

***C.12 Milton Education Village Secondary Plan***

## **C.12 MILTON EDUCATION VILLAGE SECONDARY PLAN**

### **PREAMBLE:**

The Milton Education Village Secondary Plan Area is planned to be a unique and innovative neighbourhood focused around a post-secondary site with a university and community college (Innovation Campus), and related employment and recreation facilities including the Mattamy National Cycling Centre Velodrome, as well as a Village Centre with a mix of residential, retail commercial and service uses. It will be distinct from, yet fully integrated with, the wider Milton community. A complete community that meets resident's daily needs within a short trip from home, including jobs, shopping, learning, open space, recreation, shopping, entertainment, and other amenities and services. It also provides a range of housing options for all stages of life and will support all modes of transportation by foot, bike, transit and car.

### **C.12.1 GENERAL**

#### **C.12.1.1 PURPOSE**

The purpose of the Milton Education Village Secondary Plan is to establish a more detailed planning framework for the Milton Education Village Planning District in support of the general policy framework provided by the Official Plan. The planning framework establishes a vision for growth, specific land use designations to guide growth, and growth management policies to implement the 2031 planning horizon.

#### **C.12.1.2 LOCATION**

The Milton Education Village Secondary Plan is located in the Town of Milton's Sustainable Halton Plan (SHP) Urban Area boundary as shown on Schedule 1 of the Official Plan and is bounded by:

- a) North Niagara Escarpment Plan Area;
- b) East Tremaine Road (Regional Road (RR) 22);
- c) South Britannia Road (RR 6); and,
- d) West Greenbelt Plan Area.

### **C.12.2 PLANNING DISTRICT CONCEPT**

#### **C.12.2.1 VISION**

The Milton Education Village will be a dynamic urban village, where innovation meets natural wonder.

The Milton Education Village will be a complete community which is mixed use in character and safe, liveable, attractive and healthy. It will be designed to be integrated with both the Urban Area and surrounding natural and rural areas, leveraging the

advantages of both places where the line between education and community converges to reflect the innovative, engaged, balanced and connected character of the Town of Milton as a whole.

## **C.12.2.2 GUIDING PRINCIPLES AND KEY DESIGN ELEMENTS**

### **C.12.2.2.1 Guiding Principle: An urban village that is visually and physically connected with its landscape setting.**

- a) **Greenbelt Plan/Regional Natural Heritage System/Niagara Escarpment Interface**  
The interface of the Milton Education Village with the Niagara Escarpment and Greenbelt Plan/Regional Natural Heritage System to the north and west is a critical element of the development of the Village. This includes the potential for greenway linkages and related trail connections, educational uses related to the university/college, and the protection of view corridors to the Escarpment.
- b) **Linked Natural Heritage Open Space System**  
An essential basis for the creation of a strong sense of community and environment is the development of a linked and sustainable natural heritage and open space system. Protected lands along the Indian Creek and two parks form key components of this system. However, given the limited number of natural features remaining in the Milton Education Village Area, the focus of the system will be the creation of a system of greenways that will accommodate local open space features including privately owned publicly accessible spaces (POPS), stormwater management low impact best management practices development measures and active transportation linkages (i.e. walking, biking). The greenway system will also provide for view corridors to the Greenbelt/Escarpment. The parks and greenway system will provide a variety of open spaces for all ages and abilities including passive and active use in all seasons.

### **C.12.2.2.2 Guiding Principle: A network of streets, squares and open spaces that create a walkable and active public realm.**

- a) **Connectivity/Accessibility**  
Maximum connectivity/accessibility to both the rest of the Urban Area and the Greenbelt/Escarpment will be provided for all modes of travel through:
  - i) a modified grid road and active transportation (including greenways) system;
  - ii) linked greenway/natural heritage and open space system;
  - iii) connections across Tremaine Road including grade separated pedestrian/bicycle connections; and,
  - iv) a transit hub.
- b) **Enhanced Streetscape Design/Gateway Streets**  
As an urban neighbourhood, the streets of the Village are public spaces which are supportive of all modes of transportation including transit, pedestrians and

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

**C.12.2.2.3 Guiding Principle: A compact, mixed use community with densities supportive of transit and active transportation.**

Land uses must be developed at a density that supports transit, including nodes of development at key intersections, and policies which direct the highest density of development to corridors along major roads, particularly Tremaine Road. Development of a transit hub that will serve and support the Milton Education Village and the community, and provide a focal point for transit on the west side of the Urban Area will also be a key element of the Village.

**C.12.2.2.4 Guiding Principle: An innovation district providing opportunities for knowledge-based employment sectors and for learning beyond the classroom, as well as a range of public and private facilities.**

- a) Knowledge-based employment  
The university/college and related facilities represents a synergetic and catalytic opportunity for knowledge-based employment.
- b) Recreation Facilities  
The Mattamy National Cycling Centre Velodrome provides a full range of indoor recreation facilities, in addition to its cycling facilities. It is anticipated that the university/college will also include a range of both indoor and outdoor recreation facilities. A high school to be developed to the north of the Velodrome and the proposed park in the southern portion of the Village, and other open spaces, will also provide a range of outdoor recreation facilities.

**C.12.3 OBJECTIVES**

The following objectives seek to achieve the Vision, Guiding Principles and Key Design Elements for the Milton Education Village and will be implemented through the policies of this Plan. The Town’s objectives for the Milton Education Village are to establish:

- a) A mixed use complete community with a population of 6,503 residents and 3,659 jobs by 2031, leading to an eventual population of at least 12,803 people and jobs by full build out;
- b) An innovation district to accommodate 1,939 knowledge based jobs by 2031, and 2,500 jobs by full build-out;
- c) A post-secondary campus with capacity to accommodate 3,000 students and 460 faculty/staff jobs by 2031, ultimately expanding to 15,000 students and 2,300 jobs by full build-out;
- d) A 'main street' village centre and neighbourhood centre with potential to accommodate 100,000 square feet of space for retail and service uses by 2031 and up to 257,000 square feet of retail/service space by full build-out;
- e) Development designed to promote active transportation and public transit use, with transit supportive densities of between 85 and 115 people and jobs per hectare measured across the entire Milton Education Village area;
- f) A full range and mix of housing in complete walkable neighbourhoods with an elementary school a high school and a park;
- g) A linked and sustainable natural heritage and open space system including parkland dedication in accordance with the Planning Act; and,
- h) Sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.
- i) A Secondary Plan area that shall be developed in a manner that is fiscally responsible for the Town of Milton.

## **C.12.4 TRANSPORTATION**

### **C.12.4.1 GENERAL**

**C.12.4.1.1** Street life is central to the vision of the Milton Education Village (MEV), and all development in the MEV, including infrastructure and buildings, should promote walking. Some areas within the MEV shall be considered pedestrian priority zones, particularly areas abutting streets designated as "Flexible Streets" includes lands immediately surrounding the Transit Hub, the post-secondary campus, and the 'main street'. In pedestrian priority zones, sidewalks and areas for pedestrians shall be generous, streets shall be designed for slow speeds and on-street parking, and streetscapes shall include pedestrian amenities and wayfinding elements.

- C.12.4.1.2** The transportation system developed for the MEV, including public transit facilities, the street network and other elements of the pedestrian realm, shall be planned and designed for universal accessibility.
- C.12.4.1.3** The Town may require with applications for development, the submission of a traffic impact study that assesses the impacts of the proposal on the street network, including the impacts of truck traffic, and/or a pedestrian and bicycle circulation plan that demonstrates how the development facilitates access and circulation by transit users and cyclists and pedestrians.
- C.12.4.1.4** Design standards and programs will be developed as part of the implementation of the MEV, in particular through individual development applications which will maximize mobility, particularly through active transportation and transit. This will include programs which support the implementation of new technologies such as real-time travel information, mobility internet, electric propulsion, self-driving vehicles, artificial intelligence and the sharing economy. In addition, co-location of facilities will be encouraged to minimize peak travel time including the provision of on-site student housing, and aligning active transportation facilities in the MEV and also with those in surrounding areas.

**C.12.4.2 TRAVEL DEMAND MANAGEMENT**

Travel demand management (TDM) will be critical to achieving a balanced, sustainable transportation system in the MEV, one that provides and promotes attractive alternatives to the automobile. The Town shall work with the Region of Halton and transit agencies, and with developers and businesses in the MEV, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development which is primarily non-residential generally shall be required to include TDM plans, while the Town may require applications for high density residential development to submit TDM plans. Such TDM plans shall be prepared by a qualified consultant and will describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

**C.12.4.3 ACTIVE TRANSPORTATION - WALKING AND CYCLING**

- C.12.4.3.1** Active Transportation Links identified on Schedule “C.12.B” are paths principally designed to provide a high level of service for Active Transportation as a component of the transportation network. Active Transportation Links connect walking, cycling and transit systems enabling access to important destinations within and outside the MEV.
- C.12.4.3.2** Active transportation shall be encouraged as a primary, safe, appealing and convenient mode of transportation to, from and within the MEV. Pedestrian infrastructure shall be developed in accordance with the policies of this Secondary Plan. A cycling network shall be incorporated into both the street network and the Town-wide trail system.

