

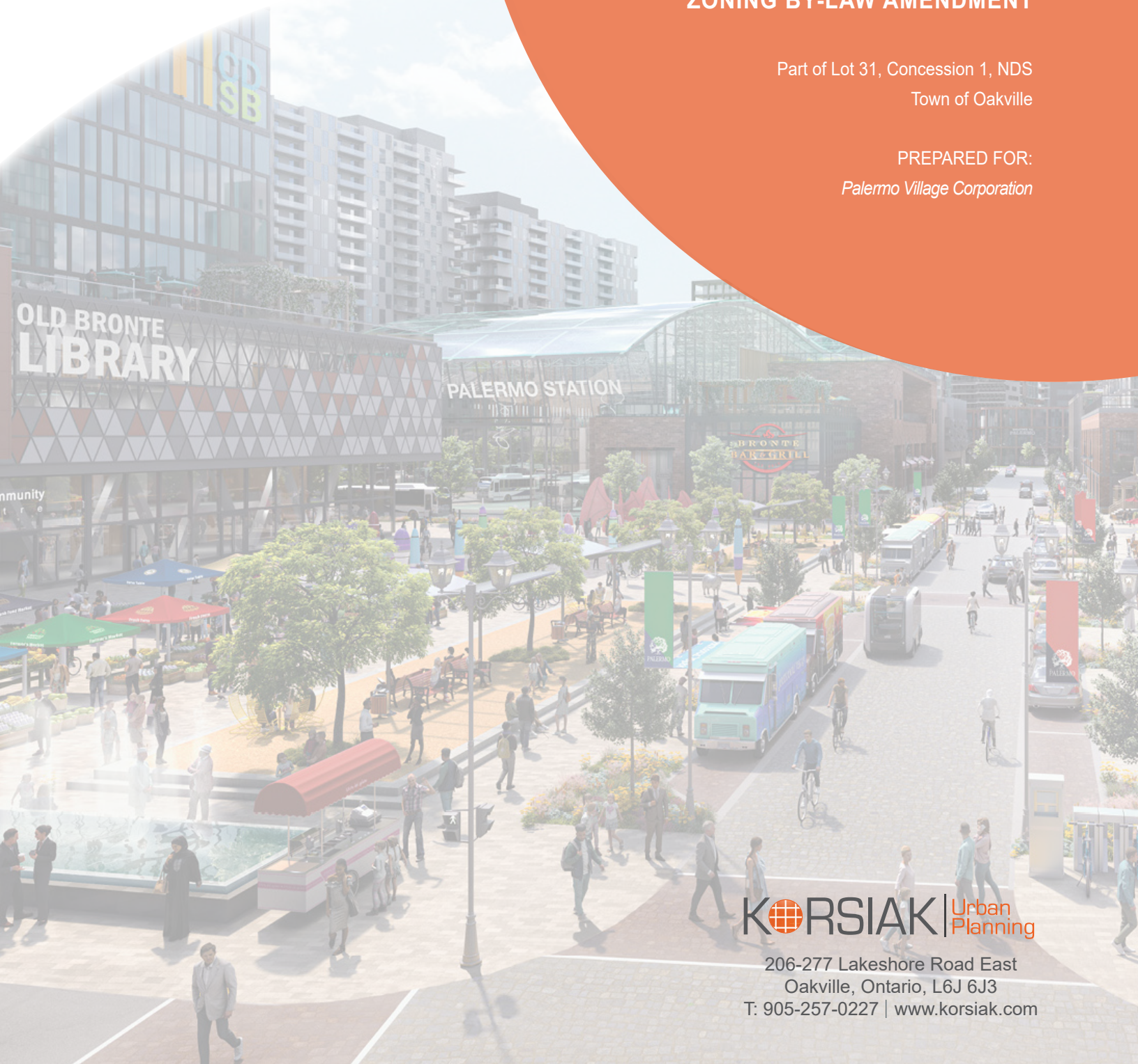
PLANNING JUSTIFICATION REPORT

October 2023

DRAFT PLAN OF SUBDIVISION & ZONING BY-LAW AMENDMENT

Part of Lot 31, Concession 1, NDS
Town of Oakville

PREPARED FOR:
Palermo Village Corporation



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1.0

INTRODUCTION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Palermo Village Corporation (PVC) to prepare this Planning Justification Report in support of draft plan of subdivision and zoning by-law amendment applications required for the proposed development of its lands located in the Palermo Village Growth Area on the north side of Dundas Street West, south of Highway 407, generally between Fourteen Mile Creek and Bronte Road. The Town's Palermo Village Growth Area Official Plan Amendments (LOPA 34, 37, 38) have been appealed to the Ontario Land Tribunal (OLT) by Palermo Village Corporation and will be dealt with through the appeal process.

The following plans and reports have been prepared under separate cover in support of the proposed draft plan of subdivision and rezoning applications:

- Legal Survey
- Draft Plan of Subdivision
- Draft Amending Zoning By-law
- Density Plan
- Archaeological Assessment
- Phase 1 & 2 Environmental Site Assessment
- Geotechnical Report
- ESSQ
- EIR/FSS
- Arborist Report & TIPP
- Urban Design Brief
- Area Design Plans
- Concept Plans
- Transportation Impact Study and Parking Justification Study
- Pedestrian Circulation Plan
- Noise and Vibration Study
- Tree Canopy Cover Plan
- Public Information Meeting Minutes
- RPE
- Korsiak Urban Planning
- Korsiak Urban Planning
- Korsiak Urban Planning
- Parslow Heritage Consulting Inc.
- DS Consultants Ltd.
- DS Consultants Ltd.
- Palermo Village Corporation
- Beacon Environmental/DSEL/JL/DSConsultants Ltd./Geomorphix/Stoneybrook Consulting Inc./R.J. Burnisde & Associates Ltd./J.F. Sabourin & Associates Inc./NAK
- Beacon Environmental
- Perkins and Will
- Perkins and Will
- Perkins and Will
- BA Group
- BA Group
- HGC
- NAK
- Lux9

Our opinions rely on the conclusions of the aforementioned materials prepared by the specialized consultants.

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed draft plan of subdivision and zoning by-law amendment and to evaluate the development proposal in the context of the policies of the Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, and the Town of Oakville Official Plan.

1.2 SITE DESCRIPTION AND CONTEXT

The subject lands are located within the Town of Oakville's Palermo Village Growth Area and consist of two parcels on either side of the intersection of Dundas Street West and Bronte Road (*Figure 1 – Aerial Photo*), legally referred to as 3069 Dundas Street West and 3278 Regional Road 25. For the purpose of this report, the parcel to the east of Bronte Road is referred to as 'east property' and the parcel to the west of Bronte Road is referred to as 'west property'.

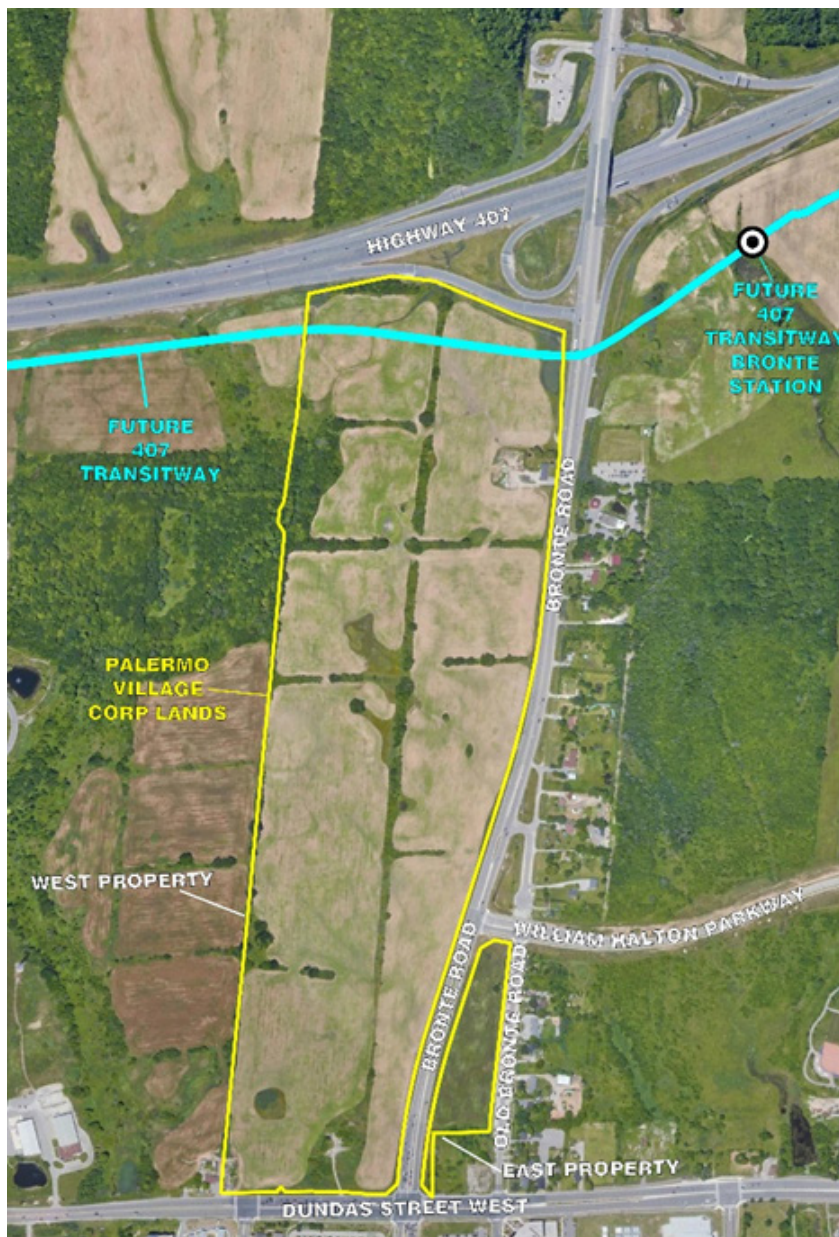


FIGURE 1 - Aerial Photo

The west parcel has an area of approximately 45.84 ha and the east parcel has an area of approximately 1.89 ha for a total of 47.73 ha. Both parcels are vacant and used for interim agricultural purposes. The topography is flat to gently rolling. The parcels have substantial frontages along Regional Road 25 (Bronte Road), Old Bronte Road, and Dundas Street West.

As shown of *Figure 2 – Context Photo*, the subject lands are bound by the following existing and planned features:

East Property:

- North: William Halton Parkway, low density residential uses, and further to the north the Vaishno Devi Temple, planned future Metrolinx Park and GO lot, and Bronte 407 Transitway Station.

- South: Proposed Enirox high-density mixed-use development (30 and 27-storeys), Dundas Street West, commercial plaza, residential apartments, and a medical office building.
- East: low density residential uses, Palermo United Church, Glenorchy Conservation Area, Palermo Park and the Oakville Trafalgar Memorial Hospital
- West: Bronte Road and west property.

West Property:

- North: Highway 407 corridor which is to include the future right-of-way for the planned 407 Transitway, the Bronte Road Carpool lot.
- South: Dundas Street West, medium density residential uses (townhouses), St. Luke’s Anglican Church and Community Centre, Palermo Public School and low density residential uses.



FIGURE 2 - Context Plan

- East: Bronte Road, low density residential uses (single detached dwellings, Vaishno Devi Temple, future Metrolinx Park and GO lot, Bronte 407 Transitway Station and Glenorchy Conservation Area.
- West: Fourteen Mile Creek, Forestview Church Without Walls, Excel Heating and Air Conditioning, SUEZ Water Technologies & Solutions, and planned future employment uses.

1.3 SITE DESCRIPTION AND CONTEXT

The subject lands are exceptionally well served by existing and planned road and transit networks. Bronte Road and Dundas Street West are both designated as Regional Major Arterial Roads and Higher Order Transit Corridors. William Halton Parkway is a Regional Minor Arterial Road.

Bronte Road currently has 4 travel lanes, however, the Region has recently initiated an Environmental Assessment (EA) to widen and improve the road to include 6 travel lanes. The outer 2 lanes are being designed to function as dedicated Higher Occupancy Vehicle (HOV)/Bus Rapid Transit (BRT) lanes in the future. The EA will also consider matters such as intersection locations/improvements, pedestrian and cycling opportunities, and transit stops. The Region’s Capital Budget targets improvements taking place between 2025-2027.

Dundas Street West has a ROW width of 50 metres and contains 6 travel lanes with the two outer lanes planned to function as HOV/BRT lanes in the future. Future Dundas BRT stops that will service the site are planned for the intersection of Dundas Street West and Bronte Road (*Figure 3 – Existing and Proposed Transit Network*)

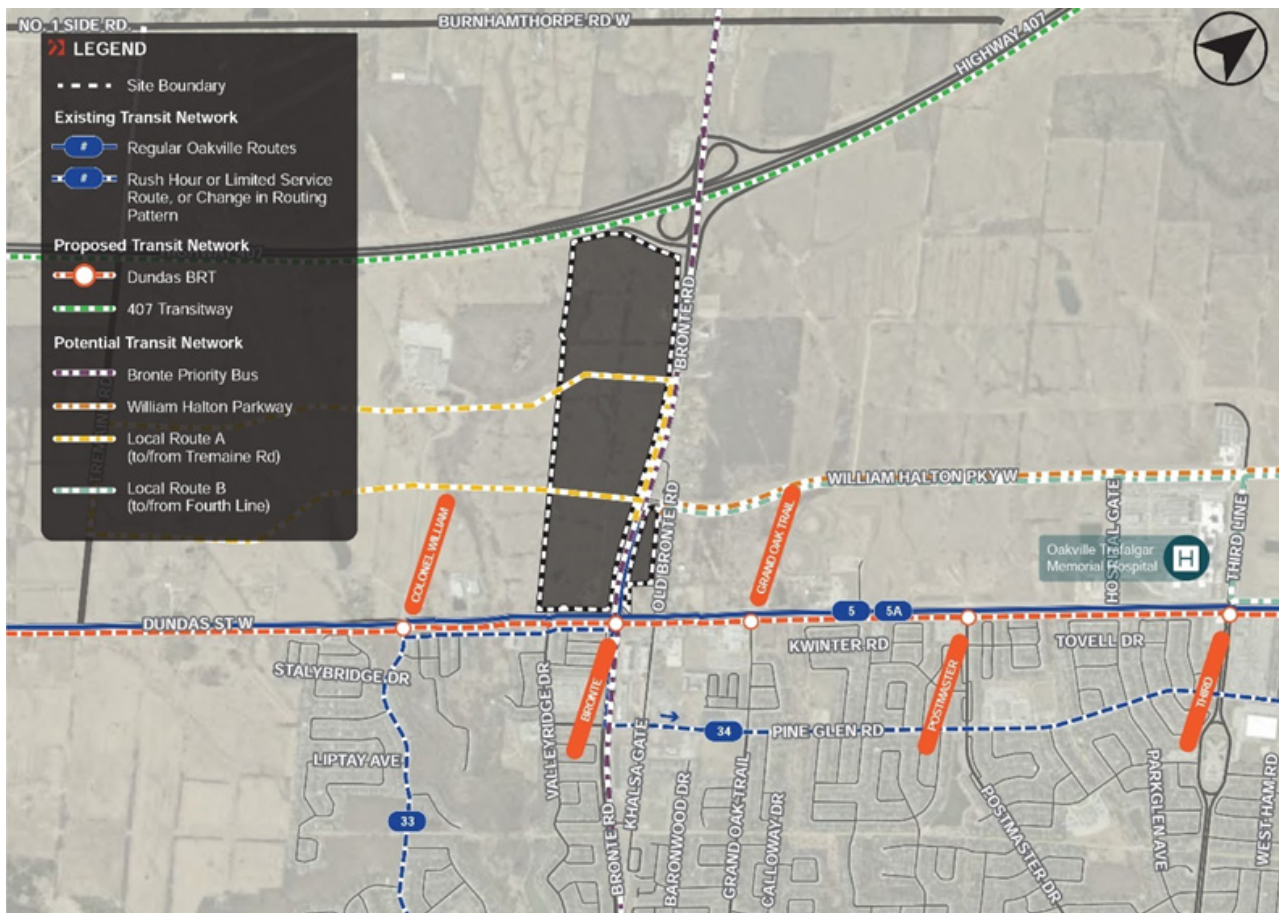


FIGURE 3 -Existing and Proposed Transit Network

Existing transit is currently found on Dundas Street West and Bronte Road and includes Oakville Transit routes 5, 34, 81, and 82, and GO Bus routes 41 and 47. As shown on Figure 3, significant improvements are planned as this part of Oakville builds out in the coming years. These include:

- Dundas Street West dedicated HOV/BRT lanes
- Bronte Road priority bus routes
- Addition of transit services to William Halton Parkway

- A new Oakville Transit station on the north side of Dundas Street West near Bronte Road, and
- The 407 Transitway running along the south side of Highway 407 with a station on the east side of Bronte Road.

The 407 Transitway is a planned two-lane, grade separated BRT system on a separate right-of-way along Highway 407. It will function as a major east-west regional transit facility that runs from Halton Region to Durham Region and connects municipalities

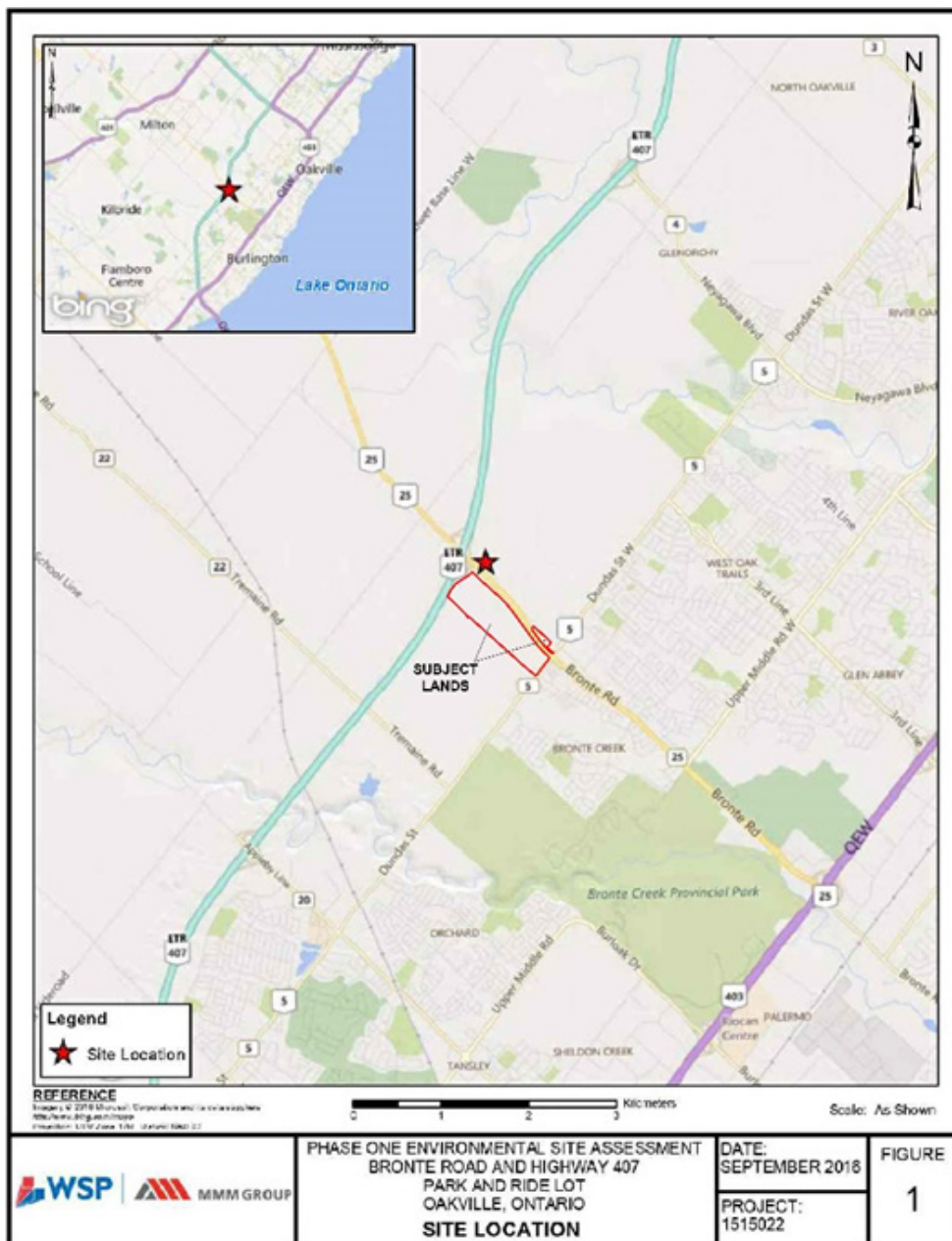


FIGURE 4 - Environmental Project Report - Bronte Road Station

across the Greater Toronto Area. The Town of Oakville falls within the Brant Street to Hurontario Street segment of the 407 Transitway. The Environmental Project Report (EPR) for the Brant Street to Hurontario Street segment of the 407 Transitway was approved in October 2020 and approved two stations within the Town of Oakville: Bronte Road and Trafalgar Road (Figure 4).

The area around the Bronte 407 Transitway Station would meet the Growth Plan’s definition of a “Major Transit Station Area” since it is a “planned higher order transit station...within a settlement area”. A Major Transit Station Area is further defined as “the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.”

The planned Dundas BRT will extend from Kipling Station in Toronto to Highway 6 in Hamilton. It will provide higher order bus service on dedicated lanes within the Dundas Street right-of-way. Westbound and eastbound bus stops are planned for the intersection of Dundas Street West and Bronte Road as shown on Figure 5- Dundas BRT Bronte Stops. As the Growth Plan describes a Major Transit Station Area (MTSA) as “[...] including and around any existing or planned higher order transit station or stop within a settlement area [...]” and the Dundas BRT will operate in a partially dedicated right-of-way, which meets the Growth Plan’s definition of Higher Order Transit, the two stops fulfill these definitions and would therefore serve as MTSA’s.

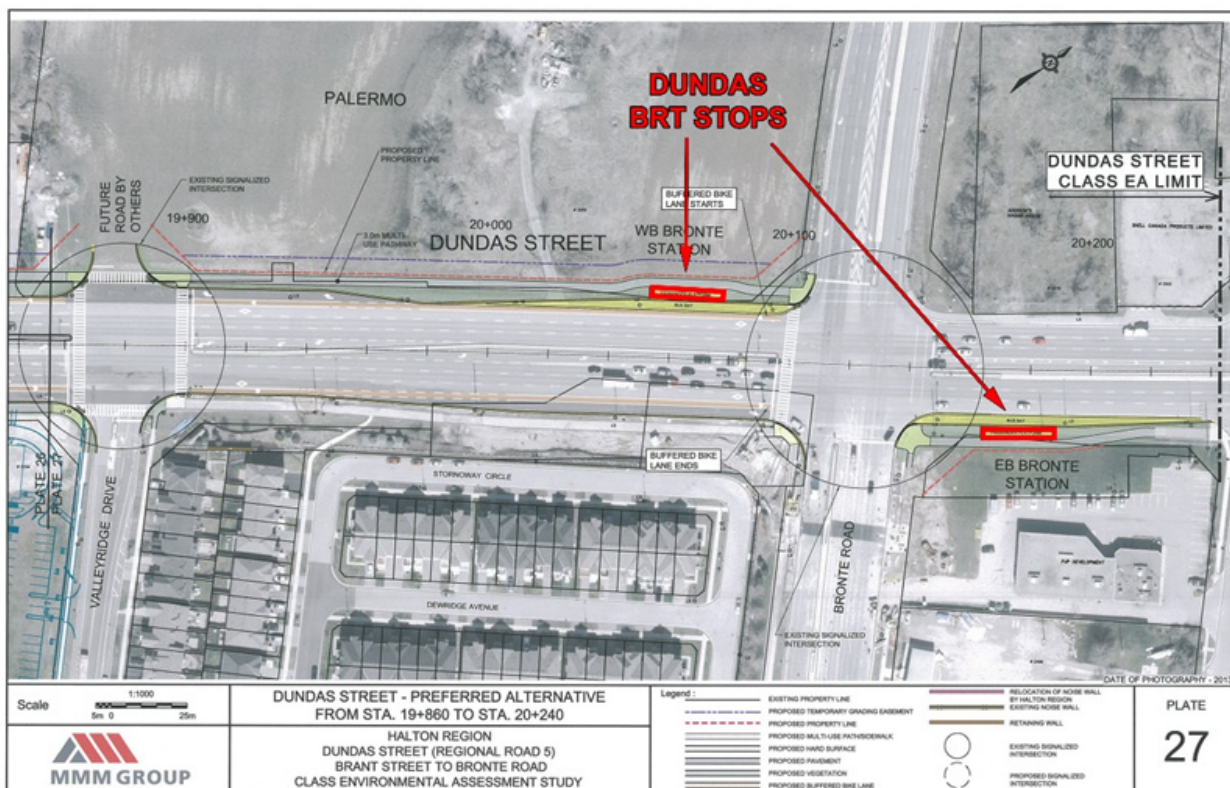


FIGURE 5 - Metrolinx’s Proposed Dundas BRT Stops

The entirety of Palermo Village Corporation’s landholdings are within 800-metre radii of the planned Bronte 407 Transitway Station and Dundas BRT Bronte stops (Figure 6).

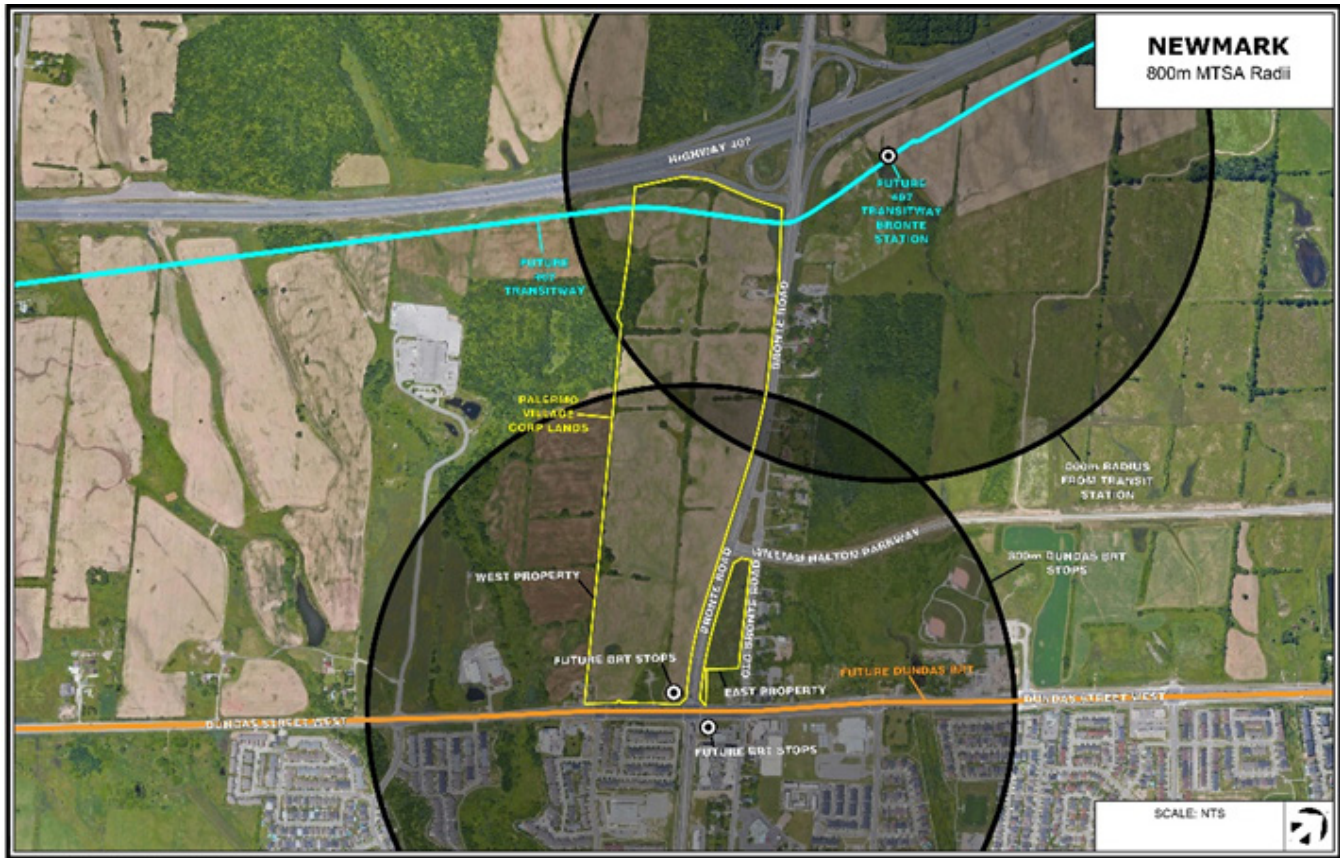


FIGURE 6 - 800 m MTSA Radius

1.4 HOUSING CONTEXT

REGIONAL 2022 STATE OF HOUSING REPORT

The Region of Halton issues an annual “State of Housing” report to describe housing activities and to monitor its success in achieving its housing targets. The 2022 report noted that total housing completions in Oakville declined from 1,824 units in 2021 to 1,038 units in 2022, a decrease of 43.1 per cent. In 2022, townhouse and apartment units accounted for 48 percent of housing completions, which is lower than the target of 65% percent. The State of Housing Report highlights the need to continue to provide new housing supply, especially in the form of townhouse

and apartment unit types.

OAKVILLE HOUSING PLEDGE

At a Special Council Meeting held on March 20, 2023, the Town pledged to provide 33,000 new housing units by 2031/2032 as set out by the Province. The Town will need to promote development of its Strategic Growth Areas, such as Palermo, to meet this pledge.

