the provision of collector roads to access the arterial road network; and,
- k) Any additional requirements of the *Town* and/or *Region* are satisfied.

**C.11.7.1.7** This Secondary Plan shall require that costs associated with the growth in this area, as with all other areas of the *Town*, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and the *Town* of Milton, *Policy* No. 110, Financial Management-Financial Principles, as adopted by Council and as may be amended or replaced by Council in the future. In order to ensure the implementation of this *policy*, the Secondary Plan:

- i) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new *development* within the Secondary Plan;
- ii) Requires, to the maximum extent possible and practical, the conveyance of lands for *Public Service Facilities* to keep pace with growth in the Secondary Plan to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;
- iii) Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public *infrastructure* to keep pace with the growth in

the Secondary Plan so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;

- iv) Shall proceed in sequential Phases shown on Schedule “C.11.D”. Development Stages within each phase shall be delineated through the Tertiary Plan in accordance with the policies of Section C.11.7.1 of this Secondary Plan; and,
- v) Shall manage the progression of *development* in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public *infrastructure*, facilities, services and amenities.

**C.11.7.1.8** The *Town* shall establish a monitoring program, in consultation with the *Region*, to track and report on the status of *built* Single Detached Equivalent units on an annual basis.

## **C.11.7.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES**

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

- a) Any Park Type 1, Park Type 2 or Village Square within the plan of subdivision shall be prepared to an acceptable base condition as determined through the *Town's* Engineering and Parks Standards and conveyed to the *Town*;
- b) School sites shall be shown as block(s) on an approved draft plan of subdivision;
- c) Lands designated NHS, as they may be refined through a Planning Act process in accordance with Section C.11.6.4, have been dedicated to the *Town*, or to the *Conservation Authority* if so directed by the *Town*;
- d) Stormwater management facilities have been constructed and dedicated to the *Town*, provided that the *Town* may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the *Town* approves the use of such temporary facilities, the subdivision agreement or site plan agreement, as applicable, shall require the posting of financial securities to the satisfaction of the *Town* for the construction of the permanent facilities; and,
- e) Lands required for large *utility* structures shall be shown as block(s) and/or *easements* on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the *utility* provider and the *Town*.

## **C.11.7.3 ZONING BY-LAW**

This Secondary Plan shall be implemented by an appropriate amendment(s) to the *Town's*

Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Official Plan.

#### **C.11.7.4 CONSENTS**

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

#### **C.11.7.5 COMPLETE APPLICATION REQUIREMENTS**

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

##### **C.11.7.5.1 Application Submission Requirements**

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

- a) The *Town* has completed a SWS in consultation with any other appropriate *Public Agency*;
- b) The *Town* has substantially advanced a *MESP* in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas;
- c) Phases 1 and 2 of the Municipal Class EA have been completed for road and *infrastructure* works within the Secondary Plan area;
- d) A Tertiary Plan has been endorsed by Council for the development area or has been deemed substantially advanced by the *Town*.

##### **C.11.7.5.2 Tertiary Plan Submission Requirements**

Prior to the making of any application for draft plan approval, a Tertiary Plan shall be prepared in consultation with applicable agencies and submitted in accordance with the policies of Sections B.5.4.3.6 and B.5.4.3.7 of this Official Plan. Prior to draft approval, a Draft Plan of Subdivision shall be prepared in accordance with the Secondary Plan and Tertiary Plan or be supported by justification for changes to the Tertiary Plan satisfactory to the *Town*, in consultation with any other appropriate *Public Agency*. A Tertiary Plan shall be prepared in conjunction with the required *MESP*. The Tertiary Plan for lands in the Trafalgar Secondary Plan shall address and demonstrate:

- a) The Development Stages, within each Phase, as outlined in Schedule “C.11.D”,

including the breakdown of anticipated dwellings by type including *affordable housing*, non-residential uses by area and type and the associated population and employment that could occur for each phase;