**C.12.4.3.3** An Active Transportation network shall ensure access and integration of all transportation modes within the network inclusive of:

- a) New pedestrian linkages to the trail network, where feasible;
- b) Dedicated bicycle lanes on both sides of collector roads or separated bicycle facilities on one or both sides of arterial roads, where possible; and,
- c) Bicycle rack and/or storage facilities conveniently located to facilitate access to a range of uses, transit stop locations and trail node locations.

**C.12.4.3.4** Construction of cycling facilities, such as bicycle lanes, routes and/or cycle tracks shall align with the Town's Transportation Master Plan regarding design standards.

**C.12.4.3.5** To achieve the objectives for the development of the MEV, it is essential that safe active transportation links are established from the MEV to the east side of Tremaine Road and the rest of the Urban Area. These should be established at all major intersections and other key access points. Such links should be grade separated given function of Tremaine Road.

#### **C.12.4.4 PUBLIC TRANSIT**

**C.12.4.4.1** In conformity with Sections B.2.6.3.19 to B.2.6.3.21 of this Plan and having regard for the Town of Milton's Transportation and Transit Master Plans, the Town will ensure that the development of the MEV maximizes the potential for provision of transit service, including through the achievement of appropriate densities, and the development of transit-supportive design criteria and standards. In addition, the Town working with the landowners will develop an investment program to support public transit through approaches such as travel demand management plans and cash-in-lieu of parking. The transit system will be designed to support the goal of achieving a minimum 20% modal share. This may include transit priority measures wherever possible. Consideration will also be given not only to the extension of municipal transit, but also to a direct link to GO Transit through approaches such as shuttle bus/Bus Rapid Transit (BRT) to the Milton GO Station and/or an extension of the GO bus service along Derry Road and /or Britannia Road.

**C.12.4.4.2** Public transit facilities, including, but not limited to, right-of-ways, stops, and utilities shall be integrated into the design of adjacent streets and open spaces.

**C.12.4.4.3** A major objective of the Town is to facilitate and achieve development of the proposed MEV Transit Hub in the vicinity of the post-secondary campus. The Town will work to expedite the provision of transit related services and infrastructure.

**C.12.4.4.4** The Transit Hub, as a civic facility in the heart of the MEV, should achieve design excellence and relate positively to surrounding land uses and the public realm, as much as feasible. Its design shall be subject to the following:

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

#### **C.12.4.5 STREET NETWORK**

**C.12.4.5.1** A fine-grain grid of streets is fundamental to the development of the MEV. Schedule “C.12.B” identifies the street network planned for the MEV. It is intended to optimize connectivity while providing flexibility for a range of development scenarios. Minor modifications to the location and alignment of planned streets are permitted without amendment to this Secondary Plan.

Transportation infrastructure shown on Schedule “C.12.B” is conceptual and will only be finally determined upon completion of any required Environmental Assessments or through plans of subdivision which will examine and determine the final location, configuration, width and alignment of these facilities subject to the recommendations of Subwatershed Impact Study (SIS) traffic impact studies for individual development applications.

**C.12.4.5.2** In conformity with Sections B.2.6.3.1 to B.2.6.3.11 of this Plan, the street network shall be in the form of a modified grid and all streets shall be designed as Complete Streets, with attractive, safe and walkable streetscapes for pedestrians, bicyclists and drivers with development that fronts on all roads, including Tremaine Road. Parking will be located in a visually unobtrusive manner, in buildings where feasible, or on-street. Careful consideration will be given to the location of ground floor uses such as retail



and service commercial development to ensure that they are located in the best position to be successful with respect to market, while acting as a catalyst for an active street environment.

**C.12.4.5.3** The street network will include five types of streets with respect to design treatment:

a) Louis St. Laurent Avenue Extension (The Avenue)

Louis St. Laurent Avenue will extend westerly into the MEV as a grand, tree-lined, processional Avenue leading from Tremaine Road to the main Innovation Campus. The built form and public realm will define the character of the Avenue, including a design which will support a lively pedestrian environment and a special identity which reflects its role as the main entrance to the Innovation Campus.

b) Collector Roads

Collector Roads connect the MEV to Tremaine Road (RR 22), Britannia Road (RR6) and Louis St. Laurent Avenue. They also connect neighbourhoods within the MEV and provide access to the major focal points of the Planning District such as the Innovation Campus, parks, schools, employment areas and shopping.

The Collector Roads will be designed according to the function of the particular street within the MEV, with a priority on active transportation and transit. Principles of traffic calming will be applied with the extended use of tree and feature planting, paving, lighting and signage design to ensure the safety and attractiveness of the public realm to pedestrians and cyclists.

c) Flexible Street (Pedestrian Priority)

Flexible Streets are to be designed to give priority to pedestrians and cyclists in a shared right-of-way. These streets will create a pedestrian friendly interface between the Innovation Campus and the Village Centre. A central square will be located at the intersection of the Avenue and the Flexible Street to provide social gathering opportunities and a sense of place and identity for the Village Centre.

d) Local Roads

Local roads do not have a symbolic role, but are designed to promote active transportation and discourage car movement recognizing that such streets are used as key neighbourhood socialization spaces.

e) Mews/Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, mews or lanes may be considered. Service roads will be discouraged, but may also be considered as an alternative subject to the approval of the Town. The design requirements of such facilities will be much more limited than for local streets. At

the same time, certain minimum standards will be required to address pavement width and relationship to parking areas. Reverse lotting shall not be permitted, except where the Town, after consultation, where applicable, with the Region and other agencies, is satisfied there is no other option.

#### **C.12.4.6 PARKING**

**C.12.4.6.1** Transit-supportive parking standards for residential and non-residential uses shall be adopted by the Town to facilitate development of the MEV and encourage non-automobile travel.

**C.12.4.6.2** It is expected that vehicular parking facilities will take multiple forms in the MEV, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking for mixed use and other high density uses. Where surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

**C.12.4.6.3** The Town may permit strata parking, including access to parking, under a new local street, public mews or laneway provided the intended purpose, function and character of the street/mews/laneway are not materially or qualitatively compromised, and subject to a strata title agreements and the following conditions:

- a) The development proposal related to the strata parking request, includes a significant institutional, office or other employment use as determined by the Town;
- b) The strata title arrangement shall be based on the Town strata ownership of the public street/mews/lane over the privately owned underground structure;
- c) Where a new street/mews/lane will entail the inclusion of significant sub-surface infrastructure, the strata title arrangement shall be limited to under the boulevards of the new street/mews/lane. If there is no significant infrastructure required under the new local street/mews/lane, the strata title arrangement may be permitted underneath the full road width; and,
- d) The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (streets), including but not limited to required standards and provisions for the construction and maintenance of the subsurface structure, and liability issues, to the satisfaction of the Town.

**C.12.4.6.4** The Town may also permit strata parking or utilities under a park, square or Greenway, for use adjacent to the open space, where the following have been demonstrated to the Town's satisfaction:

- a) Due to extreme hydrogeological and/or geotechnical conditions, it is unreasonable to accommodate all the required parking or utilities for the adjacent use under a building, private amenity space and/or local street;
- b) All the required parking cannot be accommodated in an above and/or below-ground structure without compromising the vision, principles and objectives of the Secondary Plan; and,
- c) The proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park, square or Greenway.
- d) Financial impacts are deemed acceptable to the Town at its sole discretion.

**C.12.4.6.5** Parking generally will not be appropriate under parks, squares or Greenways where trees are intended to grow to their full potential and above-grade elements of underground parking would significantly compromise the design and programming of the park, square or Greenway. Underground parking will generally be more appropriate under parks, squares and Greenways designed predominately for intense daily use and/or civic events and where mature trees and a significant tree canopy are not envisioned.

**C.12.4.6.6** Where underground parking or utilities are appropriate, a strata title agreement to the satisfaction of the Town, describing such matters as access, maintenance, liability and monetary contributions, shall be required. Vehicular ramps and other accesses shall be located within adjacent buildings wherever possible. Structures within parks, squares or Greenways associated with below grade uses, such as pedestrian entrances/exits, emergency access, and vents, where required, shall be integrated into the design of the open space. The area occupied by such structures shall not count toward parkland dedication. In addition, encumbered parkland will not receive equal credit and any parkland credit shall be valued to the satisfaction of the Town.