1.5 CULTURAL HERITAGE CONTEXT

Palermo has deep roots in the history of Oakville as one of Ontario’s oldest settlements. Dating as far back as 1806, Palermo was once known as Hagerstown, and eventually renamed Palermo. The historic Palermo

Village contains 16 heritage buildings, of which 3 are designated, 5 are listed and 7 are not listed. While none of the buildings are located on the PVC lands, the west parcel was the former location of one of the Hagar homesteads. Using measures including, but not limited to, building materials, design treatments, street and building names, commemorative plaques, etc., the proposed development will pay homage to the historical nature of the area, particularly along Old Bronte Road which was one of the historic crossroads of the Palermo community.

An aerial architectural rendering of a modern urban development. The scene features several high-rise buildings with glass facades, a mix of green spaces with trees and lawns, and a network of roads with cars and pedestrians. In the foreground, there is a large, multi-faceted pavilion structure with a brown roof and wooden accents, situated near a body of water. A large, semi-transparent orange circle is overlaid in the center of the image, containing the text '2.0 PROPOSED DEVELOPMENT' in a light orange, sans-serif font.

2.0
PROPOSED
DEVELOPMENT

2.0 PROPOSED DEVELOPMENT

Palermo Village Corporation is proposing to develop the subject lands with a range and mix of residential, institutional, commercial, employment, and open space uses.

2.1 DRAFT PLAN OF SUBDIVISION

As illustrated on *Figure 7 - Draft Plan of Subdivision*, the proposed development includes:

- 3 mixed use condominium blocks;
- 4 high density residential condominium blocks;
- 4 medium density residential condominium blocks;

- 28 single detached dwellings (located along the NHS);
- A transit terminal block;
- A 2.25-hectare neighbourhood park (on the west side of Bronte Road);
- Part of a village square (0.16 ha);
- Part of a Stormwater Management Pond;
- A walkway block;
- A block for the 407 Transitway;
- Open space blocks;
- NHS blocks; and
- Public roads.

Further details on each of the blocks is included in Appendix IV. Each block is discussed with details on the built form, proposed uses and layout.

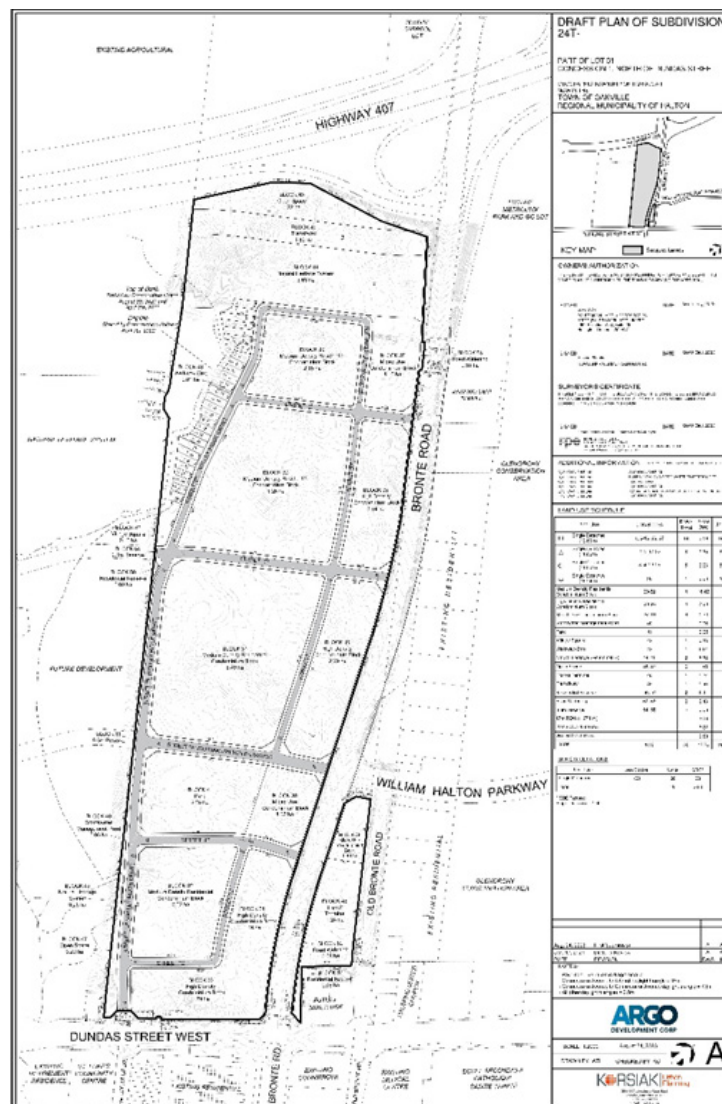


FIGURE 7 - Draft Plan of Subdivision

2.2 COMMUNITY VISION

The overall vision is to see the PVC lands become a vibrant, mixed-use area developed at densities that would support and take advantage of the excellent existing and planned transit facilities. A mix of housing types and densities are planned across the site to provide a range of housing opportunities, including affordable and attainable units, to make for a complete community. Heights and densities are intended to be greatest in the blocks adjacent to Bronte Road and Dundas Street West with a gradation to lower densities and heights as one moves away from the transit stations and major bus routes.

Buildings nearest the transit stations and major transit stops are intended to include a mix of uses to serve residents of the community and to provide employment opportunities. The proposed Districts are shown in *Figure 8* and further described below.

The following section should be read in conjunction with the Urban Design Brief prepared by Perkins & Will.

The Main Street District, shown in Orange, is envisioned to serve as the heart of the community, anchored by Old Bronte Road as the primary retail street. The District will consist of high-rise residential buildings, office uses and a transit terminal. The Civic District, shown in Yellow, is envisioned as a focal point for residents within and beyond Palermo Village, anchored by a 2.2-hectare Park and adjacent library and community centre. The District is proposed to have a varied built form with high-rise buildings fronting Dundas Street and Bronte Road and lower rise apartments and townhouses in the interior. The Urban Neighborhood District, shown in Purple, is envisioned as a mid-density residential neighbourhood including townhouses and back-to-back townhouses, as well as higher density residential located along Bronte Road.

Overall District Plan for The Palermo Village Concept Plan Area
 Note: Areas not owned by Palermo Village Corporation have been faded out

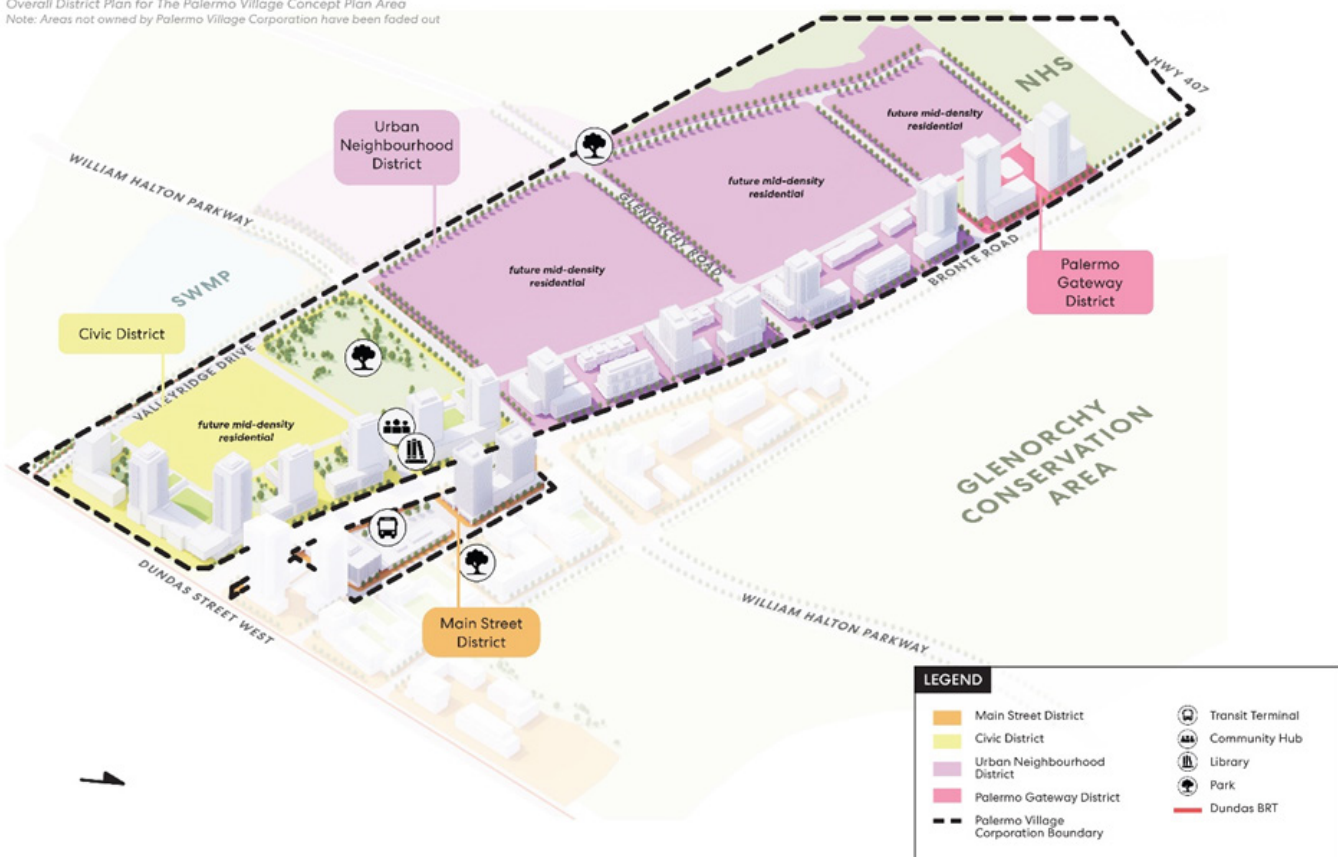


FIGURE 8 - Palermo Village Planning District Plan

Finally, the Palermo Gateway District, shown in Pink, is envisioned to serve the future 407 Transitway Station, located to the north. The District will consist of high-density residential, employment and retail uses, with a considerable amount of open space provided in tandem. A potential age-in-place facility has also been envisioned adjacent to the Natural Heritage System. A more detailed description of the vision for each of the key building blocks within each of the Districts is included in Appendix IV.

Park and Village Square

A neighbourhood park with an area of 2.2-hectare is proposed south of William Halton Parkway, east of Valleyridge Drive (Street 'B') in the Civic District. This park has been envisioned as a strata park, which will contain underground parking for the Mixed-Use Condominium Block and Community Centre/Library. Please see the Facility Fit Plan included within this submission for further details.

Part of a village square has also been identified at the northwest corner of the intersection Street 'B' (Future extension of Valleyridge Drive) and Street 'E', in the Urban Neighborhood District. This village square will be is intended to be completed once the adjacent lands to the west are developed to form the complete 0.5-hectare village square. In addition to these public parks, it is anticipated that a variety of alternative public open spaces will be provided as part of the development of each individual development block.

Stormwater Management Facility

Part of a stormwater management (SWM) pond is proposed west of the future extension of Valleyridge Drive (Street 'B'), in accordance with the proposed SWM facility location in the Palermo Village Strategic Growth Area Official Plan Amendment (LOPA 34). As development timing for the landowner to the west is uncertain, a temporary SWM facility is proposed within Block 32, in the Civic District. This block will

be developed with medium density residential uses once the permanent SWM pond is constructed for the Palermo Village north lands.

Natural Heritage System (NHS)

Two NHS blocks are proposed. These include the natural features and a 10-metre buffer to the dripline of the woodland and a 15-metre setback to the stable top of bank associated with Fourteen Mile Creek. The boundaries of the NHS blocks are based on the analyses undertaken in the EIR/FSS prepared by Beacon Environmental, DSEL, DS Consultants and Geomorphix.

PVC is proposing to shift the proposed Linkage Preserve Area (LPA) between the Fourteen Mile Creek Core Preserve Area (west of Bronte Road) and the Glenorchy Core Preserve Area (east of Bronte Road). The location of the LPA is not in effect in either the Town or Region's Official Plans due to PVC's appeals of these instruments.

The primary objective of LPAs is to provide corridors for wildlife movement between Core Preserve Areas, as described in the North Oakville East Secondary Plan - Section 7.4.7.1(b). As detailed in the EIR/FSS, Bronte Road in the proposed location of the LPA in LOPA 34 cannot accommodate an ecopassage to allow for safe wildlife movement between Core Preserve Areas. The proposed relocated LPA is shown directly south of the 407 Transitway Corridor (Block 49) This location is preferred from an ecological perspective as there is already an existing ecopassage under Bronte Road. The grades in this location support the construction of a functionally larger ecopassage, which would encourage the safe movement of wildlife between the two Core Preserves.

2.3 PROPOSED DENSITY

Given that the proposed development will consist of

several condominium blocks for a range of built forms including apartments of varying heights, townhouses, and potentially stacked townhouses, there is no specific unit count associated with the draft plan.

However, for the purposes of undertaking the various technical supporting studies, a preliminary estimate of unit counts and population was prepared and includes the following breakdown:

Residential Population Breakdown:

Unit Type	Proposed Number of Units	Persons Per Unit (PPU)	Residential Population (Units x PPU)
Singles	28	3.77	105.56
Multiples	855	2.55	2,180.25
Apartments	6,007	1.66	9,533.38
TOTAL	6,890		12,257.40

Note: Proposed values are subject to change and only used to support technical supporting studies.

Employment Population Breakdown:

Use	Floor Space per Worker	Leasable Floor Area (m ²)	Jobs
Office	20 sqm	8,787	439.35
Commercial	46 sqm	7,169	155.85
Age-In-Place	70 sqm	17,146	244.94
Community	70 sqm	3,373	48.19
TOTAL			888

Note: Proposed values are subject to change and only used to support technical supporting studies.

These calculations are based on the Region of Halton 2022 Development Charges Background Study and the Investment Readiness and Employment Lands Study by Watson and Associates Economists Ltd. Using these Studies, the overall density of development is proposed to be 275 residents and jobs per hectare, which is greater than the **minimum of 160 residents and jobs per hectare** required by the Region of Halton Official Plan for the Palermo Village Growth Area. Of note, these calculations and the proposed population are subject to change as the proposal is refined and continues through the Site Plan process.



3.0
POLICY
FRAMEWORK

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The Planning Act is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the Planning Act is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plans, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

PROVINCIAL INTEREST:

Part I, Section 2 of the Planning Act establishes matters of Provincial interest which decision makers shall have regard to when making decisions on planning applications and carrying out their responsibilities under the Act. Section 2 of the Planning Act states:

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(a) the protection of ecological systems, including natural areas, features and functions;

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the supply, efficient use and conservation of energy and water;

(f) the adequate provision and efficient use

of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) the adequate provision of a full range of housing, including affordable housing;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;

(o) the protection of public health and safety;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

The proposal has regard to the matters of Provincial interest under the Planning Act for the following reasons:

- The proposed amendment directs growth to a Settlement Area, Designated Greenfield Area and Strategic Growth Area, an appropriate location for growth and development;
- The proposed development will provide a mix of residential, community, open space, employment, and commercial uses, which make efficient use of existing and planned services;
- The proposed development provides densities and a road network supportive of future transit services, including the 407 Transitway and Dundas BRT;
- The proposal adds to the range of housing options available in the Town of Oakville to serve households of different sizes, ages and incomes;
- The proposed development connects to existing and planned roads and is coordinated with developments to the south and west;
- The Transportation Impact Study and EIR/FSS submitted in support of the development confirmed that the planned servicing and road network can adequately service the proposed development;
- The proposal will be phased to ensure the orderly development of services and amenities;
- The proposed development facilitates the development of a park, transit terminal, community centre, library, part of a village

square and trail system to ensure the adequate provision and distribution of social, cultural and recreational facilities;

- The proposal protects the NHS and natural hazards through the delineation of NHS blocks; and
- The proposed development will provide a high quality urban form that promotes a sense of place.

Zoning By-law Amendment s.34

A Zoning By-law Amendment is being requested pursuant to Section 34 of the Planning Act, which sets the legislative basis for Zoning By-laws and amendments. The proposed draft amending zoning by-law is an amendment to Town of Oakville Zoning By-law 2009-189 and is discussed in Section 5 of this report.

Plan of Subdivision s. 51

A Draft Plan of Subdivision is being applied for under Section 51 of the Planning Act.

Section 51 (24) of the Planning Act, states that:

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

(d) the suitability of the land for the purposes for which it is to be subdivided;

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

(f) the dimensions and shapes of the proposed lots;

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

(h) conservation of natural resources and flood control;

(i) the adequacy of utilities and municipal services;

(j) the adequacy of school sites;

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed draft plan of subdivision was evaluated under Section 51(24) of the Planning Act and addresses the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, facilitating a range of housing options, providing transit supportive densities and promoting a well designed built form;
- The proposal is not premature as it is located within a Settlement Area and Strategic Growth Area that is identified for growth;
- The proposal connects to the existing road network and facilitates the development of the planned road network;
- The proposal provides stormwater management controls to ensure no negative impact to water quality, quantity and/or downstream erosion;
- The proposal facilitates the development of a park, community centre, library, transit terminal, part of a village square, part of a stormwater management (SWM) pond and a temporary SWM pond (to service the development until the permanent SWM pond is complete) to ensure that the necessary services are provided to meet the needs of the community;
- The proposal provides the dimensions, locations, uses and shapes of the proposed roads, blocks and lots;
- The proposal does not develop upon any natural features;
- Adequate school sites and services exist or are planned to service the proposed development; and,
- The proposal makes efficient use of land, infrastructure and services (see Appendix IV for a detailed review of each Block).

3.2 PROVINCIAL POLICY STATEMENT

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build healthier, safer, and more affordable communities. The PPS 2020 contains policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

The PPS contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians.

PPS policies applicable to the proposal are described in Appendix I, including Section 1.1 for 'Managing and Directing Land Use to Achieve Resilient Development and Land Use Patterns' and 'Settlement Areas'; Section 1.2 for 'Coordination'; Section 1.3 for 'Employment'; Section 1.4 for 'Housing'; Section 1.5 for 'Public Spaces, Recreation, Parks, Trails and Open Space'; Section 1.7 for 'Long-Term Economic Prosperity'; Section 1.8 for 'Energy Conservation, Air Quality and Climate Change'; and Section 2.1 for 'Natural Heritage'.

The proposal is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development provides a mix and

range of uses that achieve transit supportive densities in proximity to two higher order transit corridors;

- The proposal will achieve cost effective development that minimizes land consumption;
- The proposal provides new development and growth within a settlement area;
- The proposed development provides a community park, community centre, two urban squares, a village square, a transit terminal and a trail network to provide the necessary public services to achieve healthy and active communities;
- The proposal will not adversely impact the viability of the employment area to the west and has been designed to eliminate individual driveways onto major truck routes (Bronte Road and William Halton Parkway) to minimize disruptions and increase safety;
- The proposal facilitates a mix of residential, commercial, community, open space and employment uses to help meet the economic and long term needs of the community;
- The proposal makes use of land that is in a transit supportive location and will promote active transportation; and
- The proposed development protects and enhances the NHS.

3.2.1 DRAFT PROVINCIAL PLANNING STATEMENT 2023

In April 2023, the Province released a draft Provincial Planning Statement (Proposed PPS), which if approved, would replace the PPS 2020 and the Growth Plan. In June 2023, the Proposed PPS was updated to include revised Natural Heritage System policies.

Key changes presented in the Proposed PPS include:

- Section 2.1 Planning for People and Homes - includes policies to provide an appropriate range and mix of land uses and densities to contribute to the creation of a complete community.
- Section 2.2 Housing – includes policies to plan for a range and mix of housing options and requiring transit-supportive development and prioritizing intensification in proximity to transit.
- Section 2.4 Strategic Growth Areas – speaks to the creation of complete communities, supporting mixed use development and the establishment of minimum density targets for the large and fast-growing municipalities (including Oakville).
- Section 3.1 Infrastructure and Facilities – focus on the efficient use of infrastructure and services and speaks to prioritizing investment in infrastructure and services to support Strategic Growth Areas. Focus on co-locating public service facilities to promote cost-effectiveness.
- Section 3.6 Sewage, Water and Stormwater – provides updated policies to promote the efficient use and optimization of sewage and water service systems.
- Section 3.9 Public Spaces, Recreation, Parks, Trails and Open Space – promotes healthy, active and complete communities through the creation of public spaces, streets, facilities and providing a full range of publicly-accessible built and natural settings for recreation to meet the needs of persons of all ages and abilities.
- Section 4.1 Natural Heritage – includes policies to ensure the long term protection of Natural features and areas.

The new Provincial Planning Statement maintains the focus on directing development to settlement areas

and growth areas, protecting key natural heritage resources and the importance of providing a full range of housing types. The proposed ZBA and Draft Plan of Subdivision are consistent with the Proposed PPS.

3.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (the ‘Growth Plan’) came into full force and effect on May 16, 2019. This plan provides the framework for implementing Ontario’s vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe Region. The Growth Plan establishes a long-term structure for where and how the Region will achieve complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity, and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the ‘Settlement Area’ and Designated Greenfield Area’ as shown on *Figure 9 - A Place to Grow Concept*. The proposed development is in line with the guiding principles of the Growth Plan which prioritize intensification and higher densities around existing and planned transit stations to support transit viability and to make efficient use of transit infrastructure. The Bronte 407 Transitway Station and Bronte Dundas BRT Station meet the Growth Plan’s definition of a “Major Transit Station Area” since it is a “*planned higher order transit station...within a settlement area*”. A “Major Transit Station Area” is further defined as “*the area within an approximate 500 to 800 metre radius of a transit*

station, representing about a 10-minute walk”.

Section 2.2.4.8. of the Growth Plan requires that

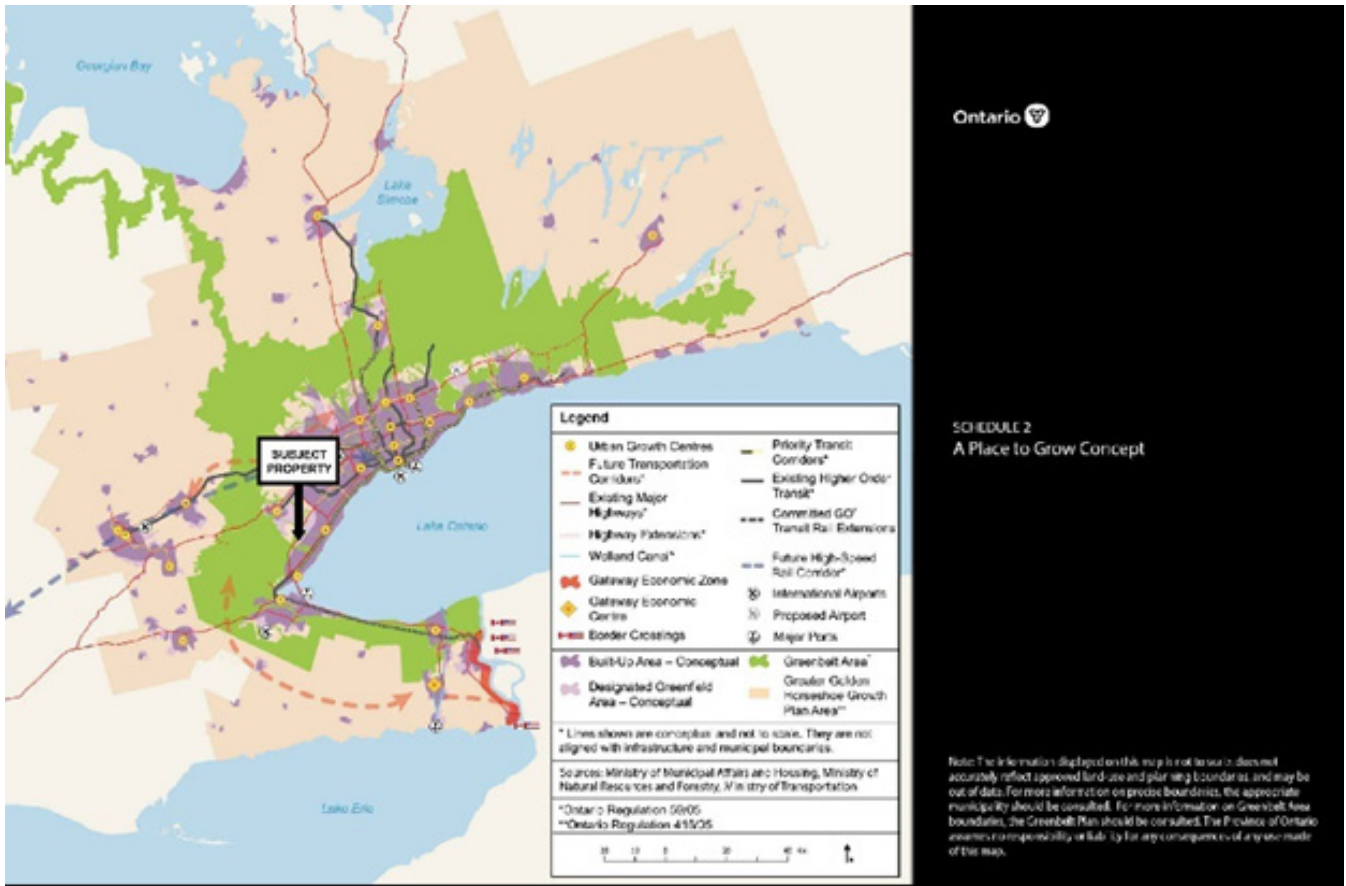


FIGURE 9 - A Place to Grow Concept

“all major transit station areas will be planned and designed to be transit-supportive”. The Growth Plan defines “Transit-supportive” as “relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to **compact, mixed-use development** (our emphasis) that has a high level of employment and residential densities.” Section 2.2.4.9 of the Growth Plan also requires that “**Within all** (our emphasis) major transit station areas, development will be supported, where appropriate, by... **planning for a diverse mix of uses** (our emphasis), including additional residential units and affordable housing, to support existing and planned transit service levels”, and “prohibiting land uses and built form that would

adversely affect the achievement of transit-supportive densities.” The proposed development provides a mix and range of residential, commercial, employment, community and open space uses within an 800 metre radius of both the Bronte 407 Transitway Station and Bronte Dundas BRT stops thereby achieving Provincial planning objectives to provide compact mixed-use development in proximity to planned Higher Order Transit services.

The Growth Plan policies that apply are further described in Appendix I, which includes: Section 1.2.1 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; Section 2.2.4 for ‘Transit Corridors and Station Areas’ and Section 2.2.7 for ‘Designated Greenfield Areas’.

The proposed development conforms to these policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposal directs growth to a Settlement Area, Designated Greenfield Area and municipally identified Strategic Growth Area with planned public services facilities, transit services and municipal water and wastewater systems;
- The proposal provides compact transit-supportive development along three Regional Higher Order Transit Corridors (Dundas Street, Bronte Road and Highway 407);
- The proposal provides a range and mix of housing options to serve households of different sizes, ages and incomes;
- The proposed development provides compact mixed-use development within 800 metres of the 407 Transitway Bronte Station and the Dundas BRT Bronte stops;
- The proposed development helps to achieve the minimum density target within the Region of Halton; and,
- The proposed development is supportive of active transportation and the use of transit services, by facilitating the creation of a compact mixed-use environment where residents can live and work.

3.4 CONNECTING THE GGH: A TRANSPORTATION PLAN FOR THE GREATER GOLDEN HORSESHOE (FEBRUARY 2022)

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (the 'Transportation Plan') was released in March 2022. The Transportation Plan was developed to provide a 30-year vision for enhanced mobility within and across the region and Ontario. The vision, which is meant to provide guidance until 2051, includes infrastructure,

service improvements and policies focused on four key themes; fighting gridlock and improving road performance, getting people moving on a connected transit system, supporting a more sustainable and resilient region, and efficiently moving goods. One of the Transportation Plan's policy directions is to encourage transit-oriented communities (TOCs) with compact, walkable, and transit-oriented design to reduce the distances travelled for daily needs and provide choice of mode, thereby decreasing individual emissions.

The subject lands are located along two 'New or Enhanced Higher Order Transit Connections' as shown on Map 5: Current, Planned and Conceptual Future Transit Infrastructure and Services (*Figure 10*). Map 5 identifies the subject lands adjacent to the East-West Cross Regional Connection (Item 29) along Highway 407. While Map 5 does not show the Dundas BRT extension to Bronte Road (Item 7), this connection is shown on Metrolinx's Proposed Dundas BRT alignment (*Figure 11*).

The Transportation Plan states that the Province is working with Infrastructure Ontario and Metrolinx to consider Transit Oriented Communities (TOC) where possible. The Plan also states that 'by creating complete communities based on good planning principles, TOCs will reduce gridlock and make it easier to get where you need to go, whether you walk, cycle, take transit or drive' and that TOCs 'result in vibrant, high density, mixed-use walkable communities that are connected to transit stations'. The proposed development facilitates the creation of a TOC along Dundas Street and Bronte Road within 800 metres of the 407 Transitway Station and the Dundas BRT stops.