- b) The location, configuration, and quantum, confirmed with consideration for service standards, of schools, Park Type 1, Park Type 2, and Village Squares;
- c) The potential location of libraries, community centres, emergency services and places of worship;
- d) The preliminary location, size and general configuration of stormwater management facilities;
- e) The potential location of street townhouses and back-to-back townhouses as permitted by Section C.11.6.1.1 a);
- f) A detailed Road Network Assessment is to be completed to the *Town's* and *Region's* satisfaction in order to assess impacts on the Regional transportation and local road network, with consideration of adjacent Secondary Plan areas, and confirm if additional transportation *infrastructure* is required to support each stage of *development* in the Trafalgar Secondary Plan area. At a minimum, the detailed Road Network Assessment must:
  - i) Assess the conceptual road network including the location, configuration, width and alignment of collector roads addressing the requirements of the EA process;
  - ii) Identify the network connectivity of collector roads required to accommodate the anticipated population and employment growth at each stage of development;
  - iii) Include a detailed traffic analysis at the collector/collector and collector/arterial intersection level to confirm transportation infrastructure requirements to accommodate full build out of *development*;
  - iv) Reassess traffic volume forecasts at collector road intersections with Regional Roads and recommend interim and ultimate intersection configurations (i.e., before and after Regional Road Capital Improvements), as part of the Staging and Monitoring Plan. Each individual Subdivision application (subject to a term of reference completed to the satisfaction of the *Town* and *Region*) would be required to reconfirm that these recommendations can accommodate the final subdivision plans;
  - v) Develop an Access Management Strategy to the satisfaction of the *Town* and *Region* as a part of the Staging and Monitoring Plan to ensure interim and ultimate access during implementation is achieved through landowner coordination in conformity with the Secondary Plan and the Regional Access Management Guideline and By-law 32-17; and
  - vi) Assess and recommend interim and ultimate intersection configurations based on traffic volume forecasts at collector and arterial road intersections as part of the Staging and Monitoring Plan;
- g) The *active transportation* system (including off-road trails and pathways);

- h) The location of possible transit routes and transit facilities for dedication to the *Town*;
- i) The boundaries of the Local Centres and Neighbourhood Centres in accordance with this Secondary Plan;
- j) The conceptual building massing in the Local Centres and Neighbourhood Centres. This shall demonstrate the approximate mix and density of housing types, gross floor area of non-residential uses, population and employment within each Centre;
- k) The outcomes and recommendations of the SWS and *MESP* that are to be implemented in accordance with policy B.4.8 and B.4.9 of this Official Plan and in accordance with this Secondary Plan;
- l) Consistency with the Trafalgar Secondary Plan Urban Design Guidelines; and,
- m) Any requirements and/or recommendations resulting from the studies prepared in support of this Secondary Plan.

**C.11.7.5.3** The *MESP* shall provide direction for the preparation of the Tertiary Plan and is to build upon guidance and insight provided in the SWS and to address outstanding subwatershed-level analysis for the Trafalgar Secondary Plan. The final report is to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas.

**C.11.7.5.4** *DAEFSS* shall be a required prerequisite to the granting of draft plan approval and shall be prepared generally on a drainage area basis. The Terms of Reference and final report for the *DAEFSS* are to be accepted by the *Town*, in consultation with any other appropriate *Public Agency*, including the *Conservation Authority* where it relates to regulated areas.

**C.11.7.5.5** Prior to site plan approval, an Urban Design Plan shall be prepared for Neighbourhood Centres which may include building massing and plans which demonstrate the integration of uses within these areas as well as appropriate transitions along their interface with planned adjacent lower density *development*.

Where the first phase of development within a block will not meet minimum density requirements the applicant shall be required to submit an intensification plan prior to site plan approval demonstrating how the ultimate density and other objectives for the site can be achieved. To the satisfaction of the *Town*, the intensification plan shall address:

- a) The provision of local roads and small blocks;
- b) The means to achieve a safe pedestrian and transit friendly streetscape with the initial uses;
- c) The siting and orientation of buildings within the block and to the street for the initial development and longer-term intensification;
- d) The siting and orientation of parking for the initial development and changes to parking to accommodate the intensification process; and,



- e) The ability to achieve both short term and longer-term intensification, the former potentially through intensification around initial buildings or reserved sites and the latter through possible redevelopment of the initial buildings themselves.

#### **C.11.7.6 ROADS ENVIRONMENTAL ASSESSMENT**

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

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

#### **C.11.8 INTERPRETATION**

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

##### **C.11.8.1 BOUNDARIES**

Locations, boundaries or limits described in text or indicated on Schedules "C.11.A", "C.11.B", "C.11.C", and/or "C.11.D" are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Official Plan. Where the intent of this Secondary Plan and Official Plan are maintained, minor adjustments to boundaries and the location or proposed specific land uses or facilities will not necessitate an amendment to the Secondary Plan.

##### **C.11.8.2 SYMBOLS**

Symbols for parks and schools are conceptual and intended to show the approximate location of these elements on Schedule "C.11 .C". Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial road or the NHS.

