

1.12 PALERMO VILLAGE CENTRE COMMUNITY – FIGURE “S”**1.12.1 GENERAL**

a) Location

The Palermo Village Centre is generally bounded by Dundas Street to the north, tributaries of Fourteen Mile Creek to the east and west, and the TransCanada Pipeline to the south. The lands south of the TransCanada Pipeline, between the existing Bronte Road and the Bronte Road By-pass are also included. The boundaries of this Secondary Plan Area are identified on Figure “S”.

b) Evolution of the Centre

The Palermo Village Centre will be developed over a number of years, and the initial development may evolve into more intensive development in subsequent phases. As in other areas of the Town of Oakville, the Palermo Village Centre will be influenced by changing economic, social and demographic conditions. Development in the Centre will respond to these influences.

The policies of this Plan will enable the Town of Oakville to review development applications in the context of a comprehensive development strategy well into the future. Development and implementation policies are to be flexible to permit change over time, while achieving minimum levels of appropriate development.

c) Land Use Concept

This Plan sets out the long-term planning objectives and broad development framework for the area, within which the detailed site-specific layout and zoning controls will be prepared and designs for infrastructure, access road and transit development will be detailed.

The proposed land uses may be subject to minor adjustments in the detailed design and zoning stage.

d) Development Framework

The Palermo Village Centre is to be a “Secondary Transit Node”, with an emphasis on commercial and residential development. It is also anticipated that this area will have a significant civic and public presence with various government, institutional, cultural, recreational and public open space uses.

Mixed-use development will be encouraged in the Centre. Residential uses with a range of densities will constitute a major component of this Plan. Generally, higher densities will be accommodated adjacent to the Bronte Road By-pass, existing Bronte Road, and along Dundas Street. Lower density forms of housing will be located at the south and east edges of the Centre to provide an appropriate transition to the planned adjacent low density residential neighbourhoods.

It is an objective of the Town that the Palermo Village Centre accommodate a minimum of 5,200 people, with the very long-term objective of an even greater population intensity, together with appropriate retail shopping opportunities and community facilities for the resident population, both within and adjacent to the Centre. It is expected that within the first ten years, the Centre may achieve only a portion of the anticipated development potential, and that full build out will not be achieved until well beyond the twenty year time horizon of this Plan.

1.12.2 PLANNING AND DESIGN OBJECTIVES

The development of the Palermo Village Centre will strive to achieve the following objectives:

- a) Urban Structure
 - i) To provide a focus and sense of place for the residential communities located primarily in the north-west part of the Oakville urban area.
 - ii) To facilitate the development and redevelopment of the Palermo Village Centre in a comprehensive manner.
 - iii) To promote the evolution and growth of the Palermo Village Centre as a focal point of development according to Oakville's existing and planned urban structure.
 - iv) To ensure that the long-term objectives of the Town in establishing the Palermo Village Centre as a "Secondary Transit Node" are maintained and protected, while allowing individual projects to proceed in a timely manner.

b) Urban Design

- i) To encourage interesting and innovative urban design and built form.
- ii) To ensure that new developments are physically compatible and respect existing conditions and historic buildings.
- iii) To establish and confirm the details of all new development and redevelopment through the preparation of implementing plans of subdivision or condominium, zoning by-laws, agreements and site plans.
- iv) To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas.
- v) To create an urban centre with a strong coherent urban image and a highly developed civic streetscape appearance at a human scale. In this regard, the following urban design objectives will be considered:
 - creation of a year-round, day and night active urban centre;
 - creation of a strong identifiable civic image;
 - creation of pedestrian and vehicular linkages between surrounding communities and the Palermo Village Centre;
 - creation of a clearly defined "Main Street" concept with commercial development clearly oriented to the existing Bronte Road;
 - creation of an accessible park network integrated with other uses, which includes parks, parkettes and squares, all connected by the pedestrian-scaled street system;
 - creation of an attractive and varied housing environment;
 - creation of streets and public spaces that have been defined by surrounding built form; and,
 - encouragement of pedestrian circulation along streets and in parks, which are to be designed to facilitate comfortable pedestrian movement in an interesting, active and well

designed civic realm.

- c) Environment and Open Space
 - i) To protect, to the extent possible, the ecological health and integrity of the existing woodlots and stream corridors.
 - ii) To establish components of the open space network within the Palermo Village Centre that will connect with the broader open space and greenlands network in the Town.
- d) Infrastructure
 - i) To identify an appropriate site for the location of a transit hub.
 - ii) To establish and maintain a road system that provides high levels of accessibility and mobility to all users including automobiles, trucks, buses, cyclists and pedestrians and which operates at satisfactory levels of safety, efficiency and reliability.
 - iii) To establish road and transit systems which complement and support Oakville's urban structure and land use patterns.
 - iv) To provide for continuous walkway and bike path systems to link public open spaces, residential areas, commercial areas, schools, recreational and transit facilities.
 - v) To reserve and protect future major roadway and transit rights-of-way.
 - vi) To encourage travel demand management practices and the increased utilization of public transit facilities and services in order to reduce traffic congestion, energy costs and pollution and to foster greater efficiency in the operation of the overall transportation system.
 - vii) To plan well in advance, in cooperation with Halton Region, for capital expenditures to ensure that infrastructure improvements are carried out at the appropriate time to promote the development of the Palermo Village Centre.
 - viii) To plan for the improvement or extension of water, stormwater and sewer services to accommodate development as it occurs throughout the Palermo Village Centre.

1.12.3 DEVELOPMENT PLAN

The Palermo Village Centre is intended to become a centre of commercial and residential activities within the Town of Oakville and the Region of Halton. The following outlines the requirements and planning parameters for housing, commercial, retail, social and community facilities which will meet the needs of the population:

a) Land Use Designations

- i) The Palermo Village Centre Plan includes the following eight land use designations, which are distributed as shown on Figure "S":
 - Mixed Use 1;
 - Mixed Use 2;
 - Residential Medium Density;
 - Residential High Density;
 - Institutional;
 - Parkland;
 - Natural Area; and,
 - Natural Area Requiring Further Study.
- ii) There is also an "Elementary School" overlay designation that identifies potential school sites, while recognizing an underlying development designation, should either of the identified school sites not be required for the development of a school.

b) Residential Component

- i) Population - It is an objective of the Town that the Palermo Village Centre accommodate at least 5,200 people.
- ii) Residential Density - Residential development will be distributed as shown on Figure "S", and by the following land use designations:
 - Mixed Use 1 – residential density shall range from 100 to 185 units per site hectare;

- Mixed Use 2 - residential density shall range from 50 to 100 units per site hectare;
 - Residential Medium Density - residential density shall range from 35 to 60 units per site hectare; and,
 - Residential Low Density - residential density shall range from 15 to 40 units per site hectare.
- iii) Elementary School Sites – As noted, two potential Elementary School sites are identified symbolically and as overlay designations on Figure “S”. Development yields have assumed that these sites are developed as schools.
- c) Commercial Component
- i) Commercial Development Yields - Commercial Development, including retail uses, office, institutional and community use space, may be distributed among the following land use designations, as identified on Figure “S”:
- Mixed Use 1 – expected to yield up to, but not limited to, 69,000 square metres of retail space, and up to 17,000 square metres of office, institutional and community use space; and,
 - Mixed Use 2 - expected to yield up to, but not limited to, 8,000 square metres of service retail and small-scale office, in primarily residential building space.
- d) Parkland/Natural Features
- i) The Palermo Village Centre includes a tributary of Fourteen Mile Creek, two woodlots and a variety of open space features, including neighbourhood parks, parkettes, squares and smaller open space linkages.