Map 5: Current, planned and conceptual future transit infrastructure and services

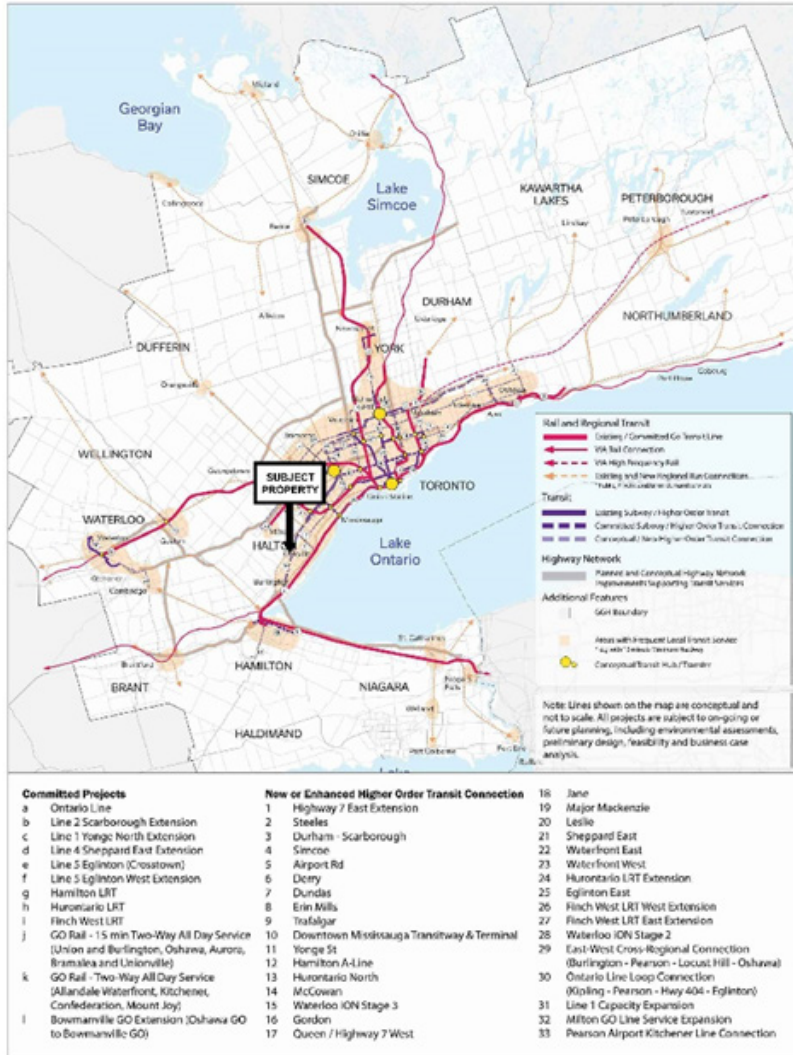


FIGURE 10 - Map 5: Current, Planned and Conceptual Future Infrastructure and Services

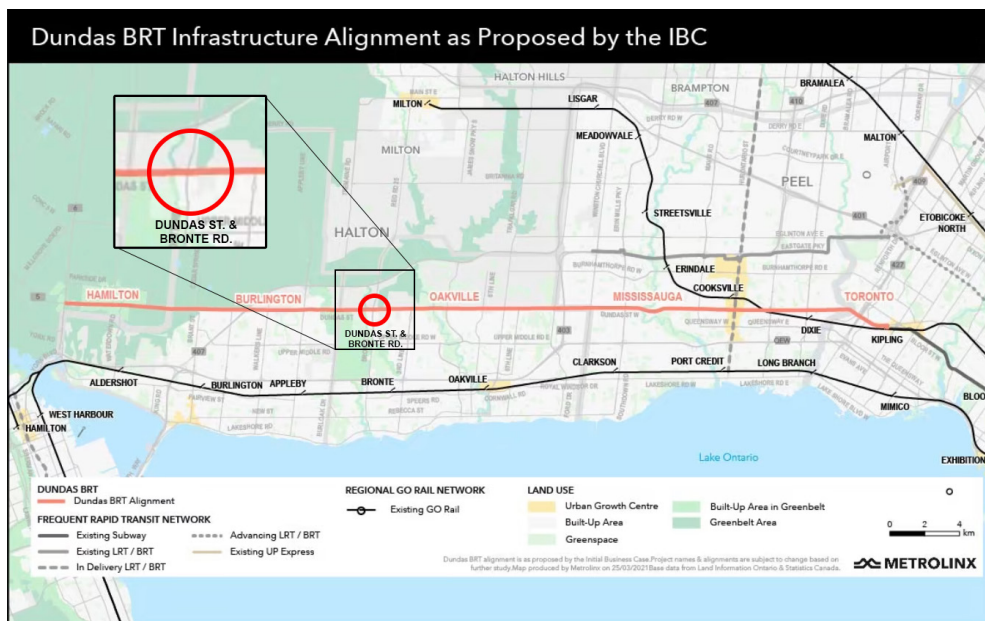


FIGURE 11 - Proposed Dundas BRT Alignment

3.5 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and future residents. The Plan outlines a long-term vision for Halton’s physical form and community character by setting out goals and objectives and by providing policies to be followed to achieve an urban structure that will accommodate future growth effectively.

To implement Provincial policy directions, the Region of Halton completed a 2-step Regional Official Plan Review. The first step was Regional Official Plan

Amendment 48 (ROPA 48) which defined the urban structure and identified the boundaries of Strategic Growth Areas, Urban Growth Centres and Major Transit Station Areas. ROPA 48 was approved with modifications by the Ministry of Municipal Affairs and Housing on November 10, 2021. ROPA 49 was part of step two and implemented the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to the year 2051 planning horizon. ROPA 49 was adopted by Regional Council on June 15, 2022 and approved with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022.

**Map 1
Regional Structure**

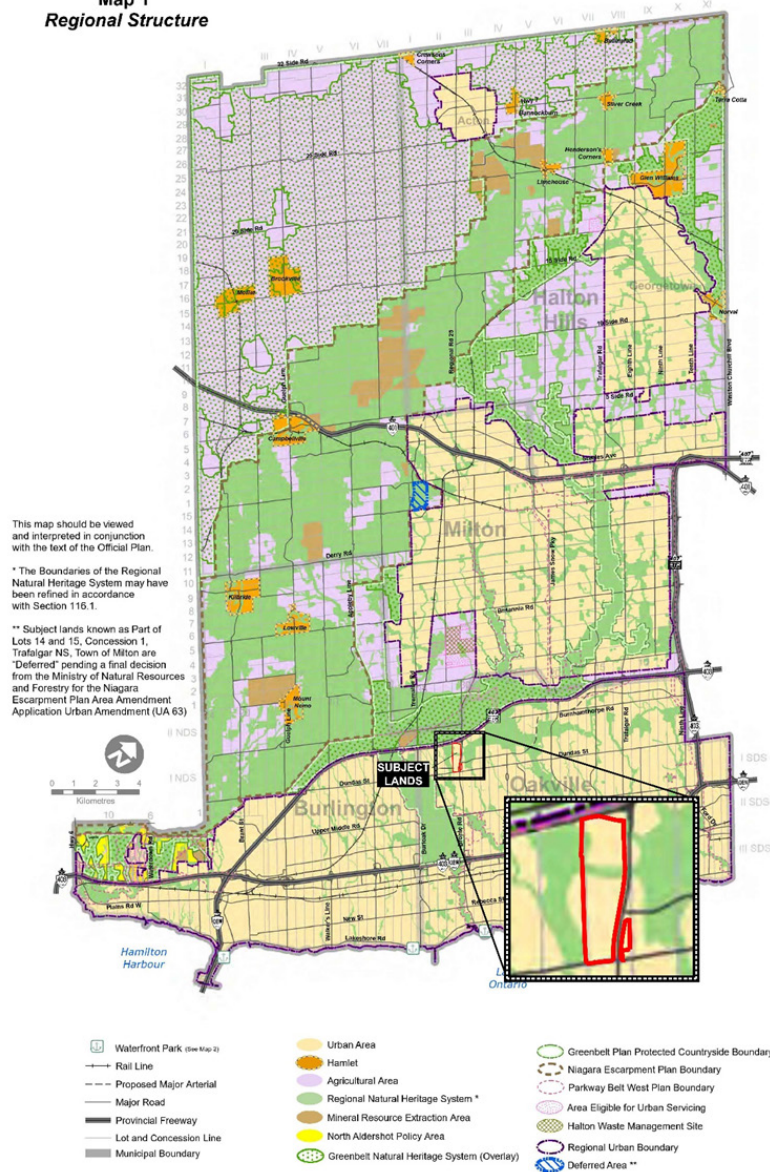


FIGURE 12 - Map 1 - Regional Structure

Map 1h Regional Urban Structure

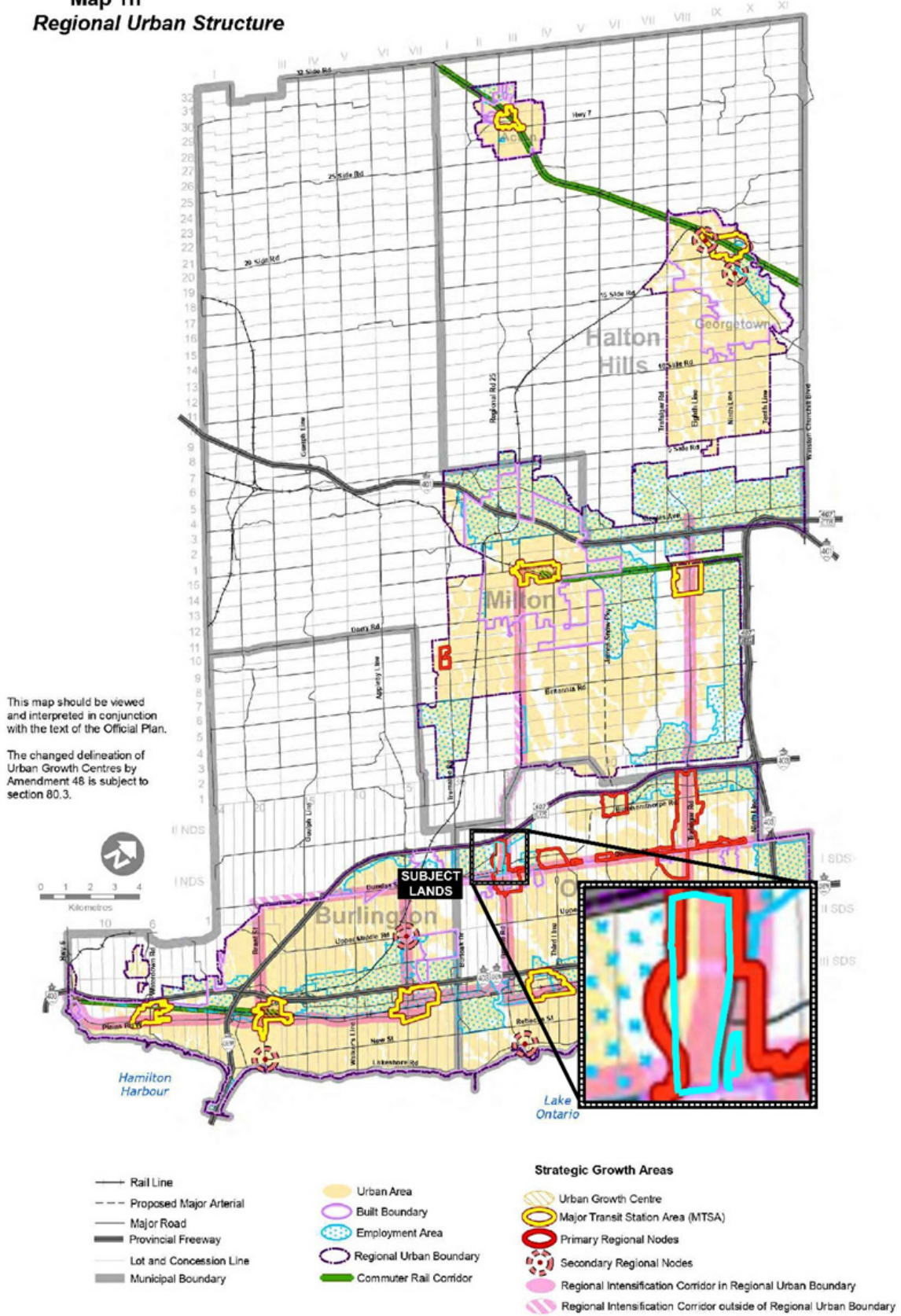
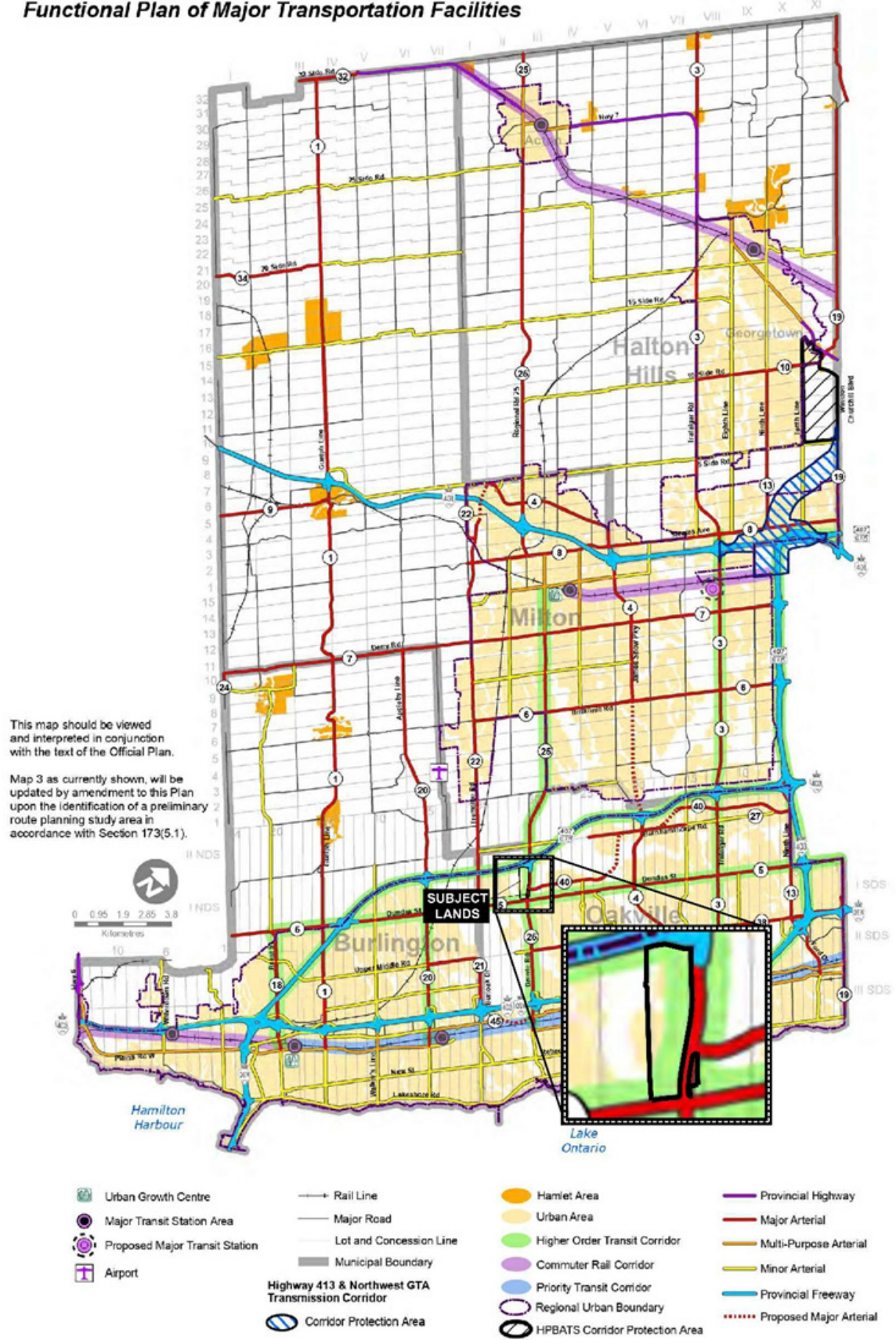


FIGURE 13 - Map 1H - Regional Urban Structure

Map 3 Functional Plan of Major Transportation Facilities



As per Map 1- Regional Structure (*Figure 12*) the subject site is designated 'Urban Area' and 'Regional Natural Heritage System' (NHS). The Regional NHS designation is under appeal and, therefore, is not final and approved with respect to the site. Map 1H - Regional Urban Structure (*Figure 13*), identifies the subject site within a 'Strategic Growth Area' and 'Primary Regional Node' and Bronte Road and Dundas Street are further identified as 'Regional Intensification Corridors'. Map 3 - Functional Plan of Major Transportation Facilities (*Figure 14*), identifies Bronte Road, Dundas Street and Highway 407 as Higher Order Transit Corridors.

It is important to note that ROPA 49 removed the 'Employment Area' overlay from the north portion of the PVC lands near the 407. The intent was to allow this area to be developed with a mix of uses at transit supportive densities to take advantage of and support the planned Bronte 407 Transitway Station.

The ROP policies applicable to this proposal are further described in Appendix II, which include: 'Halton's Regional Structure' (Sections 51, 55); 'Urban Area Designation' (Sections 72, 74, 77); 'Regional Urban Structure' (Section 78), 'Strategic Growth Areas' (Section 79, 82), 'Housing' (Section 86); Natural Heritage System (113, 115) and 'Transportation' (Section 172).

The proposed development conforms to the policies of the Region of Halton Official Plan for the following reasons:

- The proposed development provides a mix and range of uses within the Urban Area and a Strategic Growth Area, where urban services are planned to accommodate future development;
- The proposed development provides land for residential, commercial, community, employment, park and SWM uses, which contribute to the

creation of healthy communities;

- The proposal facilitates the creation of a compact, transit-supportive mixed-use community that improves connectivity and makes efficient use of land and services;
- The proposal provides compact transit-supportive development along three Regional Higher Order Transit Corridors (Dundas Street, Bronte Road and Highway 407) and two Regional Intensification Corridors (Bronte Road and Dundas Street);
- The proposal helps to achieve the minimum density target of 160 residents and jobs per hectare for the Palermo Village Primary Regional Node;
- The proposal protects the NHS by setting aside blocks to accommodate natural features, reconstructed features, and related buffers;
- The proposed development facilitates the creation of a trail system within the NHS blocks that connects to the overarching Town of Oakville trail system thereby promoting active transportation and providing opportunities for passive recreation; and,
- Residential development will primarily be in the form of townhouse and multi-storey buildings, thereby contributing to the Region's housing target.

3.6 TOWN OF OAKVILLE 1984 OFFICIAL PLAN

Given PVC's appeals of the various Local Official Plan Amendments (including those dealing with the Palermo Village Strategic Growth Area), the 1984 Official Plan, as amended, remains in effect for the subject lands. The PVC lands are designated Urban Special Study Area (*Figure 15- 1984 Official Plan Land Use Plan*) and the policies for the North Oakville Special

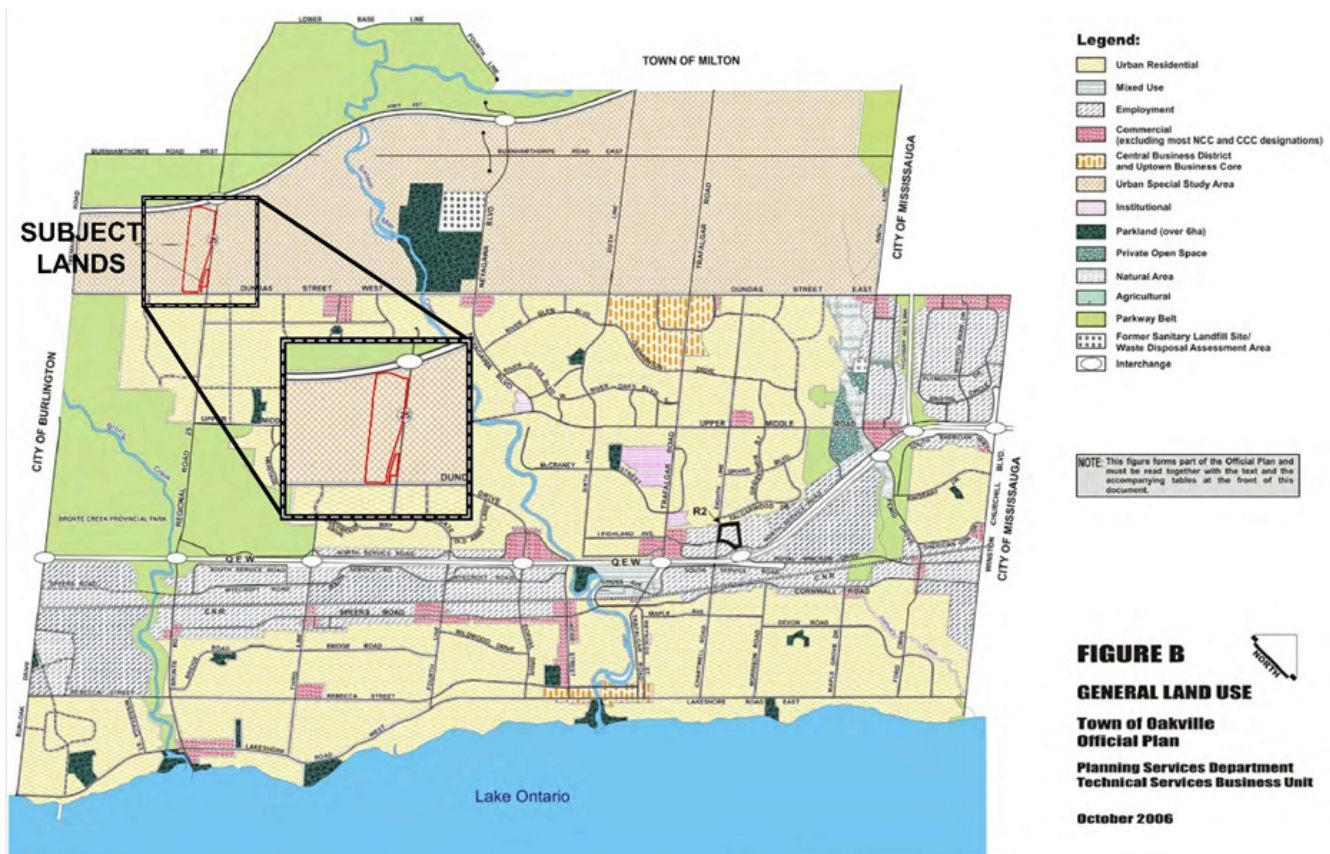


FIGURE 15 - 1984 Official Plan Land Use Plan

Study Area require the preparation of Secondary Plan before lands in North Oakville can be developed. This requirement has been addressed through the creation and approval of the North Oakville East and North Oakville West Secondary Plans. As noted, the North Oakville West Secondary Plan and subsequent amendments related to the Palermo Village Strategic Growth Area, have been appealed and are not in effect.

General relevant policies from the 1984 Official Plan include:

4.1 Urban Area – North Oakville Special Study Area

a) Vision

North Oakville’s development should reflect Oakville’s distinct historical roots and small-town heritage and Trafalgar Township’s village rural heritage, with nodal development, prestige industry, and green linkages continuing to define

Oakville’s unique landscape. North Oakville should also be forward-looking. It should be a model of smart growth and social diversity. It should enhance the Town’s reputation for excellence and its capacity to link the past, present and future.

b) Purpose

It is the intent of these policies to guide the development of the North Oakville Special Study Area to include a variety of residential, employment, commercial, institutional, and open space uses.

e) General Development Objectives

The following general development objectives will guide the future urban development of the Special Study Area including the protection and enhancement of natural features and the preparation of the secondary plans for each community. The development of this area will

be in accordance with all provincial policies, including provincial smart growth principles, and with all Regional Official Plan policies as set out in the Halton Region Official Plan as amended. All secondary plans for this area shall conform to the ROP policies and designations with respect to Urban Area, Nodes, Greenlands A, Greenlands B and Parkway Belt Corridors as set out in the Regional Official Plan.

Environment and Open Space

1. To establish as a first priority of the Town a natural heritage/open space system to protect, preserve and, where appropriate, enhance the natural environment, the majority of which is in public ownership, by evaluating through the Subwatershed Study all natural features and functions including but not limited to all those identified in the North Oakville Natural Heritage Inventory and Analysis as Categories 1 to 5 and east-west linkages, (shown conceptually on the natural heritage system plan from the Natural Heritage Inventory and Analysis in Part F, Appendix IV to this Plan, which is provided for reference purposes only) which protects and enhances the existing natural environment. Figures F1 and F2 as amended as per Part E Section 4.1e) Environment and Open Space shall be finalized and used as the guiding conceptual study, concurrent with the secondary plan(s) approval process.

2. To create a sustainable natural heritage/open space system which provides a balance between active and passive recreational needs and links to the existing open space system within the Town.

4. To incorporate measures intended to achieve the goals of environmental protection and enhancement, energy conservation and

increased utilization of public transit.

5. All ESA's, ANSI's, (including ESAs and ANSIs related to the Trafalgar Moraine) provincially significant wetlands and significant woodlots be identified, protected and preserved within the Official Plan, subwatershed plans and all secondary plans for this area.

Residential

1. To create residential communities which complement the existing built form and incorporate the best community planning and urban design practices available while protecting and enhancing the area's natural heritage features.

4. To provide for more efficient land use, lower servicing costs and energy conservation through the provision of a mix of housing forms and tenures.

5. To encourage a closer relationship between the workplace and home through land use planning decisions.

Employment

2. To create a range of employment opportunities in residential, commercial and employment areas.

3. To encourage a range of employment uses to promote a live/work relationship.

Transportation

1. To create a system of roads and transportation corridors which promotes the safe and efficient circulation of vehicular traffic including transit and non-vehicular traffic.

2. To establish an efficient and linked pedestrian movement system (cycleways and walkways)

that does not rely on the automobile to meet the recreational, shopping and commuter needs of daily life.

4. To promote transit opportunities through community design.

Servicing

1. To provide for water and wastewater services together with storm drainage works reflecting the requirements of the various levels of government together with the recommendations of the North Oakville subwatershed studies and attempting to minimize the impact on the natural environment.

2. To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.

The policies from the 1984 Official Plan are not consistent with the updated Provincial Policy Statement 2020, Growth Plan or Regional Official Plan and therefore need to be updated through the proposed Palermo Village Strategic Growth Area LOPAs (LOPA 34, 37 and 38). In general, as contemplated by the PVC appeals of LOPAs 34, 37 and 38, the proposal conforms to the vision and objectives of the North Oakville Special Study Area as it facilitates the development of a community that will pay homage to the historical nature of the area, and will develop lands along Old Bronte Road with history in mind (i.e. buildings materials, design treatments etc.). The community will be forward looking and a model for smart growth by providing transit supportive densities in proximity to two planned transit stations and along three Higher Order Transit Corridors (Bronte Road, Dundas Street, Highway 407). The proposed development will facilitate a mix of non-residential uses (commercial, employment, institutional) and residential amenities (co-working

spaces) in proximity to residential uses and transit, thereby promoting live/work opportunities. A mix of different residential dwelling types will be provided within the development to help meet the needs of households of different sizes, ages and incomes.

Public roads will be designed to provide sidewalks on both sides of the street, with dedicated bike lanes proposed along William Halton Parkway, Bronte Road and Dundas Street. The proposed sidewalk and cycling network will connect to the proposed trail system within the NHS and the overall Town of Oakville active transportation network. PVC is currently in discussions with the Region to provide a safer pedestrian crossing across Bronte Road to facilitate convenient pedestrian and active transportation connections from the mixed-use community to the future higher order transit stations and non-residential uses along Old Bronte Road.

An EIR/FSS has been submitted in support of the development and has refined the limits of the NHS set out through the North Oakville Creeks Subwatershed Study (NOCSS). The updated wetland evaluation (June 2023) results in the removal of the provincially significant designation on Wetland 10 within the NOCSS LPA, introducing opportunities for the implementation of alternative wetland management approaches. The removal of Wetland 10 and re-creation of a new larger wetland with greater habitat complexity is proposed within the Enhanced LPA. This goes beyond current policy requirements for the management of small, isolated wetlands.

3.7 NORTH OAKVILLE WEST SECONDARY PLAN

The North Oakville West Secondary Plan (NOWSP) sets out the detailed planning framework for the future development of the lands north of Dundas Street, west of Sixteen Mile Creek. The NOWSP was brought

into Livable Oakville and amended by LOPAs 34, 37, and 38. The policies of the NOWSP in relation to the PVC lands are currently under appeal and therefore not in full force and effect and the policies of the 1984 Official Plan continue to apply.

used and how growth should occur through to 2031. The Plan seeks to enhance the Town’s natural, social and economic environments by ensuring growth decisions consider environmental sustainability, economic prosperity, social well-being and cultural vibrancy.