**C.12.4.6.7** The appropriateness of any proposed strata park, square or Greenway will be considered through the development application process, supported by a justification report submitted by the applicant. Should the park be approved such arrangements shall be reflected in an agreement(s) satisfactory to the Town. Generally, the following principles will guide the consideration of proposals for Strata Park Agreements with the outcome reflected in the implementing agreement(s):

- a) Strata arrangements for parks shall only be considered where the parkland is provided at grade, is publicly accessible, and meets all other requirements of its respective park classification;
- b) The park, together with the air rights above it, shall be in public ownership as dedicated parkland;

- c) The Town shall retain sole and unencumbered control of the surface lands above the strata title, and operate the park as part of the Town's public parkland network system;
- d) All surface strata to be conveyed to the Town for use as public parkland should be free of all surface easements, structures and systems that would have a negative impact on the design, construction, maintenance and use of the proposed public facilities;
- e) Parkland credits, if any and the related calculation thereof, for a strata park will take into account the potential for additional costs of the development and maintenance of a strata park block, liabilities and the limited uses that are inherent with this type of land development;
- f) The strata park will be designed in a manner commensurate with the planned function of the park and be structurally designed to accommodate the required facilities and landscaping. Such matters will be addressed through the site plan review process; and,
- g) The Town shall develop implementation guidelines to further detail the required legal agreements and protocol for entering into Strata Park Agreements, and may develop guidelines for any other matters related to strata parks as deemed appropriate.

**C.12.4.6.8** The Town shall encourage a portion of the parking provided for any non-residential use to be made available for public parking for visitors who neither live nor work in the MEV. Generally, these shall be parking spaces used by employees during the day but not in the evening or on weekends. The number of parking spaces for public use and their location will be determined when applications for development are reviewed. These public parking spaces may be owned and operated by the building owner, or, if procured by the Town, be operated by a municipal authority.

**C.12.4.6.9** On-street parking may be considered on collector and local streets throughout the MEV.

**C.12.4.6.10** The Town shall consider adopting a cash-in-lieu of parking by-law for the MEV that would permit development applicants proposing institutional, employment and retail uses, to contribute funds toward public parking facilities in lieu of some or all of the required on-site parking spaces. The cash-in-lieu payments shall be based on the parking requirements established for the MEV.

## **C.12.5 PARKS, PUBLIC OPEN SPACE AND GREENWAYS**

### **C.12.5.1 GENERAL**

**C.12.5.1.1** A Town park, as well as other forms of public open space, form key components of the linked natural heritage and open space system which is an essential element of the community structure of the MEV. These will be supplemented by the Greenway system, recreation and open space facilities which form part of the post-secondary campus, schools, and privately owned publicly accessible spaces (POPS), as well as active transportation linkages (i.e. walking, biking).

**C.12.5.1.2** The parks and Greenway system will provide a variety of open spaces for all ages and abilities including passive and active use in all seasons as well as view corridors to the Greenbelt/Escarpment. The role and function of this system will be established through the SIS.

**C.12.5.1.3** It is the objective of this Secondary Plan to develop approximately 15 hectares of publicly accessible open space in the MEV. The Town shall monitor the use and demand for open space as the MEV develops and may adjust this objective without amendment to the Plan. To meet or exceed this objective, the Town may require the dedication of additional parkland in accordance with the Planning Act, or the establishment of new POPS. The additional open space may constitute additions to existing open space, or may take the form of new private or public open space. Alternatively, or in addition, the Town may seek to acquire open space in areas adjacent to the MEV, accessible to residents.

**C.12.5.1.4** Parks and open spaces provide critical connections within the larger active transportation network. They should be designed with movement desire lines in mind and generally should accommodate pedestrian through-traffic and, where appropriate, cycling.

**C.12.5.1.5** Parks and open spaces shall support facilities for both active recreation and passive activities. They will be designed as community focal points accommodating programmed and non-programmed activities and reflect multi-generational and multi-use needs, providing spaces for both residential and employment populations.

### **C.12.5.2 PARKS**

**C.12.5.2.1** Parkland dedication will be in accordance with the Planning Act, R.S.O. 1990, c. P. 13, as amended. The following shall not be counted towards parkland dedication:

- Private outdoor amenity space including privately owned public spaces (POPS);
- Green Edges;
- Natural Heritage System lands and associated Vegetation Protection Zones (VPZ);
- Greenways (unless the primary function is as a park);
- 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.12.5.2.2** The general location of the proposed public park is identified on Schedule “C.12.A”. The Town Park will be a minimum of 4 ha in size. The park is co-located with the proposed elementary school and should have significant frontage along a minimum of one public street.

**C.12.5.2.3** Town staff will secure and develop the new parkland through the development approvals process, making use of the provisions under the Planning Act. An agreement among landowners in the MEV and the Town is encouraged to equitably distribute the cost of all parkland.

**C.12.5.2.4** Subject to detailed design, the Town parkland shall incorporate a suitable balance of hard landscaped, soft landscaped and designated open and playground areas to accommodate a range of active recreation facilities, and other passive, programmed and aesthetic functions.

### **C.12.5.3 URBAN SQUARES/POPS**

**C.12.5.3.1** In addition to the Town parkland, smaller Urban Squares and POPS will provide an important complementary function as places for gathering, passive recreation and landscaping. The precise location, size, shape and characteristics of such open space areas shall be determined to the satisfaction of the Town during the review of development applications. Generally, 50% of the edges of such areas will front a street, mews, lane or Greenway.

### **C.12.5.4 STRATA PARKS**

**C.12.5.4.1** The Town may permit parking or utilities under Town parkland, or other publicly accessible open space, for a use adjacent to the park, in accordance with the applicable policies of Section 12.4.6 of this Secondary Plan.

### **C.12.5.5 GREENWAYS**

**C.12.5.5.1** The Greenway System shown on Schedule “C.12.A” forms a key part of the proposed recreational pedestrian/bicycle trail system for the MEV. The design will vary depending on local context and conditions, but will have a substantial ‘green’ component (although this will vary from a more urban treatment closer to Tremaine Road, to a more natural approach towards the Greenbelt). The width and design of the Greenway System will give priority to pedestrians and cyclists and, in some cases, will accommodate service and private vehicles without conflict.

**C.12.5.5.2** The Greenway System consists of multi-functional corridors for active transportation, which also provide views to the Escarpment and opportunities for sustainable urban drainage facilities or Low Impact Development (LID) best management practices. They provide alternative opportunities to move through the MEV and enhance the experience of nature and community life. The Greenway System establishes visual and physical connections to features including parks, natural heritage and cultural

landscape features, schools and other community facilities, and between neighbourhoods. The Greenway System may, where appropriate, provide for vehicular travel lanes.

**C.12.5.5.3** The Greenway System and other MEV active transportation facilities, including bicycle paths as part of roads, will be further developed in conformity with Sections B.2.6.3.26 to B.2.6.3.29 of this Plan. The Greenway System will be coordinated with the existing and planned trail systems at both the Town and Regional levels. The feasibility, siting and design of the Greenway System will be subject to review based on the recommendations of the FSEMS.

#### **C.12.5.6 GREEN EDGES**

**C.12.5.6.1** Green Edges provide a sense of community in a natural setting. Green Edges are located in areas adjacent to the Greenbelt immediately to the west of the MEV, and on the southern edge of the Natural Heritage System designation (Indian Creek Corridor) on Schedule “C.12.A”. Green Edges are also located on the west side of Tremaine Road as identified on Schedule “C.12.A”.

**C.12.5.6.2** The width and treatment of these Green Edges will be determined through the development application process. The nature of these areas will vary, ranging from more manicured spaces along Tremaine Road, to more naturalized areas adjacent to the Greenbelt and the Indian Creek Corridor.

**C.12.5.6.3** The Green Edges will connect to the Greenway System and their design will ensure they are linked to adjacent open spaces.

#### **C.12.6 COMMUNITY SERVICES AND FACILITIES**

##### **C.12.6.1 GENERAL**

**C.12.6.1.1** Community services and facilities such as schools, places of worship, cultural facilities and day care facilities are an essential basis for the creation of the MEV community. The appropriate timing for their establishment will be dependent on the pace and nature of development in the MEV. However, it is important to identify appropriate locations for such uses and to ensure that when they are required, they are incorporated appropriately.

**C.12.6.1.2** Notwithstanding the policies of Section B.2.5, community services and facilities such as schools identified on Schedule “C.12.A”, as well as places of worship, cultural facilities, and day care facilities, shall be developed in accordance with the policies of Section C.12. The location of schools on Schedule “C.12.A” is conceptual and is intended to identify general potential locations for these facilities.

## **C.12.6.2 SCHOOLS**

**C.12.6.2.1** The location of schools will be established in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial, Regional and Town policy.

**C.12.6.2.2** The Town encourages site size, site layout and built form of schools to be compatible with the planned form of development in the MEV. To ensure compatibility the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods. The Town shall collaborate with the School Boards and the Region of Halton to ensure alternative standards are appropriate to the MEV. The standards should optimize the use of land by such measures as: promoting multi-storey school buildings, minimizing parking and pick-up/drop-off areas, locating within mixed use buildings, and/or other alternative measures to efficiently utilize land in the MEV.

**C.12.6.2.3** The School Boards are encouraged to work with landowners to establish alternative design that result in school site/building design compatible with the urban, higher density development in the MEV. The alternative design for a school will only be considered where funding is available. The School Boards will work collaboratively with the Province, the Region, the Town and the landowners to investigate and secure any additional funding necessary to achieve alternative designs. Alternative designs and funding sources shall be to the satisfaction of the School Boards.