1.12.4 LAND USE POLICIES

1.12.4.1 General Policies

- a) The Palermo Village Centre is intended to become a highly desirable mixed use area, focused on commercial and residential land uses.

The policies of this Section of the Plan refer to Figure “S”, which identifies the applicable land use designations.

- b) The following urban design policies shall be applied to development in all designations within the Palermo Village Centre Plan Area. The Town may, at its discretion, exercise some flexibility in the application of these policies, provided the main elements of the policies are maintained.

Built Form

- i) Buildings should be designed to front adjacent streets and to provide interest and comfort at ground level for pedestrians. In instances where through or corner lots are provided, buildings should be designed so that the elevations facing a street are appropriate, or that appropriate landscaping is provided to mitigate the visual impact of rear and side building elevations.
- ii) Loading areas are not considered appropriate in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the Town.
- iii) Parking lots are to be carefully sited to minimize visibility from adjacent streets.
- iv) If the school sites are developed for schools, care should be taken to ensure that school buildings, bus loading, parking and play areas are designed to make a positive contribution to the streetscape.
- v) In this Plan, where density figures and/or a Floor Space Index are provided, they are intended on a “per net hectare” basis. This means that density is to be calculated on the basis of actual developable land area, less lands dedicated or conveyed for any public use.

Streets

- vi) The street and block pattern should establish a broad range of lot sizes.
- vii) Streets should be designed to accommodate vehicular circulation, and where appropriate, transit routes, while

promoting increased pedestrian and cyclist use as the area grows and matures.

- viii) Only major streets are defined on Figure "S". Adjustments to the designated road pattern may be permitted without an Amendment to this Plan if the fundamental concepts of maximum continuity and connectivity are maintained and the changes do not negatively affect the overall transportation network.
- ix) Streets should generally be designed to accommodate sidewalks, bike paths or lanes, street trees, street furnishings and on-street parking.
- x) Transit stops should be located near key intersections, with a transit hub located near the intersection of Dundas Street and the Bronte Road By-pass (as indicated symbolically on Figure "S").

Pedestrian Realm

- xi) Squares, parkettes and open space linkages should be distributed throughout the area. These facilities should, wherever possible, be linked together and connected with the broader Oakville open space network.
- xii) Pedestrian amenity should be enhanced along all roads, and especially at key intersections and at transit stops.
- xiii) Maximum building heights and maximum net development densities are specified in the policies of this Plan.

1.12.4.2 Mixed Use 1 Designation

a) Description

The "Mixed Use 1" designation represents the key development area within the Palermo Village Centre. It is the intent of this Plan to establish a lively and active mixed use district at this location.

Development in this area includes single use and mixed use developments characterized by high quality design standards. Development related and scaled to the pedestrian is required on all lands within this designation.

The amount of development potential within the "Mixed Use 1" designation provides the opportunity for the achievement of a substantive urban centre with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for this area that will set it apart from other areas in Oakville.

b) Permitted Uses

The "Mixed Use 1 " designation permits:

- i) Street, block and stacked townhouses and residential apartments
- ii) A broad variety of retail activities, excluding individual retail uses in buildings in excess of 6,000 square metres in size
- iii) Service commercial uses, hotels and restaurants
- iv) Offices
- v) Public and commercial sports and recreation facilities
- vi) Public and institutional uses, including hospitals and/or other public health facilities, a transit hub, places of worship, cemeteries, and all types of special housing
- vii) Cultural, entertainment and social facilities
- viii) Non-profit clubs and organizations
- ix) Public, private and commercial education facilities
- x) Community facilities such as schools, libraries, day care facilities, public parking facilities, parks, squares and open space linkages
- xi) Public utilities

c) Policies

- i) The residential density range is from 100 to 185 units per site hectare.

- ii) Mixed use and stand alone residential and office developments shall be permitted to have a maximum Floor Space Index of up to 4.0. Stand alone retail uses shall be permitted a maximum Floor Space Index of 0.75.
- iii) The maximum height for any building within the "Mixed Use 1" designation shall be 8 storeys, or 25 metres, whichever is less. Corner sites shall be permitted to have building heights up to 10 storeys, or 32 metres, whichever is less.
- iv) The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent. Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided in underground garages or in decked structures.
- v) Properties used primarily for the provision of parking, such as public parking facilities, may use up to 75 percent of the lot for parking, and must include appropriate landscaping, to the satisfaction of the Town.
- vi) One of the identified elementary school sites includes lands that may otherwise be developed under the "Mixed Use 1" designation. If the identified portion of this school site is not purchased by a School Board, it may be developed by the owner under the policies of the underlying land use designation identified on Figure "S", without the need for a further Amendment to this Plan.
- vii) In addition to the urban design policies identified in this Plan, the following shall be considered for development within the "Mixed Use 1" designation, to the satisfaction of the Town:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of squares. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - New development should be designed to be sensitive to heritage buildings. Wherever possible, heritage buildings shall be maintained and integrated with new development;
 - It is anticipated that parking will ultimately be provided in underground or deck structures and surface parking will be

restricted. The visibility of at grade parking lots from the street shall be minimized. Implementing zoning by-laws may restrict the development potential of properties where surface parking is included on the site and will regulate the size, location and screening of surface parking lots;

- Streets should generally be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars, service vehicles and bicycles, as well as on-street parking;
- The existing Bronte Road shall be transformed to reflect a multi-purpose “Main Street” which is a pedestrian oriented place, but that also provides access to adjacent uses. Further, opportunities for street parking and off-peak shared parking within this area will be considered, subject to evaluation by the Town;
- Development adjacent to the Bronte Road By-pass and Dundas Street will need to be carefully designed to present an appropriate facade and/or landscape treatment to these arterial roads, as well as to the internal roads that are to be the focus of pedestrian amenity;
- Rear lot parking lots on adjacent properties shall, where possible, be linked together creating a comprehensive parking facility. Reduced parking standards, based on shared parking for mixed uses and linked parking lots may be considered through the implementing zoning by-law;
- The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
- Pedestrian sidewalks shall be comfortable public environments which shall have appropriate standards of landscaped areas, paving, street trees, and other appropriate street furniture.

viii)A telecommunication cabinet is identified symbolically on Figure “S” within the “Mixed Use 1” designation between the Bronte Road By-pass and the existing Bronte Road, south of Pine Glen Road. The exact size and location of the easement required by the applicable telecommunication company for this facility will be determined to the satisfaction of the applicable telecommunication

company and the Town, through the review of development applications.