3.8 TOWN OF OAKVILLE OFFICIAL PLAN - LIVABLE OAKVILLE

The Livable Oakville Plan sets out how lands are to be

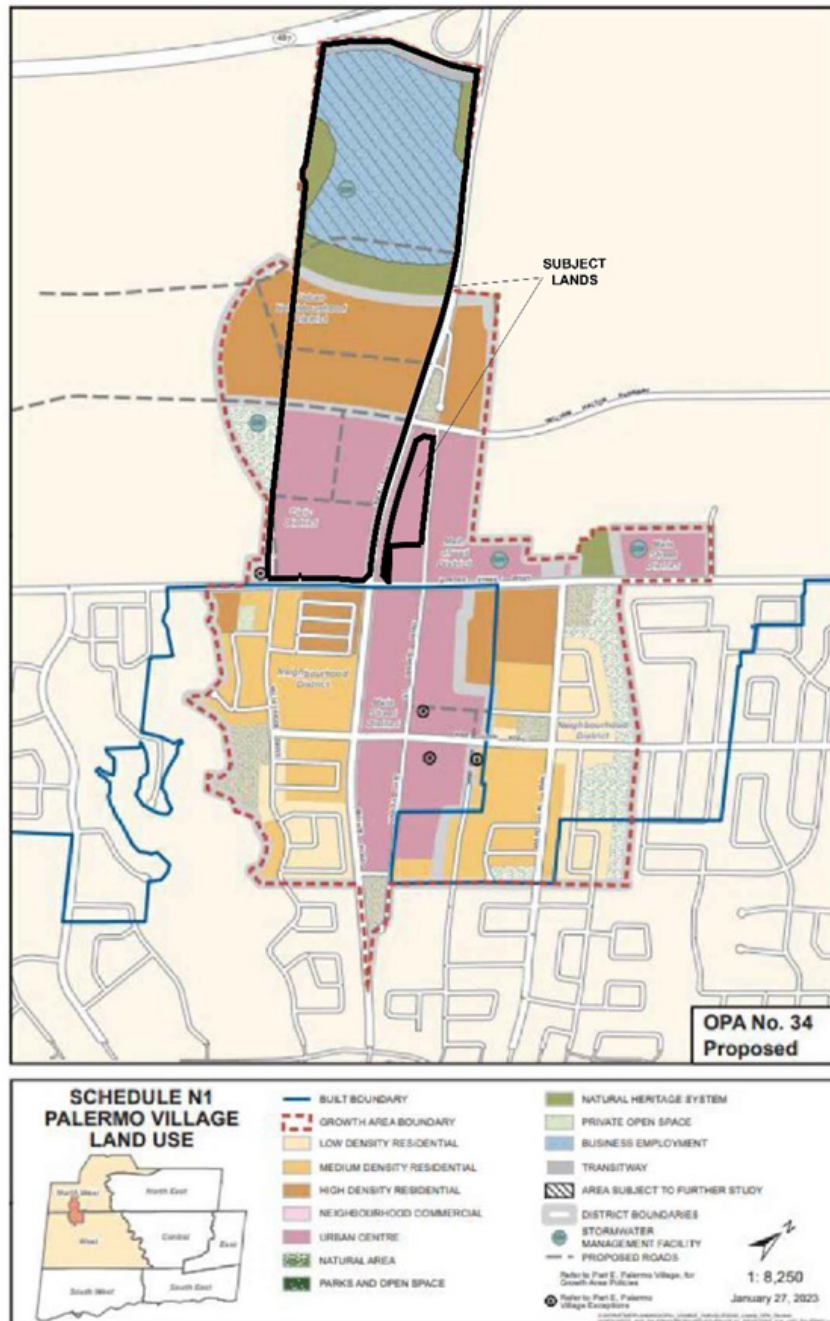


FIGURE 16 - N1 Palermo Village Land Use Plan (as approved by the Region)

3.8.1 PALERMO VILLAGE STRATEGIC GROWTH AREA

Planning for Palermo Village to become a high-density mixed-use node began in the early 1990s. In 2018, as part of the Town's Official Plan Review, the Town initiated the Palermo Village Growth Area Review, to develop new policies for the area and expand the growth node north of Dundas Street West. On April 12, 2021, Town Council adopted Local Official Plan Amendment 34 (LOPA 34), which proposes to move the North Oakville West Secondary Plan Area from the 1984 Oakville Official Plan to Livable Oakville, incorporate policies for those lands, and establish modified policies for an expanded Palermo Village Growth Area. On July 5, 2021, Town Council adopted policies for the north PVC lands (LOPA 38), which excluded those lands from the growth area and adopted the area-specific parking and cultural heritage policies (LOPA 37).

On March 13, 2023, the Region of Halton approved the Palermo Village LOPAs (LOPA 34, 37 and 38), with modifications. One of these modifications was the expansion of the Palermo Village Strategic Growth Area to cover the north PVC lands (formerly under LOPA 38) and bring the boundaries of the Palermo Village Strategic Growth Area into conformity with ROPA 48 (*Figure 16- N1 Palermo Village Land Use Plan as approved by the Region*). However, the Region applied a 'Business Employment Area' designation and 'Area for Further Study' overlay to the northern PVC lands. The Region's decision was subsequently appealed by PVC to the Ontario Land Tribunal on the basis that the employment area designation on the north half of the PVC lands does not provide an appropriate range and mix of uses in proximity to the EA approved Bronte 407 Transitway as required by the Growth Plan, and that the Palermo Village LOPAs do not reflect changes to the housing and employment

markets. Therefore, the Palermo Village LOPAs (LOPA 34, 37 and 38) are not in full force and effect.

As noted in Section 3.6 of this report dealing with the Region of Halton Official Plan, it is important to understand that ROPA 49 as adopted by Regional Council in June of 2022 and approved by the Minister of Municipal Affairs and Housing in November of 2022 removed the Employment Area overlay from the north portion of the Palermo Village Growth Area. Accordingly, the previously adopted and appealed LOPAs 34, 37, and 38, will need to be revisited and modified to bring them into conformity with the approved Regional Plan.

3.8.2 PROPOSED PVC MODIFICATIONS TO PALERMO VILLAGE LOPAs (LOPA 34, 37 AND 38)

In July 2023, PVC submitted to Town staff, on a without prejudice basis, its proposed modifications to the Palermo Village LOPAs. The requested changes and related planning rationale is provided in Appendix V. The key changes proposed by PVC to LOPA 34, 37 and 38 are summarized below:

1. Modify the NHS policies to shift the Linkage Preserve Area north to a location south of the future 407 Transitway.
2. Add permissions for naturalized SWM pond and LID features within the NHS.
3. Change the land use designations north of William Halton Parkway, west of Bronte Road and at the southwest corner of the intersection of William Halton Parkway and Valleyridge Drive.
4. Increase maximum building heights in key locations.
5. Create a new Palermo Gateway District near the 407 Transitway Station.

6. Add flexibility for the location of the Oakville transit terminal.
7. Provide flexibility for major office and food store uses.
8. Add permissions for limited single detached dwellings in the westernmost part of the Growth Area near Fourteen Mile Creek.

It should be noted that the proposed draft plan of

subdivision and proposed zoning by-law amendment are considered in the following pages in the context of PVC’s proposed red-line version of LOPA 34. The Amendment proposes to move the lands from the 1984 Official Plan to Livable Oakville and add policies specific to the Palermo Village Growth Area under Section 22 – Palermo Village.

The relevant schedules and policies that relate to the proposed draft plan of subdivision and rezoning

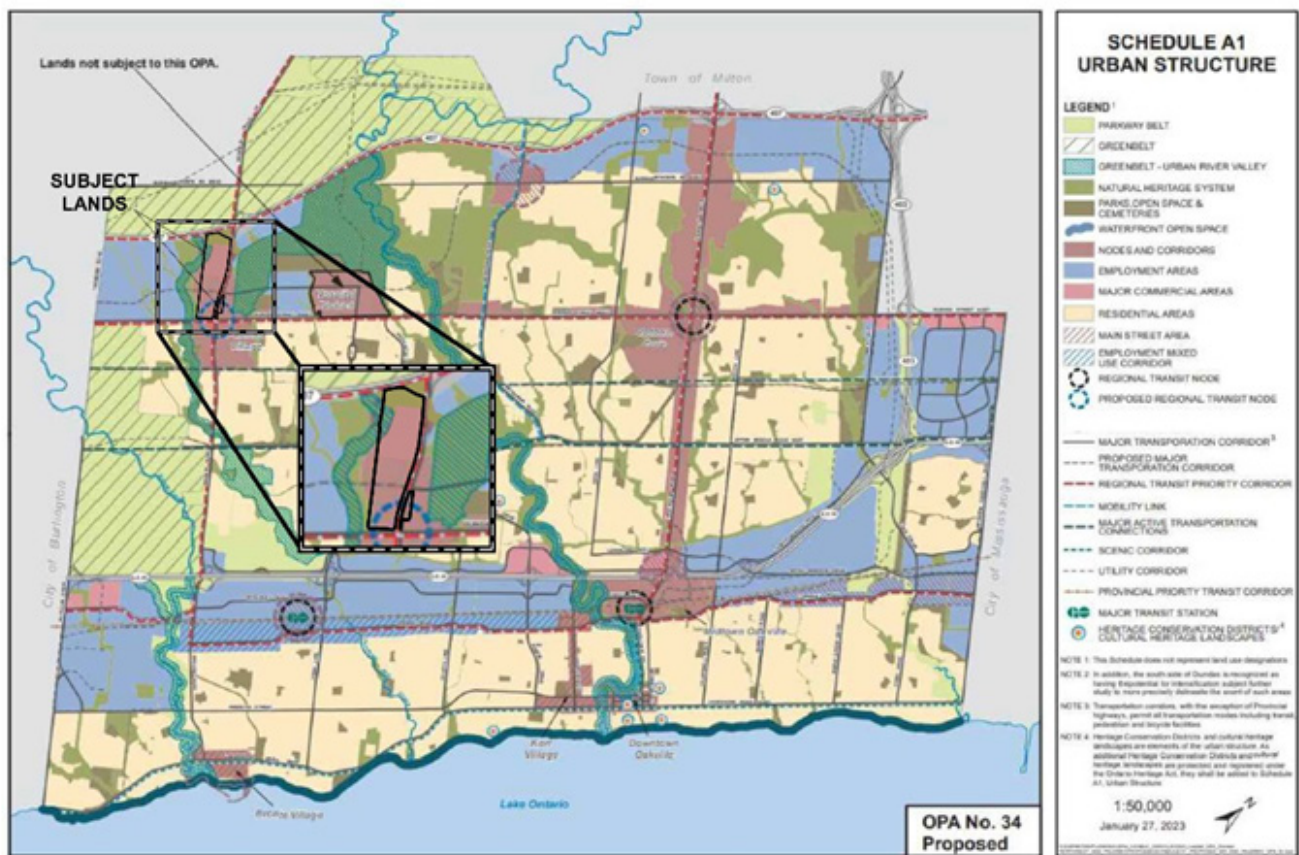


FIGURE 17 - Proposed Schedule A1 - Urban Structure application are discussed in this section.

As noted, moving the portion of the Palermo Village Growth Area located north of Dundas Street from the 1984 Official Plan to Livable Oakville entails several changes to the Livable Oakville Schedules. As shown on Proposed Schedule A1- Urban Structure

(Figure 17), the subject lands are identified as ‘Nodes and Corridors’ and ‘NHS’ within the Town’s Urban Structure and further identified as part of a ‘Proposed Regional Transit Node’ and are located along three ‘Regional Transit Priority Corridors’.

PVC’s Proposed Schedule N1- Palermo Village Land

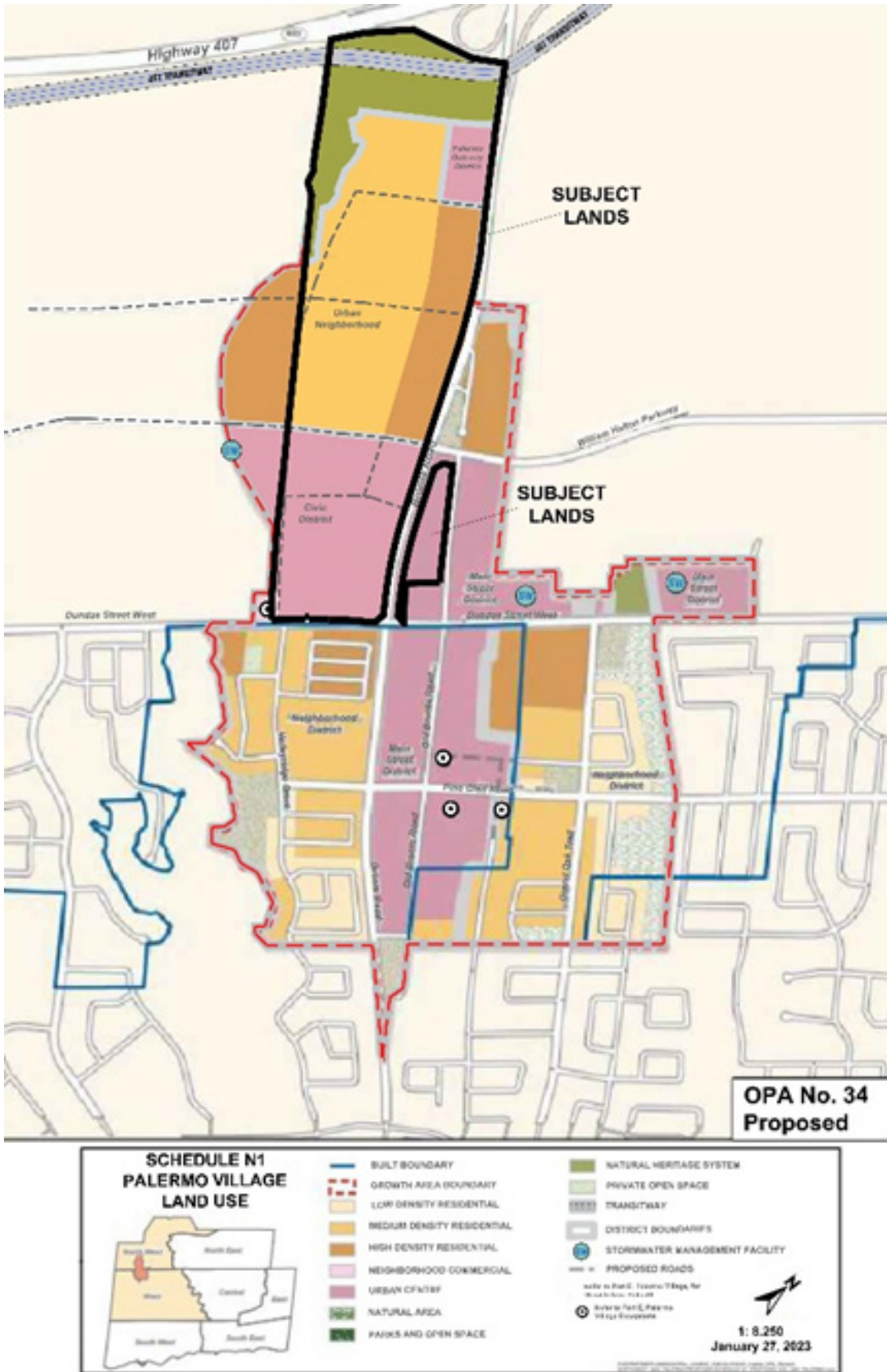


FIGURE 18 - Schedule N1 - PVC's Proposed Palermo Village Land Use Plan

Use Plan (Figure 18), designates the subject lands 'Urban Centre', 'High Density Residential', 'Medium Density Residential' and 'Natural Heritage'.

As shown on PVC's Proposed Schedule B2- North West Natural Heritage System Key Areas (Figure 19), the NHS along the northern limits of the PVC lands

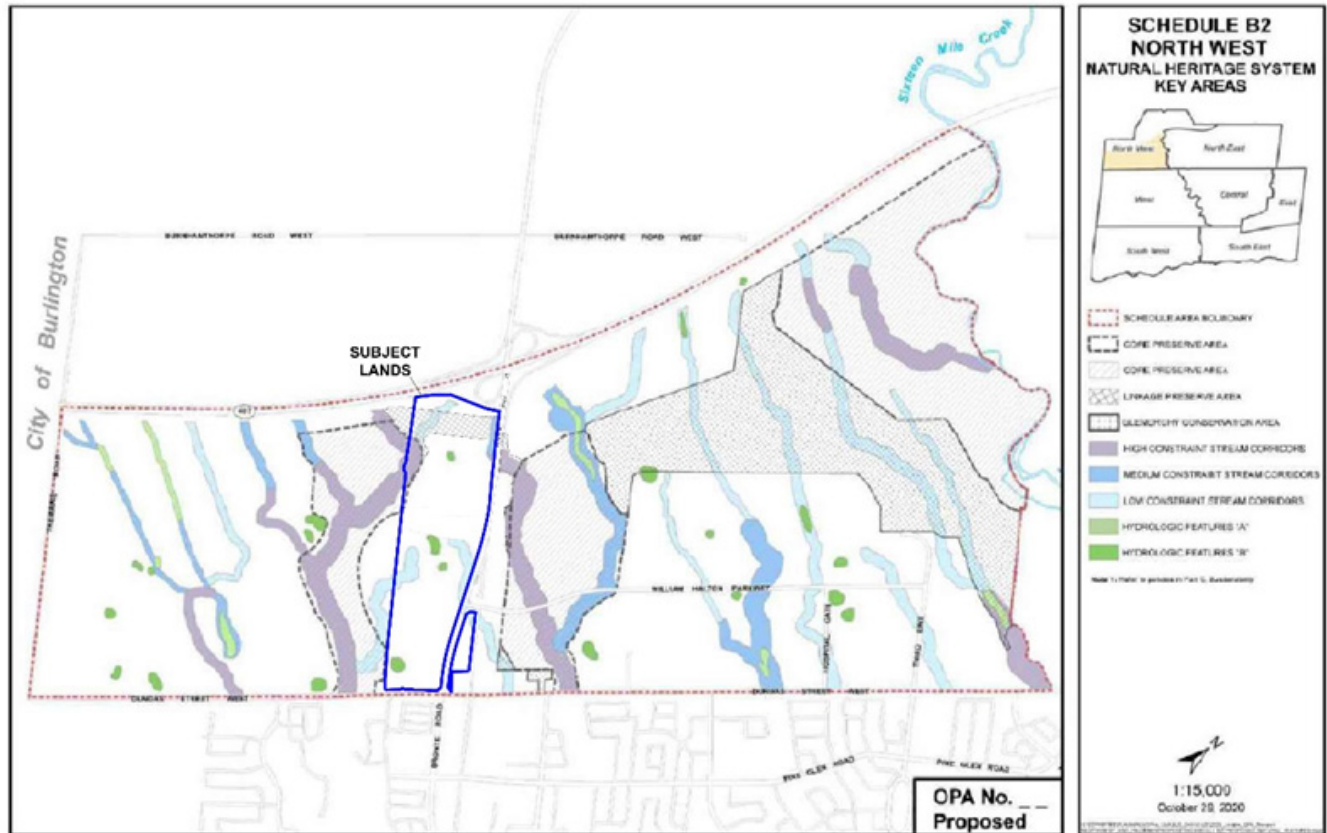


FIGURE 19 - PVC's Proposed Schedule B2 - North West Natural Heritage System Key Areas

is identified as 'Linkage Preserve Area' and the NHS along the western boundaries of the site is identified as 'Core Preserve Area'.

PVC's Proposed Schedule N2 - Palermo Village Urban Design (Figure 20), identifies districts, park locations and road classifications on the site. The PVC lands fall within four different districts: Main Street (east of Bronte Road), Civic (West of Bronte Road, south of William Halton Parkway), Palermo Gateway (southwest corner of intersection of Bronte Road and HWY 407) and Urban Neighbourhood (West of Bronte Road, north of William Halton Parkway). On the PVC lands, Bronte Road and Dundas Street West are identified as 'Secondary Roads', Old Bronte is identified as a 'Primary Road' and a pedestrian connection and flex street are identified west of

Bronte Road, within the Civic District. Two 'parks and urban squares' are identified on the PVC lands. The intersection of Dundas Street West with Valleyridge Drive is identified as a 'gateway'.

Relevant policies include:

3. Urban Structure

The urban structure sets out the framework for where and how the Town will grow and how to determine Oakville's character and form.

Urban structure elements are not intended to be land use designations, and are not intended to grant development rights or to predetermine the specific land uses that will be permitted on any particular parcel of land. [...]

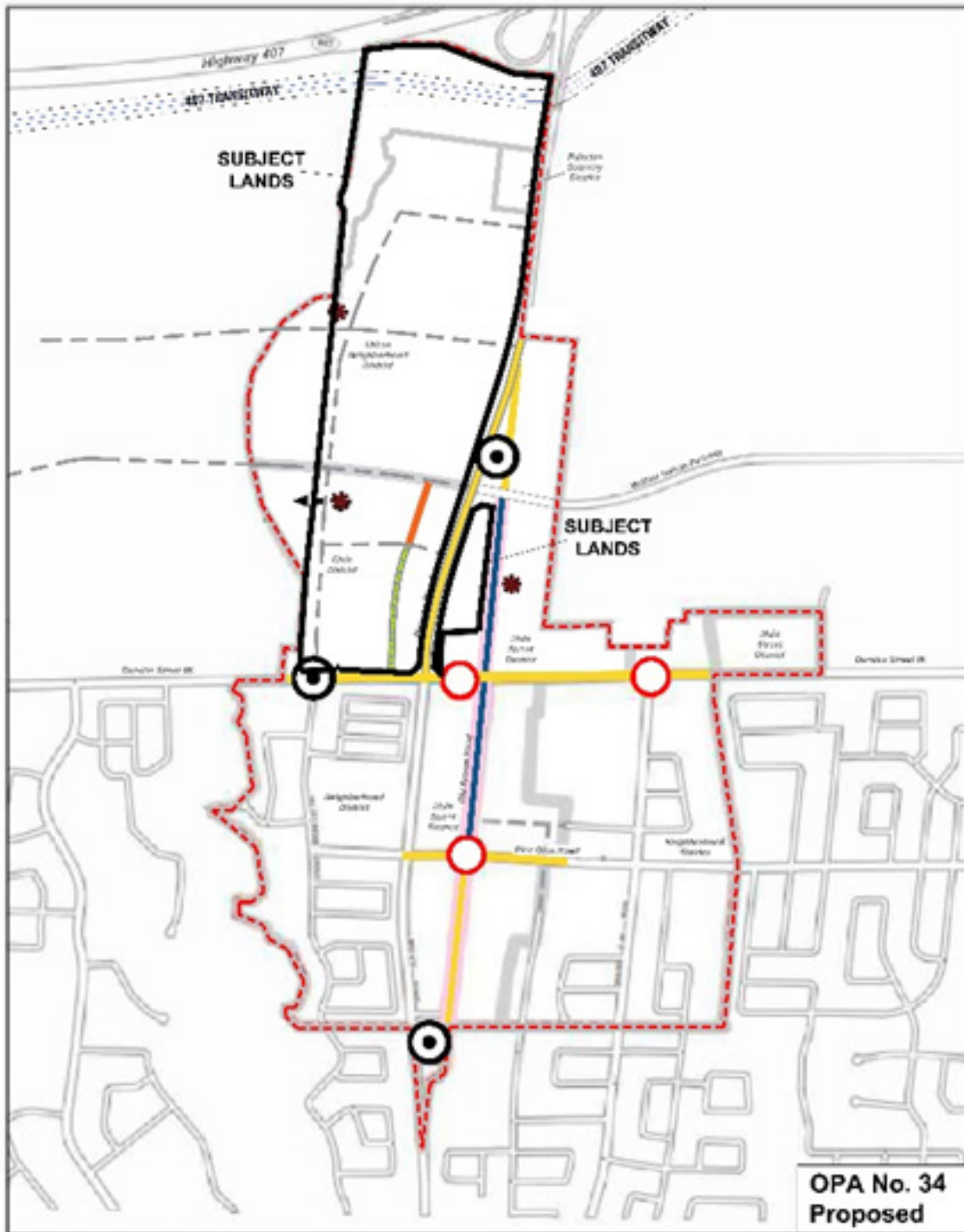


FIGURE 20 - PVC's Proposed Schedule N2 - Palermo Village Urban Design

The urban structure builds on these attributes and provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of Residential Areas and is the foundation to direct growth to identified nodes and corridors (our emphasis). The Town's urban structure is comprehensive and provides certainty to guide major infrastructure investment and to maximize cost effectiveness. It is the basis for the policies in this Plan and for making planning decisions.

The urban structure consists of a number of distinct and interconnected elements shown on Schedule A1, Urban Structure.

3.1 Natural Heritage System

The Natural Heritage System recognizes a linked system of natural areas including natural features, hazard lands, buffers and linkages. It is intended that these natural areas be protected from development and preserved for the long term in order to promote sustainability and contribute to the quality of life in the Town.

3.6 Nodes and Corridors

Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.

3.12 Regional Transit Priority Corridors and Mobility Links

Regional transit priority corridors and mobility links are identified in a Town-wide grid network that is key to connecting people via transit throughout the region as well as to local destinations including nodes, mobility hubs, major transit station areas and Employment Areas.

Regional transit priority corridors provide a key

focus for transit-supportive development.

Nodes and Corridors shown on Schedule A1 – Urban Structure are referred to in this in this Plan as Growth Areas and corridors and include Midtown Oakville, Uptown Core, Palermo Village (our emphasis), Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road Corridor (QEW to Dundas Street) and the corridors along Dundas Street and Speers Road. This Plan also identifies Nodes and Corridors through the defined terms intensification areas and intensification corridors. [...]

The Nodes and Corridors identified in this Plan and in the North Oakville Plans comprise the Town's strategic growth areas as that term is defined in the Growth Plan, 2017.

3.15 Major Transit Station, Regional Transit Node and Proposed Transit Node

Major Transit Stations, Regional Transit Nodes and Proposed Transit Nodes are at key locations to integrate with the Town-wide transportation system and to provide a focus for transit-supportive development that facilitates first mile-last mile connections and solutions.

The draft plan of subdivision has been designed to implement the above referenced schedules and policies of Livable Oakville. The blocks illustrated on the draft plan of subdivision have been sized to provide for the higher density mixed use development intended for a Strategic Growth Area that includes a Regional Transit Node and 3 Regional Transit Priority Corridors. Natural Heritage System areas have been identified as blocks on the draft plan intended for long-term protection through dedication to a public authority.

8.17 Roads North of Dundas Street

8.17.1 Avenue and Connector/Transit Corridors

a) Avenue/Transit Corridors and Connector/Transit Corridors as designated on Schedule C, Transportation Plan, connect neighbourhoods together and to Urban Core Areas and other major focal points of the broader community.

b) These roads shall have a high level of design through the use of tree and feature planting, paving, lighting and signage design. The design shall complement the planned abutting land uses.

8.17.2 Local Roads

a) Local roads provide vibrant spaces and support the transportation system. The design requirements for local roads, while less substantial than for Avenue/Transit Corridors, must support this dual function.

b) Window roads may be permitted in limited

circumstances.

Schedule C - Transportation Plan (Figure 21), shows two avenue/transit corridors on the PVC lands. These are provided on the draft plan of subdivision as Street 'B' (Valleyridge Drive Extension) and Street 'E' (see Figure 7). Both 22-metre-wide avenues will feature a high level of design through double row tree plantings, lighting and signage. Local roads in the community will have a 17 m wide right of-way and will be designed in accordance with approved Town standards for North Oakville.

10.11 Natural Heritage System North of Dundas Street

10.11.1 The Natural Heritage System shall be implemented in general accordance with the overall concept, objectives and directions of the applicable subwatershed study with refinement of the specific locations of the Linkage Preserve Area as shown on Schedule B2 and the Stormwater

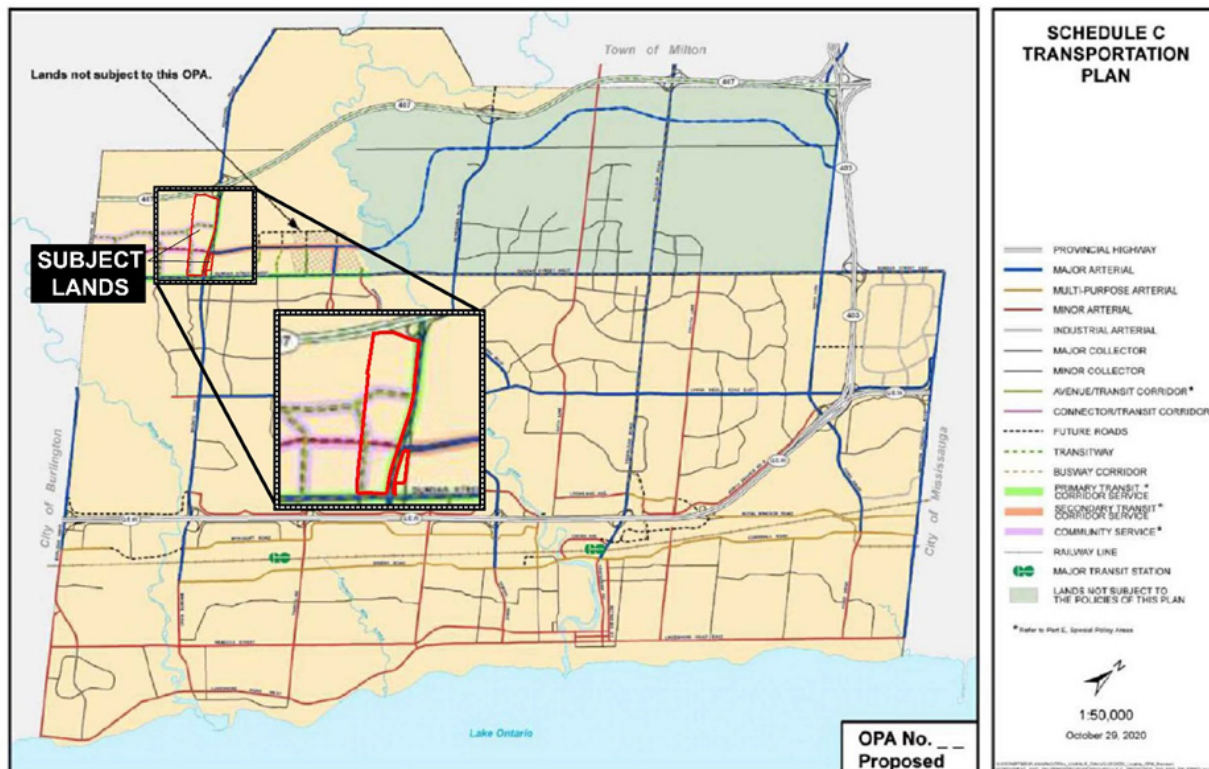


FIGURE 21 - Schedule C - Transportation Plan

Management Facility shown on Schedule N1.