##### **C.11.8.3 DEFINITIONS**

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

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

***Development Area Environmental Functional Servicing Study (DAEFSS)*** means an integrated environmental and engineering study supporting Draft Plans of Subdivision that

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

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

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

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

**Master Environmental Servicing Plan (MESP)** means an integrated environmental and engineering study supporting the Tertiary Plan and providing coordination of Draft Plans of Subdivision on matters such as refinements to the NHS, Stormwater Management/Low Impact Development measures, site grading and servicing, natural hazard management and risk mitigation approaches, assessments of potential impacts to the NHS, identification of design and mitigative measures to demonstrate no negative impacts to that portion of the NHS, approaches to monitoring and identification of future study needs. A *MESP* will be scoped based on area specific matters and SWS recommendations. It is not intended to re-study all SWS matters but will include matters not addressed or finalized in the SWS, provide a greater level of detail than the SWS where required, and cover a smaller more focused area than the SWS.

**Public Service Facilities** means land, buildings and structures for the provision of programs

and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services.

**List of Schedules**

**Schedule C.11.A** Community Structure Plan

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

**Schedule C.11.C** Land Use Plan

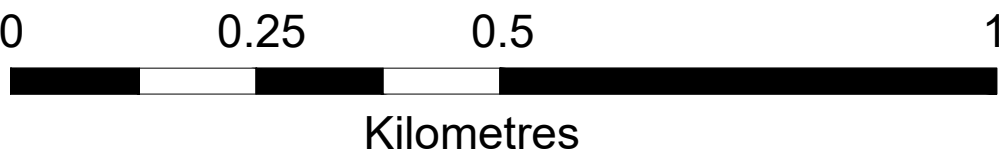
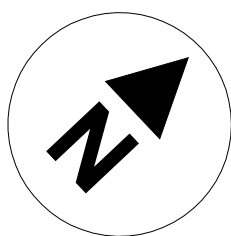
**Schedule C.11.D** Phasing Plan

# TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.A

## TRAFALGAR SECONDARY PLAN COMMUNITY STRUCTURE PLAN

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



NAD 1983 - UTM Zone7N

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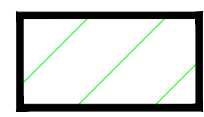


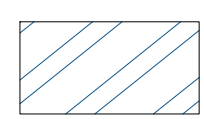

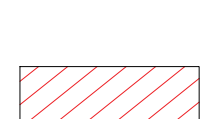





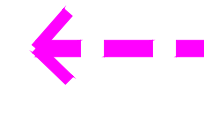

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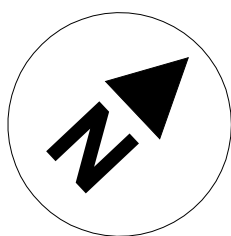


# TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.B

## TRAFALGAR SECONDARY PLAN ACTIVE TRANSPORTATION & NATURAL HERITAGE PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN  
PROTECTED COUNTRYSIDE
-  NATURAL HERITAGE SYSTEM  
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  CONCEPTUAL REALIGNED  
HEADWATER DRAINAGE  
FEATURES;  
(SEE POLICY C.11.6.4.4)
-  CONCEPTUAL REALIGNED  
WATERCOURSES;  
(SEE POLICY C.11.6.4.4)
-  EAST-WEST PIPELINE CORRIDOR  
ECOLOGICAL LINKAGE  
(SEE POLICY C.11.6.4.3)
- ROAD NETWORK
  -  MAJOR ARTERIAL ROAD
  -  POTENTIAL MINOR ARTERIAL  
ROAD EXTENSION
  -  POTENTIAL COLLECTOR  
ROAD EXTENSION
  -  MAJOR COLLECTOR ROAD
  -  COLLECTOR ROAD
- TRAIL NETWORK
  -  TRAIL NETWORK WITHIN THE  
GREENBELT NHS
  -  SECONDARY PLAN  
TRAIL NETWORK



