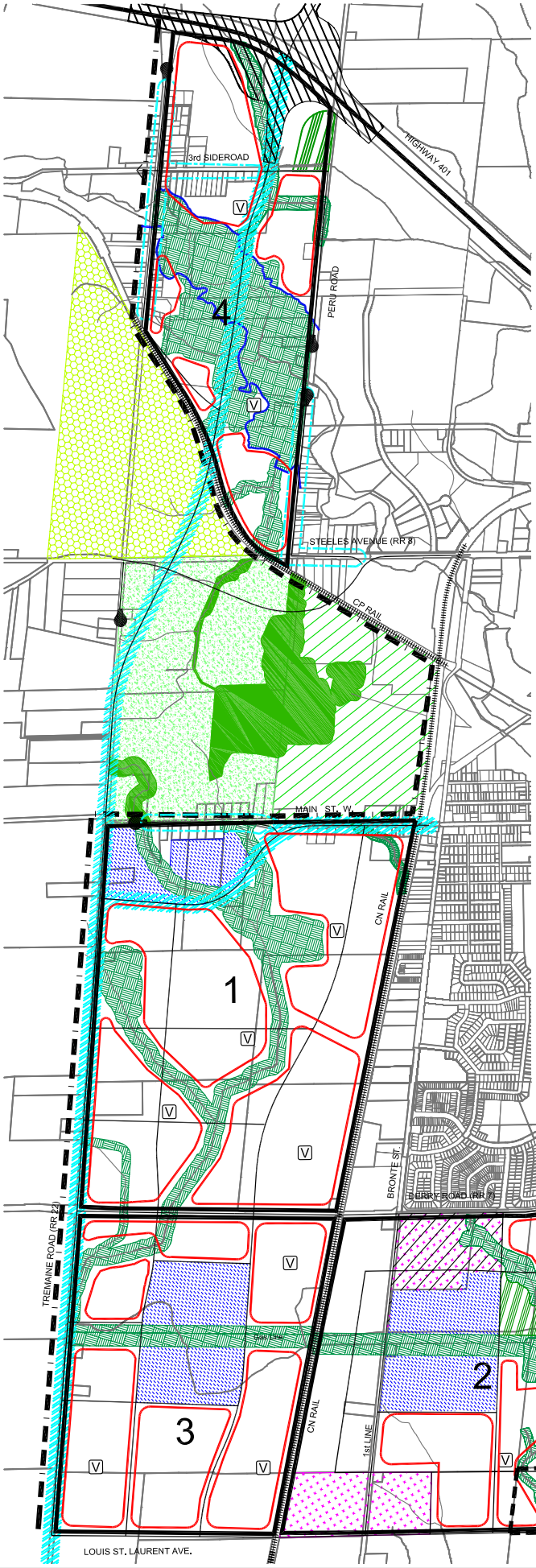
# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-A
## SHERWOOD SURVEY
## SECONDARY PLAN
## COMMUNITY STRUCTURE PLAN



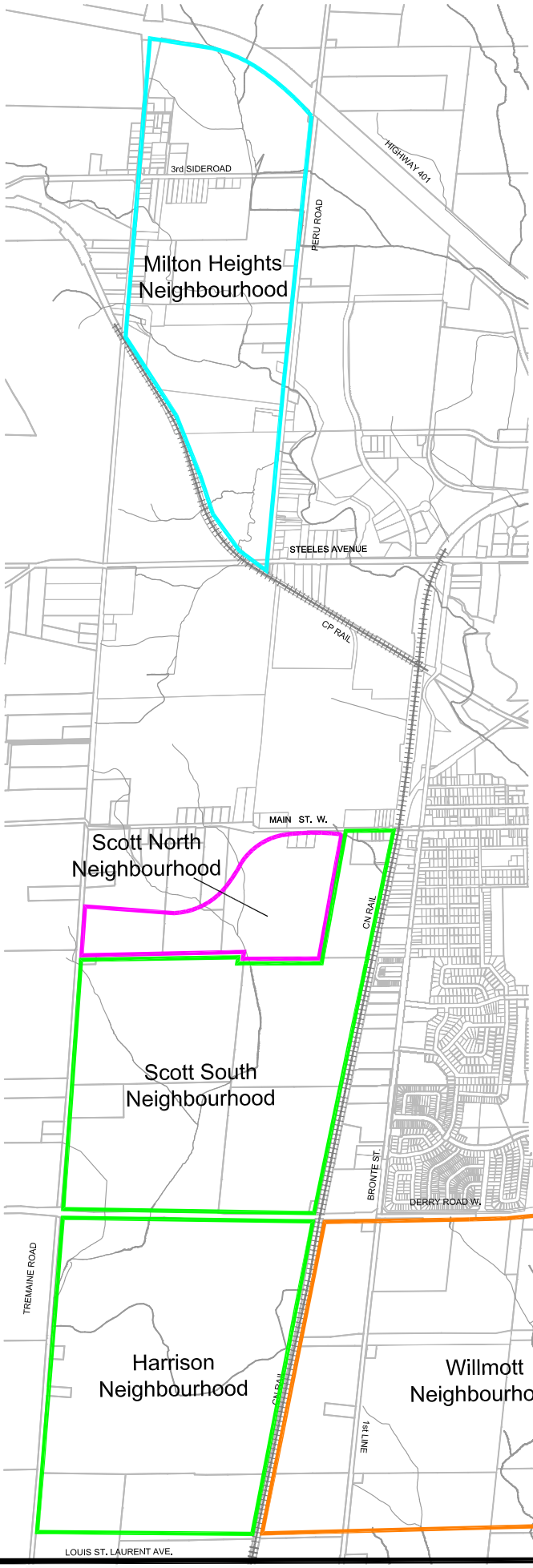

- DISTRICT NODE
- INSTITUTIONAL NODE
- COMMUNITY PARK
- NEIGBOURHOOD CENTRE
- 1 SCOTT NEIGHBOURHOOD
- 2 WILLMOTT NEIGHBOURHOOD
- 3 HARRISON NEIGHBOURHOOD
- 4 MILTON HEIGHTS NEIGHBOURHOOD
- SUB-NEIGHBOURHOODS
- CHARACTER AREA
- GATEWAY STREET / ENHANCED STREETSCAPE DESIGN
- V VILLAGE SQUARE
- GREENLANDS / OPEN SPACE SYSTEM
- ESCARPMENT PROTECTION AREA
- ESCARPMENT PROTECTION AREA - PASSIVE OPEN SPACE
- ESCARPMENT PROTECTION AREA - GREENLANDS B AREA
- ESCARPMENT RURAL AREA / SPECIFIC POLICY AREA 13
- PLANNED HWY 401 INTERCHANGE
- URBAN EXPANSION BOUNDARY
- CUL-DE SAC
- 16 MILE CREEK FLOODPLAIN
- Under Appeal

500 300 400 200 100 0 1000 metres

**November, 2005**

# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-A1
## SHERWOOD SURVEY
## SECONDARY PLAN
## RESIDENTIAL DENSITY
## DISTRIBUTION PLAN




15 UNITS PER NET HECTARE (UPNH) AVERAGE
(see Modification C.8.4.5.2)

26 UPNH AVERAGE
(see Modification C.8.5.3 and C.8.4.5.2)

35 UPNH AVERAGE

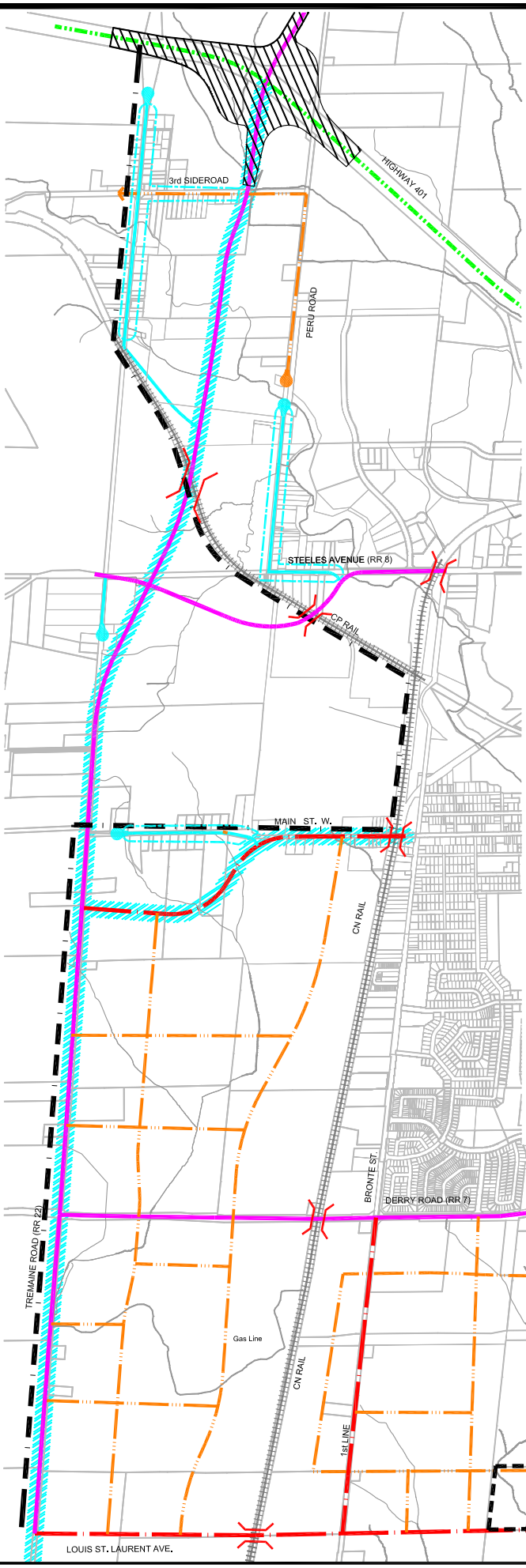
40 UPNH AVERAGE

400 200 0 1000
500 300 100
metres

**November, 2005**

# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-B
## SHERWOOD SURVEY
## SECONDARY PLAN
## TRANSPORTATION PLAN




- PROVINCIAL FREEWAY
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- RAIL
- PLANNED HWY 401 INTERCHANGE
- CHARACTER ROAD
- GATEWAY STREET
- URBAN EXPANSION AREA BOUNDARY
- POTENTIAL OR EXISTING GRADE SEPARATION
- CUL-DE SAC
- UNDER APPEAL

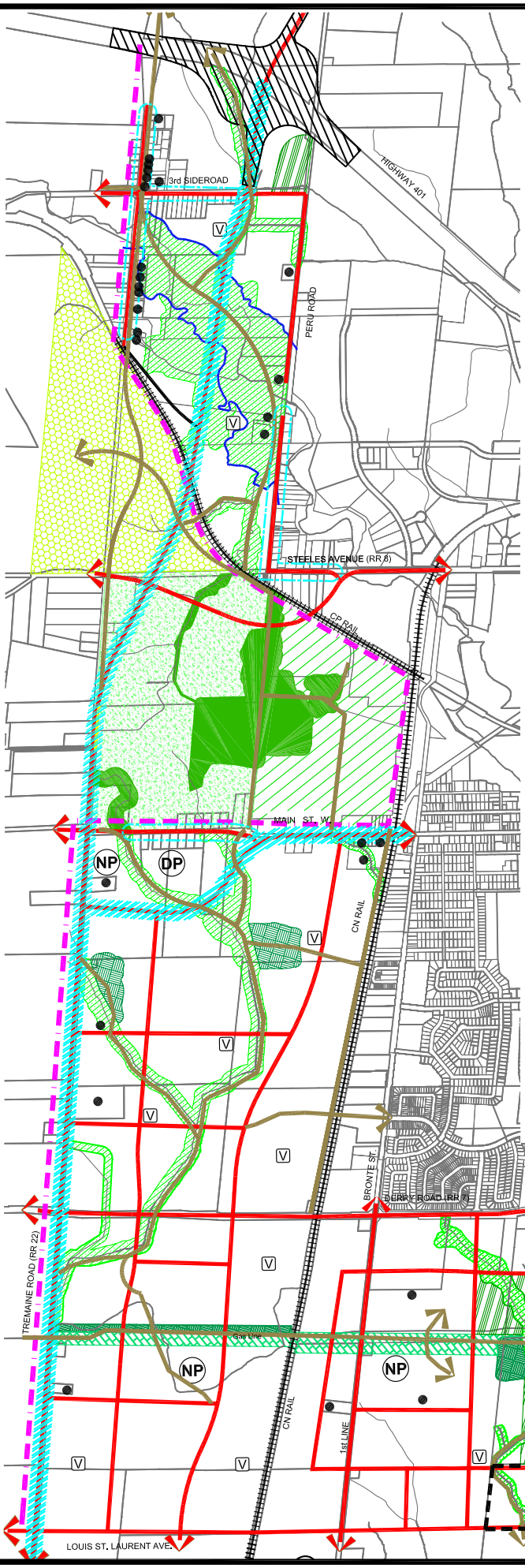
Note: All arterial and collector roads are potential transit routes.