10.11.2 Schedule B2 identifies the following key areas within the Natural Heritage System north of Dundas Street:

a) Core Preserve Areas that include key natural features and areas, required buffers and adjacent lands intended to protect the function of natural features and to ensure the long term sustainability of the Natural Heritage System;

b) Linkage Preserve Areas that include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage System.

c) Glenorchy Conservation Area includes an area which the Province of Ontario has identified for restoration and enhancement and which will be managed by Conservation Halton. This area provides a link between the 16 Mile Creek and the Core Preserve Area to the west of the Creek;

d) High Constraint Stream Corridor Areas that include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas;

e) Medium Constraint Stream Corridor Areas that include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or

meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas;

f) Other Hydrological Features including Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.

10.11.3 The boundaries of the Core and Linkage Preserve Area, Glenorchy Conservation Area, and High Constraint Stream Corridor Area designations shall be maintained generally in accordance with the designations on Schedule B2 and the applicable subwatershed study or other policies of this plan.

10.11.4 The location and boundaries of the Medium Constraint Stream Corridor Area designations on Schedule B2 shall be determined in accordance with the directions established in the applicable subwatershed study and the required Environmental Implementation Report (EIR) in accordance with the policies of this plan.

10.11.5 In addition to the High and Medium Constraint Stream Corridor Areas of the Natural Heritage System identified in Schedule B2, other hydrological features have also been identified and are shown on Schedule B2. These features are also part of the Natural Heritage System to the extent they are maintained after development occurs. They are subject to the following:

a) The other hydrological features identified on Schedule B2 include Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core

and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.

b) These features require protection for hydrological reasons, and their protection will also have ecological benefits. The features shall be managed in accordance with directions established in the applicable subwatershed study. In particular:

i) Where watercourses are designated as Low Constraint Stream Corridor Area on Schedule B2, the streams do not need to be maintained, but the function of the watercourse must be maintained in accordance with the directions established in the applicable subwatershed study;

ii) Other watercourses do not need to be maintained, although stream density targets established in the applicable subwatershed study must be met;

iii) Hydrologic Features A as designated on Schedule B2 form part of High Constraint and Medium Constraint Stream Corridor Areas and serve a key hydrological purpose. If a Medium Constraint Stream Corridor Area in which a Hydrologic Feature A is located is to be moved or rehabilitated, it is intended that the Hydrologic Feature A will be reconstructed in the relocated or rehabilitated stream corridor such that the form and function of the Hydrologic Feature A is retained or enhanced. The reconstruction of the Hydrologic Feature A shall be carefully considered through a detailed hydrological and hydrogeological assessment as part of the Environmental Implementation Report. This assessment will also include an evaluation of any ecological benefits of the Feature; and,

iv) Hydrologic Features B may be relocated and consolidated with other wet features, wetlands or stormwater management ponds, provided the hydrologic function of the feature is maintained.

Schedule B2- North West Natural Heritage System Key Area (Figure 19), identifies a Linkage Preserve Area along the northern limits of the site to connect the Fourteen Mile Creek Core Preserve Area to the Glenorchy Core Preserve. The linkage and the related portion of the Fourteen Mile Creek Core Preserve Area on the PVC property is being provided by Block 44 on the draft plan of subdivision. A second small NHS area on the west side of Street B (Valley Ridge Drive extension) is captured as Block 45 on the draft plan. Both NHS blocks include the recommended buffers to the key features as established through the EIR/FSS.

22. Palermo Village

Palermo Village is a strategic growth area in northwest Oakville where mixed use development and intensification is to be accommodated. It is identified as a node and proposed regional transit node in the Town's Urban Structure, and is located to take advantage of regional priority transit corridors, along Highway 407, Dundas Street West and Bronte Road and a future 407 Transitway station at Bronte Road and a future transit terminal near the intersection of Dundas Street West and Bronte Road.

Palermo Village will develop over a number of years with a mix of residential, commercial, office and community uses that are integrated with existing cultural heritage resources. It will become a high density, transit-supportive and pedestrian-oriented complete community.

Palermo Village is planned to include an important civic presence with various community uses, parks and open spaces suitable for many

types of gatherings, as well as pedestrian and cycling linkages to an extensive natural heritage system. These elements, and the concentration of retail, service commercial and office uses, will make this area a destination for the surrounding communities of northwest Oakville.

The natural heritage system that surrounds Palermo Village north of Dundas Street will provide a buffer from employment uses and Highway 407.

The boundary of Palermo Village is identified on Schedule N1, Palermo Village Land Use.

22.1 Goal

Palermo Village will be an urban, transit-supportive, pedestrian-oriented, mixed use complete community, surrounded by an extensive natural heritage system and trails

PVC is the largest landowner with the Palermo Village Strategic Area, north of Dundas Street West. The PVC lands have been designed to provide a mix of residential, institutional, commercial, employment and open space uses to facilitate the creation of a vibrant mixed-use community that helps meet the daily needs of future residents and persons from surrounding communities. The design of the proposed development capitalizes on its location along three higher order transit corridors by focusing high density development, in the form of apartment and mixed-use buildings, along Bronte Road and Dundas Street and focusing the tallest building heights in proximity to the two future higher order transit facilities (Bronte Dundas BRT stops and Bronte 407 Transitway Station). The proposed development will facilitate a mix of non-residential uses (commercial, employment, institutional) and residential amenities (co-working spaces) in proximity to residential uses and transit, thereby promoting live/work opportunities.

The design of the transit terminal on the east side

of Bronte Road will be refined in discussions with Oakville Transit. It is envisioned to include a mix of retail and employment uses to aid in the creation of an active retail main street along Old Bronte Road. Key community facilities, such as the community centre, park, and library could potentially be developed in co-operation with the Town in an earlier phase of development subject to adequate funding arrangements (see Figure 26 for Proposed Terminal).

The development includes a 2.2-hectare park, part of the village square and will facilitate the development of a trail system within the NHS with connections to the existing and future Oakville active transportation system.

In summary, the proposed draft plan of subdivision and related rezoning application meet the goal of being an urban, transit-supportive, pedestrian-oriented, mixed use complete community, surrounded by an extensive natural heritage system and trails.

22.1 Objectives

As Palermo Village develops, the Town will, through public actions and in the process of reviewing development applications, use the following objectives to guide decisions.

22.1.1 To develop a balanced Growth Area by:

- a) providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town;*
- b) facilitating development and redevelopment in a comprehensive manner;*
- c) prioritizing active transportation and transit use;*

d) providing a range and mix of uses, including office uses and housing options, including affordable housing;

e) conserving cultural heritage resources and integrating them into new developments;

f) identifying appropriate sites for a transit terminal, a small-scale community centre and a branch library; and,

g) providing parks and open spaces conducive to an urban context.

22.1.2 To ensure high quality urban design by:

a) encouraging visually interesting and innovative design of spaces and built form;

b) ensuring new developments are compatible with cultural heritage resources;

c) providing attractive streetscapes through the comprehensive design of the public realm and built form that establishes a strong relationship between private development and public areas;

d) creating a strong coherent urban image through the creation of:

i) an active urban community;

ii) a strong identifiable civic image;

iii) pedestrian and vehicular linkages with surrounding communities and throughout Palermo Village;

iv) a clearly defined main street with commercial development oriented to Old Bronte Road and Khalsa Gate; and,

v) streets and public spaces that have been defined by surrounding built form.

22.1.3 To achieve a connected network of natural heritage system features, parks and open space by:

a) protecting the ecological health and integrity of existing natural features;

b) establishing new parks and open spaces that connect with the natural heritage system; and,

c) integrating parks and open spaces, including village squares and urban squares, with other uses and the road network.

22.1.4 To efficiently provide for infrastructure to support development by:

a) establishing and maintaining a road network for all users;

b) protecting future road and transit rights-of-way;

c) encouraging transportation demand management practices and increased utilization of public transit facilities and services;

d) encouraging the elimination of above ground utilities, particularly along Old Bronte Road and Khalsa Gate; and,

e) coordinating water and wastewater servicing allocation with Halton Region

The proposed development benefits from its location along three Higher Order Transit Corridors and surrounding Natural Heritage System. The development has been designed to provide a compact built form, which provides a range and mix of housing

options for households of different sizes, ages and incomes. Proposed built forms include high-rise apartment, high rise mixed-use buildings, mid-rise apartments, townhouses, and a limited number of detached dwellings intended for families. To support the planned higher order transit services, the proposal sites taller buildings and densities along Bronte Road and Dundas Street, as well as placing a significant portion of residents and/or jobs within proximity to Higher Order Transit services. It is therefore noted that increased building heights are logical in Palermo Village to take advantage of and support the planned transit facilities and services.

The proposal provides three mixed-use hubs, dispersed throughout the community to provide residents with a mix of commercial, employment, open space, and institutional uses to meet their daily needs, all within a five-to-ten-minute walk of their residences. Block 38, west of Bronte Road, south of William Halton Parkway, is planned to contain a mixed-use building potentially including a community centre, library and commercial uses within its podium and residential uses above. Block 38 is co-located with the park, which provides opportunities for shared programming between the community centre and park. Block 37, at the southwest corner of the intersection of Bronte Road and Highway 407, is planned to contain commercial uses within its podium, an urban square, and a potential age in place facility, located within 800 metres of the future Bronte 407 Transitway Station. Block 39 is the third mixed-use hub located at the intersections of Bronte Road, William Halton Parkway, and Old Bronte Road. Given its three road frontages, the block is highly visible and is planned to have a mix of non-residential uses on the ground floor with residential apartments above. Block 48 immediately to the south is the proposed location for the Oakville Transit Station. The station is oriented to Bronte Road and the frontage along Old Bronte Road is intended to

be developed with a mix of retail, restaurant, service commercial, and perhaps office uses to enliven the Old Bronte Road streetscape.

The Urban Design Brief prepared by Perkins and Will describes the overall design vision for the community and provides built form guidelines that encourage visually interesting and innovative spaces with a high level of pedestrian activity. The achievement of a strong civic presence will be aided through the co-location of the community centre, library, and park in a central location west of Bronte Road and south of William Halton Parkway. Development along Old Bronte Road will provide active uses at grade and will pay homage to the historical roots of Palermo through the use of different building materials and design treatments, thereby aiding in the creation of a clearly defined main street which extends upon the existing Palermo Village, south of Dundas Street. The trail system within the NHS together with the active transportation network within the community will promote ease of movement and connectivity to the surrounding area. For further details, please see the Urban Design Brief prepared by Perkins and Will, included with the submission.

An EIR/FSS has been submitted in support of the development to ensure the continued protection of the NHS and the continued longevity of the interconnected NHS across North Oakville. This will be achieved through the creation of three NHS blocks. The park and village square are sited to provide views into the NHS. The relocation of the Linkage Preserve Area to the north of the PVC lands provides a larger NHS which connects to the high constrain stream corridor and provides a safer passage for wildlife.

In summary, the proposal meets the planning objectives for the Palermo Growth Area.

22.3 Development Concept

Palermo Village is comprised of five districts surrounded by extensive natural heritage and parks and open space systems. Each district will have a well-defined character in terms of function, land use and built form, and is to be developed in accordance with Schedules N1 and N2, and the following policies.

A new Palermo transit terminal, which is to be located in close proximity to Dundas Street West, is a critical component of this transit-supportive, pedestrian- oriented complete community. Development shall integrate and provide access to the new transit terminal where possible.

A new 407 Transitway station located on the south side of Highway 407, east of Bronte Road, is another critical component of this transit-supportive community. Pedestrian and vehicular linkages shall be provided between the 407 Transitway station and the new Palermo transit terminal.

Non-residential uses will be provided in the Main Street, Civic and Palermo Gateway District, concurrent with residential uses, to ensure a balance of compatible land uses that create a dynamic place to live, work, learn, visit, and play.

22.3.1 Main Street District

The Main Street District will be an active mixed use area focused on Old Bronte Road/Khalsa Gate, which will be a walkable main street with an enhanced streetscape. Development will have a compact urban form with pedestrian- oriented design that frames the main street. Uses that support a main street function will be provided on the ground floor of buildings fronting onto Old Bronte Road.

The District will provide for a full range of commercial, office, community and residential

uses. The District may include a transit terminal, major office and food store. Mixed use development will be predominately located along Old Bronte Road and is also directed to the intersection of Dundas Street West and Palermo Park Drive. Residential uses may be permitted adjacent to Khalsa Gate and north of William Halton Parkway on Old Bronte Road.

Cultural heritage resources and small urban squares will be integrated into development to retain the area's heritage character, create interest and variety in the streetscape, and enable activity along the street.

Opportunities to connect the Main Street District across Dundas Street West (Regional Road 5) and across Bronte Road to the Civic District will be pursued, including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.

The Urban Design Brief submitted in support of the proposal includes four area design plans to facilitate the creation of well-defined districts, each with their own unique character, function and built form. The Main Street District is located on the east side of Bronte Road and the proposed development contains two blocks within the Main Street District. The Area Design Plan for the Main Street District (*Figure 22*) illustrates that development will be predominantly in the form of taller mixed-use buildings and building heights will primarily be 25 to 30 storeys. The PVC lands will be designed to provide retail and active uses fronting onto Old Bronte Road to facilitate the creation of a pedestrian-oriented retail street as the vibrant and bustling primary retail street within Palermo Village. The location of the transit terminal and potential office uses will contribute to the street activity and will facilitate improved live-work opportunities. The Main Street District is envisioned to be a destination for surrounding communities

for shops, restaurants, cafes and other commercial establishments. Providing the transit terminal within the Main Street District itself will further strengthen the ability for the Main Street District to achieve that vision by providing convenient transit connections into the district. There are no heritage buildings on the PVC lands, but within the Main Street District, the proposal will be designed to compliment the heritage of the area using building materials and design treatments, to pay homage to the historical roots of Palermo.

22.3.3 Civic District

The Civic District will become a hub of activity generating uses and a destination for surrounding communities. The District is envisioned to include a mix of commercial, institutional and office uses as well as residential uses. The District will include a community centre and library.

Development will be provided in a transit-supportive, compact urban form. Building heights

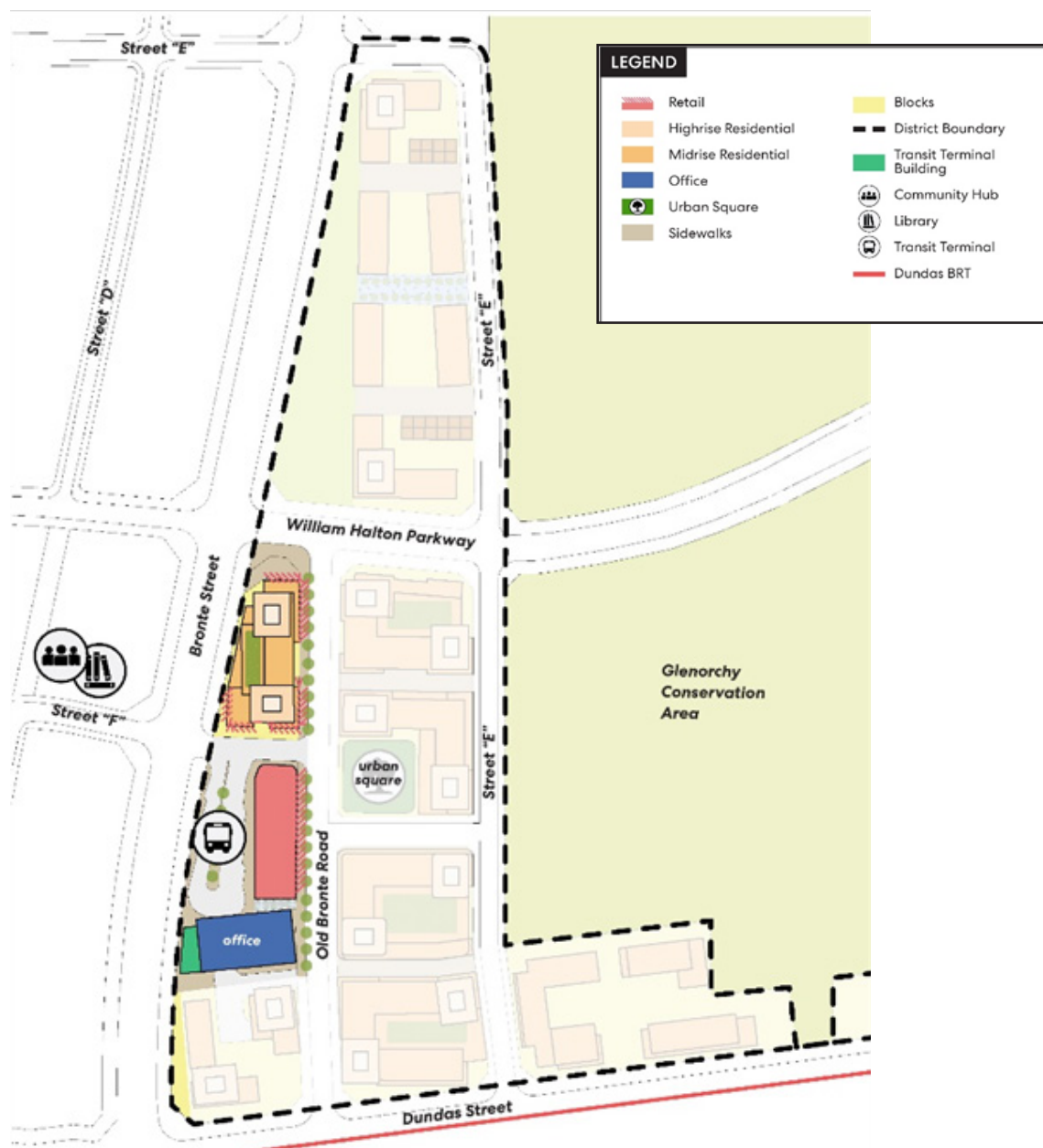


FIGURE 22 - PVC Proposed Main Street District Area Design Plan

and densities will transition down from Bronte Road to the surrounding community. Retail and service commercial uses throughout the District will be oriented toward public streets and spaces.

The Civic District will also include a park to be co-located with the future community centre and branch library. Trails will provide connections to the adjacent natural heritage system and open spaces, including any required stormwater management facilities.

A network of public roads will be established to support the creation of a walkable community. A flexible street is envisioned adjacent to

the community centre, which would provide opportunities for public gatherings and community events to enhance the civic function of the District.

The Civic District is located on the west side of Bronte Road, south of William Halton Parkway and is fully within the PVC lands. The Area Design Plan prepared for the Civic District (Figure 23), illustrates that PVC intends to develop the Civic District in line with the draft Palermo Village OPAs, to act as the community hub for Palermo Village. The Civic District will contain a mix of built forms, with taller buildings provided along Bronte and Dundas Street, transitioning down to a more mid to low rise apartment and townhouse-



FIGURE 23 - PVC Proposed Civic District Area Design Plan

built form as you approach the future extension of Valleyridge Drive. The community centre, library and park are planned to be co-located within the community and will benefit from shared programming opportunities. The community centre and library are located within the podium of a mixed use building which is planned to provide retail uses along Bronte Road. A shared woonerf, a common space shared by pedestrians, bicycles and low speed motor vehicles, is planned between the park and community centre/library to prioritize pedestrian movement and active transportation connections to these key community facilities.

22.3.4 Palermo Gateway District

The Palermo Gateway District will be a mixed use area that achieves densities that support higher order transit, in particular the Bronte 407 Transitway Station. The District is envisioned to include a mix of residential, commercial and institutional uses.

Development will be provided in a transit-supportive, compact urban form and mixed-use development will be predominately located along Bronte Road. Building heights and densities will transition down from Bronte Road to the surrounding community. Opportunities to connect the Palermo Gateway District across Bronte Road to the future Bronte 407 Transitway Station will be pursued, including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.

The Palermo Gateway District is located at the southwest corner of the intersection of Bronte Road and Highway 407 and is fully located within the PVC lands. The Area Design Plan prepared for the Palermo Gateway District (*Figure 24*), illustrates that PVC intends to develop the district in accordance with the draft policies to facilitate the creation of a vibrant

mixed use district, *which primarily serves residents within the northern half of the development and provide a mix of uses within 800 metres of the EA Approved Bronte 407 Transitway System, in conformity with policy 2.2.4.9 of the Provincial Growth Plan and consistent with section 2.4 of the draft Consolidated Provincial Policy Statement. Mid-rise and high-rise buildings are the predominant built form planned for the Civic District. As illustrated on the Area Design Plan, an urban green is proposed to provide active recreational uses to serve the northern half of the proposed development. The Area Design Plan outlines the potential for an age in place facility to meet the needs of an aging population. Its type and feasibility will be determined through the Site Plan Application stage. A defining characteristic of the Palermo Gateway District is the NHS linkage to the north and development will be designed to maximize views into the NHS and access to the trail system.*

22.3.5 Urban Neighborhood District

The Urban Neighbourhood District will be a residential community comprised of high density and medium density residential uses. High density residential uses will be directed toward Bronte Road and the westward extension of William Halton Parkway. Retail, service commercial and institutional uses that serve the needs of local residents may be permitted within high density residential buildings. A village square will be provided in a location central to the neighbourhood and connected to the natural heritage system. The natural heritage system will provide a buffer between the District and future employment uses to the west.

The Urban Neighbourhood District is located on the north side of William Halton Parkway, west of Bronte Road and PVC is the primary landowner in this District. The Urban Neighbourhood District will be the

only fully residential district within the PVC lands. As illustrated on the Area Design Plan prepared for the Urban Neighbourhood District (Figure 25), this district

will include a range of different residential built forms, with taller buildings along Bronte Road transitioning down to mid and low-rise built forms as you approach



FIGURE 24 - PVC Proposed Palermo Gateway District Area Design Plan

the NHS. William Halton Parkway, Valleyridge Drive (Street 'B') and Street 'E' are envisioned to function as greenways, providing connections between the two branches of the Fourteen Mile Creek and will be landscaped with a double row of trees and multi-use pathways. Development will be designed to maximize views into the NHS and provide convenient connections to the planned trail system along the NHS.

Please see the Urban Design Brief prepared by Perkins and Will for further details.

In summary, the four area design plans prepared by Perkins and Will for the districts within this part of the

Palermo Village Growth Area demonstrate that the proposal meets the directions set out in the relevant policies.

22.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Palermo Village.

22.4.1 Transportation

a) A transit terminal is required to serve inter-



FIGURE 25 - PVC Proposed Urban Neighborhood Area Design Plan

regional bus connections along Dundas Street, Bronte Road and Highway 407, and connect with local transit. The facility shall be located on the north side of Dundas Street with direct pedestrian access to Dundas Street. It is also intended that this site be integrated with development, and become an anchor for the ongoing redevelopment of Palermo Village as a mixed use node.

b) The incorporation of passenger amenities in buildings adjacent to transit stops, including the transit terminal, should be provided.

c) New road, transit, and active transportation infrastructure as shown on Schedules C, D, N1 and N2, should be provided to accommodate future growth and development in Palermo Village.

d) The Town may secure rights-of-way for alignments shown on Schedules C, D, N1 and N2 through the planning approval process. Final rights-of-way shall be determined through detailed transportation studies,

environmental assessments where required, and the planning approval process.

e) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D, N1 and N2, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and intensification opportunities are not precluded.

f) Development shall not preclude the following new roads as contemplated in this Plan:

g) A flexible street shall be provided along the eastern border of the 2.2 hectare park and will function as an extension of the community centre and library complex. The flexible street will prioritize pedestrian and cycling movement. The flexible street may be public or private. Where in private ownership, public access easements shall be provided.

Table 6: Palermo Village Road and Section Right-of-Way Widths

Road	From	To	Right-of-Way Width	Function / Criteria
Westerly extension of William Halton Parkway	Bronte Road	West of Palermo Village	26 m	<ul style="list-style-type: none"> ▪ intermediate degree of access control ▪ up to four travel lanes
Northerly extension of Valleyridge Drive	Dundas Street West	New east-west Road north of William Halton Parkway, south of <u>new east-west</u> Road at north end of Palermo Village	22 m	

<i>New east-west Road north of William Halton Parkway</i>	<i>Northerly extension of Valleyridge Drive</i>	<i>Bronte Road</i>	<i>22 m</i>	
<i>New east-west Road south of William Halton Parkway extension</i>	<i>Bronte Road</i>	<i>Northerly extension of Valleyridge Drive</i>	<i>22 m</i>	
<i>New east-west Road at north end of Palermo Village</i>	<i>Bronte Road</i>	<i>New north-south road, west of Bronte Road</i>	<i>22 m</i>	
<i>New north-south road, west of Bronte Road</i>	<i>Westerly extension of William Halton Parkway</i>	<i>New east-west Road at north end of Palermo Village</i>	<i>17 m</i>	<i>• local road</i>
<i>New north south road, east of Old Bronte Road</i>	<i>Dundas Street West</i>	<i>William Halton Parkway</i>	<i>17 m</i>	

h) Within the Main Street District, a north-south road and trail is encouraged on the west side of Glenorchy Conservation Area, to act as a secondary vehicular access route to the Main Street District and connect pedestrians to the overarching Oakville trail system.

i) The following right-of-way widths shall apply to Old Bronte Road and Khalsa Gate:

i) Old Bronte Road, north of Dundas Street, shall be a minimum of 27.5 metres;

j) Notwithstanding Table 4 in section 8.4, local roads shall have a minimum width of 17 metres, but may be reduced by one metre in width when a sidewalk is not required on both sides of the road in accordance with section 8.10.7 of this Plan.

k) Vehicular access to properties abutting

Bronte Road (Regional Road 25), Dundas Street West (Regional Road 5), and William Halton Parkway (Regional Road 40), should be from other roads or lanes. Any driveway from a Regional Road shall be subject to approval by Halton Region.

l) Development shall provide for a modified grid road pattern and aligned intersections. Cul-de-sacs will be discouraged. .

m) A local road network shall be established as part of the development process, as required.

n) Public lanes may be required to provide access to properties and are recommended in locations where:

i) they eliminate driveway access to developments from Old Bronte Road and Khalsa Gate to support their planned

function as pedestrian-oriented main streets;

ii) driveway access is not permitted or feasible from an abutting road;

iii) they consolidate driveway access to properties that abut the lane; and,

iv) they increase the supply of on-street parking.

o) Single-loaded roads are encouraged abutting the natural heritage system, parks and open spaces.

p) Development shall provide for a complete and connected active transportation network.

q) A facility to connect the Crosstown Trail across Bronte Road shall be encouraged to link one of the town's major active transportation connections.

r) The Town shall plan for the provision of high frequency, integrated and connected transit service which supports a high degree of transit usage and modal splits to enable intensification opportunities within Palermo Village.

s) Where it is demonstrated that a public road is not warranted, , development through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.

t) Parking

i) Within the Urban Centre and High Density Residential designations, structured parking should be provided. Limited surface parking for commercial

and visitor parking may be considered when appropriately sited and screened to minimize the view of the surface parking from the street.

ii) Surface parking areas shall be reduced to the extent possible to facilitate the development of a vibrant urban realm.

The proposed development provides a transit terminal block on the east side of Bronte Road within the Main Steet District. The concept plan for the transit terminal (*Figure 26*) shows that it can be developed as an 8 bay transit terminal that is integrated with mixed use development, which includes pedestrian amenities and retail fronting Old Bronte Road. The ultimate design of the transit terminal block will be determined in consultation with Oakville Transit. PVC is in conversations with the Region of Halton regarding the need to provide improved pedestrian connections across Bronte Road and Dundas Street to facilitate safe and convenient pedestrian connections between all four quadrants of Palermo Village.

The proposed road network set out in the draft plan of subdivision has been designed in accordance with Schedule C, D, and N2 and adheres to the right-of-way requirements set out in Section 22.4 and Table 6. As illustrated on the Pedestrian Circulation Plan (*Figure 27*), the proposed development will provide a trail system along the NHS, with connections to the proposed Town trail system east of Bronte Road. Designated bike routes will be provided along William Halton Parkway, 'Street B' (Valleyridge Drive) and Street 'E' and will connect to the future multi-use paths along Bronte Road and William Halton Parkway and the future multi-use trail along Dundas Street. A shared access road is proposed between the park and the future community centre/library and will function as a flexible street, which prioritizes pedestrian movement. To achieve the densities required for

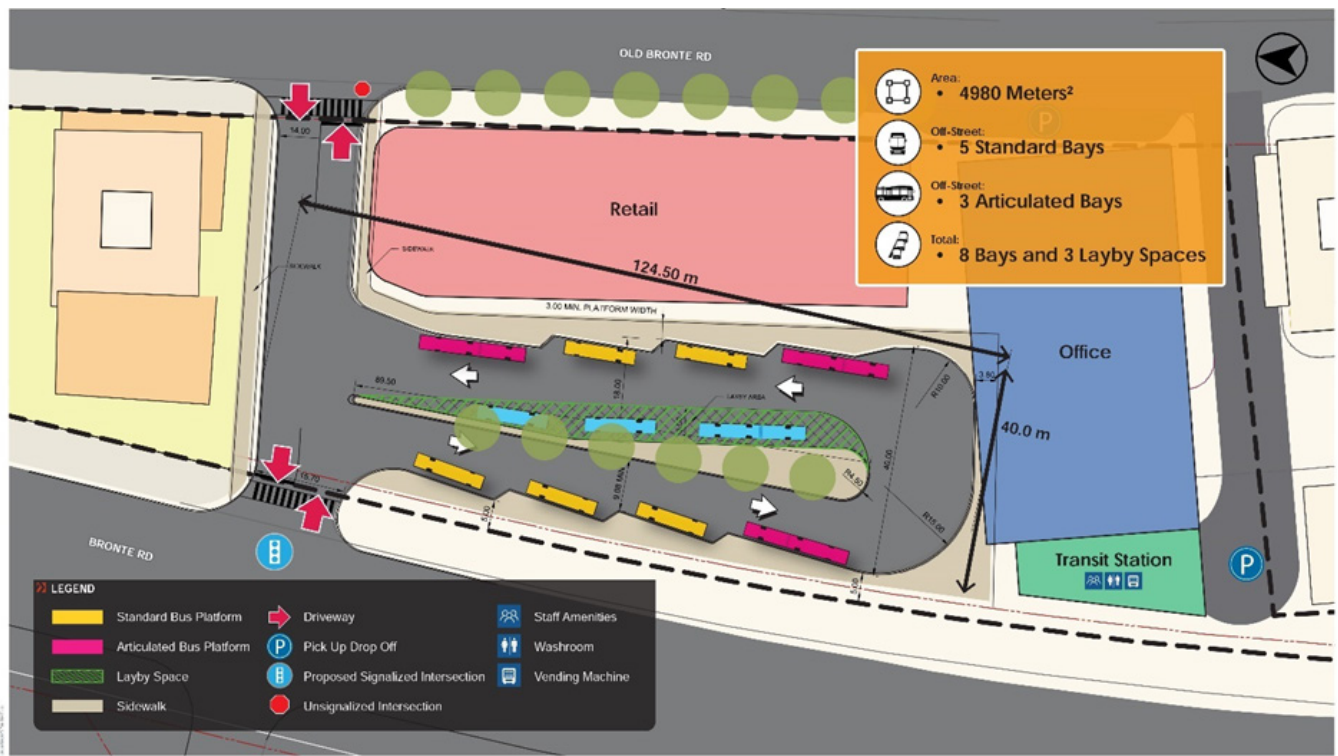


FIGURE 11 PROPOSED PALERMO TRANSIT TERMINAL

RA GROUP 7587-07

PALERMO VILLAGE

FIGURE 26 - Proposed Transit Terminal

a Growth Area, the Medium Density Residential Condominium blocks are intended to be developed with private roads to make efficient use of land. The detailed layouts for each block will be determined through future site plan applications.