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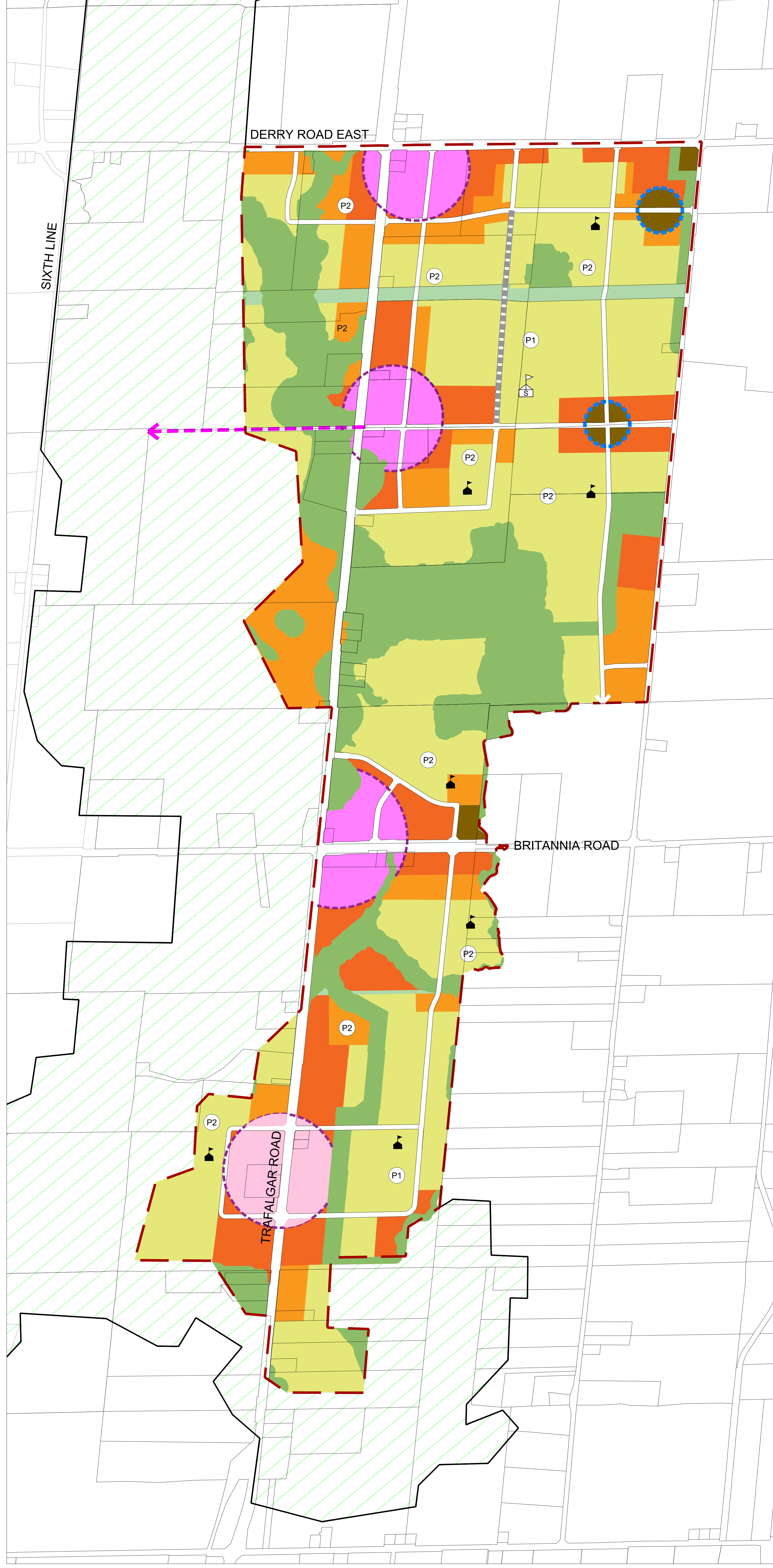
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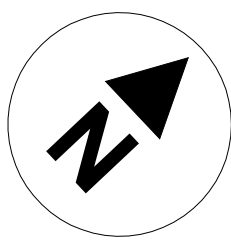
# TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.C

## TRAFALGAR SECONDARY PLAN LAND USE PLAN



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



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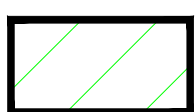