## **C.12.6.3 PLACES OF WORSHIP AND DAY CARE FACILITIES**

Places of Worship and day care facilities will be encouraged to locate in any designation in accordance with the policies for the designation.

## **C.12.6.4 CULTURAL FACILITIES AND PUBLIC ART**

**C.12.6.4.1** Public art will be an important element of the MEV's public realm, adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings. Several streetscape elements present opportunities for the integration of art, including building canopies, storefronts, furnishings, lighting, paving, fencing, tree guards, information displays and utility elements such as manhole covers. The installation of public art projects within streetscapes generally shall be encouraged.

**C.12.6.4.2** The site layout, built form and quality of design of any library, cultural facility and other community buildings shall be compatible with the planned form of development in the MEV. This will entail the development of alternative standards and forms for these facilities, including multi-storey buildings and underground parking areas. Arrangements between the Town and developers that result in relatively compact, well designed community facilities, and offset the increased cost of land and alternative design standards, may be considered.



## **C.12.7 ENERGY, WATER AND ENVIRONMENTAL MANAGEMENT**

### **C.12.7.1 GENERAL**

**C.12.7.1.1** The energy, water and environmental management policies are designed to contribute to the development of sustainable, low impact and energy efficient development within the MEV in support of the objectives of this Secondary Plan.

**C.12.7.1.2** All development in the MEV shall conform with the Environmental Control policies of Section B.2.3 of the Official Plan.

### **C.12.7.2 FUNCTIONAL STORMWATER AND ENVIRONMENTAL MANAGEMENT STRATEGY (FSEMS)**

All new development within the MEV, and any off-site improvements and related stormwater infrastructure, shall comply with the functional recommendations as outlined in the MEV FSEMS. No amendments to this Plan shall be required to implement the recommendations of the FSEMS. In particular, where the FSEMS supports the improvements or other modifications of the Indian Creek, or the location of stormwater management facilities, including outside the boundary of the Secondary Plan, no amendment shall be required to this Plan provided that such works conform to the policies of the Greenbelt Plan.

### **C.12.7.3 INDIAN CREEK SUBWATERSHED STUDY**

The MEV is located within the Indian Creek Subwatershed. The lands have been studied for nearly two decades through both the Indian Creek/Sixteen Mile Creek Sherwood Survey Subwatershed Management Study (2004) and the Sixteen Mile Creek Subwatershed Update Study (2010). As a basis for this Secondary Plan a Functional Stormwater and Environmental Strategy (FSEMS), as well as a Scoped Updated Characterization, have been prepared to provide guidance on environmental and water management. A focus of this work has included design and management approaches for restoring Indian Creek and related floodplain improvements in the MEV, based on off-site enhancements for lands to the west towards Bell School Line.

The limits of the NHS associated with the Indian Creek floodplain, as depicted on the Secondary Plan schedules, may be refined through the Subwatershed Study and related FSEMS and SIS. Furthermore, the final limits of the NHS will be determined through the SIS and should the NHS area be reduced due to off-site enhancements, the abutting land use designations will apply without amendment to the Secondary Plan.

### **C.12.7.4 SUBWATERSHED IMPACT STUDY (SIS)**

A SIS shall be required for the Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. The study areas can be modified or consolidated subject to the approval of the Town, in consultation with

the Conservation Authority. The goal of the SIS will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The objectives of the studies will be:

- a) identification of a preferred servicing plan (including public/private utilities);
- b) identification of a preferred road layout;
- c) integration of stormwater management facilities;
- d) exploration of opportunities to integrate recreation opportunities with stormwater management; and,
- e) phasing and cost sharing in areas of multiple ownership.

Further, the SIS will also provide:

- a) a detailed assessment of terrestrial and aquatic resources and associated ecological functions;
- b) conceptual plan demonstrating how a net gain in habitat and/or ecological functions can be achieved;
- c) preliminary environmental protection plan demonstrating how high constraint terrestrial features (core areas), linkages and heritage trees will be protected and enhanced using buffers and tree preservation measures; and,
- d) conceptual plan outlining how the suggested natural heritage system in the Management Plan or equivalent alternative will be implemented. However, if an alternative is developed, its effectiveness must be related to the policies, objectives and targets in the Management Plan and it must clearly demonstrate compatibility with the natural heritage systems developed in adjacent Subwatershed Impact Areas.

#### **C.12.7.5 STORMWATER MANAGEMENT FACILITIES**

Stormwater management facilities and Low Impact Development (LID) best management practices are permitted in all land use designations. This includes the Greenbelt Plan Area to the west, subject to the policies of the Greenbelt Plan and where it is demonstrated through the SIS that there are no negative impacts on natural features and areas and their ecological functions. To promote transit supportive densities, particularly in mixed-use designations, stormwater management facilities that are integrated into the development (e.g. underground storage tanks) or which are incorporated in the landscape design of open amenity areas to serve more than one development (e.g. rain gardens and water features ), may be considered, where feasible.

#### **C.12.7.6 WATER AND WASTEWATER INFRASTRUCTURE**

The public water and wastewater infrastructure system shall be developed in conformity with Sections B.2.6.3.30 and B.26.3.31 of this Plan and the MEV Area Servicing Plan and the subsequent guidance from the SIS.

### **C.12.7.7 GREEN INNOVATION PLAN**

- C.12.7.7.1** In accordance with the Town of Milton Green Innovation Plan, the Town will encourage inclusion of zero carbon housing in the MEV and residential buildings that exceed building code standards for energy efficiency through voluntary adoption or by promoting programs such as Energy Star.
- C.12.7.7.2** The installation of on-street and off-street EV charging stations shall be encouraged.
- C.12.7.7.3** Subject to the preparation of a District Energy Plan by Milton Energy and Generation Solutions Inc., the Town may identify all or parts of the MEV as a potential district energy area.
- C.12.7.7.4** Where a district energy system has been established or is planned, new development will be encouraged and may be required to connect to the district energy system and new municipal buildings will connect to the district energy system.

### **C.12.7.8 PUBLIC SERVICE FACILITIES, INFRASTRUCTURE AND UTILITIES**

In conformity with Sections B.2.6.32.37 to B.2.6.3.42 and B.4.9 of this Plan, Federal, Provincial, Regional and Town-owned and/or operated *essential* transportation and *utility* facilities, are permitted to be located in any land use designation, subject to the completion and approval of an Environmental Assessment (EA) where required. In addition, *Public Service Facilities*, as defined in Section C.12.8.3 of this Plan, including university and college uses, buildings and structures are permitted in all land use designations. However, such facilities shall only be permitted in the Natural Heritage System designation subject to the policies of that designation.

### **C.12.8 LAND USE AND BUILT FORM**

#### **C.12.8.1 GENERAL**

- C.12.8.1.1** Schedule “C.12.A” establishes the pattern of land uses within the MEV which reflects the Vision and Guiding Principles for the MEV. Where land use designations are the same as those in the Official Plan, the policies of the Official Plan shall apply.
- C.12.8.1.2** Development within the MEV will offer opportunities for people to live and work in close proximity to create a complete community. Further, the MEV will be developed to support and accommodate emerging innovation and knowledge-based businesses that will contribute to the emergence of the MEV as an innovative centre.
- C.12.8.1.3** In order to contribute to achieving the Town-wide population and employment projections and density targets, the MEV is planned to achieve the following by the year 2031:
- a) 3,659 jobs; and,

b) 6,503 residents.

**C.12.8.1.4** Ultimately, the MEV is planned to achieve 12,803 people and jobs by full build out, with transit-supportive densities of between 85 and 115 people and jobs per hectare.

**C.12.8.1.5** The topography, landscape and natural features associated with the Indian Creek, the Greenbelt and the Niagara Escarpment provide a unique setting. Future road alignment, siting and massing of buildings, and design of development should enhance scenic views of these features.

**C.12.8.1.6** The predominant character of built form within the MEV will be established by mid-rise residential and employment buildings with a limited number of taller buildings at strategic locations. A range of building types are encouraged including residential and mixed-use buildings, townhouses and other medium density residential development, research, design and office complexes, manufacturing and live/work units.

#### **C.12.8.2 INNOVATION DISTRICT**

**C.12.8.2.1** The Innovation District identified on Schedule "C.12.A" includes lands in the Innovation Hub, Landmark Gateway and Village Centre designations. This area will be a focus for employment uses in the MEV.

**C.12.8.2.2** The Innovation District is intended to accommodate 1,939 knowledge-based jobs by 2031 and 2,500 jobs at full build-out.

**C.12.8.2.3** To achieve these targets, the Innovation District shall include a significant amount of office or other employment space. Employment uses shall occupy a minimum of 15% of the planned total gross floor area proposed in each development block. Development applications will demonstrate how the proposal contributes to the achievement of the jobs target.

**C.12.8.2.4** To encourage the development of buildings which will accommodate employment uses maximum permitted height may be exceeded by one storey for every storey of office uses, up to a maximum of five additional storeys provided that a minimum of 10,000 square metres of office space is provided on a lot.