1.12.4.3 Mixed Use 2 Designation

a) Description

The "Mixed Use 2" designation represents a lower scale, mixed use area within the Palermo Village Centre. It is the intent of this Plan to establish the opportunity for live-work units and medium density house forms within this designation.

Development in this area includes single use residential buildings and mixed use/live-work developments characterized by high design standards. The visual attractiveness and consistent image of the area is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.

The amount of development potential within the "Mixed Use 2" designation provides the opportunity to support the "Secondary Transit Node" concept that is focused on the "Mixed Use 1" designation with additional residential development and compatible opportunities for medium density housing and small scale office and service commercial uses. The "Mixed Use 2" designation is intended as a buffer between the larger scale uses of the "Mixed Use 1" designation and the adjacent medium density residential neighbourhoods.

b) Permitted Uses

The "Mixed Use 2" designation permits:

- i) Street, block and stacked townhouses, low-rise residential apartments and live-work units
- ii) Small scale service commercial uses, that are a contiguous component of a live-work unit
- iii) Small scale office uses, that are a contiguous component of a live-work unit
- iv) All types of special housing
- v) Cultural and social facilities

- vi) Community facilities such as schools, parks, squares and open space linkages
 - vii) Public utilities
- c) Policies
- i) The residential density range is from 50 to 100 units per site hectare.
 - ii) The maximum height for any building within the "Mixed Use 2" designation shall be 6 storeys, or 20 metres, whichever is less.
 - iii) The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent. Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided in underground garages or in decked structures.
 - iv) Properties used primarily for the provision of parking, such as public parking facilities, may use up to 75 percent of the lot for parking, and must include appropriate landscaping, to the satisfaction of the Town.
 - v) In addition to the urban design policies identified in this Plan, the following shall apply to development within the "Mixed Use 2" designation:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of squares. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - Parking is encouraged to be provided in rear yards or underground. Implementing zoning by-laws will regulate the amount, location and screening of surface parking lots;
 - Streets should be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars, service vehicles and bicycles, as well as on-street parking;
 - Rear yard parking lots on adjoining properties shall, where possible, be linked together creating a comprehensive parking

facility or a private or condominium lane. Reduced parking standards, based on shared parking for mixed uses and linked parking lots may be considered in the implementing zoning by-law;

- The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
- Pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture;

1.12.4.4 Residential Medium Density Designation

a) Description

Much of the Palermo Village Centre is designated for “Residential Medium Density” uses. It is the intention of this Plan that these neighbourhoods shall be developed in a manner consistent with other similar medium density neighbourhoods found throughout the Town.

b) Permitted Uses

The "Residential Medium Density" designation permits:

- i) Street, block and stacked townhouses, low-rise residential apartments, duplexes, detached (small lot) and semi-detached dwellings
- ii) All types of special housing
- iii) Cultural and social facilities
- iv) Community facilities such as schools, parks, parkettes, squares and open space linkages
- v) Public utilities

c) Policies

- i) The residential density range is from 35 to 60 units per site hectare.

- ii) The maximum height for any building within the “Medium Density” area shall be 4 storeys, or 14 metres, whichever is less.
- iii) Both of the identified elementary school sites include lands that may otherwise be developed under the “Residential Medium Density” designation. If the identified portions of these school sites are not purchased by a School Board, it may be developed by the owner under the policies of the underlying land use designation identified on Figure “S”, without the need for a further Amendment to this Plan.
- iv) In addition to the urban design policies identified in this Plan, the following shall be taken into consideration for development within the "Residential Medium Density" designation:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings situated close to the street and the incorporation of squares, parkettes and open space linkages. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - Streets should generally be designed to provide high levels of pedestrian amenity while providing adequate accommodation for transit vehicles, cars, service vehicles and bicycles, as well as on-street parking;
 - Rear yard parking areas on adjoining properties shall be linked together by a private or condominium lane;
 - The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
 - Pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.

1.12.4.5 Residential Low Density Designation

a) Description

The “Residential Low Density” designation is intended as a transition from the planned residential neighbourhoods outside of this

Secondary Plan Area to the higher intensity forms of development included within the Palermo Village Centre Plan.

b) Permitted Uses

The "Residential Low Density" designation permits:

- i) Detached (small lot) dwellings, semi-detached dwellings, duplexes, and similar types of dwellings, all with direct frontage on, and access to, a public street. Street townhouses shall also be permitted within the Residential Low Density designation located west of the storm drainage channel (natural area designation).
- ii) Other forms of low density housing including accessory apartments may be considered where neighbourhood compatibility can be demonstrated in terms of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview
- iii) Public utilities

c) Policies

- i) The residential density range is from 15 to 40 dwelling units per site hectare.
- ii) In addition to the urban design policies identified in this Plan, the following shall apply to development within the "Residential Low Density" designation:
 - Development shall address the street such that a pedestrian friendly street environment is created, including buildings close to the street and the incorporation of parkettes and open space linkages. The implementing zoning by-laws will establish appropriate set backs, or build-to lines for development;
 - Streets should generally be designed to provide high levels of pedestrian amenity while providing adequate accommodation for cars, service vehicles and bicycles, as well as on-street parking. Some streets may be required to accommodate transit vehicles;

- The pedestrian realm, including sidewalks, should form a connected system of optional routes to, from and within this area; and,
 - Pedestrian sidewalks shall be comfortable public environments which shall have defined standards of landscaped areas, paving, street trees, and other appropriate street furniture.
- iii) A stormwater management pond is identified symbolically within the “Residential Low Density” designation in the southeast portion of the community, adjacent to the TransCanada Pipeline easement. The exact size and location of this facility will be determined, to the satisfaction of the Town and Conservation Halton, through the review of detailed subwatershed studies and development applications.

1.12.4.6 Institutional

a) Description

The “Institutional” designation recognizes the existing Town-owned cemetery located at the southeast quadrant of Dundas Street and future Grand Oak Trail.

b) Permitted Uses

The current, existing use of this property as a cemetery is the only permitted use.

c) Policies

Expansions to the existing land uses on this site may be permitted, without an interpretation or Amendment to the Plan, subject to the policies of Section 1.12.9, Interpretation, part b) Status of Existing and Previously Approved Land Uses of this Plan.

1.12.4.7 Parkland Designation

a) Description

The “Parkland” designation includes a variety of public park features, ranging from neighbourhood parks, village squares, street squares and parkettes connecting to the broader greenlands system of the Town. An urban centre is different than a suburban neighbourhood.