400 200 0 1000
500 300 100
metres

**November, 2005**

# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-C
## SHERWOOD SURVEY SECONDARY PLAN
## GREENLANDS/OPEN SPACE AND PEDESTRIAN/BIKE PATH PLAN



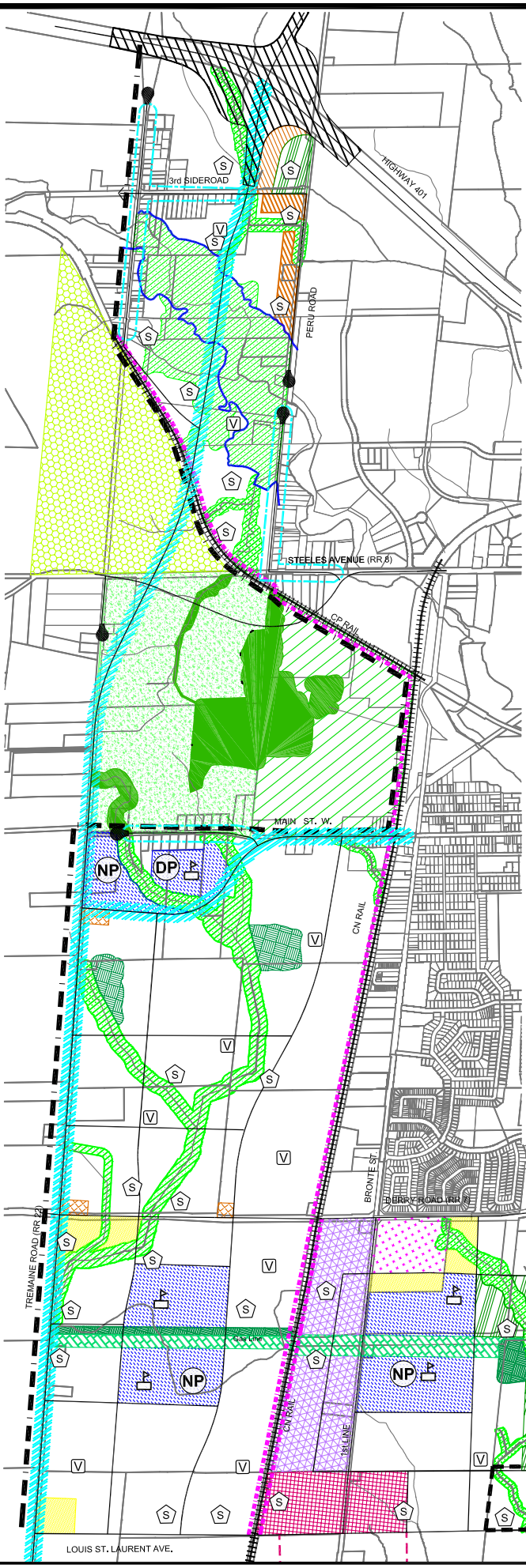

- GREENLANDS A AREA
- GREENLANDS B AREA
- ENVIRONMENTAL LINKAGE AREA
- ESCARPMENT PROTECTION AREA
- ESCARPMENT PROTECTION AREA - PASSIVE OPEN SPACE
- ESCARPMENT PROTECTION AREA - GREENLANDS B AREA
- ESCARPMENT RURAL AREA / SPECIFIC POLICY AREA 13
- COMMUNITY PARK
- DP DISTRICT PARK
- NP NEIGHBOURHOOD PARK
- V VILLAGE SQUARE
- CHARACTER AREA
- ENHANCED STREETSCAPE DESIGN
- TRAIL SYSTEM
- ON-STREET BIKE SYSTEM
- URBAN EXPANSION AREA BOUNDARY
- CHARACTER BUILDING
- PLANNED HWY 401 INTERCHANGE
- 16 MILE CREEK FLOODPLAIN
- Under Appeal

500 300 100 0 200 400 1000
metres

**November, 2005**

# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-D
## SHERWOOD SURVEY
## SECONDARY PLAN
## LAND USE PLAN



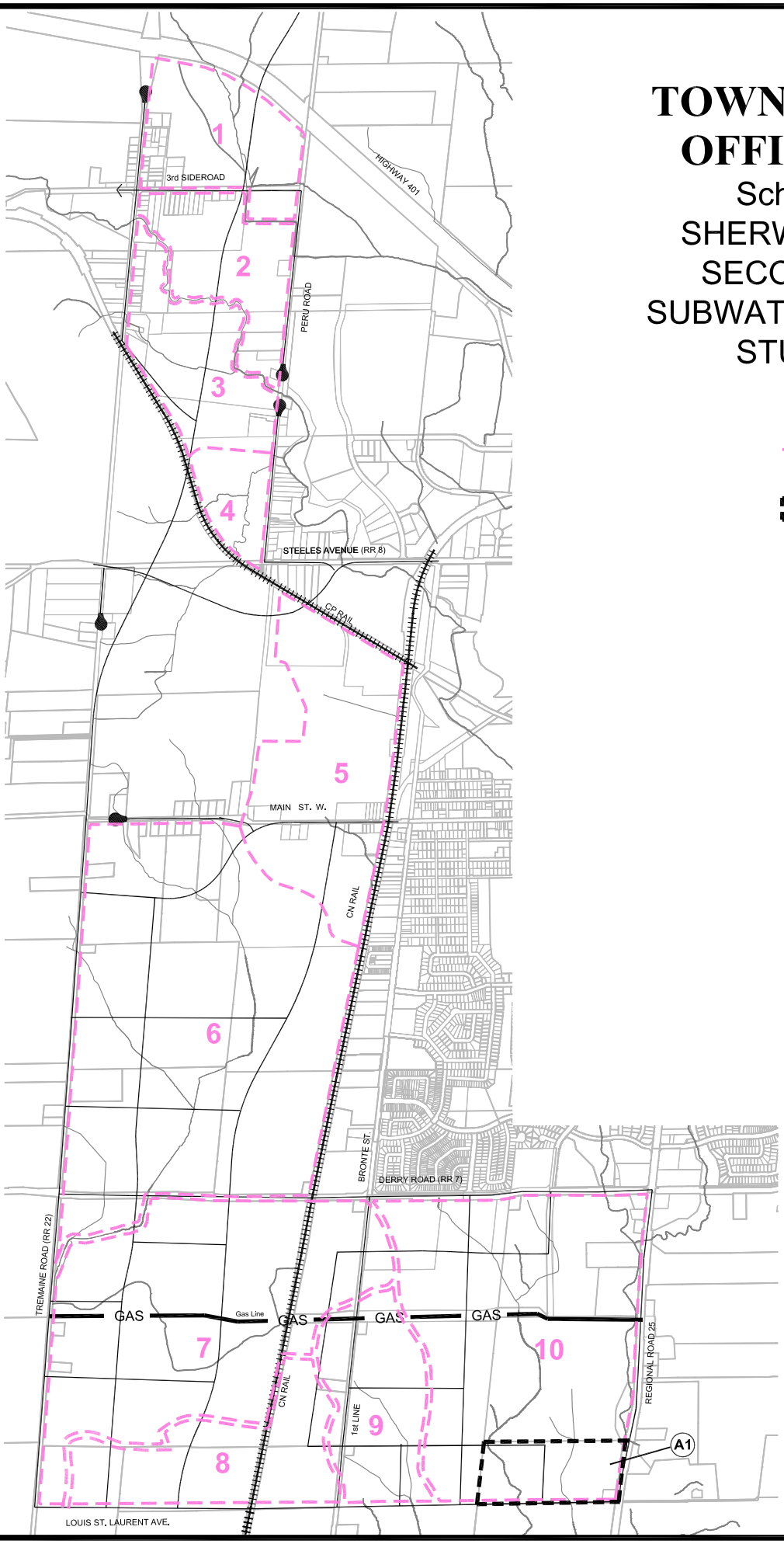

- RESIDENTIAL AREA
- ESCARPMENT RURAL AREA / SPECIFIC POLICY AREA 13
- RESIDENTIAL / OFFICE AREA
- NEIGHBOURHOOD CENTRE AREA
- INSTITUTIONAL AREA
- SECONDARY MIXED USE AREA
- GREENLANDS A AREA
- GREENLANDS B AREA
- ENVIRONMENTAL LINKAGE AREA
- ESCARPMENT PROTECTION AREA
- ESCARPMENT PROTECTION AREA - GREENLANDS A AREA
- ESCARPMENT PROTECTION AREA - PASSIVE OPEN SPACE
- COMMUNITY PARK
- DP — DISTRICT PARK
- NP — NEIGHBOURHOOD PARK
- V — VILLAGE SQUARE
- RESIDENTIAL / EMPLOYMENT AREA
- BUSINESS PARK AREA
- LOCAL COMMERCIAL AREA
- CHARACTER AREA
- ENHANCED STREETSCAPE DESIGN
- S — STORMWATER MANAGEMENT FACILITY
- SCHOOL
- PLANNED HWY 401 INTERCHANGE
- NOISE, VIBRATION AND VISUAL BUFFER
- URBAN EXPANSION AREA
- 16 MILE CREEK FLOODPLAIN
- CUL-DE SAC
- Under Appeal

400 200 0 1000
500 300 100
metres

**November, 2005**

# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-E
## SHERWOOD SURVEY
## SECONDARY PLAN
## SUBWATERSHED IMPACT
## STUDY AREAS




SUBWATERSHED IMPACT STUDY AREAS

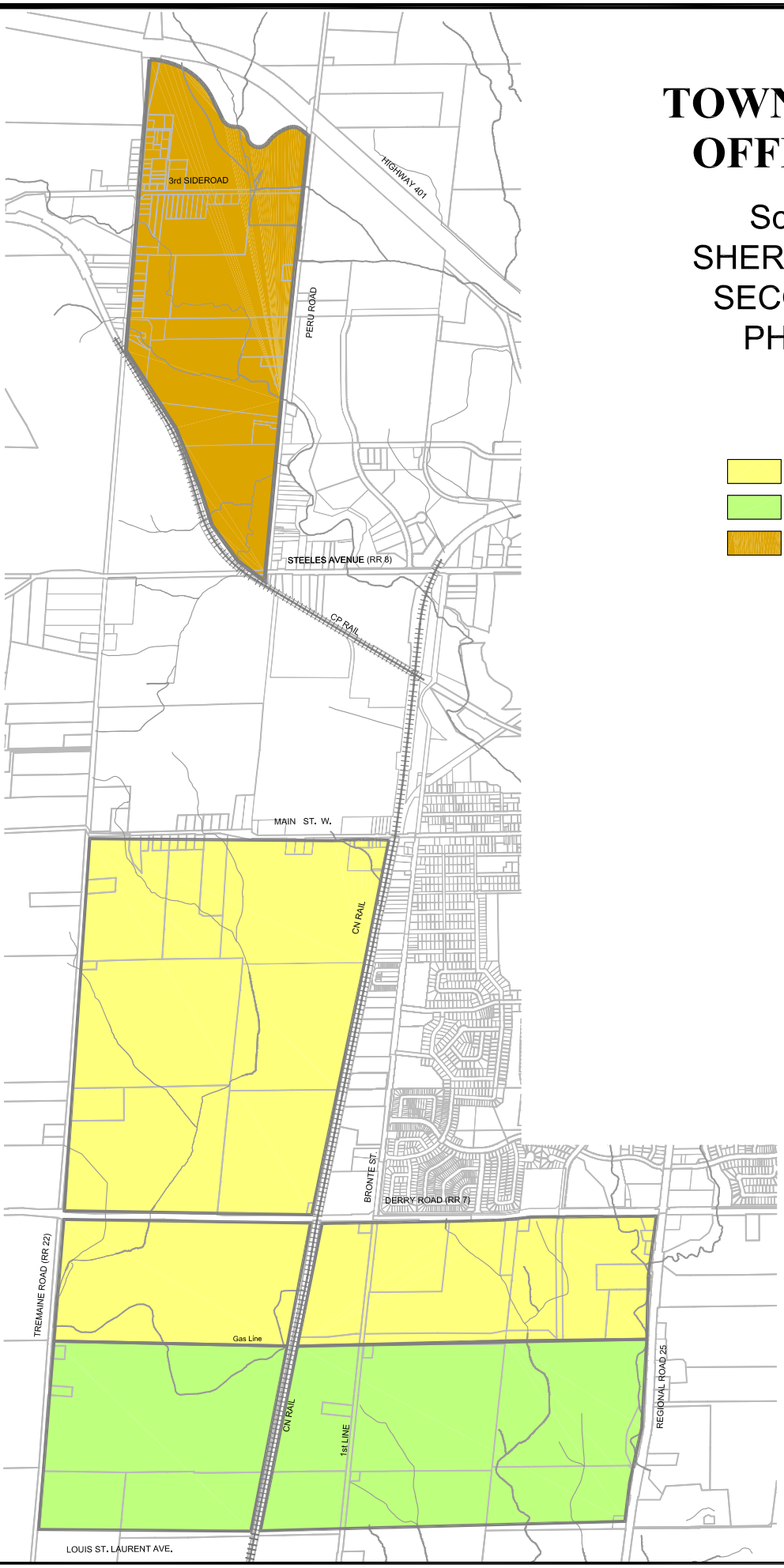
UNDER APPEAL

400 200 0 1000
500 300 100
metres

**November, 2005**

# TOWN OF MILTON
# OFFICIAL PLAN

## Schedule C-8-F
## SHERWOOD SURVEY
## SECONDARY PLAN
## PHASING PLAN




PHASE 2A

PHASE 2B

PHASE 2C

400 200 0 1000

500 300 100 metres

**November, 2005**

# AMENDMENT NO. 15
# TO THE OFFICIAL PLAN
# OF THE
# TOWN OF MILTON

## Sherwood Survey Secondary Plan
and Related Official Plan Amendments

The following text and schedules constitute
Amendment No. 15 to the Official Plan
of the Town of Milton

Adopted by Milton Town Council
July 26, 2004
(By-law 73-2004)

Approved by the Region of Halton
December 24, 2004

And Further Modified By
Ontario Municipal Board
Order No. 1249 (issued May 16, 2005)
Order No. 1895 (issued July 20, 2005)
Order No. 2769 (issued October 20, 2005)
Order No. 2884 (issued November 1, 2005)

CONSOLIDATED
November 2005

# OPA 15
# Sherwood Survey Secondary Plan

## OUTSTANDING APPEALS

| Appellant(s) | Identifier | Property/ Location | Sections / Maps Affected | Status |
|---|---|---|---|---|
| Angelo Capozzi | A1 | Part of Lot 8, Concession 2, N.S.<br><br>(NW quadrant of Regional Road 25 and future Louis St. Laurent Avenue) | Site-specific appeals to:<br><br>Sections C.8.2.2 a); C.8.4.6.3 b); C.8.5.2;<br><br>Schedule 2 to OPA 15;<br><br>and,<br><br>Schedules C-8-A, C-8-B, C-8-C, C-8-D and C-8-E. | Appealed Region of Halton's Notice of Decision regarding LOPA 15 on December 21, 2004.<br><br>The OMB organized the Sherwood appeals into groups at the April 28, 2005 pre-hearing. Capozzi appeal is recognized as Group "C". *(OMB Decision/Order No: 1249).*<br><br>*OMB Decision/Order No. 1895* established that the secondary plan was approved for the most part save and except the matters appealed by Capozzi in a separate unrelated site-specific appeal.<br><br>The Capozzi matter was adjourned *sine die* to no fixed date, at the hearing on October 7, 2005 *(OMB Decision/Order 2769).*<br><br>Attempts to resolve the appeal are on going. |
| | | | | |
| | | | | |

*November 2005*

# AMENDMENT NO. 15
# TO THE OFFICIAL PLAN OF
# THE CORPORATION OF THE TOWN OF MILTON

## Table of Contents


PAGE

Statement of Components

PART 1 The Preamble i

I-1 Purpose i
I-2 Location iii
I-3 Basis iii

PART II The Amendment 1

II-1 Introduction 1
II-2 Details of Amendment 1
II-3 Implementation and Interpretation 4
Appendix C.8.A Master Concept Plan
Appendix C.8.B Statistical Summary
Appendix C.8.C Indian Creek Subwatershed Area And Sixteen Mile Creek Subwatershed Area 2

PART III The Appendices

Appendix "A" Background and Options Report, Town of Milton Sherwood Survey Area (Provided Under Separate Cover)

## THE STATEMENT OF COMPONENTS

PART I - THE PREAMBLE does not constitute part of the Amendment.