**C.12.8.2.5** Low density commercial or employment uses, including generally any buildings of less than two storeys, shall not be permitted in the Innovation District. Single storey commercial uses may only be permitted, where:

- a) the single storey component is physically connected and integrated with a larger multi-storey development; or,
- b) the development block is designed and planned to achieve a minimum floor space index (FSI) of 1.2.

### **C.12.8.3 INNOVATION HUB**

#### **C.12.8.3.1 Purpose**

The Innovation Hub designation on Schedule "C.12.A" is an employment area, which generally, but not exclusively, includes uses directly or indirectly related to the university/college and other development in the Innovation Campus designation. This area is intended to provide opportunities for the university/college to partner with the business community or other government agencies in advancing research and development.

#### **C.12.8.3.2 Permitted Uses**

The Innovation Hub designation on Schedule "C.12.A" means that the main uses are institutional and employment uses in mixed use and single purpose buildings. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability. Limited retail and service commercial, as well as other service uses, which are complementary to the permitted uses and generally located on the ground floor of buildings to be accessible to the public will also be permitted. Mixed use buildings which also include residential uses, and live-work developments will be permitted, subject to detailed review with respect to land use compatibility.

#### **C.12.8.3.3 Site Design**

Development in the Innovation Hub designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Innovation Hub designation as a whole shall achieve a minimum density of 140 residents and jobs combined per gross hectare.

### **C.12.8.4 LANDMARK GATEWAY**

#### **C.12.8.4.1 Purpose**

The Landmark Gateway designation on Schedule "C.12.A" is the most important gateway to the MEV. It will be a high-density mixed use node with landmark buildings which frame the intersection of Louis St. Laurent Avenue and Tremaine Road.

#### **C.12.8.4.2 Permitted Uses**

The Landmark Gateway designation on Schedule "C.12.A" means that the main permitted uses, in mixed use and single purpose buildings, are high density residential, office and institutional uses. Retail and service commercial, as well as other similar service, entertainment, and cultural uses, which are complementary to the permitted uses and generally located on the ground floor of buildings shall be

permitted. In particular, such ground floor uses will be focused on Louis St. Laurent Avenue to act as a catalyst for an active street environment.

#### **C.12.8.4.3 Site Design**

Development in the Landmark Gateway designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Landmark Gateway designation as a whole shall achieve a minimum density of 170 residents and jobs combined per gross hectare.

#### **C.12.8.5 VILLAGE CENTRE**

##### **C.12.8.5.1 Purpose**

The Village Centre designation on Schedule "C.12.A" is a community focal point. It will be designed as a pedestrian-oriented mixed-use node with retail, service and other similar uses at ground level – a central place that welcomes and engages residents, students, employees and visitors.

##### **C.12.8.5.2 Permitted Uses**

The Village Centre designation on Schedule "C.12.A" means that the main permitted uses, in mixed use or single purpose buildings, are high density residential, office and institutional uses. Retail and service commercial, as well as other similar service, entertainment, and cultural uses, which are complementary to the permitted uses and generally located on the ground floor of buildings shall be permitted. In particular, such ground floor uses will be focused on the Flexible Street - the MEV "main street" - to act as a catalyst for an active street environment.

##### **C.12.8.5.3 Site Design**

- a) Development in the Village Centre designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan;
- b) Careful consideration and study will be undertaken as part of the development of the Urban Design Plan to establish design principles that will ensure the creation of a "main street" that is successful with respect to market, while acting as a catalyst for an active street environment and meeting high quality design considerations for both private development and the public realm;
- c) Large-format, stand-alone retail commercial uses are generally not permitted with the Village Centre designation. Small- and medium-scale retail commercial uses which form part of mixed-use developments are to be designed to contribute to the "main street" environment with outdoor areas for restaurants, substantial glazing and individual entrances; and,

- c) Development of the lands in the Village Centre designation as a whole shall achieve a minimum density of 170 residents and jobs combined per gross hectare.

## **C.12.8.6 INNOVATION CAMPUS**

### **C.12.8.6.1 Purpose**

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

### **C.12.8.6.2 Permitted Uses**

The Innovation Campus designation on Schedule "C.12.A" means that the main uses permitted, in mixed use and single purpose buildings, shall be major education facilities including university, college, secondary school and other uses related to teaching, research and academic activities, administration, and accessory uses such as day care, as well as complementary uses including residential, commercial and recreational uses. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability such as laboratories and start-up manufacturing operations.

The designation also includes the existing Mattamy National Cycling Centre Velodrome and related facilities. In addition, a Transit Hub shall be located in this area. The Transit Hub may include transit facilities integrated in a building with other uses or located in a separate facility. Where it is located in a separate facility, direct weather protected barrier free pedestrian connections will be provided to adjacent uses. The Transit Hub will not include surface parking, but may have associated parking structures.

### **C.12.8.6.3 Site Design**

Development in the Innovation Campus designation shall be guided by a Campus Master Plan. The Campus Master Plan will be informed by the Vision, Guiding Principles, Objectives and policies of this Plan. Preparation of the Campus Master Plan may be phased and will be submitted to the Town in support of a development application in accordance with Section C.12.10.5.2.

## **C.12.8.7 INNOVATION NEIGHBOURHOOD**

### **C.12.8.7.1 Purpose**

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

### **C.12.8.7.2 Permitted Uses**

The Innovation Neighbourhood designation on Schedule "C.12.A" means that the main uses, in mixed use and single purpose buildings, are institutional and related uses, including student and special needs housing and conference facilities, as well as office and medium and high density residential uses which provide a transition to the adjacent residential areas. Limited retail and service commercial, as well as other service uses, which are complementary to the permitted uses and generally located on the ground floor of buildings to be accessible to the public, will also be permitted. Mixed use buildings which include residential uses on the upper floors, and live-work developments will also be permitted subject to detailed review with respect to land use compatibility.

### **C.12.8.7.3 Site Design**

Development in the Innovation Neighbourhood shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Innovation Neighbourhood designation as a whole shall achieve a minimum density of 100 residents and jobs combined per gross hectare.

## **C.12.8.8 NEIGHBOURHOOD CENTRE**

### **C.12.8.8.1 Purpose**

The Neighbourhood Centre designation on Schedule "C.12.A" is the neighbourhood core for the surrounding residential area and will be developed in association with an elementary school, park and other community facilities. It will provide convenient day to day services for residents and visitors.

### **C.12.8.8.2 Permitted Uses**

The Neighbourhood Centre designation on Schedule "C.12.A" means that the main permitted uses, mixed use and single purpose buildings, will be medium and high density residential development, and live-work, institutional and office uses. This core area will be developed around a "main street" with retail, service commercial and other similar uses permitted at ground level.

### **C.12.8.8.3 Site Design**

- a) Development in the Neighbourhood Centre designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan;
- b) Careful consideration and study will be undertaken as part of the development of the Urban Design Plan to establish design principles that will ensure the creation



of a “main street” that is successful with respect to market, while acting as a catalyst for an active street environment. However, this area may include a freestanding grocery store as an interim use subject to the submission of an intensification plan demonstrating how the ultimate built form, density and other objectives for the area can be achieved;

- c) As part of the Urban Design Plan, careful consideration will be given to the integration of the main street and high density development in a manner compatible with surrounding residential uses, particularly with respect to matters such as noise and parking. Design will emphasize a “village character” with a street orientation. The provision of transitions to surrounding residential areas will also be evaluated; and,
- d) Development of the lands in the Neighbourhood Centre designation as a whole shall achieve a minimum density of 120 residents and jobs combined per gross hectare.

#### **C.12.8.9 RESIDENTIAL AREA**

The following development shall be permitted in the Residential Area designations on Schedule “C.12.A” together with the uses permitted in Section B.3.2.2 e) to k) and live/work units. In addition, a second residential unit may be incorporated into new single-detached, semi-detached and row houses in accordance with the policies of B.3.2.3.9 and B.3.2.3.10. Further, coach houses, which will be deemed to be an accessory dwelling, shall be permitted on public lanes or service roads. Coach houses are accessory dwelling units located in a separate building on a lot, usually attached to a garage. Parking structures to serve high density residential development and adjacent mixed use development may also be permitted.

##### **C.12.8.9.1 High Density Residential**

###### **a) Permitted Uses**

In the High Density Residential designation uses consisting of apartment buildings shall be permitted. Stacked and back-to-back townhouses and multiplexes may also be included as a secondary part of such development including as part of the podium of apartment buildings. In addition, small scale retail, service commercial or office uses, together with ancillary residential amenities shall be encouraged at the base of apartment buildings.

###### **b) Height and Density Requirements**

Notwithstanding the policies of Section B.3.2.3.3, development within the High Density Residential designation shall be within a density range of 100 to 300 units per net hectare with a minimum height for apartments of eight (8) storeys and for townhouses and multiplexes of three (3) storeys.