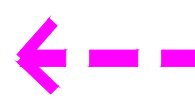

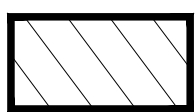

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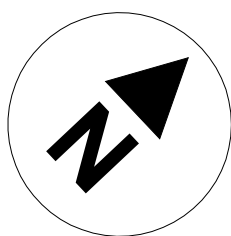
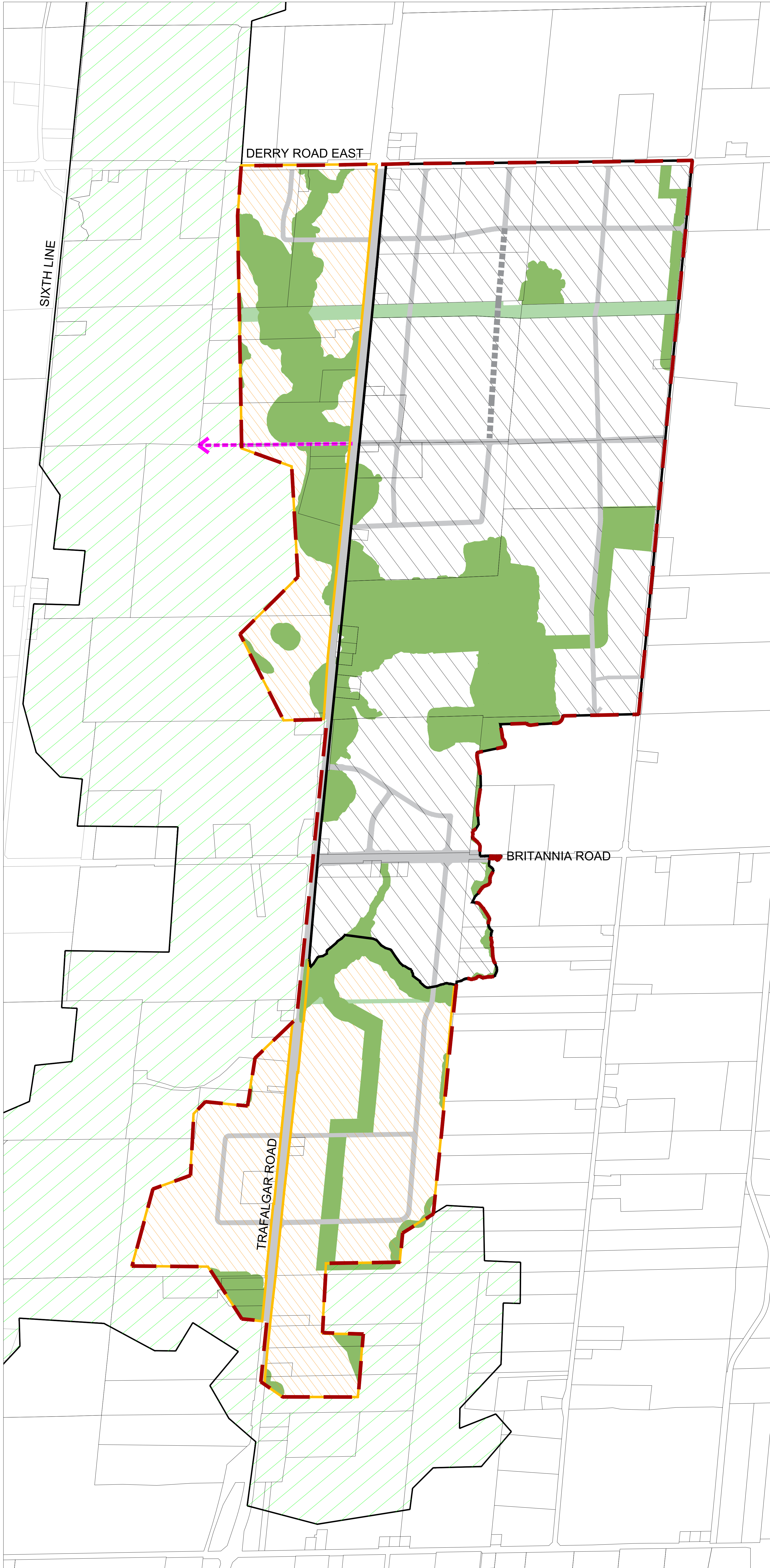


# TOWN OF MILTON OFFICIAL PLAN

Schedule C.11.D

## TRAFALGAR SECONDARY PLAN PHASING PLAN

-  SECONDARY PLAN BOUNDARY
-  GREENBELT PLAN  
PROTECTED COUNTRYSIDE
-  NATURAL HERITAGE SYSTEM  
(SUBJECT TO REFINEMENT)
-  GREENSPACE
-  POTENTIAL MINOR ARTERIAL  
ROAD EXTENSION
-  POTENTIAL COLLECTOR  
ROAD EXTENSION
- PHASES
  -  PHASE 1
  -  PHASE 2



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