PART II - THE AMENDMENT consisting of the attached text and Schedules “1” through “12” to the amendment, including the specific amendments to the Official Plan being effected by Official Plan Amendment No. 15 to the Town of Milton Official Plan, constitutes part of that Amendment.

PART III - THE APPENDICES do not constitute part of the Amendment. The appendices contain supporting information and background reports, which form part of the basis for the Amendment.

# PART I- THE PREAMBLE

## 1. PURPOSE

The purpose of the amendment is to:

i) delete the boundary of the "Special Study Area and its identification in the legend on Schedule "A", Land Use Plan and add a new boundary outlining "Specific Policy Area 13" to the schedule and the legend as shown on Schedule "1" to this amendment;

ii) redesignate certain lands on Schedule "B", Urban Area Land Use Plan, add realigned Tremaine Road as a proposed major road and realign James Snow Parkway, north of Highway 401 as shown on Schedule "2" to this Amendment;

iii) delete reference on Schedule "D" Town of Milton Urban Area Planning Districts, Character Area and Community Improvement Area, to the "Sheridan Survey" and replace it with the phrase "Sherwood Survey", add additional major gateways in the Sherwood Survey Planning District and change the names of the following:
   a) "Milton Business Park" to "Derry Green Business Park", and,
   b) "Milton South" to "Boyne Survey".

iv) delete the "Potential 401 Interchange-Special Study Area(Subject to EA)" designation on Schedule "B", Urban Area Land Use Plan, Schedule "F", Urban Area Transportation Plan, Schedule "C-2-A", Milton 401 Industrial/Business Park Secondary Plan Structure Plan and Schedule "C-2-B", Milton 401 Industrial/Business Park Secondary Plan Land Use Plan, and replace with a "Planned 401Interchange" designation as shown on Schedules "2", "5", "8" and "9" respectively to this amendment;

v) realign Tremaine Road (Reg. Road 22) and delete the Arterial Road designation on existing Tremaine north of the realigned road on Schedule "E", Transportation Plan as shown on Schedule "4' to this amendment;

vi) modify Schedule "F", Urban Area Transportation Plan to realign Tremaine Road (Reg. Road 22), Steeles Ave and Main Street, and James Snow Parkway, north of Highway 401 as well as redesignating realigned Main Street west of Bronte Street as an arterial and Peru Roads and the remainder of Main Street as local roads as shown on Schedule "5" to this amendment;

vii) modify Schedule "I" by modifying the boundary of "Specific Policy Area 13" as shown on Schedule "6" to this amendment;

viii) modify Schedule "I1" by deleting "Specific Policy Area 9" and "Specific Policy Area 11" as shown on Schedule "7" to this amendment;

ix) modify Schedule "C.2.A", Milton 401 Industrial/Business Park Secondary Plan Structure Plan and Schedule "C.2.B", Milton 401 Industrial/Business Park Secondary Plan Land Use Plan to realign James Snow Parkway, adjust the boundary of the Secondary Plan to reflect the boundary of the Sherwood Survey Secondary Plan and delete the designations outside the boundary of the Secondary Plan. as shown on Schedules "8" and "9' respectively to this amendment, as well as moving the location of the Primary Gateway on Schedule "C.2.A";

x) amend Schedule C-6-A as shown on Schedule "10" to this amendment to change the name of the Willmott Neighbourhood to "Coates";

xi) add two new Schedules "D1", Rural Districts, and "D2", Urban Districts and Neighbourhoods as shown on Schedules "11" and "12" respectively to this amendment and modify the Official Plan policies accordingly;

xii) amend Section 4.11.3.13, Specific Policy Area No. 13 to reflect the current status of this area; and,

xiii) incorporate a Secondary Plan for the Sherwood Survey Planning District including Schedules C-8-A to C-8-F.

## 2. LOCATION

The amendment primarily affects the lands within the Sherwood Survey Planning District of the Urban Expansion Area of the Town of Milton bounded by Highway 401, Peru Road, CP Rail, CN Rail, Derry Road (Reg. Road 7) W, Regional Road 25, the westerly extension of Louis St. Laurent Ave., and Tremaine Road (Reg. Road 22).

## 3. BASIS

The Town of Milton Official Plan was adopted by Council on August 26, 1996 and approved in part by the Region of Halton in July 1997. The Official Plan identifies an "Urban Expansion Area" abutting the "Existing Urban Area" (See Schedule 1 to this Amendment). The Official Plan sets out detailed policies for the development of these lands including policies requiring the phasing of growth.

The Urban Expansion Area is to be serviced primarily by the extension of sewer and water services from the South Halton System as part of the implementation of the Halton Urban Structure Plan (HUSP). The Halton Urban Structure Plan is Halton's growth management plan. The Region practices a "just-in-time" delivery process and therefore, the phasing of development is reliant on sufficient capacity being available.

As a basis for the initial staging of the provision of infrastructure, and to assist in the implementation of the Town of Milton Official Plan, a macro-level Development Phasing Plan for the Urban Expansion Area was prepared by the Region of Halton in conjunction with the Town (Map 5 Regional Phasing Map to the Region of Halton Official Plan), together with an update of the Water and Wastewater Master Plan and a Financial Plan. The Phasing Plan identified three phases of growth for the Expansion Area. Phase 1, known as the Bristol Survey Planning District, includes the lands to the east and southeast of the Existing Urban Area is currently under development.

Phase 2, the Sherwood Survey Planning District, includes the lands to the west and southwest of the Existing Urban Area. For development to proceed in conformity with the Official Plan, however, it is necessary to provide a detailed Secondary Plan for the Sherwood Survey Planning District, together with other related planning, environmental, transportation, servicing, and financial plans and guidelines.

A Background and Options Report for Sherwood Survey, March 2002, was prepared as a basis for the Secondary Plan. Separate background reports have been prepared for the other related studies, but their initial findings with respect to the Secondary Plan Area are reflected in the Background and Options Report.

The analysis provided in the Background and Options Report was based on work carried out in the first stage of the study program, which included background research and option formulation. The Report was subject to review by the public, agencies and the landowners and resulted in the selection of a land use concept on which to base the preparation of the Sherwood Survey Secondary Plan.

The Background and Options Report and the results of its review, were key inputs to the preparation of this preferred land use concept for the Sherwood Survey. Report PD-107-03 entitled "Sherwood Survey Secondary Plan – Establishment of a Concept Plan to serve as a basis for the preparation of the Draft Secondary Plan and related studies" outlined the preferred concept plan. The Background and Options Report was attached as Appendix A to that report. The report was considered by the Administration and Planning Standing Committee on October 21, 2003. Council ratified the recommendations on October 28, 2002 under Recommendation No. A/P 90-02.

The Secondary Plan reflects the preferred neighbourhood centred land use concept, as well as the findings of the background analysis. It also reflects the initial results of the Joint Board decision with respect to the lands between the CPR, CNR, Main St. and Tremaine Road (Reg. Road 22), located within the Niagara Escarpment Plan Area.

In preparing the Secondary Plan, it was determined that a number of amendments were required to the Official Plan, and these are also outlined in the amendment. The Secondary Plan and related Official Plan amendments also incorporate the results of an extensive public participation program and input from agencies through several Technical Advisory Committee meetings and written submissions.

# PART II – THE AMENDMENT

# PART II – THE AMENDMENT

## 1. INTRODUCTION

All of this part of the document entitled Part II – The Amendment, consisting of the following text and attached schedules constitutes Amendment No. 15 to the Official Plan of the Town of Milton.

## 2. DETAILS OF THE AMENDMENT

The Official Plan of the Town of Milton is hereby amended as follows:

1. By modifying Part A, Section A.1.2 by adding the phrase ""C-8-A", "C-8-A1", "C-8-B", "C-8-C", "C-8-D", "C-8-E ", "C-8-F"" after the phrase "C.7.D.CBD".

2. By modifying Part B, Section 1.1.1 by adding the phrase ""C-8-A", "C-8-A1", "C-8-B", "C-8-C", "C-8-D", "C-8-E ", "C-8-F"" after the phrase "C.7.D.CBD".

3. By adding the following at the end of Part B, Section 1.1.2:

   "Section C.8 Sherwood Survey Secondary Plan"

4. By adding the following at the end of Section 1.1.3:

   | | |
   |---|---|
   | "Schedule C-8-A | Sherwood Survey Secondary Plan Community Structure |
   | Schedule C-8-A1 | Sherwood Survey Secondary Plan Residential Density Distribution Plan |
   | Schedule C-8-B | Sherwood Survey Secondary Plan Transportation Plan |
   | Schedule C-8-C | Sherwood Survey Secondary Plan Greenlands/Open Space and Pedestrian/Bike Path Plan |
   | Schedule C-8-D | Sherwood Survey Secondary Plan Land Use Plan |
   | Schedule C-8-E | Sherwood Survey Secondary Plan Subwatershed Impact Study Areas |
   | Schedule C-8-F | Sherwood Survey Secondary Plan Phasing Plan" |

5. By adding the following to Section 2.6.3 Strategic Policies, Transportation System, as a new sub-section 2.6.3.5, and renumbering the following sections accordingly:

"PLANNED HIGHWAY 401 INTERCHANGE IN VICINITY OF PERU ROAD

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

6. By adding to Section 3.1.1.2:
   i) after the phrase "Planning Districts" wherever it appears the phrase "or Neighbourhoods";
   ii) after the phrase "Community Improvement Area" the phrase "and Schedule "D2" Urban Area Districts and Neighbourhoods";

7. By adding to Section 4.1.1 2, after the phrase "Hamlet Areas", the phrase "and Rural Districts, where deemed appropriate by Council, identified on Schedule D2, Rural Districts;

8. By deleting the following sections from Section 4.11, Specific Policy Area:
   i) Section 4.11.3.9, Specific Policy Area No. 9; and,
   ii) Section 4.11.3.11, Specific Policy Area No. 11.

9. By deleting Section 4.11.3.13, Specific Policy Area No. 13 and replacing it with the following:

   "4.11.3.13 Specific Policy Area No. 13

   The lands which constitute Specific Policy Area No.13 are identified on Schedule "I" and applicable Schedules to this Plan. Within Specific Policy Area No.13, a Niagara Escarpment Plan Amendment application has been proposed to delete the majority of the lands in Specific Policy Area No. 13 from the Niagara Escarpment Plan or re-designate the lands to Urban Area. A Regional Official Plan Amendment has also been proposed to designate the lands within the Halton Urban Area. These applications are currently before the Joint Board.

If a final decision is made to re-designate the Specific Policy Area No. 13 lands or a part thereof under the Niagara Escarpment Plan and if there is a final decision granting a Regional Official Plan Amendment designating those lands or a part thereof as "Urban", those lands or part thereof shall be included in the Milton Urban Expansion Area and shall be subject to the policy in Section C.8, Sherwood Survey, without further amendment to this Plan."

10. By adding the following at the end of Part C, Section C.1.3:

"Section C.8 Sherwood Survey Secondary Plan"

11. By deleting Section C.2.4.1.1, Potential Highway 401 Interchange – Special Study Area and replacing it with the following:

"PLANNED HIGHWAY 401 INTERCHANGE IN VICINITY OF PERU ROAD

C.2.4.1.1 The development of this interchange shall be in accordance with the policies of Section 2.6.3.5 of the Official Plan."

12. Change all references to the titles "Milton Business Park" and "Milton South" in the Official Plan as follows:
    a) "Milton Business Park" to "Derry Green Business Park", and,
    b) "Milton South" to "Boyne Survey".

13. By modifying the following Schedules:

    a) Schedule "A", Land Use Plan, as shown on the attached Schedule "1" which constitutes part of this Amendment.
    b) Schedule "B", Urban Area Land Use Plan, as shown on the attached Schedule "2" which constitutes part of this Amendment.
    c) Schedule "D", Town of Milton Urban Area Planning Districts, Character Area and Community Improvement Area as shown on the attached Schedule "3" which constitutes part of this Amendment;
    d) Schedule "E", Transportation Plan, as shown on the attached Schedule "4" which constitutes part of this Amendment.
    e) Schedule "F", Urban Area Transportation Plan, as shown on the attached Schedule "5" which constitutes part of this Amendment;
    f) Schedule "I", Specific Policy Areas, as shown on the attached Schedule "6" which constitutes part of this Amendment;
    g) Schedule "I1", Urban Area Specific Policy Areas as shown on the attached Schedule "7" which constitutes part of this Amendment;

h) Schedule "C.2.A", Milton 401 Industrial/Business Park Secondary Plan Structure Plan as shown on attached Schedule "8" which constitutes part of this Amendment;

i) Schedule "C.2.B", Milton 401 Industrial/Business Park Secondary Plan Land Use Plan as shown on attached Schedule "9" which constitutes part of this Amendment;

j) Schedule "C-6-A", Bristol Survey Secondary Plan Community Structure Plan as shown on attached Schedule "10" which constitutes part of this Amendment;

k) Schedule "D1", Rural Districts, as shown on attached Schedule "11" which constitutes part of this Amendment; and,

l) Schedule "D2", Urban Districts and Neighbourhoods, as shown on attached Schedule "12" which constitutes part of this Amendment.