Vehicular access to Bronte Road, Dundas Street and William Halton Parkway will be via public roads, located in accordance with Schedule N2. Mid-block pedestrian and active transportation connections will be provided through the various condo blocks to provide convenient connections to planned higher order transit services along Bronte Road, Dundas Street and Highway 407.

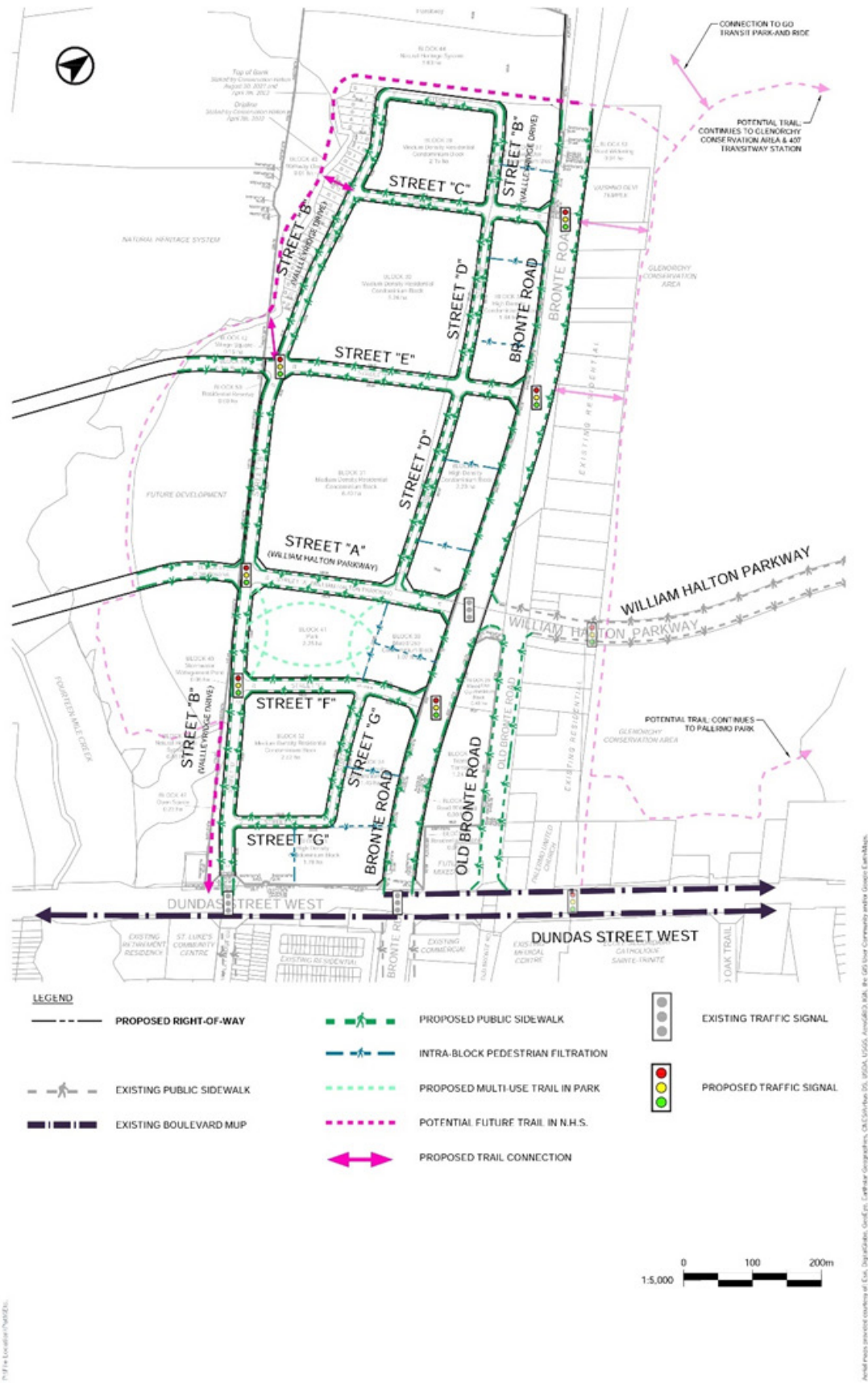
Parking within the high density residential condominium and mixed use condominium blocks will predominantly be in the form of underground or structured parking. Limited surface visitor and

commercial parking spaces will be provided and will be appropriately screened from the street. Underground parking is proposed below the 2.2 hectare neighbourhood park to serve the community centre, library, and commercial uses on the adjacent block. This will minimize the need for surface parking and promote safe pedestrian movement.

22.4.2 Cultural Heritage

a. New development shall conserve Palermo Village's cultural heritage resources by:

- i. ensuring the prominence of cultural heritage resources, particularly in the area northeast of Dundas Street West and Old Bronte Road;
- ii. employing a combination of measures including but not limited to building



BA GROUP 7597-07
 FIGURE 27 - Pedestrian Circulation Plan

PALERMO VILLAGE

setbacks, setbacks in the built form, and the use of appropriate building materials.

b. The heritage character of Palermo Village should be documented and commemorated through the development process.

There are no listed or designated cultural heritage resources within the PVC lands. However, given the historic prominence of Palermo, the Main Street District will be designed with history in mind (i.e. building materials, design treatments etc.) to complement the cultural heritage resources in the area. Through the development process, naming rights will be explored for streets, parks, and squares to commemorate Palermo.

22.4.3 Minimum Density

Palermo Village shall be planned to achieve a minimum density target of 160 residents and jobs combined per hectare.

The proposed development will achieve a density of approximately 275 residents and jobs combined per hectare, as estimated using the person per unit assumptions from the Region of Halton 2022 Development Charges Background Study and the Investment Readiness and Employment Lands Study by Watson and Associates Economists Ltd. As there are no concept plans available for the medium density residential condominium blocks, an estimate of 55 units per hectare was utilized. Therefore, the proposed development will exceed the minimum density target for Palermo and will provide increased transit supportive densities to support the viability of the planned higher order transit services and non-residential uses in the community.

22.4.4 Stormwater Management

a) Development within Palermo Village shall be required to implement stormwater management

techniques in accordance with the policies of this Plan, and to the satisfaction of the Town, the Region and Conservation Authority.

b) Stormwater management shall not increase risk to downstream flood prone areas.

c) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek.

d) Best management practices, including low impact development measures, shall be required. Low impact development measures are permitted in the Natural Heritage System in locations determined through the EIR/FSS.

e) A location for a new stormwater management facility to service portions of the Palermo Village is identified on Schedule N1, within the village and west of the Village within the Fourteen Mile Creek Core Preserve Area

f) The final type, size and location of stormwater management facilities shall be determined through the development process.

h) Stormwater management facilities shall be discouraged within 100 metres of Dundas Street West. However, if environmental impact reports and functional servicing studies have been sufficiently advanced and require a stormwater management facility within 100 metres of Dundas Street, it shall be demonstrated that the frontage of the facility on Dundas Street West has been minimized to the greatest extent feasible.

i) Interim stormwater management facilities may be permitted within 100 metres of Dundas Street West.

The ultimate stormwater management pond to service the northern Palermo Village lands will be provided on at the southwest corner of the intersection of William Halton Parkway and 'Street B' (Valleyridge

Drive). The proposed development will contribute 0.06 hectares of land and the remaining 3.9 hectares will be provided by the adjacent landowner (SUEZ) to facilitate the ultimate stormwater management pond. The EIR/FSS submitted in support of the development has assessed and integrated ecological, fluvial geomorphological, hydrogeological, hydrological, and municipal servicing assessments to identify the proposed SWM facility design criteria, location, size and function. The proposed SWM strategy does not increase the risk to downstream flood prone areas and the proposed stormwater management strategy ensures the continued protection of the NHS, including Fourteen Mile Creek. As the development will precede the adjacent SUEZ lands, a temporary stormwater management pond will be provided within Block 32 to service the PVC lands until the Zenon lands are developed.

22.4.5 Housing

a) Within Palermo Village, residential development should include:

- i) a range of building and unit types and sizes, including affordable housing, to accommodate a variety of households; and,*
- ii) a mix of low, medium and high density housing.*

b) High density residential developments and buildings shall be designed to accommodate various household sizes and include:

- i) storage for use by the unit occupant;*
- ii) operable windows;*
- iii) balconies or terraces, and common outdoor amenity areas; and,*
- iv) common indoor amenity areas.*

The proposed development will facilitate a range and mix of housing types and sizes, in the form of high-rise apartments, mid-rise apartments, townhouses and limited detached dwellings, to meet the needs of households of different sizes, ages and incomes. Through the site plan stage, it will be demonstrated that all high-density residential development will provide sufficient storage space, operable windows, private and communal outdoor amenity area and communal indoor amenity areas for future residents. An age in place facility will be explored as part of the development of Block 37 to provide housing to meet the needs of an aging population and allow people to age-in-place within their communities. The proposed zoning for the community is flexible to allow it to adapt to meet market demand for differing housing types.

22.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies apply specifically to Palermo Village. The urban design plan for Palermo Village is provided on Schedule N2.

22.5.1 General

a) Development and public realm improvements shall be evaluated in accordance with:

- i) the urban design direction provided in the Livable by Design Manual; and,*
- ii) other Council-endorsed policies and documents relevant to Palermo Village, such as the Old Bronte Road / Khalsa Gate Streetscape Plan.*
- iii) The Dundas Street and Bronte Road corridors and the abutting lands should be designed to enable a cohesive and connected community, rather than remain a dividing barrier. Design shall be*

used to establish visual and physical links between the north and south, as well as the east and west sides of these major arterials. The Town shall provide input and guidance into the design of roads and boulevards owned by Halton Region.

iv) The transit terminal location may be moved without amendment to this Plan.

An Urban Design Brief has been prepared by Perkins and Will in support of the proposed development and demonstrates that the proposal has regard to the urban design direction provided in the Livable by Design Manual and Old Bronte Road/Khalsa Gate Streetscape Plan. PVC recognizes the importance of providing safe and convenient pedestrian connections across Bronte Road and is in discussions with the Region stressing the importance of improved pedestrian connections across Regional Roads and has provided design examples of potential crossing options. PVC has sited the transit terminal block within the Main Street District to provide convenient transit connections to the primary retail street (Old Bronte Road) within Palermo Village.

22.5.2 Visual and Physical Access

a) Through the development process, view corridors as indicated on Schedule N2 shall be provided through the use of public realm elements, open space areas, and appropriate built form.

b) Other view corridors not shown on Schedule N2 may also be identified as part of the development process and shall be created at appropriate locations to highlight and frame:

i) civic buildings;

ii) cultural heritage resources; and,

iii) natural features and open spaces areas.

c) Visual and physical access to the natural heritage system, parks, and other natural and civic features should be provided and may be achieved by:

i) using single-loaded roads adjacent to the natural heritage system, park, and other natural and civic features;

ii) combining public open space areas with other facilities, such as locating stormwater management facilities and parks adjacent to the natural heritage system where appropriate buffers are maintained; and,

iii) easements which provide public access.

d) Maintaining visual and physical access to the natural heritage system should be prioritized at key trail access points where collector and arterial roads are adjacent to the system. Where there is no significant natural heritage edge exposed at collector or arterial roads, parks or local roads should be encouraged to provide access and visibility.

The proposed development provides a view corridor across the park and SWM pond into the Fourteen Mile Creek NHS, in accordance with Schedule N2. The future village square has been sited to back onto the NHS, thereby providing a view corridor and trail connection into the NHS via 'Street B' (Valleyridge Drive) and Street 'E'. A single loaded road is proposed along the southern edge of the Linkage Preserve Area (Block 44) to provide direct views into the NHS from the medium density residential condominium and mixed use condominium blocks. South of William Halton Parkway, 'Street B' (Valleyridge Drive) functions as a single loaded road, providing views from the medium and high density residential blocks into the NHS. Overall, the design of the development is sensitively integrated into its location surrounded

by an extensive NHS system and protects for view corridors and trail access into these features.

22.5.3 Streetscapes

a) Enhanced streetscape areas, as indicated on Schedule N2, shall be incorporated in the design of new development, streetscapes and open space areas. These areas should be designed and function as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, the integration of cultural heritage resources, varying setbacks in built form and the creation of additional pedestrian-oriented spaces.

b) Old Bronte Road and Khalsa Gate shall have a strong main street character with wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community's heritage-focused and pedestrian-oriented main street. Development on Old Bronte Road / Khalsa Gate shall be guided by the Old Bronte Road / Khalsa Gate Streetscape Plan and other associated design direction documents.

c) Primary and Secondary streets, as identified on Schedule N2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping, tree plantings and street furniture. Places for gathering and public art installations shall be encouraged.

d) Buildings and structures along primary streets shall:

i) incorporate a high degree of transparency on the ground floor;

ii) provide building openings and principal

entrances facing the street;

iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.

e) A new well-designed flexible street shall be provided, as shown on Schedule N2, designed as an extension of the community centre and library complex, which prioritizes pedestrian and cycling movement and supports special events.

As shown on Schedule N2, Old Bronte Road is a primary street and enhanced streetscape area. As outlined in the Urban Design Brief the streetscape along Old Bronte Road will be tailored to its distinctive urban context while maintaining a unifying character and will be designed in accordance with the Old Bronte Road/Khalsa Gate Streetscape Plan. A high degree of transparency will be provided at grade and retail/employment uses will be sited to front onto old Bronte Road to foster an active main street. Lay-by parking will be provided on one side of the Old Bronte Road, and a 2.5 m wide planting zone, 3 m wide sidewalk and 2.7 m wide patio area will be provided on both sides. Street furniture will be placed in the planting and patio zone, to prioritize pedestrian movement, accessibility, and comfort. The built form on the PVC lands will be designed to respect and respond to the heritage buildings in proximity to the site and pay homage to the history of Palermo.

Bronte Road and Dundas Street are considered Secondary Streets and will provide multi-use trails and double row of planting trees. As these are Regional roads, their design (including plantings and street furniture) is determined by the Region of Halton. Where mixed-use buildings are provided along the west side of Bronte Road, the ground floor retail space will be designed to front onto Bronte Road, to activate the streetscape and provide pedestrian interest. Places for gathering and public art installations along

Secondary Streets will be considered through the future Site Plan Approval Process.

A privately owned flexible street is proposed between the park and community centre/library. A private street provides more flexibility on the road width, road closures for special events and allows it to function more like a woonerf, with different design treatments, to prioritize pedestrian movement and active transportation opportunities between the community centre/library and park, as well as the broader community.

22.5.4 Pedestrian Access and Circulation

a) Through the development process, pedestrian connections identified on Schedule N2 shall be provided to enhance pedestrian access and circulation as follows:

i) an east-west mid-block connection between Old Bronte Road and Bronte Road, north of Dundas Street linking to an urban square;

ii) a north-south connection through the Urban Neighbourhood District and Civic District, linking the natural heritage system and planned village square, flexible street, community facilities, and commercial uses; and,

b) Pedestrian connections may include a combination of sidewalks along streets and dedicated pedestrian connections.

c) Through public actions or the development process, the provision of additional pedestrian connections shall be evaluated and implemented where possible, including the connection of:

i) the east and west sides of Bronte Road and the north and south sides of Dundas Street, to better link the four quadrants of Palermo Village;

iv) the Fourteen Mile Creek Trail (east bank) to Dundas Street;

v) the Glenorchy Conservation Area trails to adjacent streets; and,

vi) the natural heritage system trail network, stormwater management facility and the proposed community centre.

d) Additional pedestrian connections beyond those shown on Schedule N2 are encouraged at mid-block locations, and to improve access to the future transit terminal and transit stops. Controlled pedestrian crossing locations may be considered as part of the development process.

As illustrated on the conceptual site plan for Block 33 (see Appendix IV), a mid block connection has been provided through to Dundas Street, linking the sidewalk network along Street 'G' to the flexible street proposed between the park and community centre/ library. As illustrated on the conceptual site plan for Block 39 (see Appendix IV), a pedestrian connection through to Bronte Road is proposed along its southern limits (just north of the transit terminal block) and will connect to the urban square on the east side of Old Bronte Road. Additional potential mid-block pedestrian connections from the high-density residential condominium and mixed-use condominium blocks have been illustrated on the concept plans within the Urban Design Brief.

The Pedestrian Circulation Plan (*Figure 27*), prepared by BA Group, illustrates that a trail system is proposed along the NHS with connections into the future trail network along the east bank of Fourteen Mile Creek and the Glenorchy Conservation Area, and additional connections to the future multi-use trails along Dundas Street, William Halton Parkway and Bronte Road. As stated previously, PVC is in conversations with the Region of Halton regarding the need to provide

improved pedestrian connections across Bronte Road and Dundas Street to facilitate safe and convenient pedestrian connections across these major roads.

22.5.5 Gateways and Enhanced Feature Areas

a) Through public actions and the development process, gateway treatments shall be provided in Palermo Village.

b) Gateways are identified on Schedule N2 and indicate locations which are visually prominent entry points into Palermo Village. Gateway treatments shall be provided at these locations, which can include well-designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Identified gateways include:

iii) the intersection of Dundas Street West and Valleyridge Drive.

The intersection of 'Street B' (Valleyridge Drive) and Dundas Street will act as a gateway into the community. The tallest buildings heights are proposed in the block adjacent to 'Street B' providing a prominent skyline feature, which signifies the importance of this intersection as a gateway into Palermo Village. Enhanced landscaping and design treatments for this area will be explored through the detailed design process.

22.5.6 Parks and Urban Squares

a) Through the development process, a minimum of three new public parks shall be provided, in the general locations as shown on Schedule N2, with a total area of no less than 3 hectares, including:

ii) a village square, approximately 0.5 hectares in size, centrally located within the Urban Neighbourhood District and adjacent to the natural heritage system; and,

iii) a park, approximately 2.2 hectares in size, located adjacent to the future community centre and library in the Civic District, with connections to the areas trail network.

b) Parks, village squares and community uses should have no less than 70% of their perimeter bounded by a combination of roads and open spaces which allow public access and significant views of the feature or facility.

c) If private development abuts a public park, village square, or urban square, it shall front onto the open space area, and rear lotting shall not be permitted.

d) Publicly accessible private open spaces should be incorporated into individual development sites along Old Bronte Road and Khalsa Gate, and in particular should be integrated with cultural heritage resources in new development, and in locations requiring the accommodation of utilities.

e) On the west side of Bronte Road, publicly accessible private open spaces will be encouraged within development blocks that are greater than 3 hectares in size.

f) The need for additional public parkland may be identified through the development process. These park spaces shall be in accordance with parkland hierarchy for Strategic Growth Areas as follows:

i. Public Common –0.75 to 2 hectares in size.

Public common spaces are the social and recreational points of a neighbourhood. They typically meet the needs of the local community, and in some instances, accommodate town-wide facilities. Public Common spaces support a balance of active and passive uses.

ii. Urban Square – 0.25 to 1 hectare in size.

Urban Square spaces support neighbourhood-oriented social opportunities, as well as town-wide entertainment and cultural events depending on their size and location. US spaces may include public art, small outdoor game areas, seating areas and places to eat, as well as street-related activities such as vendor and exhibit space.

iii. Promenade

Promenade spaces are substantial linear spaces that are located between adjacent building facades and the adjacent road right-of-way. They are typically only located along one side of the street, and are continuous along the length of the block. P spaces are between 6 and 20 metres in width, and are typically used to enhance the pedestrian experience along with highly activated at-grade retail spaces. P spaces may include public art, small outdoor game areas, seating areas and places to eat, as well as street-related activities such as vendor and exhibit space.

iv. Other Urban Park spaces – less than 0.25 hectares

A 2.2-hectare public park is proposed at the southeast corner of the future extension of 'Street B' (Valleyridge Drive) and William Halton Parkway, in accordance with Schedule N2. Part of a village square has been provided at the northwest corner of the intersection of 'Street B' and "Street E', to be combined with the SUEZ lands to the west, to facilitate the full 0.5-hectare village square. Both the park and square will have more than 70% of their perimeters bound by roads or NHS. It is expected that each development block will include additional parkland and/or POPs to serve the evolving community. The exact nature of

these open space and recreational elements will be determined through the future site plan applications for each block.

22.5.2 Built Form

a) Building separation and side property setbacks for tall and mid-rise buildings shall be achieved in accordance with the Livable by Design Manual.

b) Tall building tower spacing and orientation, as well as floorplate control, shall be achieved in accordance with the Livable by Design manual.

An Urban Design Brief has been submitted in support of the proposed development and outlines how future tall and mid-rise buildings are to be designed, in accordance with the Livable by Design Manual.

22.6 Land Use Policies

Land use designations are provided on Schedule N1. In addition to the policies in Part D of this Plan, the following policies apply specifically to Palermo Village.

22.6.1 On lands designated Urban Centre:

a) The minimum residential density shall be 100 units per site hectare.

b) The minimum building height shall be four storeys.

c) The minimum building height shall not apply to:

i) building podiums;

ii) multiple-attached dwellings where they are permitted in accordance with this Plan;

d) The maximum building heights shall be:

iii) On the northwest corner of the intersection of Dundas Street West and Bronte Road, 35-storeys.

iv) .On all other lands west of Bronte Road, north of Dundas Street West, 30-storeys on all corner sites and 25-storeys everywhere else;

v) On lands east of Bronte Road, west of Old Bronte Road, north of Dundas Street West, save for 3005 Dundas Street West, 30-storeys on all corner sites and 25 storeys everywhere else; and,

g) North of Dundas Street West in the Main Street District and Civic District, multiple-attached dwellings may also be permitted where they do not abut streets requiring commercial uses at-grade.

h) North of Dundas Street West, stand-alone apartment buildings, retirement homes, long term care facilities and office buildings may also be permitted where they do not abut public streets requiring commercial uses at-grade.

i) North of Dundas Street, educational facilities are encouraged to be within the podium of a mixed use building.

j) The following uses shall be accommodated as part of the comprehensive development of the Civic District:

i) 2.2 hectare park; and

ii) community centre and library

k) A transit terminal shall be provided on the north side of Dundas Street, within the Civic or Main Street District as demonstrated in an area design plan.

Within the PVC property, lands designated Urban Centre are located north of Dundas Street, south of William Halton Parkway and at the southwest corner of the intersection of Bronte Road and Highway 407. There are two high density residential condominium

(Blocks 33-34), three mixed use condominium (Block 37, 38 and 39), one transit terminal (Block 48) and one park (Block 41) proposed within the lands designated Urban Centre. The two high density residential blocks will contain stand-alone apartment buildings, with the option for ground floor commercial subject to further study, and the proposed building heights for each block will be determined through a future site plan application and shall be in accordance with policy 22.6.1.d). The three mixed-use condominium blocks will contain mixed-use buildings with ground floor commercial space fronting either Bronte Road and Dundas, and the proposed building heights for each block will be determined through a future Site Plan Application and shall be in accordance with policy 22.6.1.d).

An Area Design Plan (*Figure 23- Civic District ADP*) for the Civic District has been prepared as part of the Urban Design Brief prepared by Perkins and Will, and demonstrates how the community centre, library and 2.2-hectare park will be provided as part of the comprehensive development of the Civic District. The Community Centre and Library will be located within the podium of the proposed mixed use building within Block 38 and will be designed to front onto the park. A flexible street is provided between the community centre/library and park, to facilitate convenient pedestrian connections and shared programming. An Area Design Plan (*Figure 22- Main Street District ADP*) for the Main Street District, has been prepared as part of the Urban Design Brief prepared by Perkins and Will, and illustrates how the proposed transit terminal will be integrated into the Main Street District.

22.6.2 On lands designated High Density Residential:

a) Located north of Dundas Street, west of Bronte Road and east of Valleyridge Drive:

i) No maximum residential density shall apply.

ii) The maximum building heights shall be 25-storeys on corner sites and 20-storeys in all other locations.

iii) Multiple-attached dwellings may only be permitted in conjunction with a development that includes an apartment building.

Within the PVC lands, land designated High Density Residential are located along the west side of Bronte Road, north of William Halton Parkway and are proposed to be developed with two high density residential condominium blocks. As illustrated on the concept plans, prepared by Perkins and Will, these two blocks are proposed to be developed with a mix of high-rise and mid-rise apartment built forms transitioning down to stacked townhouses nearer the Medium Density Residential Condominium blocks to the west. The building heights and exact built form will be determined through future site plan applications and will be in conformity with Policy 22.6.2.

22.6.3 On lands designated Medium Density Residential, north of William Halton Parkway:

a) The minimum residential density shall be 35 UPH and no maximum residential density shall apply.

b) The maximum building height shall be eight storeys.

c) Multiple-attached dwellings may be permitted.

d) Compact single detached and semi-detached dwellings may be permitted and are limited to a combined maximum of 10 percent of units within lands designated Medium Density Residential.

e) Compact single detached and semi-detached dwellings are permitted at a minimum density of 20 units per hectare.

Lands designated Medium Density Residential are located on the north side of William Halton Parkway, west of Street 'D' and are proposed to be developed with three medium density residential condominium blocks (containing a mix of mid-rise apartments and townhouses) and 28 compact small lot detached dwellings on the west side of Street B backing onto the Fourteen Mile Creek NHS. No concept plans have been provided for the medium density residential blocks at this time, as it is premature given the long build out for the site. However, it is estimated that townhouses and mid-rise apartments will be provided across all three blocks at a density which exceeds the required minimum density of 35 UPH. The 28 single detached dwellings will make up less than 10% of the units within the lands designated Medium Density Residential.

22.6.4 On lands designated Natural Heritage System, the policies of Section 10.11 and 28.7 shall apply. In addition to the uses permitted in Section 28.7.6, the following uses may be permitted in the Natural Heritage System designation, provided a study has been undertaken, to the satisfaction of the Town and in consultation with Conservation Halton, minimizing impacts on the Natural Heritage System utilizing appropriate design and mitigation measures;

1. passive recreation features such as trails provided they are located adjacent to the boundary of the NHS identified on Schedule B2, or located within the buffer or feature of Fourteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment; and

2. low impact development measures.

An EIR/FSS has been submitted in support of the proposed development and determined the boundaries of the NHS blocks. These blocks

encompass the 10-metre ecological buffer applied to the dripline of the woodland and the 15-metre setback to the stable top of bank. Trails are proposed within the buffers and will be designed to minimize impacts to the NHS. Please refer to the EIR/FSS submitted in support of the proposed development for further information.

22.8 Implementation Policies

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Palermo Village.

22.8.1 Phasing/Transition

a) Development will likely occur gradually over the long-term and be coordinated with the provision of infrastructure, including:

- i) transit, including a transit terminal.*
- ii) road network capacity.*
- iii) pedestrian and cycling facilities.*
- iv) water and wastewater services.*
- v) stormwater management facilities.*
- vi) streetscape improvements; and,*
- vii) utilities.*

b) Initial phases of development shall not preclude the achievement of a compact, pedestrian oriented and transit-supportive urban form.

c) Where a development is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a development concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the initial phases of development, such as the location

of roads, will not preclude the achievement of a compact, pedestrian oriented and transit-supportive urban form, including accommodation of required transit and public service facilities. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:

- i) the size and location of parks, village squares, and urban squares.*
- ii) the size and location of public service facilities, transit terminal and facilities.*
- iii) the location, size and general configuration of stormwater management facilities.*
- iv) the detailed road pattern including on-street parking and streetscape/public realm enhancements.*
- v) the specific boundaries of designations.*
- vi) the location, alignment and boundaries of the natural heritage system including linkage areas.*
- vii) coordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan, and:*
- viii) the density and distribution of built form, building heights, and housing types.*

22.8.2 Landowners Agreement(s)

a) In order to ensure the appropriate and orderly development of lands within Palermo Village north of Dundas Street, and to ensure the costs associated with development are equitably distributed among landowners, development shall only be permitted to proceed when landowners representing a significant proportion of the

respective Palermo Village area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with development in a fair and equitable manner.

b) The development of individual parcels of land will generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the development of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall area is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

22.8.4 Prior to development on the lands located north of Dundas Street West the following additional policies shall apply:

(i) A detailed, intersection level, Transportation Study shall be completed in accordance with an approved Terms of Reference, to the satisfaction of the Town and Region, to assess impacts of traffic on Regional and local roadways and to identify road infrastructure upgrades and access improvements required to facilitate development in this area.