An urban centre typically requires smaller pieces of open space, distributed strategically throughout the district to enhance adjacent development. It is the intention of this Plan to promote open space features as key aesthetic and functional components of the anticipated higher intensity forms of development.

In recognition that the Palermo Village Centre is, by its intended urban character, different than adjacent suburban neighbourhoods, and the fact that traditional standards and requirements for parks and recreation planning may not be met within the Secondary Plan Area, the intent of the Town in dealing with public open space and associated facilities is as follows:

- i) The existing Palermo Park, which provides lit baseball facilities will be relocated in proximity to existing Bronte Road, north of Dundas Street, in conjunction with the construction of the Bronte Road By-pass.
- ii) The anticipated population of the Palermo Village Centre may, in the long-term generate the need for public recreational facilities in excess of the Centre's ability to accommodate them. The Town shall ensure that the need for public recreational facilities that cannot be accommodated within the Palermo Village Centre will be provided in other locations within the Town.
- iii) The anticipated unit yields within the Palermo Village Centre may, in the long-term generate an excess of public land through the application of the parkland dedication provisions of the *Planning Act* that cannot be accommodated within the Centre. As such, cash-in-lieu of parkland will be accepted, and the funds generated used to supply or enhance the park spaces that are provided within the Centre, as well as to supply or enhance the public recreational facilities that are to be provided in other locations within the Town. Some of the lands included in the Palermo Village Centre are subject to approved conditions of draft approval relating to parkland dedication and cash-in-lieu of parkland for plans 24T-01005, 24T-01006 and 24T-02002, which parkland conditions shall prevail where in conflict with this provision.
- iv) The functional design of each component of the open space network identified on Figure "S" will be appropriate for the nature and character of adjacent development. Squares are intended as formal spaces for passive recreation, in support of

the adjacent higher density, mixed use development. Larger sites are intended as gateways to the Palermo Village Centre, or as access points to the adjacent trails network and valley systems. These parks will include active recreation facilities, in keeping with the residential nature of surrounding development.

b) Permitted Uses

The “Parkland” designation permits:

- i) Parks, parkettes, squares and open space linkages
- ii) Active or passive indoor and outdoor recreational uses
- iii) Conservation uses
- iv) Cultural uses
- v) Public utilities

c) Policies

- i) All lands identified as “Parkland” on Figure “S” are to be owned by, retained by, or dedicated to, the Town of Oakville in accordance with Town policy and practice.
- ii) All new development will be required to dedicate parkland, or pay cash-in-lieu of a parkland dedication, in conformity with the requirements of the *Planning Act*.
- iii) The Town may acquire lands anywhere within the Palermo Village Centre for the purposes of establishing a park, parkette, square or open space linkage.
- iv) All parks, parkettes, squares and open space linkages shall be designed and built to the satisfaction of the Town.
- v) Parkland in the Palermo Village Centre will provide for both active and passive recreation.
- vi) Parkland will be located adjacent to Natural Areas wherever possible in order to extend the concept of open space development.

- vii) The Palermo Village Centre will contain two Neighbourhood Parks, one on each side of the community adjacent to a tributary of the Fourteen Mile Creek. A Village Square will be located adjacent to Pine Glen Road, west of Grand Oak Trail.
 - viii) A number of smaller Street Squares will be located along the existing Bronte Road. Parkettes and open space linkages will also be provided throughout the community.
 - ix) The exact size and extent of “Parkland” areas will be determined through the review of development applications.
 - x) The Town may consider areas for Street Squares as full or partial parkland dedication pursuant to Section 51.1 of the *Planning Act*.
- d) Definitions
- i) Neighbourhood Parks are defined in Part D, Section 4.1.2 a) ii) of this Plan. Each of the Neighbourhood Parks within the Palermo Village Centre generally shall be not less than 2.5 hectares in size.
 - ii) Parkettes are general use open space located adjacent to the trails network and valley systems, which provide access between the community and the broader open space and greenlands network in the Town. Parkettes generally range from 0.2 – 0.8 of a hectare in size.
 - iii) Squares are located along major pedestrian routes with high visual exposure and typically consist of passive open space and seating areas enhanced by shade structures or accent plantings. Two categories of squares are identified:
 - Village Square – generally not less than 0.6 of a hectare in size, a village square should serve as a focal point for the neighbourhood.
 - Street Square – generally not less than 0.15 of a hectare in size, a street square should serve as a transition area between the public and private realm.

1.12.4.8 Natural Area Designation

a) Description

It is intended that lands designated “Natural Area” serve to protect and enhance the natural ecosystem and to maintain biological diversity within Oakville. In this role, “Natural Area” shall contain one or more of the following natural features:

- i) Watercourses
- ii) Valleylands
- iii) Floodplains
- iv) Woodlots

b) Permitted Uses

Permitted uses in all “Natural Area” designations may include:

- i) Conservation areas
- ii) Forests that are subject to a management agreement
- iii) Wildlife and fisheries management areas
- iv) Essential public works including transportation, utility, watershed management and flood and erosion control facilities, to the satisfaction of the Town and Conservation Halton
- v) Passive recreation features such as trails, walkways, and bicycle paths
- vi) Natural interpretive centres
- vii) Municipal tableland woodlot parks, community link parks, and minor valley parks
- viii) Buildings accessory to permitted uses

c) Policies

General

- i) Public works shall be located outside “Natural Areas”, unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of the Official Plan.
- ii) New or expanded permitted uses which are not subject to the *Environmental Assessment Act*, shall be permitted provided that, as a condition of development approval:
 - an Environmental Impact Statement (EIS) is undertaken;
 - the use will not significantly impact any of the natural features or functions contained within the “Natural Area” designation; and alternative methods and measures for minimizing impacts have been considered.
- iii) Natural features classified as areas where no development is permitted shall be designated as “Natural Area”. Natural features classified as areas where development may be permitted shall be designated as “Natural Area Requiring Further Study” on Figure “S”. The “Natural Area Requiring Further Study” designation means that all or portions of the natural features will continue to exist, however, the areas may be subject to limited development as determined by an Environmental Impact Statement.
- iv) Development shall not be permitted on lands adjacent to a “Natural Area” designation or a natural feature described in this section if it significantly impacts the integrity of the feature or the ecological functions for which the feature is identified.
- v) The specific boundaries and appropriate buffers of a natural feature shall be identified through an Environmental Impact Statement, a natural features study or a subwatershed plan.
- vi) The Town shall cooperate with Halton Region, Conservation Halton, local interest groups, and neighbouring municipalities in the creation of a continuous, interconnected trail system within the “Natural Area” and “Parkland” designations.

- vii) The Town shall cooperate with Halton Region and Conservation Halton to identify, designate, protect, conserve and remediate newly identified and already identified natural features.
- viii) Any lands identified as “Natural Area Requiring Further Study” on Figure “S” may be owned by, retained by, or dedicated to, the Town of Oakville in accordance with Town policy and practice.