#### **C.12.8.9.2 Medium Density Residential II**

a) **Permitted Uses**

In the Medium Density Residential II designation uses consisting of mid-rise multiple attached residential units such as stacked townhouses, multiplexes, and mid-rise apartments shall be permitted. In addition, other forms of townhouses including back-to-back and street townhouses shall be permitted, but shall be limited to a maximum of 20% of the units within a development block.

b) **Height and Density Requirements**

Notwithstanding the policies of Section B.3.2.3.2, development within the Medium Density Residential II designation shall be within a density range of 70 to 200 units per net hectare with a minimum height of four storeys.

#### **C.12.8.9.3 Medium Density Residential I**

a) **Permitted Uses**

In the Medium Density Residential I designation uses consisting of grade related low rise residential uses such as singles, semi-detached and street townhouses shall be permitted. In addition, other forms of townhouses including back-to-back and stacked townhouses shall be permitted.

b) **Height and Density Requirements**

Notwithstanding the policies of Section B.3.2.3.1, development within the Medium Density Residential I designation shall be within a density range of 30 to 100 units per net hectare with a maximum height of four storeys.

#### **C.12.8.9.4 Permitted Residential Densities**

Residential densities are to be achieved at a Secondary Plan-wide level and calculated on a residential hectare basis. Where the minimum standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan in accordance with Section C.12.10.5.2.

#### **C.12.8.10 NATURAL HERITAGE SYSTEM**

The Natural Heritage System designation is applicable to lands adjacent to the Indian Creek and shall be subject to the policies of Section B.4.8 of this Plan. However, it should be noted that the boundaries of the Natural Heritage System designation have been designated in a conceptual manner based on the functional recommendations of the FSEMS. These boundaries, which would include any required buffers, apply subject to verification as part of the completion of the SIS, and in accordance with the policies of Conservation Halton. In particular, where the FSEMS permits streams to be realigned or otherwise modified, and off-site works carried out, no amendment shall be required to this Plan where such works are undertaken in accordance with an approved SIS.

#### **C.12.8.11 PARKS, PUBLIC OPEN SPACE AND GREENWAYS**

The Park, Public Open Space, and Greenway designations on Schedule “C.12.A” are conceptual and such uses shall be permitted in all land use designations. Development of these uses and facilities shall be in accordance with the policies of Section C.12.5 of this Secondary Plan.

#### **C.12.8.12 STORMWATER MANAGEMENT FACILITY/LOW IMPACT DESIGN TECHNOLOGIES**

Stormwater management facilities and LID best management practices (LIDs) may be permitted in all land use designations on Schedule “C.12.A”. The Stormwater Management Facility designation on Schedule “C.12.A” represents a general location for these facilities. The location and configuration of the stormwater management facilities will be further refined through the SIS and through Stormwater Management Plans prepared in support of individual development applications, and where applicable shall conform to the policies of the Greenbelt Plan. Through these studies and plans careful consideration shall also be given to the use of LID best management practices for stormwater management including the design of impervious surfaces and other factors that impact on stormwater management.

Where possible, LID techniques, such as permeable paving, infiltration trenches, rain gardens, and other stormwater management techniques, shall be considered in the design of new development and implemented to the extent feasible, as determined by the Town in consultation with Conservation Halton. Consideration shall also be given to account for stormwater management as it pertains to drainage from public property, including Regional roadways.

#### **C.12.8.13 EXISTING AGRICULTURAL OPERATIONS**

Within the MEV, agricultural uses are permitted as interim uses until the lands are developed in accordance with the policies of this Plan. Where feasible, development should be phased to maintain these lands as interim uses. An Agricultural Impact Assessment on the potential impact of urban development on existing agricultural operations has been carried out and its recommendations will be considered with respect to future development.

### **C.12.9 URBAN DESIGN**

**C.12.9.1** Section B.2.8 of the Official Plan establishes a detailed urban design strategy for the Town which is applicable to the MEV.

**C.12.9.2** Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the MEV shall be designed in a manner which:

- a) reflects the Vision, Guiding Principles and Key Design Elements, and Objectives for the MEV in Section C.12.2;
- b) has regard for the Urban Design Plans prepared for lands in the Innovation Hub, Landmark Gateway, Village Centre, Innovation Neighbourhood and Neighbourhood Centre designations, as well as the Campus Master Plan prepared for the lands in the Innovation Campus designation; and,
- c) with regard to tall and mid-rise buildings in the MEV, has regard to the Milton Tall and Mid-Rise Design Guidelines.

**C.12.9.3** Further to the policies of Section C.12.8, development shall also be designed in accordance with the following high-level guidelines:

- a) Views and accessibility to the Niagara Escarpment, Indian Creek, parks, schools and other natural and community features will be maximized. Impacts to natural heritage features will be minimized through the design of the Green Edges and Greenway system, the use of single loaded roads in key locations adjacent to such features, and the development of privately-owned publicly accessible spaces (POPS), and other approaches in a manner established through the FSEMS and/or SIS. In particular, future road alignment, siting and massing of buildings, and design of development should frame public views of Rattlesnake Point and Mount Nemo by:
  - i. introducing a modified grid pattern of streets and designing future streets to respond to the natural open space and topographic conditions found on the site;
  - ii. the use of single loaded roads in key locations on table lands adjacent to the Natural Heritage System in locations which minimize impacts to the System; and,
  - iii. the arrangement of parks, Greenways, and other open space linkages.
- b) A hierarchy of community facilities including schools, parks and recreation facilities will be directed to locations which allow them to serve as focal points for the Planning District as a whole, and neighbourhoods within the District. Where possible, these facilities will be combined with other uses on the same lot to assist in creating a compact urban form.
- c) The street network shall be in the form of a modified grid and all streets shall be designed as Complete Streets, with attractive, safe and walkable streetscapes for pedestrians, bicyclists and drivers with development that fronts on all roads, including Tremaine Road, designed in accordance with the provisions of Section C.12.4.5.
- d) The Village Centre and Neighbourhood Centre will be the primary focus for retail and service commercial uses. However, a range of uses including *Public Service Facilities*, and service and retail commercial uses, together with tall and mid-rise

residential, office and institutional buildings shall be encouraged in all mixed use areas in the MEV which include the Innovation Campus, Innovation Hub, Innovation Neighbourhood, Landmark Gateway, Village Centre and Neighbourhood Centre designations.

- e) A variety of building types, architectural styles and heights with high-quality building materials and a well-designed and integrated sequence of open space, including POPS, shall be encouraged. Appropriate transitions to the Greenbelt and the Escarpment, as well as between higher density mixed use and residential areas will be developed including the use of podiums and stepbacks. However, automotive related uses, including drive-throughs, will be limited and subject to detailed design controls.
- f) Special consideration will be given to gateway elements at the main entrance to the MEV at Louis St. Laurent Avenue and Tremaine Road (RR22). In addition, gateway elements shall be included at the other entrances to the MEV on Tremaine Road (RR22) and Britannia Road (RR6). Such gateway elements may include increased building height, architectural, landscape and public art features.
- g) A mix uses, where the ground floor façade of these uses is designed to animate the public realm, shall be encouraged fronting on Louis St. Laurent Avenue and its Flexible Street extension which are intended as the MEV “main street”.
- h) Parking structures, both those integrated into the podium of a building or dedicated/stand-alone parking structures, shall meet the following criteria to ensure they are well integrated into the MEV’s built fabric:
  - i. shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind uses;
  - ii. where parking faces a public street/open space, the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high quality materials, subject to review through the development approval process;
  - iii. entrances to above-grade or underground parking structures on public streets shall generally be integrated into the design of the building; and,
  - iv. pedestrian entrances to integrated parking structures shall be clearly identified and well-lit and designed with consideration for CPTED principles.
- i) Development shall be planned and designed to:
  - i. consider future intensification opportunities within the site;
  - ii. enhance connectivity;
  - iii. use sufficient block sizes to achieve pedestrian-oriented development by generally establishing a typical block length of approximately 150 metres

- measured along the long axis of the street. Where block lengths exceed 90 metres, a mid-block pedestrian connection should be considered;
- iv. ensure definition of street edge is a priority such that development will create a rhythm and spacing of building entrances and, where applicable, appropriately sized storefront, to encourage pedestrian activity; and,
  - v. accommodate the needs of persons with disabilities.
- j) Blocks, buildings and structures will be organized to define the public realm including public streets and laneways, driveways and sidewalks that contribute positively to the character and identity of the MEV, including:
- i. arranging blocks that maximize street frontage with building massed and articulated appropriately to minimize the scale of larger buildings and to add visual interest;
  - ii. arranging blocks to maximize solar gain along the long axis while minimizing shadowing of adjacent properties and buildings;
  - iii. providing visual overlook to public spaces and including building entrances, active ground floor frontages and transparent building materials along the edge of public space;
  - iv. ensuring main building entrances are directly accessible from a public street, or publicly-accessible courtyard physically and visually connected to the street;
  - v. defining transitional areas between uses in development blocks through the provision of landscaped courtyards and other outdoor amenity space;
  - vi. visually enhancing surrounding public streets, parks or other public spaces through landscape open space;
  - vii. designing sites, buildings and landscaping to encourage informal surveillance through strategies such as: clear sightlines into building entrances, parking areas, amenity areas and site servicing areas; locating open spaces adjacent to public streets to improve the safety of parks; providing low growing plant material along pedestrian walkways, and providing pedestrian-scale lighting in areas of pedestrian activity; and,
  - viii. providing traffic calming features including but not limited to curb extensions, raised surface treatments, chicanes and texture paving.
- k) Residential dwellings shall be designed such that garages are not the dominant feature in the streetscape. Where low and medium density residential units and live/work units front onto the main street (the Avenue), collector road, flexible street, and active transportation connections identified on Schedule C.12.B Transportation Plan and if feasible:
- i. Vehicular access shall generally be from rear laneways to reduce the number of curb cuts and protect opportunities for soft landscaping and active uses at grade along street edges;
  - ii. Garages shall generally be in the rear yards accessed by a mews or laneway or a front driveway. This will allow for the creation of an attractive streetscape with adequate space for street trees and front yard

landscaping and front porches and other features for an attractive housing form.