14. By adding a new section, Section C.8, Sherwood Survey Secondary Plan to Part C of the Official Plan as set out in the attached text and Schedules C-8-A, C-8-A1, C-8-B, C-8-C, C-8-D, C-8-E, C-8-F which constitute part of this Amendment, as well as Appendices C.8.A, C.8.B and C.8.C which do not form part of the Official Plan.

15. Section 2.6.3.44 of the approved Official Plan for the Town of Milton is modified by removing the word "local" before the word 'utilities'.

## 3. IMPLEMENTATION AND INTERPRETATION

This Official Plan Amendment shall be implemented and interpreted in accordance with the implementation and interpretation provisions set out in the Amendment and the relevant sections of the Official Plan.

# *C.8 Sherwood Survey Secondary Plan*

# *C.8 SHERWOOD SURVEY SECONDARY PLAN*

## C.8.1 GENERAL

### C.8.1.1 PURPOSE

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

It is a fundamental policy of this Secondary Plan that the impacts on existing taxpayers of the cost of new development within the Secondary Plan area shall be minimized. In order to ensure the implementation of this policy, the Secondary Plan is based on the *Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments* prepared by C.N. Watson and Associates and adopted by Council. No development shall proceed within the Secondary Plan area until the recommendations of the Milton Financial Plan and a Regional Financial Plan are secured through agreements with affected parties to the satisfaction of the respective Councils in accordance with Section C.8.6.1 of this Plan.

### C.8.1.2 LOCATION

The Sherwood Survey Secondary Plan is located in the Town of Milton's Urban Expansion Area as shown on Schedule B of the Official Plan and is bounded by:

a) North Highway 401;
b) East Peru Road, CP Rail, CN Rail, Regional Road 25;
c) South Westerly extension of Louis St. Laurent Ave.; and,
d) West Tremaine Road (Reg. Road 22).

## C.8.2 PLANNING DISTRICT CONCEPT

### C.8.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:

a) ensuring the maximum degree of physical connection with the Existing Milton Urban Area, especially the Central Business District, within the Sherwood Survey Planning District itself, and with other surrounding areas of the Town, particularly the Niagara Escarpment;

b) creating a linked greenlands/open space system within the Planning District which is connected to the Niagara Escarpment and the greenlands/open space system in other areas of the Town;

c) developing community facilities within the Planning District which will serve as focal points not only for area residents, but also for all Town residents;

d) ensuring that development is sensitive to the Niagara Escarpment given its proximity to the Escarpment, and that development is designed to maintain views to the Escarpment;

e) ensuring a compact community developed at an overall density of 30 units per net hectare with a pedestrian orientation by creating development and a transportation system which reflects the characteristics of the Existing Urban Area and which is supportive of transit and pedestrian/bicycle movement; and,

f) providing the opportunity for at least one area known as an "Eco-tech Village", to be developed as a demonstration project of community and building design based on the principles of environmental sustainability and incorporating the most current technology.

## C.8.2.2 KEY DESIGN ELEMENTS

The Sherwood Survey Secondary Plan Master Concept Plan in Appendix C.8.A forms the basis for the Secondary Plan. Key elements derived from the Master Concept Plan are outlined in Schedule "C-8-A", Community Structure Plan, Schedule "C-8-B", Transportation Plan and Schedule "C-8-C", Greenlands/Open Space and Pedestrian/Bike Path System. They include:

a) Linked Greenlands/Open Space System

A linked greenlands/open space system including Greenlands A and Greenlands B Areas, Environmental Linkages, and parkland, as well as a trail system, forms a central feature of the community and forms a strong connection to the Niagara Escarpment Plan Area. The road pattern is designed to give maximum accessibility to these features both physically and visually (e.g. single loaded roads will be required along key features in a manner as identified in the urban design guidelines). Parks are also used as central "meeting places" for neighbourhoods and sub-neighbourhoods. ***A1**

b) Bicycle/Pedestrian Trail System

The greenlands/open space system provides for the development of an extensive system of recreational trails. In addition, sidewalks will be provided on all roads and separate bicycle lanes or paths will be incorporated into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement.

c) Niagara Escarpment

The Plan has been designed to maximize open space adjacent to the Escarpment, including the creation of a large area of publicly owned passive open space north of Steeles Ave. (Reg. Road 8) in accordance with the policies of the Niagara Escarpment Plan; a neighbourhood centre, including a District Park, south of Main St. and provision for a tree lined buffer along the east side of Tremaine Road (Reg. Road 22) south of Main St. Provision is also made for trail connections to the Escarpment and the protection of views to the Escarpment. In addition, the policies of the Plan direct lower density development to areas in proximity to the Escarpment.

d) Road System

The road system within the framework of the Transportation Plan shown on Schedule "C-8-B" will be designed with a modified grid pattern where natural features and topography allow in that part of the Planning District south of Main Street. The grid pattern reflects the historical pattern of the original urban area and the development pattern of the Sherwood Survey. This ensures:

i) maximum connections within the Planning District and with other areas of the Town;
ii) maximum potential for provision of a transit service;
iii) ease of pedestrian/bicycle movement;
iv) maintenance of views to the Niagara Escarpment; and,
v) potential for the creation of views of key public facilities and landmark structures.

In the Milton Heights Neighbourhood, the road pattern will be also be designed to achieve these objectives, recognizing that the significant natural features and other physical barriers mean that a grid system will generally not be feasible or appropriate.

e) Community Structure

The Planning District includes:

i) a significant portion of a secondary mixed use node and a major institutional area, along with a small portion of another secondary mixed use node (District Node and Major Institutional Node designations on Schedule "C-8-A") which provide facilities for the District and the entire Urban Area of the Town;
ii) a major Community Park which serves the Town as a whole with a wide range of recreation facilities;
iii) four neighbourhoods, three of which are focused on a neighbourhood centre which includes a range of park and community facilities, and the

other (Milton Heights) which is focused on major open space areas complemented by park facilities;

iv) a number of sub-neighbourhoods focused on small parks known as "Village Squares"; and,

v) an "Eco-Tech Village(s) based on the principle of environmental sustainability and incorporating the most current technology.

f) Character Roads

A number of roads in the Secondary Plan Area, and the areas adjacent to them provide unique and attractive environments because they exhibit a range of characteristics including some or all of the following:

i) concentration of mature, existing trees and other vegetation; and/or,
ii) concentration of character buildings and/or;
iii) close proximity to the Niagara Escarpment; and/or,
iv) rural cross-section and non-standard road pavement width.

The following character roads as defined on Schedule C.8.B, and the areas adjacent to them will be protected as character roads and areas:

i) Existing Tremaine Road (Reg. Road 22) and 3rd Sideroad in Milton Heights;

ii) Steeles Ave in the vicinity of Peru Road and Peru Road south of Sixteen Mile Creek; and,

iii) Existing Main Street between Tremaine Road and the newly aligned Main Street West.

The intent of this designation is the maintenance of the existing pavement width and character of these roads, with special regard being had to the protection of existing residences and mature vegetation fronting on these streets. Existing development will be maintained wherever possible, while compatible in-fill development, in keeping with the existing character and the Residential Area designation, will also be permitted.

g) Enhanced Streetscape Design

The realigned Tremaine Road (Reg. Road 22), as well as that portion of Tremaine south of the realignment, and realigned Main Street West represent major access routes into and through the community. In addition, each of these roads has a significant role in the community. Recognizing that Tremaine Road is a Regional Road, the Town will work to ensure that these roads will be designed with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, private/public utilities, bike paths and boulevards in accordance with direction in the Town's Urban Design Guidelines and Regional Right-of-Way Dimension Guidelines and

subject to an Environmental Assessment. In particular, with respect to development adjacent to Tremaine Road (Reg. Road 22), special care will be taken to provide a suitable buffer adjacent to the Niagara Escarpment and to reduce impacts on existing residences. More specifically in the design of Tremaine Road and adjacent development, care will be taken to maximize views of the Sixteen Mile Creek and the Niagara Escarpment, particularly the Milton Outlier portion of the Niagara Escarpment. In addition, south of Main Street a tree lined buffer will be created where feasible through the design of Tremaine Road or beyond the road allowance along the east side of Tremaine Road (Reg. Road 22).

In addition, the Town shall through the subdivision, zoning by-law and site plan approval process, control development along these roads to ensure both a high quality of site design and use. In particular, buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.

h) Gateways

"Gateways" are recognized as key points of entry to the Urban Area of the Town, which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Primary gateway intersections are located at:

i) Regional Road 25 and Louis St. Laurent Ave.;
ii) Realigned Tremaine Road (Reg. Road 22) at Highway 401;
iii) Realigned Main Street at Tremaine Road (Reg. Road 22); and,
iv) Steeles Ave. (Reg. Road 8) at realigned Tremaine Road (Reg. Road 22);

Secondary gateway intersections are located at:

i) Derry Road at Tremaine Road (Reg. Road 22);
ii) Louis St. Laurent Ave. at Tremaine Road (Reg. Road 22); and,
iii) First Line at Louis St. Laurent Ave.

## C.8.3 GOAL AND OBJECTIVES

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

### C.8.3.1 GOAL

To create a safe, liveable, attractive and healthy community in Sherwood Survey which has the strong sense of community and the environment evident in Milton today, and

which is designed to be integrated with the Existing Urban Area and its Central Business District.

C.8.3.2 OBJECTIVES

C.8.3.2.1 To create strong physical connections with the Existing Urban Area, particularly the Central Business District, to ensure maximum opportunities for integration of the two areas.

C.8.3.2.2 To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.

C.8.3.2.3 To create a linked greenlands/open space system, including a trail system, connected with other areas of the Town, particularly the Niagara Escarpment. This open space system will form a central feature of the community, protect and enhance key existing natural features, including woodlots, and be easily accessible and visible to residents and visitors.

C.8.3.2.4 To ensure that development is sensitive to the proximity of the area to the Niagara Escarpment by maximizing open space areas and limiting the density of development adjacent to the Escarpment, protecting views of the Escarpment and creating trail connections, including a major staging area for trails to the Escarpment, in accordance with the policies of the Escarpment Plan.

C.8.3.2.5 To create a road system south of Main Street, which is a modified grid pattern to ensure:

i) maximum connections within the Planning District and to other areas of the Town;
ii) maximum potential for provision of a viable transit service;
iii) ease of pedestrian/bicycle movement;
iv) maintenance of views to the Niagara Escarpment;
v) potential for the creation of views of key public facilities and landmark structures; and,
vi) potential for passive solar energy orientation.

C.8.3.2.6 To create a road system in the Milton Heights Neighbourhood, which is designed to achieve the objectives of the system south of Main Street, while recognizing that a grid system is not generally feasible or appropriate in this area because of physical constraints.

C.8.3.2.7 To create a secondary mixed use node at Bronte St. and Louis St. Laurent Ave. which provides community facilities for both the District and the Town as a whole.

C.8.3.2.8 To develop a residential community within the Milton Heights Neighbourhood with its own special character which maintains the "small town" character of the Existing Urban Area and reflects its very unique location in close proximity to the Niagara Escarpment.

C.8.3.2.9 To provide an opportunity for the creation in the Planning District of at least one residential or mixed-use community known as an "Eco-Tech Village" to be a demonstration project of community and building design based on the principles of environmental sustainability and incorporating the most current technology, to facilitate the development of sustainable communities in Milton.

C.8.3.2.10 To develop neighbourhoods that each have a "sense of place" created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities, particularly parks which are designed as "meeting" points for the immediate area.

C.8.3.2.11 To ensure that the street and path system is designed to provide for maximum opportunities for pedestrian, bicycle and other similar movement.

C.8.3.2.12 To protect the character of existing Tremaine Road (Reg. Road 22) and 3rd Sideroad in Milton Heights, the Steeles Ave/Peru Road area and existing Main Street as character roads by minimizing changes to the existing road design and ensuring that the adjacent character of development is preserved wherever feasible, and that development is compatible with, and sympathetic in design to, the natural environment and the nature of the existing streetscape and existing buildings.

C.8.3.2.13 To ensure, with Regional approval, that the design of the reconstructed and realigned Tremaine Road (Reg. Road 22) maximizes views of the Sixteen Mile Creek and the Niagara Escarpment and is sensitive to the relationship with these two features.

C.8.3.2.14 To develop a servicing and phasing plan, in consultation with the Region and with Regional approval where applicable, which ensures that all services, including major capital projects such as grade separations, and school sites, parks, community facilities and public/private utilities, are provided in a cost-effective and timely manner as the area develops.

C.8.3.2.15 To protect and enhance existing natural heritage features as part of linked greenlands/open space system.

C.8.3.2.16 To preserve existing cultural heritage features "in situ" wherever possible, or if necessary on an alternative, appropriate site. Conversion to non-residential uses may also be considered.

C.8.3.2.17 To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that reverse lotting on major roads is generally prohibited.

C.8.3.2.18 To design Regional Road 25, Tremaine Road (Reg. Road 22) at the 401, Steeles Ave, Derry Road (Reg. Road 7) and Main Street to reflect their role as major "gateways" to the Milton Urban Area.

C.8.3.2.19 To ensure the coordination of design and placement of utility infrastructure for all utilities (including telecommunications, cable, hydro, gas, and Canada Post) required for any part of the Secondary Plan area prior to draft plan approval.

## C.8.4 STRATEGIC POLICIES

Further to and in accordance with the Strategic Policies of Section 2 of this Plan, the following policies are applicable to the Sherwood Survey Planning District.