Valleylands

- i) Valleylands are included as part of the “Natural Areas” designation. The general location and boundaries of known Valleylands are indicated on Figure “S”.
- ii) The “Natural Area” designation generally delimits all lands within a valley, from stable top-of-bank to stable top-of-bank and all lands within a minimum defined setback from the top of the valley bank of 7.5 metres. The precise limits of the top-of-bank shall be determined by the Town at the time of development application through consultation with Conservation Halton.
- iii) No development shall be permitted within the valley, within 7.5 metres of the stable top-of-bank of minor valleys, or within the limits of the regional storm flood plain, except for compatible recreational uses, essential public works and utilities subject to the requirements of the Official Plan. Setbacks greater than the above requirements may be required in areas of highly erodible or unstable slopes and shall correspond to the one hundred year erosion limits.
- iv) Where feasible, the lands below the top-of-bank shall be maintained in a natural state. In cases where these lands have been impacted by agriculture or urban uses, efforts shall be made to naturalize the lands where appropriate.
- v) No development, alterations to watercourses, or filling, except where permitted by Conservation Halton, shall be permitted within the valley.
- vi) Where appropriate, trails will be developed in valleys for pedestrians and cyclists.

Woodlots

- i) Two woodlots are included as the “Natural Area Requiring Further Study” designation. The general location and boundaries of the woodlots designated “Natural Area Requiring Further Study” are indicated on Figure “S”.
- ii) The Town shall not permit development of the lands designated as “Natural Area Requiring Further Study”, if they include any of the following:
 - Carolinian Canada sites;
 - forests that are subject to a management agreement;
 - large contiguous forests which provide relatively undisturbed expanses of natural, native plant communities;
 - woodlands which contain endangered, threatened or vulnerable species based on provincial and national scales of assessment;
 - mature tableland woodlands that are relatively undisturbed and that contain forest species representative of Halton Region; and,
 - woodlands that meet other criteria as determined appropriate by the Town, Halton Region or the Province and a public body is prepared to acquire these lands.
- iii) Proponents of development on lands designated as “Natural Area Requiring Further Study”, will be required to prepare an Environmental Impact Statement, to the satisfaction of the Town, in support of an Official Plan Amendment removing, or substantially reducing the size of the resource from the Schedules of the Official Plan, and from Figure “S” of this Plan.
- iv) Proponents of development on lands immediately adjacent to lands designated as “Natural Area Requiring Further Study”, will be required to carry out an Environmental Impact Statement, to the satisfaction of the Town, to show that it will not adversely affect the integrity of the feature or the ecological functions that the woodlot provides.

Implementation

- i) The Town shall pursue the preservation, extension and enhancement of all “Natural Areas” through a variety of methods including acquisition, density transfers, land exchange, long-term lease, easement agreements, placing conditions on approval and land trusts among other measures that may be at its disposal.
- ii) Where part or all of a “Natural Area” designation is privately owned, these Official Plan policies do not imply that such land is free and open to the public nor does it imply a commitment to purchase by the Town of Oakville or any other public agency.
- iii) Oakville shall continue to consult with Conservation Halton to preserve lands for conservation and flood and erosion control purposes and to manage such lands to form integral components of the municipal greenlands systems.
- iv) To ensure the on-going protection, conservation and enhancement of natural features, public awareness of the importance of natural features for the well-being of the community shall be promoted. This promotion shall be conducted by providing information on natural feature protection and conservation and encouraging public education and involvement including land stewardship programs in conjunction with Halton Region, Conservation Halton, the Ministry of Natural Resources and other interested persons or agencies.

1.12.4.9 Elementary School Overlay Designation

a) Description

There are 2 elementary school sites identified symbolically, and with an overlay designation on Figure “S”. It is the intent of this Plan to facilitate the development of elementary schools on both of these sites. However, if either, or both of these sites are not required for the development of an elementary school, then the underlying land use designations shall apply, and development may occur without the need for a further Amendment to this Plan.

b) Policy

- i) The Town will work in collaboration with the school boards to determine appropriate site development plans, in keeping with the urban design and development policies of Section 4.1 b) of this Plan.

1.12.5 THE TRANSPORTATION AND TRANSIT NETWORK

- a) General
 - i) It is the intent of the Town and Halton Region to ensure that the road system and transit system operates safely, efficiently and reliably. The major streets, which will form the basis of the transportation network, are identified on Figure “S”. Adjustments to the designated road pattern may be permitted without an Amendment to this Plan if the fundamental concepts of maximum continuity and connectivity are maintained and the changes do not negatively affect the overall transportation network.
 - ii) Figure “S” identifies a general location for a “transit hub”. This facility is expected to provide for local and inter-regional transit transfers. It is also intended that this site incorporate a variety of commercial and community facilities, and become an anchor for the redevelopment of existing Bronte Road as a “Main Street”. The location of the “transit hub” facility within the “Mixed Use 1” designation is a fundamental precept of this Plan. The actual location and site size for this facility can be refined without an Amendment to this Plan, if it is maintained within the “Mixed Use 1” designation.
 - iii) The road system is to accommodate all modes of travel, including automobiles, service vehicles, buses, bicycles and pedestrians.
 - iv) The road system and transit service functions must be developed in a cost-effective manner, to the satisfaction of the Town. Infrastructure, including street improvements, should be affordable and funded through municipal taxes, development charges, special charges and other appropriate means.
 - v) The primary purpose of the arterial road system and transit service functions are to provide good accessibility to, from and within the Palermo Village Centre and throughout the Town and Halton Region.
 - vi) The primary purpose of the collector and local road system is to provide access to adjacent properties.

b) Roads

- i) The right-of-way widths for the various roads within the Palermo Village Centre are generally as follows:
 - Regional Major Arterial Road – the Bronte Road By-pass and Dundas Street - 42 metres;
 - Collector Roads and the “Special Character Road” (the existing Bronte Road, south of Pine Glen Road) – 20 to 26 metres;
 - Local Roads – 16 to 20 metres;
 - “Main Street” (the existing Bronte Road, north of Pine Glen Road) – 24m
 - Condominium or Private Laneways – 7.5 metres, or as determined appropriate by the Town.
- ii) The road allowance widths identified in this Plan are approximate. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements for turn lanes at intersections, bicycle lanes, on-street parking, or for drainage purposes. Final right-of-way requirements and the provision of daylight triangles will be determined during the review of development applications.
- iii) The exact location and configuration of new roads will be determined during the development approval process to the satisfaction of the Town, in consultation with Halton Region. The principle of road network connectivity should be maintained.
- iv) Individual direct access to the Bronte Road By-pass or Dundas Street shall be limited, in accordance with Regional access management policies.
- v) Turning circles/roundabouts may be implemented as traffic calming and aesthetic enhancements at the intersections of municipal roads throughout the community, subject to evaluation by the Town of Oakville of functional and operational issues associated with their use.
- vi) The north part of the existing Bronte Road has been identified as “Main Street” on Figure “S”. It is the intention of this Plan that the

right-of-way not be further widened, such that its evolving role as a pedestrian oriented shopping and residential street be facilitated. It is expected that this "Main Street" will be improved with a high quality public realm that includes sidewalks on both sides, special paving treatment, pedestrian scaled lighting, street trees and planters. On-street parking should also be incorporated into the design of the public right-of-way. A Streetscape Study will be required to determine the nature of the improvements.