(ii) The Transportation Study may be completed by the landowners or the Town and may be carried out as part of the Town's Transportation Master Plan.

(iii) Should the results of the Transportation Study show that capacity is not available, development may not be permitted until the required improvements to address the capacity constraints have been implemented.

(iv) An addendum to the Water and Wastewater

Area Servicing Plan shall be completed to:

1. Identify the preferred water and wastewater servicing strategy to support planned population growth for the lands located north of Dundas Street West;
2. Assess the impact of growth in Palermo on the broader Regional water and wastewater system; and,
3. Identify upgrades and/or improvements that will be required to support development north of Dundas Street West.
4. Should the results of the Water and Wastewater Area Servicing Plan show that capacity is not available, development may not be permitted until the required improvements to capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to implement the preferred water and wastewater servicing strategy for the area.

PVC is the largest landowner within the Palermo Village Strategic Growth Area and development on the PVC lands will proceed in phases starting from Dundas Street moving north. In support of the development proposal, Area Design Plans have been prepared to demonstrate how development will not preclude the development of adjacent lands, and will facilitate a compact, pedestrian orientated environment. The transit terminal, community centre/library, and park are intended to be provided in earlier phases of development subject to coordination with Town of Oakville initiatives and budget availability. PVC has prepared a landowner cost-sharing agreement for the Palermo Village Strategic Growth Area lands north of Dundas Street. The expectation is that other owners within the Growth Area north of Dundas Street will enter into the agreement prior to proceeding with

development of their lands. A Transportation Impact Study and an Addendum to the Water and Wastewater Area Servicing Plan has been prepared in support of the proposed development and are included as part of the supporting information for the draft plan of subdivision and rezoning applications.

2.8.7 North West Area

28.7.1 Vision

The development of the North West Area as an urban community shall reflect Oakville's distinct historical roots, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.

The character and pattern of the community shall be significantly influenced by a planned natural heritage and open space system.

28.7.2 Objectives

As the North West Area develops, the Town shall, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

a) To protect the environment and open space by:

i) establishing a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership;

ii) creating a sustainable natural heritage and open space system, which provides a balance between active and passive recreational needs and links to the existing open space system within the Town;

iii) identifying, protecting and preserving natural heritage features within the

natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem;

iv) incorporating measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit;

v) preserving and protecting ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context; and,

vi) permitting minor modifications to the boundaries of the Natural Heritage System as part of a planning application provided these modifications do not negatively impact the Natural Heritage System nor result in a significant decrease in its size.

c) To provide for a transit first policy approach by requiring development to proceed in a transit supportive manner and through the early provision of transit services.

28.7.3 Development Concept

The North West Special Policy Area is comprised of two key elements – the Natural Heritage and Open Space System and Employment areas:

a) Natural Heritage and Open Space System

A central feature of the North West Area is the natural heritage and open space system.

These lands are part of a larger system that extends into the North Oakville East Secondary Plan Area.

The NHS within the PVC lands are subject to the North West policies as per Policy 22.6.4. The development proposal has been designed to protect, restore, and enhance the existing natural features and ecological features. The redevelopment proposal will not negatively impact significant natural heritage features or their functions and several proposed measures, such as recreated wetlands within the Linkage Preserve Area, are anticipated to result in a positive impact on the natural heritage features and functions. An EIR/FSS has been prepared in support of the proposed development and supports the location of the Linkage Preserve Area as identified in the proposed Palermo Village Strategic Growth Area OPA. The proposed Linkage Preserve Area aligns with an existing culvert under Bronte Road that is utilized by local wildlife and provides an opportunity to create a larger ecopassage for wildlife that minimizes vehicular conflict. The LPA also provides enhanced connectivity between the two Core Preserve Area and provides a larger NHS as compared to what would result from the NOCSS Linkage Preserve Area location (4.7 ha vs. 3.8 ha).

28.7.5 Land Use Policies – Natural Heritage System

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Natural Heritage System in the North West Area.

a) The following uses shall be permitted in the Natural Heritage System Area designation:

i) legally existing uses, buildings and structures; and,

ii) fish, wildlife and conservation management.

b) The following uses may be permitted in the Natural Heritage System designation, provided a study has been undertaken, to the satisfaction of the Town and in consultation with Conservation Halton, identifying potential impacts on the Natural Heritage System and demonstrating that alternatives for minimizing impacts have been considered and appropriate approaches shall be applied:

i) flood and stream bank erosion control;

ii) fish, wildlife and conservation management;

iii) a stormwater outfall;

iv) relocated or deepened channels in Medium Constraint Stream Corridor Areas identified on Schedule B2, in accordance with the policies of this Plan;

viii) passive recreation features such as trails provided they are located adjacent to the boundary of Linkage Preserve Areas identified on Schedule B2, or located within the buffer or feature of Sixteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment;

c) As part of the detailed planning process, minor modifications to the boundaries of the NHS designation may be considered to reflect differences in scale and levels of detail, or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the Natural Heritage component of the Natural Heritage and Open Space System

as determined by the Town, in consultation with Conservation Halton, nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage component of the System.

The limits of the NHS on the draft plan of subdivision have been confirmed through the EIR/FSS submitted in support of the development. The proposal includes trails within the NHS buffers providing passive recreation opportunities for future residents and have been designed to minimize impacts on the natural environment.

The proposed amendment conforms to the aforementioned policies of the draft Palermo Strategic Growth Area LOPAs (LOPA 34, 37 AND 38) for the following reasons:

- The proposed development conforms to the draft Palermo Village LOPAs and the Town's intent for Palermo Village, by providing a compact, transit supportive mixed use community that protects the NHS;
- The proposal directs high density development to a Strategic Growth Area and Regional Transit Node, in accordance with the Town's urban structure, to support the viability of future higher order transit services and reduce the reliance on the automobile;
- The proposal provides a mix of apartment, townhouse and a limited number of compact detached dwelling types to meet the needs of households of different sizes, ages and incomes;
- The proposal facilitates the creation of a complete community by providing a mix of residential, commercial, employment, institutional, and open space uses in proximity to two planned transit stations;
- The proposed development is expected to achieve a density of approximately 275 residents and jobs per hectare, thereby exceeding the minimum planned density of 160 residents and jobs per hectare;
- The proposed development will occur in phases with the intent to provide community facilities in earlier phases of development subject to Town of Oakville initiatives and budget availability;
- The proposed location of the transit terminal on the east side of Bronte Road, within the Main Street District, has been supported by an area design plan which demonstrates how its location will facilitate the creation of a mixed-use hub that builds upon the emerging mixed-use district on the south side of Dundas Street and better links to the 407 Transitway station. This is consistent with the vision to create a special area focused on Old Bronte Road in the Main Street District that contains and mix and range of commercial, retail and office uses and reduces the reliance on the private automobile;
- The proposed area design plan for the Civic District illustrates how the community centre, library and park will be integrated with residential and commercial uses to facilitate the creation of a community hub on the west side of Bronte Road;
- The proposed Area Design Plan for the Palermo Gateway District demonstrates how PVC intends to develop the area with a mix of uses to facilitate a mixed-use hub to serve residents within the north half of the development and within 800 metres of the EA approved Bronte 407 Transitway Station;
- The proposed Area Design Plan for the Urban Neighbourhood District illustrates how PVC intends to develop a compact residential

community that provides a mix of housing options in proximity to a mix of uses, trails and transit;

- The proposed development will facilitate the development of the 2.2-hectare park, part of the 0.5 hectare village square and series of trails along the NHS to provide active and passive recreation opportunities for future residents;
- Lands designated Urban Centre will be developed with higher density apartment, mixed-use building and townhouse built forms;
- Lands designated High Density Residential will be developed with taller apartment buildings along Bronte Road and transition down to low to mid-rise built forms;
- Lands designated Medium Density Residential will be developed with a mix of apartments and townhouses. A limited number of compact detached dwellings are also intended for this area to accommodate people of all stages of life;
- Lands designated NHS will be protected via the creation of two NHS blocks as determined through the EIR/FSS; and,
- The proposed development facilitates part of the permanent SWM pond and will provide a temporary SWM pond to meet the stormwater management needs for the community until the SUEZ lands are redeveloped.



4.0
PUBLIC
CONSULTATION

4.0 PUBLIC CONSULTATION

Public engagement for the PVC lands began in May 2023 through the launch of the dedicated project website and online survey. Two direct mail outs were distributed via Canada Post – the first in May 2023 to promote project awareness and survey feedback, and the second in June 2023, to encourage registration for a Public Information Meeting held in July 2023. Additionally, strategic long term Facebook ads targeted to residents within a 5 kilometre radius of the PVC site were started in May 2023 to promote awareness of the project, direct traffic to the online survey and encourage attendees/registration for the virtual meeting.

A virtual Public Information Meeting was held via Zoom on July 25, 2023 from 5 to 6:30 pm. The Public Information Meeting had 105 attendees including the project team and two Ward Councillors. Thirty-five questions were answered via the zoom webinar.

At the beginning of the Q&A portion of the meeting, the Project Team began by answering questions for 5 key themes raised by the community in advance of the meeting, through either social media, email / website contact form inquiries, or within the survey launched the month prior. The questions included:

1. **Transportation, Traffic & Transit:** What are the traffic impacts on Dundas St. & Bronte Rd., and how will these be resolved with an influx of this new population? How will you improve safe travel for pedestrians crossing Dundas St. and Bronte Rd.?
2. **Height & Density:** How many people will this new development bring to the area? How many units are you planning to build here?
3. **Community Amenities:** What community benefits and/or amenities and services will this project

deliver?

4. **Project Timeline:** What is the timing for the project? When does construction start?

5. **Heritage & Oakville Character:** How will you maintain the small town feel of Oakville with this project?

Below is a summary of the key topics raised by the community through the Public Information Meeting:

1. **Transportation, Traffic & Transit:** This was the most discussed topic raised by the community both through the on-line survey and in the live Q&A. Questions and comments were centred around:

- a. Bronte Rd. expansion/widening – timing of same.
- b. Traffic impacts and proposed solutions to address the influx of new residents particularly as it relates to the Dundas Street/Bronte Road intersection
- c. Dundas BRT timeline and route/connections and how to access the current study underway.
- d. Safe crossings (specifically for pedestrians, such as a pedestrian bridge) across Dundas Street and/or Bronte Road.
- e. Parking space allocation (residents, retail/visitors).
- f. Specifics of transit hubs - connections and service areas.
- g. Road safety, especially as it related to truck traffic.
- h. Connections to Bronte GO.
- i. Specifics of road network/connectivity plan.

2. Planning & Project: Eight questions were planning or project specific, such as status of the application, project and construction timeline, timeline for completion of transit hub and community amenities, project by numbers (future residents, heights mix), and land ownership.

3. Housing: Eight questions regarding housing, such as unit mix/sizes, inclusion of rental options and supportive housing, creating a community of long-term owners, unit typology such as walk-up apartments, single family, townhomes, condos, and stacked townhomes.

4. Height: Six questions regarding height and density. Majority of questions asked about the number of towers, how many floors, and reasoning/rationale for the location and height of the towers.

5. Seniors: Six questions regarding seniors' engagement and housing. This was an important topic raised both in the online survey and during the live Q&A. Topics included: senior housing options that are not condos/high rise and the opportunity to include seniors in the consultation process.

6. Retail & Community Amenities: Four questions regarding retail, amenities, and community facilities, such as the total square footage for retail/commercial, incorporation of a school, and the inclusion of a grocery store.

7. Sustainability: Three questions were asked about the environmental impacts of the project and assessments completed to date.

8. Employment: Two questions surrounding the topic of office and employment, such as attracting businesses to Oakville, professional services being offered, and industrial zoned lands.

9. History/Heritage: Two questions regarding the

history of Palermo and the idea of using Toronto's St Lawrence Market as inspiration for the design of Palermo.

Community engagement will continue throughout the planning process. This may include:

1. Providing information about the formal application process, project milestones, and technical studies, and future community engagement opportunities, such as special interest group or stakeholder roundtables, and informal and statutory public meetings as required by the Planning Act.

2. Distributing communications through a variety of channels including website, social media, and email communications.

3. Gathering and reporting on feedback from the public to inform the plan for the site.



5.0

ZONING BY-LAW AMENDMENT

PALERMO STATION

5.0 ZONING BY-LAW AMENDMENT

5.1 EXISTING ZONING

The subject lands are currently zoned Existing Development by North Oakville Zoning By-law 2009-189. Only uses that legally existed on the date of the By-law came into effect in 2009 are permitted. The development of new buildings and structures are not permitted. As such, a Zoning By-law amendment is required to permit the proposed development.

5.2 PROPOSED ZONING

The draft amending zoning by-law proposes to rezone the subject lands to new site specific “Palermo Urban Core” (PUC-1, PUC-2, and PUC-3), site specific “Park” (P sp:XX), “Stormwater Management Facility” (SMF), and “Natural Heritage System” (NHS) zones. The proposed zoning provisions for the PUC-1 and PUC-2 zones mirror the Trafalgar Urban Core (TUC) zones with changes to the rear yard setback, height and parking location provisions. Additional provisions have also been added to implement the proposed Official Plan policy requirements. The PUC-3 zone mirrors the provisions of the Neighbourhood Centre (NC) and General Urban (GU) zones and incorporate regulations that have been approved in other locations in North Oakville. The Park zone has been further modified to permit the creation of a strata park with underground parking. Overall, the by-law has been designed to mirror many existing provisions of Zoning By-law 2009-189 while providing the flexibility to allow the community to adapt over time to reflect market changes.

The draft Amending Zoning By-law is appended to this as Appendix III.



6.0
PLANNING
OPINION

7.0 PLANNING OPINION

The proposed Draft of Subdivision and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with the 2020 Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Halton Official Plan. The proposal also addresses emerging policies as expressed by the Province in what is, as of the date of this report, a proposed new Provincial Planning Statement.
2. The proposed development conforms to and will implement the proposed Palermo Village Strategic Growth Area and Livable Oakville policies, through the creation of a compact, transit supportive mixed use development in a Strategic Growth Area where urban services exist and are planned to accommodate future development;
3. The proposed development will provide a mix of residential, community, open space, employment, and commercial uses, which make efficient use of existing and planned services.
4. The proposed development will facilitate the development a mix of non-residential uses (commercial, employment, institutional) and residential amenities (co-working spaces) in proximity to residential uses and transit, thereby promoting live/work opportunities.
5. The proposed development will support and take advantage of existing and planned major transit facilities including the 407 Transitway, Dundas BRT, Palermo Oakville Transit station, and Bronte Road priority bus routes.

6. The proposal adds to the range of housing options available in the Town of Oakville to serve households of different sizes, ages, and incomes.
7. The proposal will contribute to the Town's housing pledge to deliver 33,000 housing units by 2031/2032 and will continue to deliver housing units beyond 2032.
8. The proposal will be phased to ensure the orderly development of services and community facilities.
9. The proposed development will include community facilities including parks, trail systems, transit terminal, community centre, and library to serve future residents.
10. The proposal includes three mixed use hubs to ensure many of the future residents are within a 5-to-10-minute walk of different uses to meet their daily needs thereby reducing the reliance on the automobile; and,
11. The proposal protects and enhances the NHS through the creation of NHS blocks, as well as the new linkage and ecopassage.

Respectfully submitted,

KORSIAK URBAN PLANNING



Terry Korsiak, MA, RPP



APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (2020)

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal:

Section 1.1.1 states:

Healthy, livable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing

land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity;

The proposed development conforms to Section 1.1.1 of the PPS by providing a mix and range of residential, commercial, employment, community and open space uses that is coordinated with the existing community to the south to promote cost effective and efficient development patterns to facilitate the creation of a complete community. The proposal is located along three Regional Higher Order Transit Corridors and provides the densities required to support future higher order transit services including the Dundas BRT, 407 Transitway and Bronte Road Priority Bus route. Through the creation of NHS blocks, the proposal protects the NHS and ensures appropriate setbacks are provided to the key features. Studies have been submitted in support of the proposal that confirm that the necessary infrastructure will be available to meet the needs of future residents and employees. The proposal will provide public service facilities (including a community centre, community park and transit terminal) to ensure adequate community services will be available to meet the needs of the future community.

Policies in the 'Settlement Areas' section state:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses

which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New development taking place in

designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposal conforms to the 'Settlement Areas' policies as the development is within a defined Settlement Area and is a logical continuation of the built-up area to the south. The proposed development establishes a mix of uses, is compact in form and facilitates the creation of a community hub (with a community centre, library and park) to serve Palermo Village. The proposal increases in height as you approach Bronte Road and Dundas Street to provide transit supportive densities along three Regional Higher Order Transit Corridors, and supports existing and future transit services for the area including the 407 Transitway and Dundas Street BRT. The proposal will connect to existing and proposed active transportation routes and proposes the creation of an improved pedestrian crossing for Bronte Road. The sidewalk network within the proposed development will connect to a trail system proposed for the NHS.

Policies in the 'Land Use Compatibility' section state:

1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment

by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- a) there is an identified need for the proposed use;*
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c) adverse effects to the proposed sensitive land use are minimized and mitigated; and*
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.*

The proposed development is located between two regional Employment Areas (to the west and northeast) but are separated from these lands by a 200-metre-wide NHS corridor to the west and Bronte Road (47 m ROW) to the east. The only existing employment use within 300 metres of the subject site is located to the west and classified as a Class I Industrial Facility per MECP Guideline D-6 and requires a 20-metre separation from sensitive land uses. As the 200-metre-wide NHS corridor separates the subject lands from this existing employment use, this requirement is satisfied. Industrial uses are not permitted on the employment area to the east and as such no impacts are anticipated. A Noise Impact Study and Air quality assessment has been submitted in support of the development and outlines required mitigation measures.

While Class II industrial building are located further than 300 metres from the site, it is anticipated that William Halton Parkway and Bronte Road will function as major truck routes. As a result, through the design of the site, no individual driveways are located on

those roads to minimize disruptions and increase safety.

Policies in the 'Employment' section state:

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs.*

The proposed mixed-use development is consistent with the 'Employment' policies of the PPS as the proposal provides a mix of commercial, institutional and potential office uses and residential amenities (co-working spaces) in recognition that COVID-19 has shifted the nature of work itself, with increased work from home opportunities.

Policies in the 'Housing' section state:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional

market area by:

b) Permitting and facilitating:

1. All housing options required to meet the social, health and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;

The proposed development provides a range and mix of low, medium and high-density dwelling types to meet the needs of households of different sizes, ages and incomes. The proposal directs the tallest building heights and highest densities towards Bronte Road and Dundas Street, to provide the densities necessary to support future higher order transit services, including the Dundas BRT and 407 Transitway. The proposal is an extension of the built-up area to the south and existing and planned infrastructure, services and amenities are available to meet the needs of the community.

Policies in the 'Public Spaces, Recreation, Parks, Trails

and Open Space' section state:

1.5.1: Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

The proposed development is consistent with the policies of the 'Public Spaces, Recreation, Parks, Trails and Open Space' section as it provides one 2.2-hectare park and part of a village square and the inclusion of additional POPs will be explored through the Site Plan Application Stage to ensure the equitable distribution of publicly accessible parkland. Further, a trail system is proposed within the NHS blocks, which will connect to the existing and planned trail system to the south and east.

Policies in the 'Long-Term Economic Prosperity' section state:

1.7.1. Long term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

c) optimizing the long-term availability and

use of land, resources, infrastructure and public service facilities;

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

The proposed development supports planning authorities' achievement of these objectives as it is designed to make efficient use of land, thereby optimizing the long-term availability of land, resources and infrastructure. The character of the community will be further defined through quality urban design, a mix of housing options, and the conservation and enhancement of the NHS features.

Policies in the 'Energy Conservation, Air Quality and Climate Change' section state:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other

areas;

e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; [...]

The proposal is consistent with the policies of the 'Energy Conservation, Air Quality and Climate Change' as it proposes a compact built form with a variety of land uses including residential, commercial, employment, open space (parks, SWM pond, NHS) and institutional. The proposal provides transit supportive densities along three Regional Higher Order Transit Corridors and facilitates the creation of the planned road network that supports active transportation and the use of transit. Sidewalks will be provided on both sides of all public streets and convenient connections will be provided to the planned cycling network along Bronte Road and Dundas Street.

Policies in the 'Natural Heritage' section state:

2.1.1 Natural features and areas shall be protected for the long term;

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed development is consistent with the 'Natural Heritage' policies as it protects the NHS lands within the development and maintains the diversity and connectivity of natural features in the area.

The proposal is consistent with the Provincial mandate as set out in the Provincial Policy Statement for the

following reasons:

- The proposed development provides a mix and range of uses that achieve transit supportive densities in proximity to three higher order transit corridors;
- The proposal completes cost effective development that minimizes land consumption;
- The proposal provides new development and growth within a settlement area;
- The proposed development provides a community park, community centre, two urban squares, a village square, transit terminal and a trail network through the NHS to provide the necessary public services to achieve healthy and active communities;
- The proposal will not adversely impact the viability of the employment area to the west and has been designed to eliminate individual driveways onto major truck routes (Bronte Road and William Halton Parkway) to minimize disruptions and increase safety;
- The proposal facilitates a mix of residential, commercial, community, open space and employment uses to help meet the economic and long term needs of the community;
- The proposal makes use of land that in a transit supportive location and will promote active transportation; and
- The proposed development recognizes and protects the NHS.

PROVINCIAL POLICY STATEMENT (2020)

The subject lands are located within the 'Settlement Area' and are within the 'Designated Greenfield Area' as shown on Schedule 2-A Place to Grow Concept. Within the Growth Plan, the following sections and policies are applicable to this proposal:

1.2.1 Guiding Principles

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

The proposal achieves the Guiding Principles of the Growth Plan as it provides compact transit-supportive development along three Regional Higher Order Transit Corridors in proximity to two higher order transit stations, that follows an efficient road network that accommodates both active transportation and transit services to facilitate easy access to services and amenities. A range and mix of housing options are provided within the development to serve various sizes, incomes and ages of households. The proposal integrates pub-

lic services by facilitating the construction of a community centre, transit terminal, community park, part of a village square and trail system. The NHS is protected through the creation of NHS blocks with associated buffers, to be dedicated to the Town of Oakville.

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to settlement areas that:

ii. have existing or planned municipal water and wastewater systems; and

iii. can support the achievement of complete communities; and

iv. areas with existing or planned public service facilities.

c) within settlement areas, growth will be focused in:

ii. strategic growth areas;

iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and

iv. areas with existing or planned public service facilities.

4. Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

e) provide for a more compact built form and a vibrant public realm, including public open spaces.

The proposal directs growth to a Settlement Area and Strategic Growth Area with planned public services facilities, higher order transit services and municipal water and wastewater systems. The Plan of Subdivision is designed to provide a mix and range of uses and expands convenient access to services, amenities and transit to support the achievement of a complete community.

2.2.4 Transit Corridors and Station Areas

8. All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

a) connections to local and regional transit services to support transit service integration;

b) infrastructure to support active transporta-

tion, including sidewalks, bicycle lanes, and secure bicycle parking; and

c) commuter pick-up/drop-off areas

9. Within all major transit station areas, development will be supported, where appropriate, by:

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities

The Bronte 407 Transitway Station and Bronte Dundas BRT Station meet the Growth Plan's definition of a "Major Transit Station Area" since it is a "planned higher order transit station...within a settlement area". A Major Transit Station Area is further defined as "the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk". The proposed Zoning By-law Amendment and Plan of Subdivision to facilitate the creation of a mixed-use development conforms to Policy 2.2.4.8 and 2.4.4.9 as it will facilitate transit-supportive mixed-use development within an 800-metre radius of two Higher Order Transit stations.

2.2.7 Designated Greenfield Areas

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

a. Supports the achievement of complete com-

munities;

b. Supports active transportation;

c. Encourages the integration and sustained viability of transit services.

2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

a. The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve the horizons of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.

The compact design of the proposed development ensures that services and amenities are easily accessible via walking, cycling and transit. The proposed development helps to achieve the minimum density target by providing 275 residents and jobs per hectare, as estimated using the person per unit assumptions from the Region of Halton 2022 Development Charges Background Study and the Investment Readiness and Employment Lands Study by Watson and Associates Economists Ltd.

The proposed development conforms to the aforementioned policies of the Growth Plan for the Greater Golden Horseshoe for the following reasons:

- The proposal directs growth to a Settlement Area, Designated Greenfield Area and municipally identified Strategic Growth Area with planned public services facilities, transit services and municipal water and wastewater systems;
- The proposal provides compact transit-supportive development along three Regional Higher Order Transit Corridors (Dundas Street, Bronte Road and

Highway 407);

- The proposal provides a range and mix of housing options to serve households of different sizes, ages and incomes;
- The proposed development provides compact mixed use development within 800 metres of two planned higher order transit stations (Bronte 407 Transitway Station and Bronte Dundas BRT Station);
- The proposed development helps to achieve the minimum density target within the Region of Halton; and,
- The proposed development is supportive of active transportation and the use of transit services, by facilitating the creation of a compact mixed-use environment where residents can live and work.

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

REGION OF HALTON OFFICIAL PLAN

The subject lands are designated ‘Urban Area’. The following Regional Official Plan policies are applicable to this proposal:

Halton’s Regional Structure

51. The Regional Structure consists of the following mutually exclusive land use designations:

1. Urban Area, where urban services are provided to accommodate concentrations of existing and future development;

55.1. The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and for the density of Designated Greenfield

Areas and Employment Areas, as contained in Table 2.

55.3 The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:

- a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and
- b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region’s growth strategy.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Target	Municipality				
	Halton Region	Burlington	Oakville	Milton	Halton Hills
<i>Intensification Target</i>					
<i>Housing Units in Built-Up Area¹</i>	53,300	20,500	19,400	9,800	3,600
<i>Community Area Density Targets</i>					
<i>People and Jobs per Hectare in the Designated Greenfield Area²</i>	62	76	70	59	53
<i>Employment Area Density Targets</i>					
<i>Jobs per Hectare in the Employment Areas³</i>	26	33	36	19	24

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target* (Residents And Jobs Combined Per Hectare)	General Target Proportion Of Residents And Jobs **	
			Residents	Jobs
UGC / MTSAS ON A PRIORITY TRANSIT CORRIDOR	Midtown Oakville / Oakville GO ***	200	~65%	~35%
	Downtown Burlington / Burlington GO ***	200	~65%	~35%
	Downtown Milton / Milton GO ***	200	~80%	~20%
UGC/MTSAS ON A COMMUTER RAIL CORRIDOR				
MTSAS ON A PRIORITY TRANSIT CORRIDOR	Bronte GO ***	150	~60%	~40%
	Appleby GO ***	150	~60%	~40%
MTSAS ON A COMMUTER RAIL CORRIDOR	Aldershot GO ***	150	TBD	TBD
	Milton-Trafalgar GO ***	150	TBD	TBD
	Georgetown GO ****	TBD	TBD	TBD
	Acton GO ****	TBD	TBD	TBD
PRIMARY REGIONAL NODES	Uptown Core, Oakville	160	~85%	~15%
	Trafalgar Urban Core, Oakville	160	~85%	~15%
	Hospital District, Oakville	160	~40%	~60%
	Palermo Village, Oakville	160	~85%	~15%
	Neyagawa Urban Core, Oakville	160	~85%	~15%
	Dundas Urban Core, Oakville	160	~85%	~15%
	Milton Education Village Innovation District	130	~55%	~45%

* For Urban Growth Centres, planned to be achieved by 2031; for Major Transit Station Areas and Regional Nodes, planned to be achieved beyond the 2051 planning horizon of this Plan.

** To be planned for and achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan

*** Protected Major Transit Station Area

**** Targets to be determined through the *municipal comprehensive review*.

The proposal facilitates residential and employment growth within the Urban Area where urban services exist and are planned to accommodate future development. The proposed development helps to achieve the minimum density target for the designated greenfield area and Primary Regional Node by providing a compact transit supportive mixed-use development. At this time, the non-residential areas and residential unit counts are preliminary, however they will be in general accordance with the targeted proportion of residents and jobs through the provision of commercial, institutional, work from home and future potential office uses.

Urban Area

72.1 The objectives of the Urban Area are:

1. To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
2. To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
3. To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
4. To ensure that growth takes place commensurately both within and outside the Built Boundary.

5. To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost effective growth, encourages complete communities, and is consistent with the policies of this Plan.

6. To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.

7. To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

9. To facilitate and promote intensification and increased densities.

10. To provide an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long term needs.

74. The Urban Area consists of areas so designated , within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.

77. it is the policy of the Region to:

(2.4) Require development occurring in Designated Greenfield Areas to:

- a) contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;
- b) contribute to creating healthy communities;

c) create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;

d) provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and

e) create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

The proposed development contributes to the creation of a healthy community that is compact in form, maintains a high quality natural environment, improves connectivity, and makes efficient use of land and services. The proposed development provides a mix of uses and achieves transit-supportive densities needed to support the creation of a vibrant, walkable, transit-oriented community. The proposal follows a logical and orderly progression of development by facilitating the extension of the built up area to the south and developing the property in phases.

Regional Urban Structure

78. Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.

The Regional Urban Structure consists of the following structural component:

1. *Strategic Growth Areas;*

2. *Regional Employment Areas;*

3. *Built-up Areas; and*

4. *Designated Greenfield Areas.*

78.1 The objectives of the Regional Urban Structure are:

2. To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;

5. To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation;

The proposed development is located along three Higher Order Transit Corridors (Bronte Road, Dundas Street and Highway 407) and is within the Palermo Village Regional Node, a Strategic Growth Area. The proposal provides a mix of residential, commercial, institutional and potential office uses and amenities like work from home facilities, to promote live-work opportunities. By achieving a density of 275 residents and jobs per hectare, as estimated using the person per unit assumptions from the Region of Halton 2022 Development Charges Background Study and the Investment Readiness and Employment Lands Study by Watson and Associates Economists Ltd., the proposal exceeds the minimum density targets of the Plan and reduces the reliance on the automobile, thereby supporting planned transit and active transportation.