### C.8.4.1 TRANSPORTATION FACILTIES: CLASSIFICATION, FUNCTION AND DESIGN REQUIREMENTS

Transportation infrastructure shown on Schedules attached to the Sherwood Survey Secondary Plan may be subject to Environmental Assessments at both the Regional and Local levels. In the interim the proposed locations are conceptual and will only be finally determined upon completion of the required Environmental Assessments.

#### C.8.4.1.1 Character Roads

Further to and in accordance with the transportation facilities identified in Table 2 – Function of Transportation facilities in Section 2.6.3 of this Plan, Tremaine Road (Reg. Road 22) and 3rd Sideroad in Milton Heights, as well as a portion of existing Steeles Ave. (Reg. Road 8) and Peru Road south of the Sixteen Mile Creek and existing Main Street will be classified as Character Roads. These roads will have the same function and general design guidelines as a local road (see Table 2 of the Official Plan); however, where these roads are Regional Roads the design guidelines will be compatible with Regional Design Guidelines. In addition, these roads will be maintained in a manner, which retains the existing natural environment and rural nature of the streetscape and will be sensitive to the protection or enhancement of views toward the Niagara Escarpment.

#### C.8.4.1.2 Public Transit

In conformity with Sections 2.6.3.19 and 2.6.3.20 of the Official Plan, the Town will ensure that the development of the Sherwood Survey maximizes the potential for provision of a transit service, including the development of transit -supportive design criteria.

#### C.8.4.1.3 Future and Existing Grade Separations

Future and existing grade separations are designated on Schedule C-8-B. The design of development should protect for the eventual construction of the future grade separations based on projected traffic volumes, possible increases in future rail traffic

and the potentially limited roadway crossings of the rail lines. The design of development should also provide for future improvement to the existing grade separations at Steeles Ave. (Reg. Road 8) and Main Street.

#### C.8.4.1.4 Driveway Access

The Town will work with the Region to ensure that safe solutions are found to provide alternative access for existing driveways which access directly on Regional Roads, particularly Tremaine Road (Reg. Road 22).

### C.8.4.2 TRAILS SYSTEM

Schedule "C-8-C", Greenlands/Open Space and Pedestrian/Bicycle Path System establishes the proposed recreational pedestrian/bicycle trail system for the Secondary Plan area. The trail system will be coordinated with both the Town and Regional trail system. It also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Generally, separate pathways will only be required on arterial roads.

### C.8.4.3 SIXTEEN MILE CREEK AND INDIAN CREEK SUBWATERSHED STUDIES AND SUBWATERSHED IMPACT STUDIES

The Sherwood Survey Planning District lies within two subwatersheds (See Appendix C.8.C for map showing boundaries of subwatersheds):

a) Sixteen Mile Creek Subwatershed, Area 2; and,
b) Indian Creek Subwatershed Area.

The Sixteen Mile Creek Watershed Plan (1995) and the Bronte Creek Watershed Plan (2002 - Indian Creek is a tributary of Bronte Creek) prescribe development and resource management principles focused on the protection and preservation of the watershed-based ecosystem. The Watershed Plans recommend that subwatershed plans be prepared at the Secondary Plan stage, and plans have been completed for Area 2 of Sixteen Mile Creek and for Indian Creek in Sherwood Survey.

Subwatershed plans identify specifics associated with resource management including: stormwater servicing approach, management infrastructure type and location, watercourse management approach, habitat to be protected, phasing considerations, and study requirements for implementation. The recommendations in the subwatershed plans provide general principles to be used as guidelines in the preparation of the Subwatershed Impact Studies (SIS).

All new development in the Sherwood Survey will have regard for the recommendations of the applicable subwatershed plan and will be subject to the findings of the relevant Subwatershed Impact Studies (SIS) as approved by the Town in consultation with the relevant public agencies. No amendments to the Secondary Plan shall be required to

implement the recommendations of the subwatershed plans or for changes in the location of stormwater facilities in accordance with the policies of Section C.8.5.16 of this Plan.

Further, prior to draft plan approval, Subwatershed Impact Studies (SIS) are required for each Sub-watershed Impact Area identified on Schedule C-8-E to this Plan. The study areas can be modified or consolidated subject to the approval of the Town, in consultation with the Conservation Authority and the Region. The goal of these studies will be to achieve a greater level of detail in the integration of servicing and stormwater management. The objectives of the studies will be:

i) a preferred servicing plan (including public/private utilities);
ii) road layout
iii) integration of stormwater management facilities;
iv) exploration of opportunities to integrate recreation opportunities with stormwater management;
v) phasing and cost sharing in areas of multiple ownership; and,
vi) validation of fisheries mitigation and compensation.

Further, the Subwatershed Impact Studies will also provide a:

i) detailed assessment of terrestrial resources and associated ecological functions;
ii) establish the boundaries of the environmental protection areas, the buffers required for the preservation and maintenance of these features and the terrestrial corridor widths;
iii) assess the possible impacts from the proposed development and mitigation options;
iv) provide a recommended plan to demonstrate how natural ecological systems and processes will be maintained and improved, where appropriate, and how disruption to existing natural features and functions will be minimized;
v) conceptual plan demonstrating how habitat and/or ecological functions can be protected, maintained and improved where appropriate to provide important ecological gains in the Subwatershed Impact Area;
vi) 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,
vii) conceptual plan outlining how the suggested Natural Heritage System in the Management Plan or equivalent alternative will be implemented. However, if an alternative is developed, its effectiveness must be related to the policies, objectives and targets in the Management Plan and it must clearly demonstrate compatibility with the Natural Heritage Systems developed in adjacent Subwatershed Impact Areas.

## C.8.4.4 ECO-TECH VILLAGE

### C.8.4.4.1 Location

An "Eco-tech Village" may be permitted in any residential designation in the Sherwood Survey Secondary Plan without an amendment to this Plan subject to the preparation and approval by the Town of a Tertiary Plan in accordance with the policies of Sections 5.4.3.6 and 5.4.3.7 of the Official Plan. Further, development of the Eco-tech Village may proceed as soon as servicing can be made available and the related Subwatershed Impact Study can be completed, regardless of the development phase in which the site is located, subject to approval by the Town and the Region of Halton, including satisfaction of all their financial and other requirements. However, such development shall comply with the policies for the Greenlands A Area, Greenlands B Area and Environmental Linkage Area designations where applicable.

### C.8.4.4.2 Definition

The Eco-tech Village shall be a residential or mixed-use community based on the principles of environmental sustainability and incorporating the most current technology. The Eco-tech Village is intended to be a minimum of 20 hectares in size and shall contain the following design elements:

i) the production of innovative designs of a pedestrian oriented, ecologically sustainable mixed-use or residential community;
ii) the creation of a mix of land uses and /or community design that encourages modes of transportation other than the private automobile;
iii) the creation of streetscapes that are pedestrian in scale, promote walking and social interaction while enhancing the ecological systems;
iv) the creation of a variety of housing densities and types appropriate for a range of households and which would support transit use and represent a compact urban form;
v) building designs and building techniques that minimize resource use, improves safety, create improved microclimates and encourage pedestrian activity;
vi) the introduction of the natural ecosystem into the Eco-Tech Village;
vii) design and infrastructure elements to serve multiple functions to increase ecological activity and reduce resource use; and,
viii) implementation of an alternative and/or renewable source of energy and heating and cooling in the Village such as district heating and windmills.

### C.8.4.4.3 Development Principles

In addition to the design elements in Section C.8.4.4.2, the Eco-Tech Village shall generally comply with the following:

a) provide for a variety of housing types and the integration of land uses including "Live/Work" opportunities;

b) provide roads designed as pedestrian, cycling and ecological linkages with traffic calming measures;

c) provide convenient connections to transit;

d) provide flexible and adaptable built forms and where feasible community design;

e) provide passive solar and cooling through building orientation and landscaping;

f) ensure that the existing landscape directs the community design process through recognition, incorporation and enhancement of existing elements such as creeks and woodlots, and existing grading where possible; and,

g) augment the existing landscape features with linear connections, the use of native vegetation and the promotion of biodiversity;

h) implement the Town of Milton Sustainable Development Guidelines.

#### C.8.4.4.4 Energy Efficiency

In addition, to the design principles outlined above, an Eco-tech Village shall:

a) Implement innovative efficient and effective methods of providing energy through:

   i) the incorporation of demonstration projects for alternative energy options, including the investigation and, if feasible, the implementation of renewable energy resources and district energy systems; and,
   ii) minimizing energy needs and flat-lining the energy profile of the design of the Village.

b) Increase energy efficiency and minimize environmental impacts in building design through:

   i) promoting the standard for residential construction at a minimum of R-2000 and for commercial buildings, a minimum of C-2000;
   ii) incorporating opportunities for efficiencies through orientation and use of passive solar energy and alternative landscape option;
   iii) incorporating future alternative uses and life stages in building design;
   iv) maximizing opportunities for waste reduction, reuse and recycling in the construction process, building design and community design;
   v) maximizing opportunities for storm water and grey water reuse for non-potable purposes; and,
   vi) incorporating water conservation measures in all buildings and landscaping.

### C.8.4.4.5 Natural Systems

Promote the preservation and integration of the environment by designing the natural systems to:

a) maximize, where feasible, recharge on site and naturalize conveyance of water to the stream system;

b) use storm water management corridors for the creation of linkages within the community and at a regional scale;

c) incorporate storm water management facilities into parks and open space;

d) preserve the natural topography of the community, where possible;

e) preserve existing ecosystems and features where possible;

f) recreate additional ecosystems as part of the public park system; and,

g) use native vegetation along roadways and other corridors.

### C.8.4.4.6 Telecommunications/Smart Wiring

Incorporate the most current feasible technological standard for communications infrastructure to provide a full range of "Live/Work" opportunities within the Eco-tech Village.

## C.8.4.5 HOUSING MIX

### C.8.4.5.1 General Housing Mix Target

The ultimate housing mix targets for the Urban Area found in Section 2.7.3.4 of the Official Plan, shall apply to the Sherwood Survey Planning District. These targets are 60 per cent single detached and semi-detached, 15 per cent row housing or similar housing forms and 25 per cent apartment or similar housing form mix.

### C.8.4.5.2 Residential Density Distribution

Notwithstanding the policies of Section 2.7.3.5 of the Official Plan, which encourage an even distribution of residential density throughout the Urban Area, and the HUSP direction to achieve an overall density of 30 units per net hectare, in the Sherwood Survey Planning District, residential development in Neighbourhoods in proximity to the Niagara Escarpment shall have a lower density than those neighbourhoods which are not adjacent to the Escarpment to ensure that development is sensitive to the

Escarpment environment. The average density in each Neighbourhood as designated on Schedule C-8-A1 shall be:

a) Milton Heights Neighbourhood — 15 units per net hectare, although lots situated abutting Provincial Freeways, Major Arterial Roads and Railway Corridors may be developed at 30 units per net hectare;

A separate tertiary plan will be required for the Milton Heights Neighbourhood prior to any development occurring. The tertiary plan will address such issues as compatibility of land use and transition of density, lot sizes and housing type based on consideration of the proximity of new development to:

i) the Niagara Escarpment Plan Area and natural heritage features;
ii) arterial roads, employment lands, railways and provincial highways and employment areas; and,
iii) existing residential development;

with a principle overall objective of maintaining a significant degree of larger lot development adjacent to the Niagara Escarpment Plan Area.

The density of development in the tertiary plan may vary from a high of 30 units per net hectare near arterial roads, employment lands, provincial highways, railways and employment areas to a low of 15 units per net hectare near the Niagara Escarpment Plan Area, existing residential development and natural heritage features. Upon approval of the tertiary plan by Council, development may occur through individual plans of subdivision in accordance with the approved tertiary plan, with no further amendments to this Plan.

b) Scott Neighbourhood North — Average 26 units per net hectare;

Notwithstanding the overall average density requirement of 26 units per net hectare for the Scott Neighbourhood North, as shown on Schedule C-8-A1, the designated residential development area, located south of Main Street and east of the Greenlands A designation and adjacent to the Niagara Escarpment Plan Area shall have a maximum of 15 units per net hectare.

The lands south of realigned Main Street and west of the Greenlands A designation within the Scott Neighbourhood North, shall also be designed in a manner which provides a transition of lower density residential development adjacent to the Niagara Escarpment Plan Area and the District Park. This transition is to be accomplished through a distribution of density, lot sizes and housing styles, which will range from larger lot single-family detached residential development directly adjacent to realigned Main Street, to smaller lot single family detached residential development adjacent to the southerly border of the Scott Neighbourhood North. Adjacent to the Niagara Escarpment Plan, the maximum density shall be 22 units per net hectare.

c) Scott Neighbourhood South 35 units per net hectare;
d) Harrison Neighbourhood 35 units per net hectare; and,
e) Willmott Neighbourhood 40 units per net hectare.

C.8.4.6 URBAN DESIGN

C.8.4.6.1 Section 2.8 of this Plan establishes a detailed urban design strategy for the Town, which is applicable to the Sherwood Survey Secondary Plan Area.