- vii) The south part of existing Bronte Road has been identified as "Special Character Road" on Figure "S". It is the intent of this Plan that the existing right-of-way be enhanced with a planted median, street trees, pedestrian scaled lighting and the potential for on-street parking. A Streetscape Study will be required to determine the nature of the improvements.
 - viii) The intersection of the new north/south collector road at Dundas Street, west of the Bronte Road By-pass, will be located east of St. Luke's Anglican Church and may be permitted to be a full movement intersection.
 - ix) A right-in/right-out access on the east side of the Bronte Road By-pass, immediately north of the TransCanada Pipeline easement, will be required to connect to the existing Bronte Road. A full movement intersection at this location will not be permitted.
 - x) A right-in/right-out access on the west side of the Bronte Road By-pass, immediately north of the TransCanada Pipeline easement, will be permitted. A full movement intersection at this location will not be permitted.
- c) Transit
- i) The Town shall, in cooperation with Halton Region, establish a "transit hub" within the lands designated "Mixed Use 1", as identified on Figure "S".
 - ii) The Town shall encourage the increased use of public transit by requiring, where appropriate and possible, transit supportive urban design, retaining rights-of-way for off-street bus loops and on-street bus bays as well as providing for bus shelters at bus stop locations.

- iii) The arterial and collector road network shall be continuous such that it is conducive to the efficient routing of public transit.
 - iv) The Town will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
 - v) A detailed traffic and transit operations study will be undertaken by the Town of Oakville in cooperation with Halton Region and GO Transit to determine the linkages between the inter-regional and local transit systems, and the level of service to be provided within the Palermo Village Centre “transit hub”.
- d) Auto Reduction Measures
- i) It is a basic objective of this Plan to encourage an increased use of transit in the Palermo Village Centre. It is also intended that travel demand management measures will be encouraged. Both of these objectives are directed at reductions in the level of travel and dependence upon the automobile.
 - ii) The Town will initiate actions that involve individual and joint venture efforts with such parties as Oakville Transit, Halton Region and GO Transit. It is the intent of the Town to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking and to reduce the use of low occupancy automobiles for trips, particularly peak hour trips. Some of these measures include:
 - promoting the use of public transit by employees;
 - promoting measures to foster higher vehicle occupancy;
 - assisting in organizing and promoting car pooling;
 - giving priority parking space assignments and/or reduced rates for car pools;
 - varying hours of work to reduce peak hour loads;
 - participating in a Transportation Management Association; or,
 - other measures that may be identified.

- e) Parking
 - i) Over time, surface parking within the “Mixed Use 1” and “Mixed Use 2” designations will be restricted in order to assist in the creation of a lively and animated urban environment. Further, opportunities for off-peak street parking and off-peak shared parking within this area will be considered, subject to evaluation by the Town.
 - ii) The Town may consider the development of public parking facilities in order to facilitate appropriate urban development within the “Mixed Use 1” and “Mixed Use 2” designations.
 - iii) Implementing zoning by-laws shall establish the amount of parking required for each development.
- f) Linkages for Cyclists and Pedestrians
 - i) Cycling and walking will constitute an alternative mode of transportation within the Palermo Village Centre. A cycleway and pedestrian walkway system will be designed in accordance with the Town’s Cycleways Master Plan, to the satisfaction of the Town and Halton Region.
 - ii) The development of all roads shall include safe and convenient facilities for cyclists and pedestrians.
 - iii) Cycleways shall be provided on all collector and arterial roads within the Palermo Village Centre.
- g) Regional Buffers
 - i) To ensure suitable separation, landscaping, screening, streetscape aesthetics, safety and noise attenuation measures between development and the Bronte Road By-pass and Dundas Street, the proponent will provide a landscaped buffer. The form, nature, extent and ownership of the buffer shall be subject to review by the Town and Halton Region and shall allow for convenient pedestrian movement along and with access to these roads, particularly at transit stops and intersections.
 - ii) In areas of low-density development adjacent to the Bronte Road By-pass and Dundas Street, a 15 m landscaped buffer will be required.

- iii) In areas of medium-density development adjacent to the Bronte Road By-pass, a 15 m landscaped buffer will be required unless the proponent can demonstrate, to the satisfaction of the Town and Halton Region, that alternative buffering is acceptable.
- iv) All required buffers along the Bronte Road By-pass and Dundas Street shall be consistent with *Appendix D: Land Use Policy Directions and Urban Design Guidelines of the Regional Roads 5 and 25 Corridor Strategy Study*.

1.12.6 SERVICES

a) General

- i) Development of the Palermo Village Centre Community shall be on the basis of full urban wastewater collection and potable water distribution facilities.

The cost of extending services to facilitate development of the Palermo Village Centre Community, including any expansion of the wastewater and water treatment facilities shall be borne by the benefiting landowners, in accordance with the provisions of the *Development Charges Act*, the Region of Halton's Development Charges By-law, and the financing policies and the servicing plans developed by the Region of Halton and the Town.

Prior to development occurring in each phase, a Functional Servicing Plan shall be approved. This study will demonstrate how sanitary sewer, water and storm sewer services will be extended into the new phase area and to ensure that all properties in the community can be developed. As individual properties develop, servicing of the land will be completed consistent with the Functional Servicing Plan.

b) Utilities and Easements

- i) All local power and telephone lines and other cable services to serve the development in the Palermo West Community shall be located underground, where feasible.
- ii) All underground services shall be permitted in any land use designation in the Palermo West Community, including any Natural Area and Park designation.