- l) Other design considerations include:
  - i) maximize multiple use of lands and facilities;
  - ii) eliminate barriers between facilities, particularly between parks and schools;
  - iii) ensure that buildings are oriented to public streets and accessible to public transit;
  - iv) maximize public service and safety; and,
  - v) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

#### **C.12.9.4 AFFORDABLE HOUSING**

The Town will work with the Province, the Region and the landowners to implement the policies in this Plan with respect to the provision of affordable housing in the MEV and to provide a choice of housing opportunities.

#### **C.12.9.5 CULTURAL HERITAGE RESOURCES**

One potential cultural heritage resource has been identified in the MEV. A careful review will be required to determine how best to integrate the feature with the proposed development, potentially including the adaptive reuse of the built heritage resource.

#### **C.12.10 IMPLEMENTATION**

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

##### **C.12.10.1 PHASING AND FINANCE**

**C.12.10.1.1** Applications for development in the Secondary Plan Area shall only be approved, and development shall only proceed when:

- a) The Town has in full force and effect, and not subject to appeal for charges applicable to the Secondary Plan, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Secondary Plan area;
- b) The recommendations of the updated Long-Term Fiscal Impact Assessment of Growth, where applicable in accordance with the policies of Section C.10.1.2, are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of Town Council;

- c) The recommendations of the Region's financial plan are secured through agreements with the Town and/or Region and affected parties as permitted by legislation and to the satisfaction of Regional Council in accordance with applicable Regional policies;
- d) Municipal water and wastewater services are extended to the lands and adequate servicing is confirmed;
- e) Satisfactory arrangements have been made with the Town, in accordance with the Planning Act, to ensure the early delivery of projected *Public Service Facilities*, off-street trails and components of the active transportation system and transit facilities to support growth;
- f) Any financial and other requirements of the Town and the Region of Halton to support sustainable growth, pursuant to the applicable legislation, are satisfied; and,
- g) Phasing of development has been determined by the Town such that progression of development will follow a logical sequence and shall be staged to ensure the creation of complete neighbourhoods minimizing the extent to which residents, students and employees are exposed to construction. In addition, achievement of the 2031 employment target is a priority for the Town, The Town will work with the landowners toward this objective in accordance with the policies for the Innovation District in Section C.12.8.2 of this Secondary Plan.

**C.12.10.1.2** In addition to the requirements of Section C.12.10.1.1, applications for development, with the exception of applications for post-secondary, long-term care and other institutional uses, shall only be approved, and be permitted to proceed, when an updated Long-Term Fiscal Impact Assessment of Growth incorporating the MEV has been prepared, and approved by the Town of Milton Council.

**C.12.10.1.3** Notwithstanding the foregoing public infrastructure such as roads, parks, fire halls, schools and servicing facilities, and infrastructure or development related to university/college uses may proceed at any time, subject to the availability of servicing infrastructure and other requirements at the Town and Regional levels.

**C.12.10.1.4** All new urban development in the MEV shall be connected to the municipal wastewater and water systems, subject to the Regional Allocation Program and the Regional Development Charges By-law. Further, in accordance with the purpose of this Secondary Plan set out in Section C.12.1.1, applications for development in the Secondary Plan Area shall only be approved by Council, and development shall only proceed when:

- a) Council is satisfied that landowners in the Secondary Plan Area have entered into any agreement(s), as the Town may be permitted to require, for the provision of funds, including without restriction, funds for any previously constructed services



that support development in the Secondary Plan Area, or the provision of services or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners, in order for the development of the Secondary Plan Area to proceed as planned. In order to reflect circumstances that may apply to an individual phase or stage of development within the Secondary Plan Area, the Town may require a separate agreement or agreements with the landowners within the phase or stage. Notwithstanding that a landowner may not be an original party to any agreement(s) contemplated by this Secondary Plan, all landowners shall be required, as permitted, to enter into any agreement(s) that may be required by this section, as if any such landowners had been the original signatories to that agreement and that prior to processing any development applications by any non-original landowners, the Town shall be provided to the satisfaction of Council with confirmation that such landowners have agreed to be bound by the terms of the original agreements, and have made appropriate arrangements with the original signatory landowners;

- b) Landowners within the Secondary Plan Area have entered, or will enter, into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of matters such as community and infrastructure facilities;
- c) Landowners within the Secondary Plan Area have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- d) Landowners within the Secondary Plan Area have entered, or will enter, into a Master Parks Agreement with the Town of Milton, if required by the Town, to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan Area;
- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- f) The Air Quality Assessment, Area Servicing Plan, FSEMS, or other applicable environmental study have been approved to the satisfaction of the Town of Milton and the Region of Halton, in consultation with Conservation Halton;
- g) The Town of Milton may institute a monitoring program, in consultation with Halton Region, to track and report on the status of the built Single Detached Equivalent units on an annual basis; and,
- h) Any additional requirements of the Town and/or Region of Halton are satisfied.

**C.12.10.1.5** This Secondary Plan shall require that costs associated with growth in this area, as with all other areas of Milton, shall be paid for by the anticipated growth in accordance with all applicable and available legislation and Town of Milton Policy No. 110,

Financial Management- Financial Principles, as adopted by Council and as may be amended or replaced by Council in the future. In order to ensure the implementation of this policy, the Secondary Plan:

- a) Shall minimize the financial impacts on existing taxpayers that may arise from the cost of new development within the Secondary Plan Area;
- b) Requires, to the maximum extent possible and practical, the conveyance of lands for *Public Service Facilities* to keep pace with growth in the Secondary Plan Area to avoid or minimize a reduction in service standards for such facilities, including the conveyance of lands by landowners in advance of draft plan approval;
- c) Requires, to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure to keep pace with the growth of the Secondary Plan Area so that the impacts of such growth can be appropriately managed, both fiscally and physically, including the conveyance of lands by landowners in advance of draft plan approval;
- d) May proceed in sequential phases and stages as established by the Town based on the FSEMS, the Area Servicing Plan and the policies of Section C.12.7 of this Secondary Plan; and,
- e) Shall manage the progression of development in a manner which promotes the achievement of complete, healthy and sustainable neighbourhoods supported by an appropriate range of public infrastructure, facilities, services and amenities.

#### **C.12.10.2 PARKLAND DEDICATION, OTHER INFRASTRUCTURE AND UTILITIES**

**C.12.10.2.1** Conditions of draft plan approval or site plan approval, whichever is applicable, shall include, but are not limited to, the following criteria to be affected upon the registration of a subdivision agreement or site plan agreement:

- a) Any park or public open space within a plan of subdivision shall be prepared to acceptable base condition as determined through the Town's Engineering and Parks Standards and conveyed to the Town of Milton in accordance with the requirements of the Planning Act, R.S.O. 1990, c. P. 13, as amended;
- b) School sites shall be shown as block(s) on an approved plan of subdivision;
- c) Lands designated Natural Heritage System, as they may be refined through the subdivision plan and/or site plan approval process, have been dedicated to the Town, or to Conservation Halton if so directed by the Town;
- d) Stormwater management facilities have been constructed and dedicated to the Town, provided that the Town may approve the use of temporary stormwater facilities where it is not yet possible to construct the permanent facilities. If the Town approves the use of such temporary facilities, the subdivision agreement or

site plan agreement, as applicable, shall require the posting of financial securities to the satisfaction of the Town for the construction of permanent facilities; and,

- e) Lands required for large utility structures shall be shown as block(s) and/or easements on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the Town.

#### **C.12.10.3 ZONING BY-LAW/COMMUNITY PLANNING PERMIT BY-LAW**

- a) This Secondary Plan may be implemented by appropriate amendment(s) to the Town's Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Plan; and,
- b) The Town may also establish a Community Planning Permit By-law for the Secondary Plan Area, or for portions of the Secondary Plan Area, in accordance with the Planning Act, R.S.O. 1990, c. P. 13, as amended. The Town's goal for the use of the Community Planning Permit By-law is its use as a tool to better implement the policies of this Secondary Plan. The criteria and conditions that may be included in the by-law shall conform with the Secondary Plan.