C.8.4.6.2 Further to, and in accordance with the policies of Section 2.8 of this Plan, all development within the Sherwood Survey Planning District shall be designed in a manner which reflects the following urban design objectives and the goal and objectives of this Secondary Plan (Section C.8.3) and the Urban Design Guidelines in the Milton Sherwood Survey Implementation Strategy:

a) To create new development that has an immediate character in part by retaining, where possible, through site-specific assessment, existing vegetation and character buildings;

b) To create a linked greenlands/open space system that provides well connected, strategically located, highly visible and thereby safe green space corridors throughout the community;

c) To reinforce and extend the character of the historical portion of the Town of Milton, through compact new development which respects and complements the existing Town scale and character of buildings, public spaces and neighbourhoods and high quality building materials;

d) To provide a framework for the continued development of a diverse and distinct community identity with viable commercial and public use facilities which will serve the growing needs of the local and surrounding community while complementing the existing facilities of the Central Business District;

e) To provide a high quality streetscape design to accommodate safe pedestrian, bicycle and vehicular links within the Sherwood Survey Secondary Plan lands and to the surrounding community;

f) To extend and realign Main Street as a pedestrian-oriented street and gateway to the Town and the Central Business District, through the siting and design of new buildings and open space areas and the provision of coherent and memorable streetscape treatments and protection of existing buildings.

g) To protect the character of the streetscape of the following roads through the protection of existing buildings, the siting and design of new buildings and streetscape treatments:

i) Tremaine Road (Reg. Road 22) and 3rd Line in Milton Heights;

ii) Steeles Ave. (Reg. Road 8)/Peru Road area south of the Sixteen Mile Creek; and ,

iii) existing Main Street west of realigned Main Street.

h) To design development adjacent to Tremaine Road (Reg. Road 22) in a manner, which provides a suitable buffer adjacent to the Niagara Escarpment, reduces impacts on existing residences, results in views to the Sixteen Mile Creek and the Niagara Escarpment, and creates coherent and memorable streetscape treatments.

i) To design development in Neighbourhoods which are in proximity to the Niagara Escarpment to ensure that the design is less intense, a transition in density has been proposed as per Schedule C-8-A1.

j) To encourage the grouping/clustering or combining of public/private utilities wherever possible to enhance streetscape design.

C.8.4.6.3 Further to the policies of Section C.8.4.6.2, development shall also be designed in accordance with the following general design principles:

a) Development shall be based on a modified grid road system south of Main Street which achieves the objectives set out in Section C.8.3.2.5 of this Plan. Within the Milton Heights Neighbourhood, the road system will be designed to achieve the same objectives, while recognizing that a grid system is generally not feasible.

b) Views and accessibility of the watercourses, parks, schools and other natural and community features will be maximized by requiring the use of single loaded roads adjacent to such features in addition to other approaches in a manner as identified in the urban design guidelines. The east/west roads shall also be designed to maximize views of the Escarpment. Cul-de-sacs will be discouraged. ***A1**

c) A hierarchy of community facilities will be located in locations which allow them to serve as focal points for the Planning District as a whole, neighbourhoods and subneighbourhoods.

d) The Urban Design Guidelines will establish five types of streets with respect to design treatment:

i) Gateway Streets – Arterials/Collectors

Gateway streets will provide a symbolic function to identify the entrance to the Urban Area in a manner which reflects its historic character and natural environmental features; as well as the distinct nature of the Sherwood

Survey Planning District. Gateway streets will have the highest form of design treatment, including special signage and central medians.

In particular, in consultation with the Region, Regional Road 25 shall be designed as a gateway that reflects the unique natural open space character of the community through the provision of streetscape treatments and the siting and design of buildings and structures. Realigned Main Street will be designed in accordance with the policies of Section C.8.2.2 g) as a pedestrian-oriented street and gateway to the Town and the Central Business District through the siting and design of buildings and parks, and the provision of coherent and memorable streetscape treatments. Finally, Tremaine Road (Reg. Road 22) in consultation with the Region will be designed in accordance with the policies of Section C.8.2.2 g) to enhance views to the Sixteen Mile Creek and the Escarpment.

ii) Character Road

The Character Road designation is applicable to Tremaine Road (Reg. Road 22) and 3rd Line in Milton Heights in recognition of the unique character of the existing Milton Heights development. It is also applicable to the Steeles Ave. (Reg. Road 8)/Peru Road area, south of Sixteen Mile Creek and existing Main Street, west of realigned Main St. to reflect the special nature of those areas. Character roads will be designed in accordance with the policies of Section C.8.2.2 f).

iii) Primary Streets – Arterials/Collectors/Local Roads

Primary Streets connect neighbourhoods to the major focal points of the Planning District. They also link sub-neighbourhoods, provide access to parks, schools (with secondary schools being located on arterials and elementary schools on collectors and local roads) and the trail system. In addition, they define the boundaries of the Planning District and the neighbourhoods.

The Primary Streets, particularly those which connect neighbourhoods to major focal points or which act as boundaries to the Planning District, will have a higher order of design than the Secondary Streets, through the extended use of tree and feature planting, paving, lighting and signage design.

iv) Secondary Streets – Collector/Local Roads

Secondary Streets do not have a symbolic role, but are designed to support transportation needs while recognizing that streets are used as key neighbourhood socialization spaces. The design requirements of secondary streets are less substantial than for primary streets.

v) Local Hybrid Road/Lanes/Service Roads

Where conditions do not allow direct driveway access from a roadway, local hybrid streets, lanes and service roads may be considered. The design requirements of such facilities will be much more limited than for other streets. At the same time, certain minimum standards will be required to address pavement width and relationship to parking areas.

e) Reverse lotting will not be permitted, except where the Town is satisfied that there is no other feasible option. A range of alternatives, such as lanes and hybrid streets, will be encouraged to ensure a high quality of streetscape design which:

i) provides for an attractive and safe streetscape for pedestrians, bicyclists and drivers as well as attractive and safe links for all users of the transportation system within the Sherwood Survey Planning District and to the surrounding community; and,

ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety.

f) A mix of lot sizes, building types and architectural styles with high quality building materials will be encouraged on a street-by-street basis to reinforce the character of the existing community. In particular, dwellings shall be designed to reduce the impact of garages, and garages shall generally not project beyond the main wall of a unit without significant mitigating design elements.

g) Consideration shall be given to the location of public utilities within public rights-of-way as well as on private property. Utilities will be grouped/clustered or combined where possible to minimize visual impact. The Town will encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, lighting standards and transit shelters.

### C.8.4.7 Emergency Response Facilities

A range of emergency response services (e.g. ambulance, fire, police) will be required to serve the Sherwood Survey. Such services will be encouraged to locate in shared facilities. Further, notwithstanding any other policies of this plan, emergency response facilities may be located in any land use designation other than any designation within the Greenlands System.

## C.8.5 LAND USE POLICIES

The applicable land use policies of Sections 3 and 4 of the Official Plan together with the additional policies in this section shall apply to the lands in the Sherwood Survey Planning District in accordance with the land use designations on Schedule "C-8-D", Land Use Plan.

### C.8.5.1 RESIDENTIAL AREA

#### C.8.5.1.1 Residential Mix

The residential mix in the Sherwood Survey Planning District as a whole, and for individual subdivisions which exceed 200 lots in size, shall be in accordance with the ultimate housing mix targets for the Urban Area, the policies of Subsection 3.2.1.4 of the Official Plan and the density distribution policies of Section C.8.4.5.2 of this Plan. In addition:

a) Medium Density I residential uses shall have a minimum density of 20 units per net hectare and a maximum of 35 units per net hectare. Street-oriented Medium Density I residential uses shall be encouraged to be interspersed with single and semi-detached dwelling units throughout the Planning District in small blocks of from five to 30 units and particularly in areas adjacent to the Neighbourhood Centre Areas, as well as Village Squares and Greenlands A and B Areas;

b) Medium Density II uses shall be encouraged to locate adjacent to arterial roads and shall have a minimum density of 35 units per net hectare and a maximum of 70 units per net hectare; and,

c) All individual residential units shall be encouraged to front on and have access to public roads; however, where development fronts on arterial roads, vehicular access may be provided from hybrid roads, lanes or service roads subject to the approval of the Town in consultation with the Region.

#### C.8.5.1.2 Permitted Uses

The permitted uses in the Residential Area designation shall be in accordance with the policies of Section 3.2.2 of this Plan with the exception that:

a) Local Institutional Uses, particularly those operated by public agencies or through a public-private partnership, shall be located in the Neighbourhood Centre Area, Institutional Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7, particularly for privately owned facilities such as places of worship, private schools and day care facilities and public elementary schools in the Scott Neighbourhood given the location of that Neighbourhood Centre and the size of the Neighbourhood.

b) Local Commercial Uses shall be located in the Neighbourhood Centre Area, Local Commercial Area or Secondary Mixed Use Node designations, although consideration may be given to alternative locations in accordance with the policies of subsections 3.2.3.6 and 3.2.3.7 and existing local commercial uses in Milton Heights may be recognized; and,

c) Coach houses, deemed to be an accessory dwelling, shall be permitted on hybrid roads for dwelling units which do not front on the hybrid road. Coach houses are accessory dwelling units located in a separate building on a lot, usually part of a garage, while hybrid roads are public roads which have dwellings fronting on one side and the rear yards of dwellings, including garages, on the other side.

d) Detached dwellings with or without accessory dwellings, duplex and semi-detached dwellings, will be permitted in the Medium Density I residential area at a maximum density of 35 units per net hectare and a minimum density of 15 units per net hectare and Section 3.2.3.1 shall not apply.

### C.8.5.1. Medium Density Residential I

Where street-oriented medium density residential uses, such as street townhouses, are interspersed with single and semi-detached dwelling units in blocks of five to 30 units, the policies of subsections 3.2.3.1 a), b) i), and e) of this Plan shall not be applicable. However, such development shall be evaluated and will be to the satisfaction of the Town at the draft plan of subdivision stage to ensure appropriate integration with the adjacent low density dwelling units in accordance with the Urban Design Guidelines which form part of the Sherwood Survey Planning District Implementation Strategy. The submission of building elevations may be required to assist in the evaluation of such proposals.

### C.8.5.2 RESIDENTIAL/OFFICE AREA ***A1***

Further to, and in accordance with, the policies of Section 3.3 of this Plan, all development in the Residential/Office Area designation shall be designed to be integrated with adjacent development in the Residential Area designation with respect to building elevations and relationship to the street. In addition, development in the Residential/Office Area designations:

a) at the intersection of Regional Road 25 and Louis St. Laurent Ave., and Tremaine Road (Reg. Road 22) and Louis St. Laurent Ave. will reflect the significance of these gateway locations in accordance with the policies of Section C.8.4.6, Urban Design; and,

b) adjacent to the hospital shall be designed to be compatible with the hospital use, and uses, which support that use including medical offices, shall also be encouraged.

Notwithstanding the policies of Section 3.3.2 b) Medium Density I residential uses shall not be permitted in the Residential/Office Area designation. Consideration may be given to permitting a limited amount of Medium Density II development in the Residential/Office Area designation at a minimum density of 50 units per net hectare. However, no Residential/Office Area designation may be developed in its entirety for Medium Density II development.

### C.8.5.3 NEIGHBOURHOOD CENTRE AREA

#### C.8.5.3.1 Purpose

The Neighbourhood Centre Area designation on Schedule "C-8-D" is intended primarily for community uses and facilities which serve the neighbourhood as a whole, including elementary schools, neighbourhood parks, community centres, arenas, and local institutional and commercial uses and to a limited extent, compatible high density residential development. These areas are designed to support the community structure as established in Schedule "C-8-A" by providing focal points for each neighbourhood.

#### C.8.5.3.2 Permitted Uses

The Neighbourhood Centre Area designation on Schedule "C-8-D" means that the main uses permitted shall be uses which by their activity, scale and design are compatible with adjacent residential uses and which primarily serve the adjacent neighbourhood, including elementary schools, transit stops, postal outlets, parks and open space systems including trails, community recreational and leisure facilities, places of worship, day care facilities and convenience commercial and office uses and other similar local institutional and commercial uses. However, a District Park will also be located in the Neighbourhood Centre Area located between existing and realigned Main Street. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited uses not specifically identified as permitted, if required to ensure their viability. The following additional uses may also be permitted:

a) High density residential development with a minimum density of 70 units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of subsections 3.3.3.3 and 3.3.3.5 of this Plan.

b) Medium Density Residential II with a minimum density of 35 units per net hectare and a maximum density of 70 units per net hectare in accordance with the policies of subsection 3.2.3.2 of this Plan;

c) Special needs housing designed to accommodate individuals with specific needs, in accordance with the policies of subsection 3.2.3.3 of this Plan; and,

d) Home Occupation uses in accordance with the policies of subsection 3.2.3.8 of this Plan.

Notwithstanding the foregoing, it is recognized that the designation of elementary schools on Schedule "C-8-D" is conceptual and is intended to recognize general potential locations for elementary schools. The exact location and configuration of school sites will be established in conformity with the policies of this Plan during the preparation of plans of subdivision in consultation with the Boards of Education. Further, the size and configuration of each school shall be consistent with the policies and requirements of the respective School Board.

Notwithstanding the permitted uses of this section, high and medium density residential development are not permitted within the Neighbourhood Centre Area located between existing Main Street and the proposed realignment of Main Street, east of Tremaine Road. Any residential development permitted within this Neighbourhood Centre Area shall be in accordance with Policy C.8.5.14.1, and have a maximum of 4 units per net hectare.

### C.8.5.3.3 Site Design

Development in the Neighbourhood Centre Area designation shall be reviewed by the Town in accordance with the Sherwood Survey Planning District Urban Design Guidelines. . In particular, development shall be designed to:

a) maximize multiple use of lands and facilities;

b) eliminate barriers between facilities, particularly between parks and schools;

c) ensure that buildings are oriented to public streets;

d) maximize public service and safety; and,

e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

### C.8.5.3.4 Alternative Uses

Where all or part of a site which has been identified for an institutional use is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted as determined by the Town in order of priority as follows:

a) other Local Institutional Uses or parks or other open space uses;

b) other permitted uses in the Neighbourhood Centre Area designation; and,

c) Medium Density Residential I and II uses in accordance with the policies of Section 3.2 of this Plan.

### C.8.5.4 INSTITUTIONAL AREA

Further to, and in accordance with, the policies of Section 3.10 of this Plan, development on lands designated "Institutional Area" on Schedule "C-8-D" shall be subject to the following policies:

#### C.8.5.4.1 Purpose

The Institutional Area designation on Schedule "C-8-D" is intended primarily to recognize the existing hospital. However, these lands may also be used for major public and quasi-public uses which specifically serve the Sherwood Survey Planning District, or a Town-wide function.