- c) Stormwater Management
 - i) The Palermo Village Centre Community is located within the watershed of Fourteen Mile Creek.
 - ii) The *Fourteen Mile Creek East Branch Scoped Subwatershed Plan East of Regional Road 25* (May 2000) and the *Fourteen Mile Creek Main and West Branches Subwatershed Plan* (January 2002, as amended) outline the general stormwater management criteria and objectives and identify the approximate size and possible location of stormwater management facilities.
 - iii) The proponent(s) of development may be required to complete a more detailed subwatershed study if the Town or Conservation Halton deems it to be required. Individual plans of subdivision will be reviewed in conjunction with the overall concept and objectives of the subwatershed plan(s).
 - iv) Stormwater management facilities, including water controls, shall be in general accordance with the objectives and criteria of the Fourteen Mile Creek Main and West Branches Subwatershed Plan as well as the Town of Oakville Storm Drainage Criteria manual and will consist of storm sewers and surface drainage routes directing flows to stormwater management ponds providing quality and quantity/erosion controls.
 - v) Where permanent facilities required to service the full subwatershed as determined in the subwatershed study are to be located outside the area of application for draft subdivision approval, development of the subdivision may be delayed until required facilities are built. The applicant may provide, subject to approval by the Town and Conservation Halton, interim water quality control and stormwater management for that subdivision on the same property. Such facilities will be of a temporary nature and will not be an alternative to optimum water quality and stormwater management as identified in the subwatershed study.
 - vi) A functional drainage report shall be prepared for each development site prior to the approval of individual development applications to the satisfaction of the Town, Conservation Halton and Halton Region. The functional drainage report shall address the specific design, construction, operation, and phasing of stormwater management and other drainage works. Stormwater

drainage on Regional road allowances for both the existing conditions and future conditions should also be addressed.

- vii) A stormwater management pond is identified symbolically within the “Residential Low Density” designation in the southeast portion of the community, adjacent to the TransCanada Pipeline easement. The exact size and location of this facility will be determined, to the satisfaction of the Town and Conservation Halton, through the review of detailed subwatershed studies and development applications.
- viii) Where the existing watercourses are sufficiently wide to carry storm flows, there will be no reconstruction of these areas, except for erosion control and water quality maintenance measures to the satisfaction of the Town, Conservation Halton and the Ministry of Natural Resources.
- ix) Where the watercourse is not sufficiently wide or deep to accommodate storm flows and to ensure water quality, reconstruction of the watercourse may be acceptable, subject to the recommendations of the *Fourteen Mile Creek Main and West Branches Subwatershed Plan* (January 2002, as amended), the *Fourteen Mile Creek East Branch Scoped Subwatershed plan east of Regional Road 25* (May 2000), and/or any further subwatershed study and the satisfaction of the following guidelines:
- The watercourse reconstruction is completed in a way which creates a natural appearing stream environment with variable side slopes, introduction of vegetative rehabilitation including trees, shrubs and ground cover, and a meandering channel;
 - Erosion control is implemented to the satisfaction of the Town, Conservation Halton and the Ministry of Natural Resources.
 - The conveyance of the watercourse and suitable buffer zone, as determined in the subwatershed study/studies, to the satisfaction of the Town and Conservation Halton. This shall include a satisfactory setback to preserve mature tree vegetation or that which may be planted along the top-of-bank, as well as to provide access for maintenance vehicles. Conveyance shall not form part of the parkland dedication and shall be compensated through

Development Charges at the rate set out by the town in its Development Charges By-law.

- x) All alterations to the existing channels and floodplains and valleys in the form of construction dumping or removal of fill shall generally not be permitted, and where such changes are approved, the design of and alteration to any channel must convey the Regulatory Storm flows, meet flood storage requirements, and be designed to the satisfaction of the Town, Conservation Halton, and other appropriate public agencies.
- xi) Areas identified as potential recharge and infiltration areas shall require further studies to be conducted at the subwatershed study stage. Such studies shall, as a minimum, identify the rate of infiltration and appropriate design techniques to maintain or maximize the rate of infiltration for each site. The study shall be conducted to the satisfaction of the Town and Conservation Halton.

1.12.7 PHASING

a) General

- i) The Palermo Village Centre will be developed over a long time period, exceeding the planning horizon of this Plan. It is expected that the development potential of this Centre to the year 2023, will be approximately 5,200 residents. Upon reaching a population level of 5,200 people, a review of the Plan shall be undertaken by the Town to assess the impact of increasing population levels. The review shall be based on impact studies of urban design, municipal finances, parkland capabilities and demographic, social and economic trends and on the availability of infrastructure capacities.
- ii) The review of all applications for development within the Centre shall ensure the most efficient and economical use of existing and proposed infrastructure. The following criteria shall be considered in the review of all development applications:
 - the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;

- the development satisfies all requirements regarding the provision of parkland and other facilities; and,
- the development conforms with the Town's "Storm Drainage Criteria Manual".

b) Monitoring

- i) The Town will establish a program to monitor the level of development within the Palermo Village Centre. The monitoring program will address items such as:
- the amount of floor space existing and proposed floor space for which zoning or site plan approval has been granted, and the status of development approvals, completions and occupancy;
 - population and employment generated by existing development and projected for approved, but not yet occupied development;
 - the relative success in achieving development in the form and at the densities anticipated in this Plan;
 - the impact on municipal finances of the emerging development pattern;
 - the impact of urban development on the ability of planned public open space and recreational and community facilities to meet the needs of the resident population and business community;
 - transit usage and modal split;
 - traffic volumes on key routes and at key intersections, based on periodic traffic counts in the area;
 - traffic accident reports;
 - evaluation of traffic volumes and transit ridership in the context of available capacity;
 - evaluation of accident information in the form of accident rates; and,

- evaluation of existing, planned and proposed development in order to allow for identification and planning of transportation improvements or to allow time to take steps to control the pace of development.
- ii) The monitoring program will take place on a regular basis.

1.12.7A SPECIAL SITE POLICY 'A'

- a) Notwithstanding the general policies of this Plan, the following special site policies shall apply to the lands within the Special Site Policy 'A' area identified on Figure "S".
- i) Back-to-back townhouses are permitted within the "Mixed Use 1" designation at the southwest corner of Dundas Street West (Regional Road 5) and the Bronte Road By-pass.
 - ii) A service station is identified symbolically on Figure "S" within the "Mixed Use 1" designation between the Bronte Road By-pass and the existing Bronte Road, north of the TransCanada Pipeline easement. One automobile service station is permitted in this area.
 - iii) A community facility together with a place of worship and cemetery, may be established within the "Mixed Use 1" and "Medium Density" land use designations, west of the future north/south collector road, comprised of lands owned by St. Luke's Anglican Church and adjacent lands to be developed in conjunction with the church lands. Without limiting the generality of the permitted uses of the community facility, it may also include seniors and/or lifestyle dwelling units as an integral part of the facility.
 - iv) The landscaped buffer required adjacent to the Bronte Road By-pass and Dundas Street may be reduced in width, subject to approval by Halton Region.
 - v) Street townhouses are permitted within the "Residential Low Density" designation west of the future north/south collector road.
 - vi) The lands within the "Residential Medium Density" designation west of the future north/south collector road may be developed at a density as low as 15 units per site hectare.