#### **C.12.10.4 CONSENTS**

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

#### **C.12.10.5 COMPLETE APPLICATION REQUIREMENTS**

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

##### **C.12.10.5.1 Requirements Prior to Submission of Development Applications**

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

- a) The Town of Milton has completed an FSEMS in consultation with Conservation Halton and the Region of Halton;

- b) The Town of Milton has completed an Air Quality Assessment in consultation with the Region of Halton;
- c) The Town of Milton has completed an Area Servicing Plan in consultation with the Region of Halton;
- d) Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) have been completed for road and infrastructure works in the Secondary Plan Area.

#### **C.12.10.5.2 Additional Complete Application Requirements**

In addition to the requirements of Section B.5.3.4 of this Plan, the following additional requirements for a complete application shall apply to lands in the MEV:

- a) An SIS completed to the satisfaction of the Town in consultation with Conservation Halton and the Region of Halton.
- b) Innovation Campus  
A Campus Master Plan in accordance with the policies of Section C.12.8.6 shall be required for lands in the Innovation Campus designation.
- c) Innovation Hub, Innovation Neighbourhood, Landmark Gateway, Village Centre and Neighbourhood Centre  
An Urban Design Plan shall be prepared for lands in the applicable designation, which demonstrates the integration of the proposed uses with planned development in that designation in a manner which reflects the policies of this Plan. Where such a Plan has already been prepared the Plan should be updated to reflect the proposed development. Such Plans shall be prepared in coordination with any other landowners in the designation. The Urban Design Plan shall include the following, where applicable, unless otherwise scoped by the Town:
  - i) Lotting Plan, that delineates and dimensions the lots proposed in each block;
  - ii) Context Plan;
  - iii) Conceptual site plan and proposed density and massing of buildings;
  - iv) Access and Circulation Plan for all modes of transportation, including any plans for structured parking above and/or below grade; and,
  - v) Phasing Plan which will describe and illustrate how the proposed development can be incorporated into the area to achieve full development potential of the site; consider neighbouring uses and the need to buffer or stage use; and, identify public infrastructure and facilities required to serve the development and their proposed phased construction.
- d) Intensification Plan  
Where the minimum density standards are not proposed to be achieved with the initial development proposals, the applicant shall be required to submit an intensification plan demonstrating how the ultimate density or other objectives for the site can be achieved. Where an Urban Design Plan is required the

intensification plan shall form part of that Plan. The intensification plan shall address matters such as:

- i) The provision of local roads and small blocks;
- ii) Means to achieve a safe pedestrian and transit-friendly streetscape with the initial uses;
- iii) The siting and orientation of buildings within a block and the relationship to the street for the initial development and long term intensification;
- iv) The siting and orientation of parking for initial development and changes to parking over time to accommodate the intensification process; and,
- v) The ability to achieve both short term and longer-term intensification, the former potentially through intensification around initial buildings or reserved sites, and the latter through the possible redevelopment of the initial buildings themselves.

#### **C.12.10.6 ROADS ENVIRONMENTAL ASSESSMENT**

The location and alignment of roads as illustrated on Schedule “C.12.A” are conceptual and subject to further study as required by the Town. All road and driveway spacing shall conform to road engineering practices developed by the Town to reflect the vision, guiding principles and policies of this Plan for the MEV.

Transportation infrastructure shown on Schedule “C.12.A” may be subject to Environmental Assessments. The proposed locations of transportation infrastructure will only be finally determined upon completion of any required Environmental Assessments or through a comprehensive subdivision review process which will examine, among other issues, minimizing impacts on the Natural Heritage System and open space system.

#### **C.12.11 INTERPRETATION**

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

##### **C.12.11.1 BOUNDARIES**

Locations, boundaries or limits described in text or indicated on Schedule “C.12.A”, are intended to be approximate only, in accordance with Section B.5.10.2.1 of this Plan.

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

### C.12.11.2 SYMBOLS

Symbols for the Park, Transit Hub, schools, Greenways, Public Open Space. Potential Active Transportation Links and SWM facilities are conceptual and are intended to show the approximate location of these elements on Schedule “C.12.A”. Where the general intent of the Plan is maintained, minor adjustments will not require amendment to this Secondary Plan, except where the proposed symbol crosses an arterial road or the Natural Heritage System. For the avoidance of doubt, no amendment shall be required to implement the recommendations of the FSEMS, including the relocation of SWM facilities in accordance with the policies in Sections C.12.7.2 and C.12.7.5.

### C.12.11.3 DEFINITIONS

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

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

**Public Service Facilities** means land, buildings and structures 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.

THIS IS SCHEDULE '1' TO OFFICIAL  
PLAN AMENDMENT NO\_

# TOWN OF MILTON OFFICIAL PLAN

Schedule C.12.A

## Milton Education Village Secondary Plan Land Use Plan



0.04 0.085 0.17 0.255 0.34 Kilometers

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

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December, 2020



### Landuse

- Village Centre
- Neighbourhood Centre
- Innovation Hub
- Landmark Gateway
- Innovation Campus
- Innovation Neighbourhood

- NHS
- High Density Residential
- Medium Density Residential I
- Medium Density Residential II
- S Secondary School
- E Elementary School
- P Park
- T Transit Hub

- Active Transportation Link
- Public Open Space/Park
- Greenways
- Storm Water Management Facility
- Innovation District
- Green Edge
- Secondary Plan Boundary

Louis St Laurent Avenue

Tremaine Road


Britannia Road

THIS IS SCHEDULE '2' TO OFFICIAL  
PLAN AMENDMENT NO\_

**TOWN OF MILTON  
OFFICIAL PLAN**

Schedule C.12.B

**Milton Education Village  
Secondary Plan  
Transportation Plan**

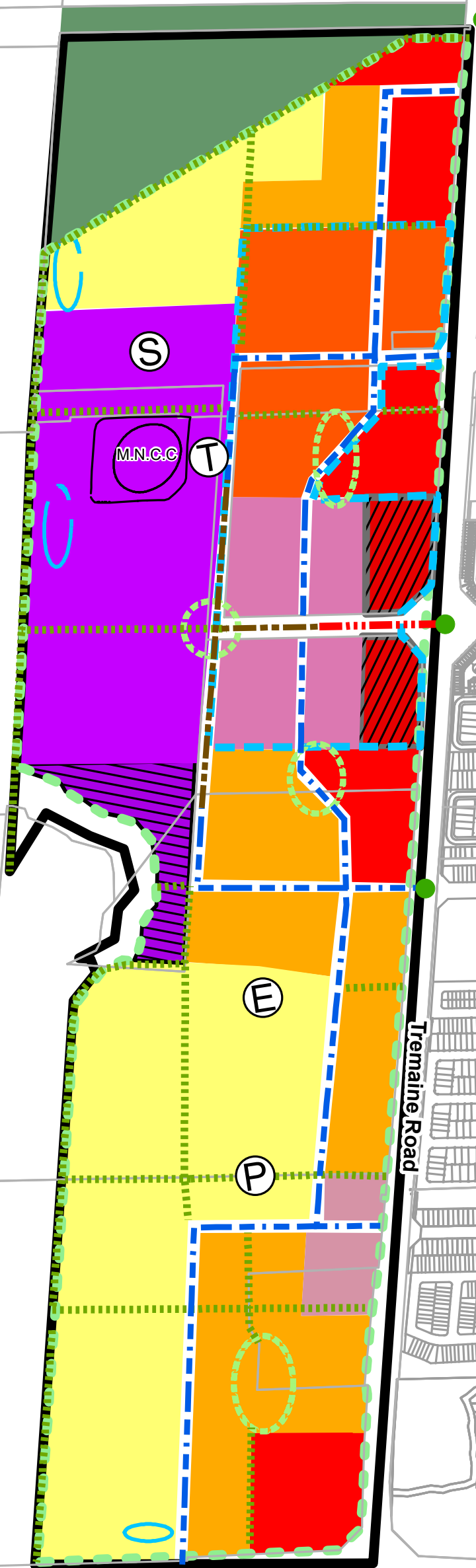


0.04 0.085 0.17 0.255 0.34 Kilometers

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**December, 2020**













Louis St Laurent Avenue



Tremaine Road

Britannia Road

**Landuse**

-  Village Centre
-  Neighbourhood Centre
-  Innovation Hub
-  Landmark Gateway
-  Innovation Campus
-  Innovation Neighbourhood

-  NHS
-  High Density Residential
-  Medium Density Residential I
-  Medium Density Residential II
-  Secondary School
-  Elementary School
-  Park
-  Transit Hub
-  Active Transportation Link

-  Public Open Space
  -  Storm Water Management Facility
  -  Innovation District
  -  Greenways
  -  Green Edge
  -  Secondary Plan Boundary
- Transportation Network**
-  Collector Road
  -  Main Street
  -  Flexible Street