#### C.8.5.4.2 Permitted Uses

The Institutional Area designation on Schedule "C-8-D" means that the main permitted uses shall be the existing hospital and public, quasi-public and private non-profit uses which serve the Sherwood Survey Planning District, or which have a Town-wide function on sites which generally exceed 1 hectare. In addition, accessory service commercial uses and office functions shall be permitted as well as:

a) High density residential development with a minimum density of 70 units per net hectare and a maximum density of 100 units per net hectare in accordance with the policies of subsections 3.3.3.3 and 3.3.3.5 of this Plan in conjunction with institutional uses or on separate sites;

b) Special needs housing designed to accommodate individuals with specific needs in accordance with the policies of subsection 3.2.3.3 of this Plan, in conjunction with institutional uses or on separate sites; and,

c) Home Occupation uses in accordance with the policies of subsection 3.2.3.8 of this Plan.

#### C.8.5.4.3 Site Design

Development in the Institutional Area designation shall be reviewed by the Town in accordance with the Sherwood Survey Planning District Urban Design Guidelines . In particular, development shall be designed to:

a) maximize multiple use of lands and facilities;

b) eliminate barriers between facilities, particularly between parks and schools;

c) ensure that buildings are oriented to public streets;

d) maximize public service and safety; and,

e) design parking, loading and access areas in a manner which will minimize conflicts between pedestrian and vehicular traffic.

C.8.5.4.4 Alternative Uses

Where all or part of a site which has been identified for an institutional use is not required, or where an existing institutional use is proposed to be closed, alternative uses shall be permitted in order of priority as follows:

a) other Institutional Uses or parks or other open space uses;

b) other permitted uses in the Institutional Area designation; and,

c) Medium Density Residential I and II uses in accordance with the policies of Section 3.2 of this Plan.

C.8.5.5 SECONDARY MIXED USE NODE

Further to, and in accordance with, the policies of Section 3.6 of this Plan, development on lands designated "Secondary Mixed Use Node" at the intersection of Bronte Road and Louis St. Laurent Ave. on Schedule "C-8-D" shall be designed to recognize that lands to the south of Louis St. Laurent Ave. form a significant part of the Node, although they may not develop initially because of their location in the Milton South Planning District. In addition to the uses permitted in Section 3.6, which include commercial uses and institutional uses such as secondary schools and fire halls, lands in this Secondary Mixed Use Node may be used for Medium Density I and II Residential uses in accordance with the policies of Section 3.2. Further, the primary location for a secondary school shall be in the Secondary Mixed Use Node and development of this or other institutional uses may occur in the portion of the Node located south of Louis St. Laurent Ave. subject to the approval of the extension of servicing by the Region in accordance with the provisions of the Regional Plan. However, consideration will be given to locating a secondary school to front onto Derry Road within any land use designation with the exception of Greenlands A and Greenlands B, if it deemed necessary to locate outside of the Secondary Mixed Use Node.

C.8.5.6 GREENLANDS A AREA

The Greenlands A Area policies in Sections 3.12 and 4.8 of the Official Plan shall apply to the lands in the Greenlands A Area designation on Schedule "C-8-D". However, it should be noted that the boundaries of the Greenlands A Area designations on Schedule "C-8-D" have been designated in a conceptual manner based on the functional recommendations of the Indian Creek Sub-Watershed Study and the Sixteen Mile Creek Sub-Watershed Study Area 2 for the Sherwood Survey Secondary Plan Area. These boundaries, which would include any required buffers,

apply subject to verification as part of the completion of the subwatershed planning process and the preparation of the Subwatershed Impact Studies, in accordance with policies of the Regional Official Plan and in consultation with Conservation Halton.

Where, as part of the completion of the subwatershed planning process, and the preparation the Subwatershed Impact Study, it is recommended that the boundary of the Greenlands A Area can be altered, and the Town approves the recommendation, in consultation with Conservation Halton, the adjustments can be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Greenlands A Area designation and the underlying designation shall be removed from any lands added to the Greenlands A Area.

Further, the lands in the Greenland A Area designation are considered to be a crucial part of the proposed greenlands open space system intended for the Urban Area and shall be acquired by the Town of Milton in accordance with the policies of Section 5.9.3.7 of this Plan.

#### C.8.5.6.1 Implementation

Prior to development of lands adjacent to Greenland areas and subsequent to the preparation of the required Subwatershed Impact Study, where necessary, the Town may require the preparation of a detailed implementation plan which refines surveyed boundaries of the Greenlands and associated buffers and defines mitigation plans including such matters as grading, construction practices and building placements on each development site. The implementation plan will implement the recommendations of the SIS study.

### C.8.5.7 GREENLANDS B AREA

Further to and in accordance with the policies of Section 4.9 of the Official Plan, the following policies apply to the lands designated Greenlands B Area on Schedule “C-8-D”.

#### C.8.5.7.1 Purpose

The purpose of the Greenlands B Area designation in the Sherwood Survey Planning District is:

a) to protect areas which have been identified as having environmental significance based on the functional recommendations of the Indian Creek /Sixteen Mile Creek Subwatershed Management Study for the Sherwood Survey Secondary Plan Area; and,

b) to identify key areas which form the basis for the greenlands/open space system for the Sherwood Survey.

### C.8.5.7.2 Permitted Uses

Notwithstanding the policies of this Plan, the Greenlands B Area designation on Schedule "C-8-D" means that only the following uses may be permitted subject to the policies of this Section:

a) Existing agricultural operations;

b) Existing, legally established uses;

c) Recreational trails and similar non-intensive recreation uses;

d) Forest, wildlife and fisheries management;

e) Archaeological activities, only as required by a Provincial Ministry;

f) Transportation and utility facilities approved as part of an environmental assessment; and,

g) Publicly owned watershed management and flood and erosion facilities. *(*

### C.8.5.7.3 Greenlands B Area Policies

a) The Greenlands B Area designation applies to streams and related valleys, fish habitat, wooded areas and related buffers, identified for protection in the Indian Creek and Sixteen Mile Creek Area 2 Sub-Watershed Studies in the Planning District.

b) The boundaries of the Greenlands B Area designations on Schedule "C-8-D" have been designated in a conceptual manner based on the functional recommendations of the Indian Creek Sub-Watershed Study and the Sixteen Mile Creek Sub-Watershed Study Area 2 for the Sherwood Survey Secondary Plan Area. These boundaries, which would include any required buffers as determined through the Subwatershed Impact Study, apply subject to verification as part of the completion of the subwatershed planning process, and the preparation of the Subwatershed Impact Studies, in consultation with Conservation Halton and in accordance with the policies of the Region of Halton Official Plan.

Where as part of the completion of the subwatershed planning process, and the preparation of the Subwatershed Impact Study, it is recommended that the boundary of the Greenlands B Area be altered, and the Town approves the recommendation, in consultation with Conservation Halton and in accordance with policies in the Regional Official Plan, the adjustments can be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Greenlands B Area

designation and the underlying designation shall be removed from lands incorporated into the Greenlands B Area designation.

c) The policies of Section C.8.5.6.1 apply to the Greenlands B Areas.

d) It will be the objective of the Town to have the lands in the Greenlands B Area, where their protection is recommended through the Subwatershed Impact Study, dedicated to the Town. However, where any land designated under the Greenlands B Area is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that such lands shall be purchased by the Town or other public agency; although the Town shall ensure that consideration is given to acquisition of these features through the development approval process.

e) Where new development is proposed on a site, part of which is designated as Greenlands B Area, such lands shall only be considered acceptable as part of the dedication for park purposes where it is demonstrated that the Town's active recreational facility requirements cannot be fulfilled outside the Greenlands B Area.

### C.8.5.8 ENVIRONMENTAL LINKAGE AREA

Further to, and in accordance with, the policies of Section 3.13, Environmental Linkage Area, of this Plan, the following policies apply to the Environmental Linkage Area designation on Schedule "C-8-D" which consists of the Union Gas High Pressure Gas Transmission Line Easement and adjacent lands:

a) It is an objective of this Secondary Plan to develop the lands in the Environmental Linkage Area as a part of the greenlands/open space system for the Sherwood Survey Planning District.

b) The permitted uses, in addition to those in Section 3.13.2 of this Plan, shall include gas pipelines and related facilities, recreational trails, seating areas, recreation facilities such as athletic fields, bocce ball courts and tennis courts, creeks and buffers and vehicle parking lots. However, parking lots shall be restricted to light weight facilities on the Union Gas Easement.

c) No significant structures shall be permitted in the Environmental Linkage Area;

d) All uses of the Union Gas Easement, including any plan to disturb the ground and plant trees, shall be subject to the approval of Union Gas Limited, in consultation with the Town.

### C.8.5.9 COMMUNITY PARK AREA

The Community Park Area policies in Section 3.11 of this Plan shall apply to the lands in the Community Park Area designation on Schedule "C-8-D". This Park is intended

to serve not only the residents of Sherwood Survey, but all the residents in the Town. It will include a range of active recreation facilities, as well as passive open space and unique attractions. Public/private partnerships for the provision of community facilities will be encouraged and may incorporate certain limited uses not specifically identified as permitted, if required to ensure their viability.

### C.8.5.10 VILLAGE SQUARE AREA

The Village Square designation on Schedule "C-8-D" represents a general location for generally passive open space areas which are intended to serve as focal points for a sub-neighbourhood in accordance with the policies of Section 2.5.3 and Table 1 of this Plan. The location and configuration of the Village Squares shall be further refined when plans of subdivision are prepared and these sites will generally include tot lots and other passive recreation features such as gazebos and seating areas. Village Square sites can be relocated provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan. However, regardless of the location, such sites must have significant frontage on a public street, generally on two sides of the property.

### C.8.5.11 RESIDENTIAL/EMPLOYMENT AREA

Further to, and in accordance with, the policies of Section 3.4 of this Plan, applicants for development on lands designated "Residential/Employment Area" on Schedule "C-8-D" shall develop in accordance with the Sherwood Survey Secondary Plan Concept Plan in Appendix C.8.A and the Sherwood Survey Urban Design Guidelines. Further, while Section 3.4 permits medium density residential development it will be limited, and the majority of permitted residential development shall be high density with a minimum density of 50 units per net hectare. In addition, applicants will be required to submit:

a) elevations and plans which demonstrate a high quality of landscaped site development abutting Bronte Road;

b) elevations and plans which demonstrate that the interface between the development and any existing or proposed adjacent development, is compatible with respect to site design, and noise studies and lighting plans, if required by the Town, to address issues of noise and light impacts; and,

c) studies which address the need to provide appropriate noise, vibration and safety impact mitigation measures for where development is proposed adjacent to the railway right-of-way.

Notwithstanding the foregoing, a medical office and related accessory uses may be located at the southwest corner of Bronte Street and Derry Road. In addition, a Secondary School may be located adjacent to the Secondary Mixed Use Node if a location in the Node is not feasible.

### C.8.5.12 BUSINESS PARK AREA

Further to and in accordance with the policies of Section 3.8 of this Plan, applications for development on lands designated "Business Park Area" shall be permitted subject to:

a) No outdoor storage being allowed;

b) A high quality of landscaped site development particularly adjacent to Provincial Freeways, major arterials and arterial roads;

c) The proposed development complies with the Community-wide policies of Section 2.0 of this Plan;

d) Applicants can demonstrate that there is adequate wastewater and water treatment capacity to accommodate the proposed use; and,

e) The Business Park Area designation south of Third Sideroad and west of Peru Road shall be the greater of:

   i) a minimum of 70 metres in depth; or,
   ii) the minimum depth determined by a Noise Assessment approved by the Town which takes into account the separation distance required between the General Industrial Area and the Residential Area designations in accordance with Ministry of Environment Guideline D-6.

### C.8.5.13 LOCAL COMMERCIAL AREA

The lands in the Local Commercial Area designation on Schedule "C-8-D" shall be developed in conformity with the policies of subsection 3.2.3.7 of this Plan and shall not exceed 930 sq. m (10,000 sq. ft.) in size in any specific designation. A gas bar or service station may be located in a Local Commercial Area designation located on an Arterial Road, subject to detailed design review particularly with respect to the relationship of the development to the street.

### C.8.5.14 CHARACTER AREA

The Character Area designation on Schedule "C-8-A" is an overlay designation. The lands in the Character Area shall be developed in accordance with the underlying land use designation, having regard for the following policies.

#### C.8.5.14.1 Milton Heights, Steeles Ave. (Reg. Road 8)/Peru Road and Main Street Character Areas

In accordance with Subsection 2.10.3.32 of this Plan, the community of Milton Heights, the Steeles Ave. (Reg. Road 8)/Peru Road area and the Main Street area as

designated on Schedule "C-8-D", shall be maintained as a "character areas". These character areas shall not require the preparation of Character Area Plans in accordance with the policies of Section 2.10.3.34, rather the areas shall be developed in a manner which retains the existing natural environment and rural nature of existing streetscapes and each site will be subject to site plan approval. In particular:

a) the existing trees which border Tremaine and 3rd Line, Steeles Ave. (Reg. Road 8) in the vicinity of Peru Road, Peru Road south of Sixteen Mile Creek and existing Main Street will be preserved and enhanced;

b) the rural cross-section and paved portion of existing local roads will be retained if possible;

c) the Town will work with the owners of existing buildings, particularly any character buildings to ensure that the buildings, and portions of their sites, are preserved and incorporated into future adjacent development;

d) new development abutting these roads shall be designed in a manner which is compatible with, and sympathetic in design to, the natural environment and rural nature of the existing streetscape and with existing character buildings, as well as in conformity with the Residential Area designation, including low density and medium density residential uses and local institutional and commercial uses;

e) consideration shall be given to the maintenance of existing Third Sideroad as a service road and the construction of a new Third Sideroad to the north or other measures to mitigate the concerns with traffic impacts experienced by existing residents; and,

f) development of the realigned Main Street will reflect its role as a gateway to the Central Business District and the Town with coherent and memorable streetscape treatments.

### C.8.5.14.2 Tremaine Road (Reg. Road 22) Character Area

In accordance with subsection 2.10.3.32 of this Plan, Tremaine Road (Reg. Road 22) south of the CP Rail line and lands abutting that road as designated on Schedule "C-8-D" shall be developed as a "character area". The Tremaine Road (Reg. Road 22) Character Area shall be developed in a manner which ensures that special care is taken in the road design to ensure that it maximizes views of the Niagara Escarpment, while providing a landscaped buffer along the east side. In particular:

a) development abutting the road shall be designed in a manner which is compatible with, and sympathetic in design to, the natural environment and the proximity to the Niagara Escarpment; and,

b) disruption to the existing natural environment, topography and vegetation in the Character Area shall be minimized.