1.12.8 IMPLEMENTATION

a) General

- i) This Plan shall be implemented through, but not be limited to, the following measures pursuant to the appropriate sections of the *Planning Act* and the *Development Charges Act*:
- the processing of individual draft plans of subdivision/condominium, part lot control exemptions and consents;
 - the enactment of zoning by-laws;
 - the preparation and approval of site plans in accordance with the policies of this Plan, including the execution of site plan agreements;
 - the use of holding zone provisions;
 - the establishment of a development permit regime;
 - the dedication of parkland or cash-in-lieu of parkland; and,
 - a Development Charges by-law.

b) Requirements for Development Applications

- i) In evaluating development applications throughout the Palermo Village Centre, the Town shall consider:
- the adequacy of proposed parking areas and access points and the impact of the proposed use on the operation of the regional and local road networks;
 - the traffic impacts on adjacent existing and/or approved land uses;
 - the impact of the proposed use on the operation of the local and inter-regional transit network in both the short and long-term;
 - the availability of water and sewer services;

- the suitability of the proposed stormwater management facilities;
 - the degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use; and,
 - the urban design impacts of the proposed use on neighbouring lands.
- ii) Prior to the approval of any development application within the Palermo Village Centre area, the Town may prepare, or require to be prepared, any or all of the following studies:
- a parking supply/demand study;
 - a master servicing study (transportation, piped services, stormwater management);
 - a transit impact study;
 - a master development and phasing plan;
 - a landscape master plan.
- iii) In reviewing development applications that conform to the policies of this Plan, the Town may require the applicant to provide any, or all of the following studies:
- a capital/financial impact assessment;
 - a traffic and/or parking impact study;
 - a noise impact analysis report and/or vibration impact analysis report for any proposed development within 300 metres of an identified arterial road;
 - an Environmental Impact Study;
 - a subwatershed study;
 - a functional drainage report;
 - a tree inventory and preservation plan.

- a soil contamination survey of the lands;
 - an archaeological survey of the lands;
 - a Natural Heritage System report to define a system;
 - a comprehensive site plan
- iv) In reviewing development applications that require an Amendment to the policies of this Plan, the Town shall require, in addition to those items identified in part iii) above, the preparation of a planning justification study that will satisfy the Town that:
- the proposed Amendment does not result in development that detracts from the intent of the “Secondary Transit Node” policies of this Plan or the policies of Halton region;
 - the proposed Amendment does not negatively impact the ability to achieve planned development within the Plan area;
 - the proposed Amendment results in transit supportive development, in keeping with expected nature and character of development promoted by this Plan.

c) Zoning By-law

- i) Zoning for the Palermo Village Centre should be established by the Town in advance of individual development applications. In the absence of a comprehensive, Town sponsored, zoning regime, all new development shall proceed by way of site-specific zoning amendments.
- ii) The Town may designate a holding zone with the prefix 'H' and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
 - community services and facilities such as sanitary sewers, stormwater management facilities, water supply, parks and schools are insufficient to serve the proposed development;

- transportation facilities are inadequate or inappropriate based on anticipated traffic;
- the number and/or location of access points to the site are inadequate and incapable of functioning safely and efficiently;
- where development relies upon other matters occurring first, such as the consolidation of land ownership, to ensure the orderly development of the project and/or the securing of funding for infrastructure, services or outstanding application processing fees;
- supporting studies as required on matters related to traffic, parking, transit, soils, protection of any site features, environmental constraints or design features prior to development approval; and,
- removal of the 'H' prefix will depend on meeting the specific conditions as identified by Council within the holding zone by-law.

d) Site Plan Control

- i) The municipality may require site plan approval of any development as permitted in the *Planning Act*, and subject to the provisions of Part C, Section 7.2 of the Official Plan.

e) Subdivision Control

- i) Subdivision Control encompasses draft plan of subdivision/condominium, consents and part lot control exemptions.
- ii) Plans of subdivision/condominium shall only be recommended for approval which:
 - conform with the policies and designations of this Plan;
 - can be provided with adequate services and facilities as required by the policies of this Plan; and,
 - are not premature and are in the best interest of the municipality.

- iii) Subdivision of land shall generally take place by plan of subdivision/condominium. Consents shall only be permitted:
- for technical or legal purposes; and,
 - where the municipality is satisfied that the consent will not prejudice the ultimate subdivision of land or the principles set out in this Plan and the Town's Severance policy.
- iv) Part Lot Control exemptions shall generally be permitted for technical or legal purposes, such as the creation of easements and rights-of-way. Where used to create lots, Council shall be satisfied that all necessary agreements are in place to ensure that appropriate development occurs and that the municipal interest is protected.
- f) Subdivision, Consent and Site Plan Agreements
- i) Appropriate agreements based on the policies of this Plan and the findings of any other studies deemed necessary by the Town, shall be entered into by the benefiting parties and approved by the Town as a condition of the approval of development applications.
- ii) Such agreements shall ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land. Items which may be addressed in the agreements include:
- open space and environmental features;
 - streetscape features;
 - natural heritage system;
 - tree preservation;
 - water supply;
 - wastewater collection;
 - stormwater management;

- road infrastructure improvements;
 - road right-of-way dedications; and,
 - other utilities.
- iii) If difficulties or undue delays are encountered with respect to the preparation of the required Agreements among two or more proponents, the Town may be requested to attempt to resolve such difficulties or delays. Where resolution of such problems is not deemed feasible by the Town or is not possible even with the Town's intervention, the Town may approve alternative mechanisms to satisfy the intent of the applicable policy.
- g) Development Permits
- i) Upon authorization of a system permitting the use of Development Permits, the Town may, in accordance with the authority, implement this Plan in part or whole by the use of a Development Permit regime independent or supplemental to its powers of implementation as described herein.

1.12.9 INTERPRETATION

a) General

- i) This Plan is a statement of policy. It is intended as a guide to the development of the Palermo Village Centre. Some flexibility in interpretation is permitted, provided the general intent of the goals, objectives and policies of this Plan are maintained.
- ii) The various items identified on Figure "S" are intended to show general areas and the boundaries are flexible and may vary without Amendment to the Plan, except where designations are established by fixed boundaries such as river valleys and roads or where specifically stated to be fixed in the policies of this Plan.
- iii) Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the Town to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be

recognized as a permitted use and recognized in the implementing zoning by-law.

- iv) Numerical requirements in this Plan may vary by 5% without an Amendment to the Plan provided that the general intent of the Plan is maintained.

b) Status of Existing and Previously Approved Land Uses

- i) Existing land uses throughout the Palermo Village Centre are expected to continue to exist in the short to mid-term, and in some cases, in the long-term. Therefore, uses permitted prior to the approval of this Plan shall be deemed to conform to this Plan.
- ii) Minor extensions or expansions of such uses shall be permitted without Amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed below are met.
- iii) Before making any decision on an application, the following requirements (or any of them, as considered relevant to each specific application) shall be fulfilled in order to safeguard the wider interests of the general public:
 - that the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law;
 - that the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation;
 - that the neighbouring uses will be protected where necessary by the provisions for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting or advertising signs;
 - such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,

- that in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.