### C.8.5.15 CHARACTER BUILDINGS

Schedule C-8-C designates character buildings identified by the Town as being of historical or architectural interest. Prior to the development of a site which includes a character building, the building will be evaluated by the Town in consultation with the owner, to determine the feasibility of preservation. Where preservation is feasible, the Town will work with the owner to ensure that the buildings, and portions of their sites, are preserved and incorporated into future adjacent development. The Town will encourage preservation "in situ" wherever possible, or if necessary, relocation on an alternative, appropriate site. Conversion to other uses may also be considered.

### C.8.5.16 STORMWATER MANAGEMENT FACILITY

#### C.8.5.16.1 Stormwater Management Facility Location

The Stormwater Management Facility designation on Schedule "C-8-D" represents a general location for these facilities. The location and configuration of the Stormwater Management Facilities are more specifically delineated in the Subwatershed Plans. They will be further refined through the applicable Subwatershed Impact Study and through Stormwater Management Plans prepared in support of individual development applications.

#### C.8.5.16.2 Relocation of Stormwater Management Facility Designations

Stormwater Management Facility sites can be relocated or consolidated without amendment to this Plan, subject to the approval of the Town and relevant agencies, provided alternative sites are consistent with the goal, objectives and policies of this Secondary Plan and the applicable Subwatershed Plans, Conceptual Fisheries Compensation Plans and Subwatershed Impact Studies.

#### C.8.5.16.3 Location Permitted in all Land Use Designations

Stormwater management facilities shall be permitted in all land use designations on Schedule "C-8-D" and shall be designed to be integrated with the greenlands/open space system, provided that no such facility may be located below the Regional Floodline or in a woodlot.

### C.8.5.17 NIAGARA ESCARPMENT PROTECTION AREA

The lands in the Niagara Escarpment Protection Area designations, including the Niagara Escarpment Protection Area, Niagara Escarpment Protection Area – Greenlands B Area, Niagara Escarpment Rural Area and Niagara Escarpment Protection Area – Passive Open Space designations on Schedule "C-8-D" shall be

subject to the policies of Section 4.2 of the Plan. The intent of the designations is to provide more detailed direction with respect to intent for these areas within the context of the existing polices as follows:

a) Niagara Escarpment Protection Area – Greenlands B Area

This designation incorporates lands which have been identified through the Indian Creek Subwatershed Study as "Greenlands B Area". Therefore, in addition to the policies of Section 4.2 of the Plan, regard shall also be had to the policies of Section 4.9, Greenlands B Area, in considering any changes to the use of these lands. The Town shall also consider, if financially feasible, the acquisition of these lands to allow for the creation of a complete linked greenlands/open space system.

b) Niagara Escarpment Protection Area – Passive Open Space

This designation incorporates lands which the Town will consider for acquisition as part of its parks and greenlands/open space system to provide for passive open space uses and to protect the face of the Niagara Escarpment and the lands adjacent to the Niagara Escarpment. The Town recognizes the Escarpment Protection Area policies and, will only consider uses for these lands which are in conformity with the Niagara Escarpment Plan. The Town of Milton will comply with the requirements of the Niagara Escarpment Plan for the lands acquired for passive open space uses.

In addition, the lands in Specific Policy Area No. 13 shall be subject to the policies of Section 4.11.3.13 of the Official Plan.

## C.8.6 IMPLEMENTATION

Further to, and in accordance with, the existing Implementation policies of Section 5.0 of this Plan, the following policies are applicable to the Sherwood Survey Planning District.

### C.8.6.1 PHASING AND FINANCE

C.8.6.1.1 Development in the Sherwood Survey Planning District shall proceed in three phases, 2A, 2B, and 2C as designated on Schedule "C-8-F". Prior to the commencement of development in each phase, an acceptable financing plan must be approved by the Town and Region and any additional financial and other requirements of the Town and the Regional Municipality of Halton shall be satisfied; confirmation shall be received from utility providers and schools that appropriate services can be accommodated; and, the following conditions must be met:

a) Phase 2B - 60% of the developable land area of Phase 2A must be in registered plans of subdivision prior to the commencement of development in Phase 2B.

b) Phase 2C - 60% of the developable land area of Phase 2B must be in registered plans of subdivision prior to the commencement of development in Phase 2C.

Notwithstanding the foregoing, the Town may permit the development of an Eco-Tech Village in accordance with the policies of Section C.8.4.4. of this Plan.

C.8.6.1.2 Notwithstanding the policies of Section C.8.6.1.1, development in the Milton Heights Neighbourhood shall be permitted when it has been demonstrated to the satisfaction of the Town and the Region that:

a) water and wastewater servicing is available and that the use of such available capacity will not compromise infilling opportunities in the Existing Urban Area as designated on Schedule "B" to the Official Plan;

b) Sufficient transportation capacity is available or can be made available to service this neighbourhood and other development that has committed and allocated water and wastewater capacity within other Phases of the Secondary Plan;

c) Financial arrangements are feasible within the Regional budget in order to accommodate this neighbourhood's development and the subsequent phasing of the Secondary Plan; and,

d) Financial agreements have been entered into with the Town, Region and Milton Heights landowners to ensure the servicing and transportation requirements and any other functional requirements are achieved.

Further, regardless of the timing of development in the Milton Heights Neighbourhood, the Town will use its best efforts to work with the Region of Halton to, where technically feasible, provide municipal water and wastewater to the existing Milton Heights community, as defined on Schedule C-8-D, Character Area, and to put in place major new road infrastructure, before significant new development occurs in the neighbourhood.

C.8.6.1.3. Notwithstanding the Phasing and Finance Policies contained within Section C.8.6.1.1., residential development within the Harrison and Willmott Neighbourhoods of the Sherwood Survey Secondary Planning District may commence when 60% of the residential building permits within the phase 2A development south of Derry Road have been issued, given that major servicing infrastructure required for the proposed Phase 2A development will need to be accommodated within the above noted greenfields area, in accordance with the Region of Halton Water/Wastewater Master

Servicing Plan, without an amendment to this Plan at the sole discretion of the Town and Region of Halton, and provided that all relevant financial, functional, and other requirements of the Town and Region of Halton, as deemed necessary, are satisfied.

C.8.6.1.4 Building Permits shall only be issued when the criteria in subsection 5.2.3.15 of this Plan are satisfied and, in accordance with the requirements for the provision of services established in the Phasing Plan which forms part of the Sherwood Survey Secondary Plan Implementation Strategy. In addition, building permits in the Sherwood Survey Planning District shall only be issued when the following criteria are satisfied:

a) The Community Park in the Community Park Area designation on Schedule "B" to the Official Plan on the west side of Regional Road 25 shall be constructed and conveyed to the Town prior to the lands in Phase 2 being 30% built;

b) The Community Park in the Community Park Area designation on Schedule "B" to the Official Plan on the east side of realigned Tremaine Road (Reg. Road 22) north of Third Sideroad shall be constructed and conveyed to the Town prior to the lands in Phase 2 being 70% built;

c) The Passive Open Space Area on Schedule "C-8-D" shall be conveyed to the Town prior to the release of any lands for development;

d) The District Park Area on Schedule "C-8-D" shall be conveyed to the Town prior to the lands in Phase 2 being 60% built;

e) Neighbourhood Parks which serve the various phases shall be constructed and conveyed to the Town prior to the lands in the Phase as identified on Schedule "C-8-A" being 25% built;

f) Village Squares shall be constructed and conveyed to the Town prior to the respective sub-neighbourhood (sub-neighbourhoods are identified on Schedule "C-8-A") being 25% built;

g) School sites for each neighbourhood shall be shown as a block(s) on an approved draft plan of subdivision before 25% of the respective phase of the Secondary Plan is built.

h) Lands designated Greenlands A Area and Greenlands B Area shall be dedicated to the Town when adjoining lands are approved for development as a condition of draft plan approval or site plan approval;

i) Stormwater management facilities shall be constructed and dedicated as a condition of draft plan approval or site plan approval, provided that the Town may approve the use of temporary stormwater facilities where it is not possible to construct the permanent facilities, and provided that provision has been

made, to the satisfaction of the Town through the payment of financial securities or other safeguards, for the construction of the permanent facilities;

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

k) The Town has in full force and effect and not subject to appeal a Development Charges By-law under the Development Charges Act, 1997 or successor legislation, identifying the charges applicable to the lands in the Secondary Plan area:

Notwithstanding the foregoing:

i) Public infrastructure such as parks, firehalls, schools and servicing facilities may proceed at any time regardless of the development phase, subject to the availability of servicing infrastructure and other requirements both at the Local and Regional levels, even if the precise requirements of clauses a) to h) above have not been met; and,

ii) Council may, at its sole discretion, determine that a development proposal in any phase can proceed, even if the precise requirements in clauses a) to h) above are not fully met, if it is determined by Council that such a proposal is in accordance with the general purpose and intent of these clauses and this Secondary Plan, and if there are no unacceptable negative impacts on the Town or Region as determined by Council.

C.8.6.1.5 In order to implement the policy of this Secondary Plan that the cost of new development shall have minimal impact on existing taxpayers, in addition to the policies of Sections C.8.6.1.1. through to C.8.6.1.4. above, development shall only proceed when:

a) The Town has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Secondary Plan area;

b) Landowners within the Secondary Plan area have entered into an agreement or agreements amongst themselves to address the distribution of all costs of development including those which may not be recoverable by the Town under the Development Charges Act, 1997, or any successor legislation, particularly the provision of community and infrastructure facilities such as parks, roads, road improvements, external services, storm water management facilities, public/private utilities and schools, all in accordance with the *Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official*

*Plan Amendments* prepared by C. N. Watson and Associates and adopted by Council; and,

c) Landowners within the Secondary Plan Area have entered into an agreement or agreements or have made other satisfactory arrangements with the Town for the provision of funds or the provision of services or both in accordance with the Town of Milton Financial Plan for the Sherwood Survey Secondary Plan and Related Official Plan Amendments and have entered into an agreement with the Region in accordance with the Region's Financial Plan.

C.8.6.1.6 Prior to approval of development within the Secondary Plan area, all interested telecommunications providers and other utilities are to confirm if services can be provided to support the proposed development, and shall determine appropriate locations for large utility equipment or utility cluster sites.

All interested telecommunications providers and other utilities wishing to be located within a development areas should be located within an initial common trench, whenever possible, to avoid unnecessary over digging and disruption on municipal rights of way.

Consideration shall be given to the location of utilities within public rights-of-way as well as on private property. Utilities shall be grouped/clustered or combined where possible to minimize visual impact. Utilities shall be placed in such a manner so as to not visually detract from the streetscape. The Town shall encourage utility providers to consider innovative methods of containing utility services on or within the streetscape features such as gateways, light standards, bulk water meters and transit shelters.

The Town supports where feasible the provision of electronic communication technology involving high capacity fibre optics to enhance telecommunication services within the Secondary Plan Area.

C.8.6.2 ZONING BY-LAW

This Secondary Plan shall be implemented by an appropriate amendment(s) to the Town's comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section 5.5 of this Plan.

C.8.6.3 CONSENTS

Subdivision of land shall generally take place by plan of subdivision in the Sherwood Survey Planning District. Consents may be permitted in accordance with the provisions of Section 5.7 of this Plan and the applicable provisions of this Secondary Plan, provided that any consent shall not prejudice the implementation of this Secondary Plan.

### C.8.6.4 POTENTIAL SHALE RESOURCE

Notwithstanding any other policies of this Plan, the Town recognizes that there is a potential shale resource under portions of the Sherwood Survey Secondary Plan Area. The Town will work with the landowners to encourage the extraction of this resource, where economically viable, prior to the commencement of urban development.

APPENDIX C.8.A

SHERWOOD SURVEY
MASTER CONCEPT PLAN

# APPENDIX C.8.B

# SHERWOOD SURVEY STATISTICS

## APPENDIX C.8.B

## SHERWOOD SURVEY
## STATISTICAL SUMMARY

| | Acres | Hectares |
|---|---|---|
| I. Secondary Mixed Use Area | | |
| Total Net Area | 45.2 | 18.3 |
| % of Net Area | | 2.1 |
| II. Commercial Area | | |
| Total Net Area | 4.9 | 2.0 |
| % of Net Area | | 0.2 |
| III. Low/Medium Density Residential Area | | |
| Total Net Area | 761.3 | 308.1 |
| % of Net Area | | 36 |
| IV. Residential/Office Area | | |
| Total Net Area | 47.4 | 19.2 |
| % of Net Area | | 2.2 |
| V. Residential/Employment Area | | |
| Total Net Area | 70.0 | 28.3 |
| % of Net Area | | 3.3 |
| VI. Business Park Area | | |
| Total Net Area | 19.0 | 7.7 |
| % of Net Area | | 1.0 |
| VII. Institutional Area | | |
| Total Net Area | 18.8 | 7.6 |
| % of Net Area | | 0.9 |
| VIII. Park/School Area | | |
| Total Net Area | 177.7 | 71.9 |
| % of Net Area | | 8.4 |
| IX. Community Park | | |
| Total Net Area | 142.6 | 57.7 |
| % of Net Area | | 6.7 |

| | Acres | Hectares |
|---|---|---|
| X. Greenlands System | | |
| Total Net Area | 439.3 | 177.8 |
| % of Net Area | | 20.8 |
| XI. Railway and Buffer | | |
| Total Net Area | 74.1 | 30.0 |
| % of Net Area | | 3.5 |
| XII. Roads and Highway Interchange | | |
| Total Net Area | 313.3 | 126.8 |
| % of Net Area | | 14.8 |
| Total Area | 2113.7 | 855.4 |

# APPENDIX C.8.C

## INDIAN CREEK SUBWATERSHED AREA AND SIXTEEN MILE CREEK SUBWATERSHED AREA 2