Strategic Growth Areas

79. The objectives of the Strategic Growth Areas are:

1. To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
2. To provide opportunities for more cost-efficient and innovative urban design.
3. To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
4. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.
5. To create a vibrant, diverse and pedestrian-oriented urban environment.
6. To cumulatively attract a significant portion of population and employment growth.
7. To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.
8. To support transit and active transportation for everyday activities.
9. To generally achieve higher densities than the surrounding areas.

79.1 Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:

3. Primary and Secondary Regional Nodes as shown on Map 1H due to their contribution to the Regional Urban Structure, subject to policies in Sections 82 to 82.2, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit;
4. Regional Intensification Corridors as shown on Map 1H and subject to policies in Sections 82.3 to 82.7, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service,

79.2 The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

5. Primary Regional Nodes;
7. Regional Intensification Corridors.

79.3 It is the policy of the Region to:

1. Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.

7.3 Ensure that Strategic Growth Areas are development-ready by:

- a) making available at the earliest opportunity water, waste water and transportation service

capacities to support the development densities prescribed for Strategic Growth Areas; and

b) requiring Local Municipalities to adopt the Zoning By-laws under Section 79.3(7), or equivalent Official Plan policies having the same effect, within one year of the approval of the Local Official Plan amendment introducing the Strategic Growth Areas.

8. Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.

The proposed development is within a Strategic Growth Area and is located along two Regional Intensification Corridors (Bronte Road and Dundas Street). The proposed development provides higher densities and a mix of uses within a Strategic Growth Area and along two Regional Intensification Corridors (Bronte Road and Dundas). Through the creation of the Main Street, Civic and Palermo Gateway District, the proposed development ensures that a range of services and employment opportunities are concentrated and dispersed evenly throughout the community. The Zoning By-law Amendment ensures that zoning is implemented for the majority of the strategic growth area within one year of the approval of LOPA 34.

Regional Nodes

82. The objectives of the Regional Nodes, as shown on Map 1h, are:

(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain or are planned for a concentration of public service facilities (i.e.hospitals, universities) and/or transit-supportive, high density uses.

(3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.

(4) To reflect and reinforce Local Urban Structures.

82.1 Regional Nodes are shown on Map1H as follows:

(1) Primary Regional Nodes are delineated on Map 1H and Map 6 and are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context:

d) Palermo Village, Oakville;

82.2 It is the policy of the Region to:

(1) Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.

(3) For Primary Regional Nodes require the Local Municipalities to plan to achieve the applicable minimum density target proportion of residents and jobs in accordance with Section 55.3 and Table 2B of this Plan.

The subject lands are located within the Palermo Village Primary Regional Node as identified on Map 1h-Regional Urban Structure (Figure 13). The proposed development has been designed to provide a range and mix of transit-supportive uses such as residential, commercial, institutional and office to support the planned higher order transit services along Highway 407, Bronte Road and Dundas Street and contribute to

the creation of a complete community. The proposal achieves higher densities than the surrounding areas and achieves a density of 275 residents and jobs per hectare, as estimated using the person per unit assumptions from the Region of Halton 2022 Development Charges Background Study and the Investment Readiness and Employment Lands Study by Watson and Associates Economists Ltd., thereby contributing to the achievement of the minimum density target of 160 people and jobs per hectare for the entire Palermo Village Primary Regional Node.

Regional Intensification Corridors

82.3 The objectives of the Regional Intensification Corridors, identified conceptually on Map 1H, are:

(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.

(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.

(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.

(4) To accommodate local services, including recreational, cultural and entertainment uses, where appropriate.

(5) To reflect and reinforce Local Urban Structures.

82.4 The Regional Intensification Corridors as identified conceptually on Map 1H are:

(2) Dundas Corridor, Burlington/Oakville;

(7) Bronte/Regional Road 25 Corridor, Oakville/Milton

82.7 It is the policy of the Region to:

(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.

The subject lands are located along two Regional Intensification Corridors (Dundas Street and Bronte Road) and direct the tallest building heights and densities to lands directly fronting the intensification corridors. Along the Regional Intensification Corridors, a range and mix of residential, commercial, employment and institutional uses are planned to facilitate the creation of a transit supportive community.

Housing

86. It is the policy of the Region to:

(6) Adopt the following housing targets:

a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter.

The proposed development will consist of primarily townhouse and apartment built forms, with only 28 detached dwellings, thereby aiding in the achievement of the Region's housing target.

Natural Heritage System

114. The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.

114.1 The objectives of the Natural Heritage System are:

(1) To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources.

(4) To direct developments to locations outside hazard lands.

(5) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.

(7) To protect or enhance fish habitats.

(8) To preserve and enhance the quality and quantity of ground and surface water.

(9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and interconnections between the Key Features and their ecological functions.

(10) To protect significant scenic and heritage resources.

(17) To preserve the aesthetic character of natural features.

(18) To provide opportunities, where appropriate, for passive outdoor recreational activities.

Regional Natural Heritage System

115.3 The Regional Natural Heritage System is a

systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:

(1) Key Features, which include:

a) significant habitat of endangered and threatened species,

b) significant wetlands

e) significant valleylands

f) significant wildlife habitat

h) fish habitat

(3) linkages

(4) buffers

(5) watercourses

(6) wetlands other than those considered significant under Section 115.3 (1)(b).

116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

b) an individual Environmental Impact Assessment accepted by the Region, as required by this plan

116.3 Notwithstanding Section 116.1, within the North Oakville West Secondary Plan Area, the Regional Natural Heritage System will be delineated and implemented in accordance with the decision of the Ontario Municipal Board with respect to Town of Oakville Official Plan Amendment No. 289.

117.1 Subject to other policies of this Plan, applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, and applicable Local Official Plan policies and Zoning By-laws, the following uses may be permitted:

(6) non-intensive recreation uses such as nature viewing and pedestrian trail activities, only on publicly owned lands or on the Bruce Trail.

(9) essential transportation and utility facilities

118. *It is the policy of the Region to:*

(6) Encourage the development of trails within the Regional Natural Heritage System provided that:

a) the trails are located on publicly owned lands or are part of the Bruce Trail

b) the trails and associated activities do not impact negatively on ecologically sensitive areas or resource uses such as agricultural operations;

c) proper regard is given to the issues of trespassing on private properties and liability in the event of property damages or personal injuries; and

d) adjacent landowners potentially affected by the trails are consulted.

As stated in Policy 116.3, the subject lands were subject to a previous appeal to LOPA 289 and as such the NHS, as illustrated in the Regional Official Plan, does not apply to the subject lands. The appeal of LOPA 289 was withdrawn with the approval of LOPA 34, which illustrated a revised NHS delineation on the subject lands, which is now the true limits of the Regional NHS. Nevertheless, the EIR submitted in support of this submission and PVCs modification to the Palermo Village LOPAs, considered the limits of the Regional NHS as shown in the Regional Official Plan and supported the proposed relocated linkage location as illustrated in PVCs modification to the Palermo Village LOPAs in order to provide an improved animal crossing and avoid interference with existing homes on

the east side of Bronte. For further details regarding the determination of the NHS limits on the property, please refer to the EIR submitted in support of the proposed development.

As part of the EIR, the locations of the key features of the NHS were evaluated. A 15 m setback was applied to the staked top of bank associated with the Fourteen Mile Creek and a 10 m setback was applied to the dripline of the woodland feature on the west side of the property to determine the limit of the NHS on the property through the creation of an NHS block where no development will be permitted. A trail system is provided along west side of the property, within the NHS, to provide areas for passive recreation that connect to the overarching Town of Oakville trails system.

Transportation

172. *The objectives of the Region are:*

2. To develop a balanced transportation system that:

a) reduces dependency on automobile use;

b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and

c) promotes active transportation.

9. To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.

9.1 To ensure development is designed to support active transportation and public transit.

9.2 To integrate transportation planning, land

use planning and investment in infrastructure.

10. To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

173. It is the policy of the Region to:

2. Ensure that the development of the transportation system in and around Halton supports the development of Intensification Areas.

The subject site is located along three Higher Order Transit Corridors (Bronte Road, Dundas Street and Highway 407) and directs a mix of transit supportive uses to these corridors. The proposed development directs the tallest building heights and highest densities to Dundas Street and Bronte Road, to provide the densities necessary to support planned higher order transit services, promote active transportation and reduce the reliance on the automobile.

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development provides a mix and range of uses within the Urban Area and a Strategic Growth Area, where urban services are planned to accommodate future development;
- The proposed development provides land for residential, commercial, institutional, employment, park and SWM uses, which contribute to the creation of healthy communities;
- The proposal facilitates the creation of a compact, transit-supportive mixed-use community that improves connectivity and makes efficient use of land and services;
- The proposal provides compact transit-supportive

development along three Regional Higher Order Transit Corridors (Dundas Street, Bronte Road and Highway 407) and two Regional Intensification Corridors (Bronte Road and Dundas Street);

- The proposal helps to achieve the minimum density target for the Palermo Village Primary Regional Node and Designated Greenfield Area;
- The proposal protects the NHS through the creation of NHS blocks where no development will be permitted;
- The proposed development facilitates the creation of a trail system within the NHS blocks that connects to the overarching Town of Oakville trail system thereby promoting active transportation and providing opportunities for passive recreation; and,
- Residential development will primarily be in the form of townhouse and multi-storey buildings, thereby contributing to the Region's housing target.

APPENDIX III: ZONING BY-LAW AMENDMENT



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2023-xxx

A by-law to amend the North Oakville Zoning By-law 2009-189, as amended, to permit the use of lands described as Part of Lot 31, Concession 1, North of Dundas Street (Palermo Village Corporation)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(1) of By-law 2009-189, as amended, is amended by rezoning the lands as depicted on Schedule ‘A’ to this By-law.
2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.* , 8.** , 8.*** , and 8.**** as follows:

8.*	Part of Lot 31, Concession 1, NDS (Palermo Village Corporation)	Parent Zone: PUC-1
Map 12(1)		(2023-XXX)
8.*.1 Permitted Uses		
The following uses are permitted:		
a)	Permitted uses in the Trafalgar Urban Core (TUC) zone subject to the zone regulations of the TUC Zone unless modified below.	
b)	<i>Transit Terminal</i>	
c)	<i>Supermarket</i>	
8.*.2 Zone Regulations for All Lands		
The following regulations apply to all <i>buildings</i> :		

a)	Maximum building height	30 storeys
b)	Maximum <i>building height</i> for buildings at the northwest corner of Bronte Road and Dundas Street	35 storeys
c)	Minimum <i>building height</i> shall not apply to a building podium, <i>Transit Terminal</i> , <i>supermarket</i> , <i>place of worship</i> and aboveground <i>parking garages</i> .	
e)	Minimum <i>Floor Space Index</i> for a <i>transit terminal</i>	Shall not apply
f)	<i>Maximum Floor Space Index</i>	Shall not apply
g)	Maximum <i>rear yard</i>	0.0 metres
h)	Designated residential visitor <i>parking spaces</i> may be counted toward non-residential <i>parking spaces</i> and may be provided in any combination.	
i)	For every one car share space provided the minimum number of resident parking spaces required may be reduced by ten spaces.	
j)	Required <i>parking spaces</i> for <i>commercial</i> , office or community uses can be provided on another <i>lot</i> within 300 metres if that <i>lot</i> is within a PUC-1 or P zone.	
k)	There is no maximum <i>building height</i> restriction for roof-mounted wind and solar energy installations.	
l)	Air vents and stairs associated with an underground <i>parking garage</i> are permitted to be located in any yard.	
m)	“transit terminal” means a facility which is typically designed to accommodate passenger transfer activity between transit modes and other travel modes, and may include passenger pick-up and drop-off.	

8.**	Part of Lot 31, Concession 1, NDS (Palermo Village Corporation)	Parent Zone: PUC-2
Map 12(1)		(2023-XXX)
8.**.1 Permitted Uses		
The following uses are permitted:		

a)	Permitted uses in the Trafalgar Urban Core zone subject to the zone regulations of the TUC Zone unless modified below.	
b)	<i>Stacked townhouse dwelling</i> , subject to the standards of the Neighbourhood Centre (NC) Zone for a <i>townhouse dwelling back-to-back</i> unless modified below.	
c)	<i>Townhouse Dwelling Back-to-Back</i> , subject to the standards of the Neighbourhood Centre (NC) zone unless modified below.	
8.**.2 Zone Regulations for All Lands		
The following regulations apply to all <i>buildings</i> :		
a)	Minimum <i>Floor Space Index</i> for a <i>stacked townhouse dwelling</i> and <i>townhouse dwelling back-to-back</i> .	N/A
b)	Maximum <i>Floor Space Index</i>	Shall not apply
c)	Maximum <i>building height</i>	30 storeys
d)	Minimum <i>building height</i> shall not apply to a <i>building podium or community centre</i>	
e)	Minimum <i>rear yard</i>	0.0 metres
f)	Designated residential visitor <i>parking spaces</i> may be counted toward non-residential <i>parking spaces</i> and may be provided in any combination.	
g)	There is no maximum <i>building height</i> restriction for roof-mounted wind and solar energy installations.	
h)	Air vents and stairs associated with an underground <i>parking garage</i> are permitted to be located in any <i>yard</i> .	

8.***	Part of Lot 31, Concession 1, NDS (Palermo Village Corporation)	Parent Zone: PUC-3
Map 12(1)		(2023-XXX)
8.***.1 Permitted Uses		
The following uses are permitted:		
a)	Permitted uses in the Neighbourhood Centre zone subject to the standards of the NC zone, unless modified below.	
b)	<i>Single detached dwellings and semi-detached dwellings</i> , subject to the standards of the GU zone, unless modified below.	

c)	<i>Stacked townhouse dwelling</i> , subject to the standards of the Neighbourhood Centre Zone for a <i>townhouse dwelling back-to-back</i> unless modified below.	
8.***.2 Zone Regulations for All Lands		
The following regulations apply to all <i>buildings</i> :		
a)	Stand alone <i>commercial</i> and <i>retail uses</i> are prohibited.	
b)	Maximum <i>Floor Space Index</i> /Density	Shall not apply
c)	Maximum <i>height</i>	8 storeys
b)	Notwithstanding Section 4.27, a <i>porch</i> shall have walls that are open and unenclosed for at least 40% of the total area of the vertical planes forming its perimeter, other than where it abuts the exterior of the building or insect screening	
c)	A maximum of 10% of units within the PUC-3 zone may be <i>single detached dwellings</i> or <i>semi-detached dwellings</i> .	
d)	Minimum <i>lot frontage</i> for townhouse dwelling unit lane access	4.6 metres
e)	Minimum <i>rear yard setback</i> for townhouse dwelling unit lane access	0.5 metres
f)	Minimum <i>lot depth</i> for townhouse dwelling unit street access private garage	22 metres
g)	Maximum garage width for townhouse dwelling unit street access private garage	60% of lot frontage
The following regulations apply to <i>single detached dwellings</i> :		
h)	Minimum <i>lot depth</i>	17.0 metres

i)	Minimum <i>rear yard setback</i>	4.5 metres, except that the first storey may project a maximum 3.3 m into the rear yard for a maximum of 71% of the dwelling width measured at the rear of the main building. The one storey addition shall have a maximum vertical distance of 4.0 m measured between the finished floor level of the first storey and the highest point of the roof of the one storey addition.
j)	Notwithstanding the maximum width in Table 4.21(g), the maximum width of Bay, Box Out and Bow Windows with or without foundations which may be a maximum of three <i>storeys</i> in <i>height</i> and which may include a door.	4.0 metres
k)	For <i>corner lots</i> or lots abutting the Natural Heritage System (NHS) zone, a <i>porch</i> shall have a minimum depth from the exterior of the <i>building</i> to the outside edge of the <i>porch</i> of 1.5 metres. Required depths shall be provided for a minimum of 40% of the <i>porch</i> . However, steps and columns may encroach a maximum of 0.3 metres into the required depth.	

8.****	Part of Lot 31, Concession 1, NDS (Palermo Village Corporation)	Parent Zone: P
Map 12(1)		(2023-xxx)
8.*****.1 Additional Permitted Uses		
The following uses are permitted:		
a)	Underground <i>parking garage</i> .	

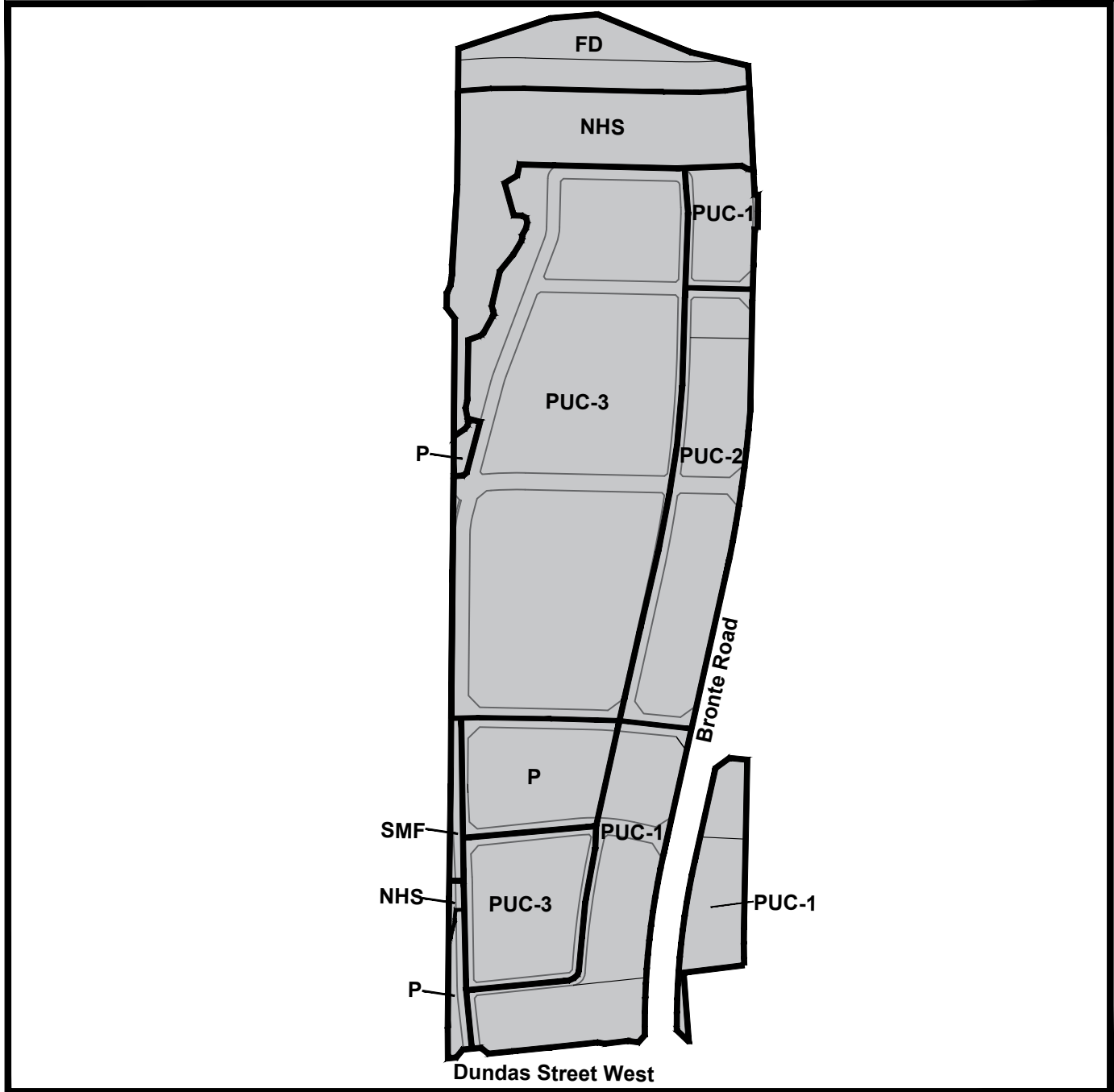
3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2023


MAYOR

CLERK

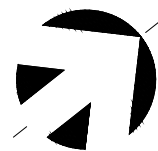
SCHEDULE "A"
To By-Law 2023-***



AMENDMENT TO BY-LAW 2009-189

- Rezoned from Future Development (FD) to:
-  Palermo Urban Core -1 (PUC-1)
 - Palermo Urban Core -2 (PUC-2)
 - Palermo Urban Core -3 (PUC-3)
 - Stormwater Management Facility (SMF)
 - Natural Heritage System (NHS)
 - Park (P)

EXCERPT FROM MAP
12(1) and 12(2)



1:11000

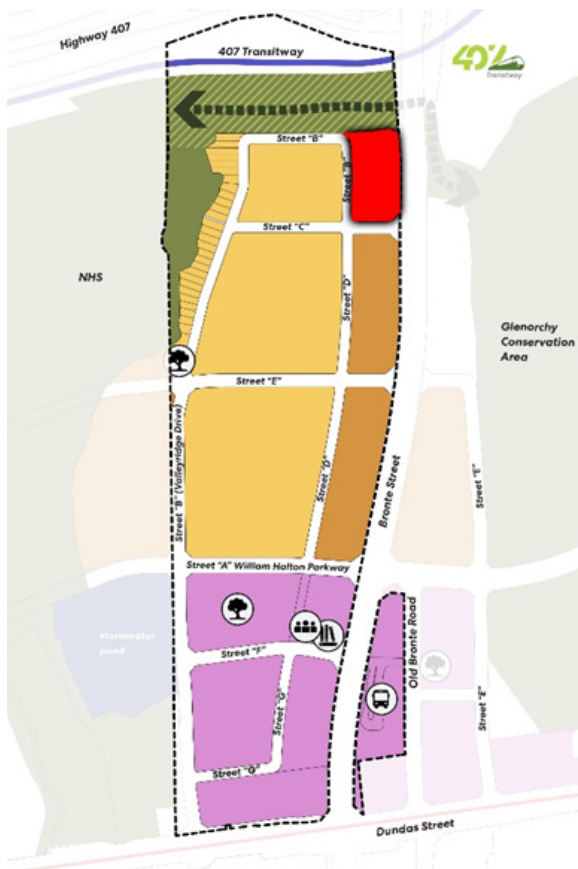
APPENDIX IV: DEVELOPMENT BLOCK DESCRIPTIONS

A1 MIXED USE RESIDENTIAL CONDOMINIUM BLOCKS

Below is a summary of the vision and the preliminary concept plans for each of the three Mixed-Use condominium blocks:

A1.1 BLOCK 37 - PALERMO GATEWAY RESIDENTIAL MIXED USE CONDOMINIUM BLOCK (BLOCK 1 IN UDB)

Block 37 is located at the northeast corner of the Draft Plan, south of the proposed NHS linkage, west of Bronte Road, and is approximately 1.2 hectares in size. The block is intended to provide a mix of uses within 400-800 meters of the future Bronte Road 407 Transitway Station and include a mix of non-residential uses to serve residents within the north half of the development. As shown in the figures below (Block 37 Concept Plan and Demonstration Plans), the block is envisaged to accommodate approximately 900 residential units in mid-rise and high-rise apartment buildings, with ground floor retail/commercial space proposed along Bronte Road and Street 'C' (Future Valleyridge Drive extension). Of note, the unit count is conceptual at this stage and is subject to change as the design evolves through the future Site Plan Application process. In addition, a potential age in place facility has been contemplated for this site, subject to further feasibility and design work, which will be explored at the Site Plan Stage. The total 900 units includes the units for the age in place facility. The building heights and non-residential ground floor area will also be determined through the Site Plan Stage.

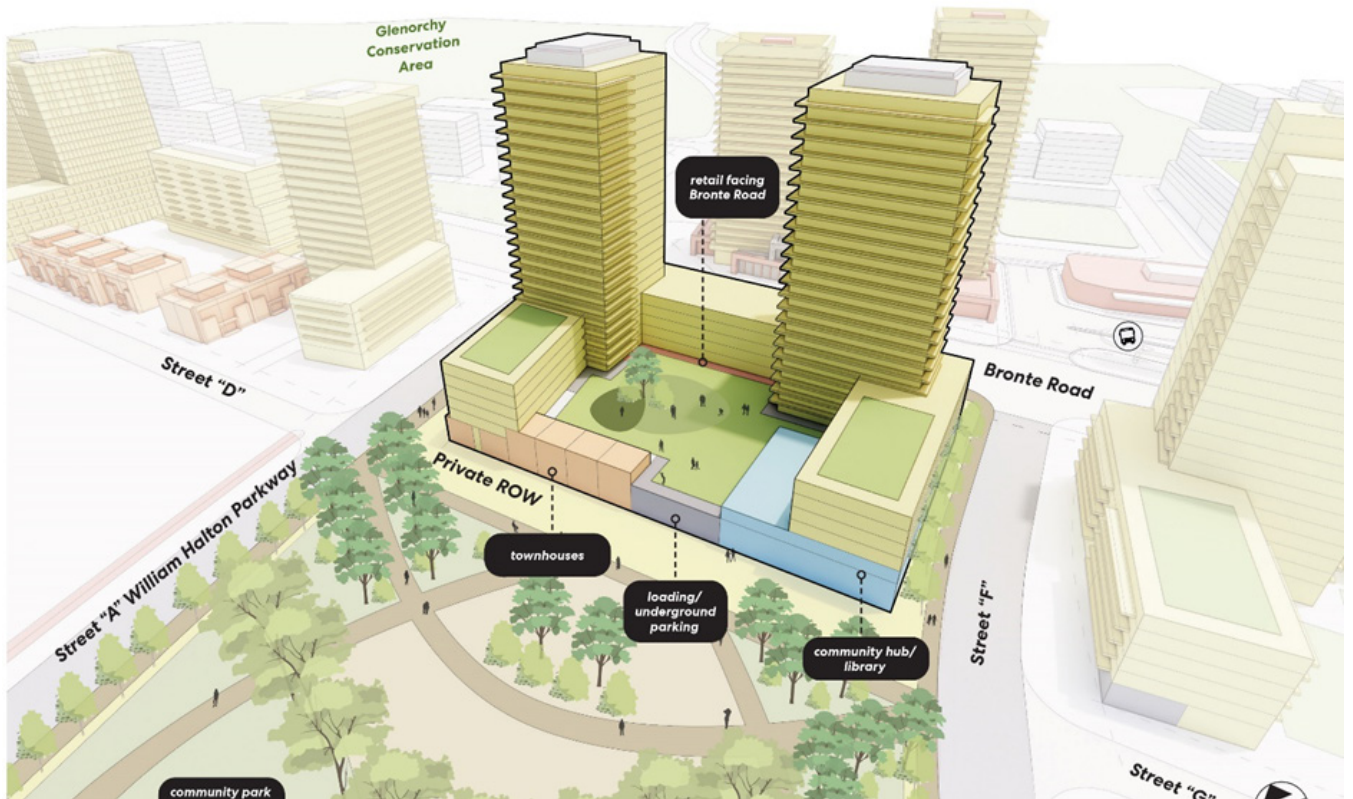
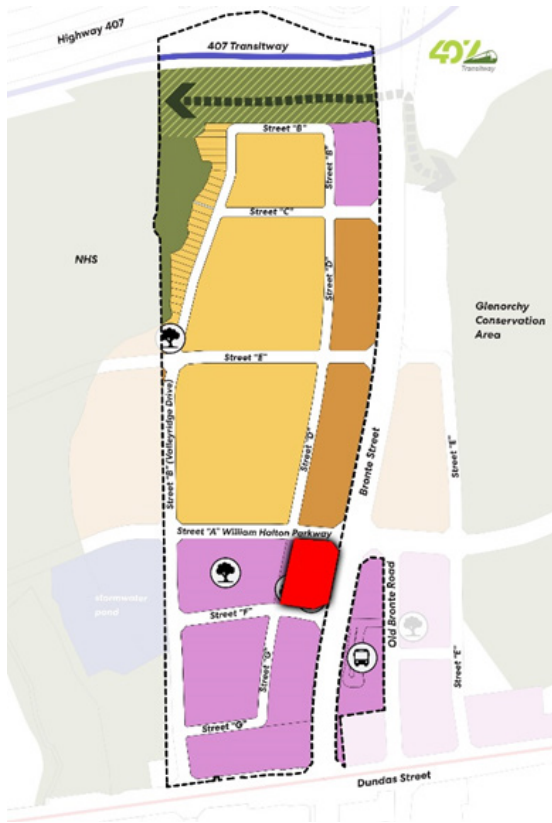




BLOCK 37 - Concept Plan and Demonstration Plan

A1.2 BLOCK 38 - COMMUNITY CENTRE/ LIBRARY RESIDENTIAL MIXED-USE CONDOMINIUM (BLOCK 4 IN UDB)

Block 38 is located south of William Halton Parkway, west of Bronte Road and east of the future park and is approximately 1.0 hectares in size. As shown in the figures below (Block 38 Concept Plan and Demonstration Plans), the Community Centre and Library are proposed within the podium of a future mixed-use building and will benefit from the adjacency to the park, in terms of programming. Block 38, together with the park, will function as a community hub for Palermo Village as whole. Approximately 670 residential dwellings are proposed. Along Bronte Road, ground floor commercial/retail space is proposed as well as a library/community centre is proposed fronting Street 'A' and the park. Of note, the concept plans and associated unit counts remain conceptual at this stage will be further refined at the Site Plan Stage. The size of the community centre and library will be determined in consultation with the Town of Oakville.



BLOCK 38 - Concept Plan and Demonstration Plan

A1.3 BLOCK 39 - MAIN STREET DISTRICT MIXED USE CONDOMINIUM BLOCK (BLOCK 6 IN UDB)

Block 39 is located south of William Halton Parkway, between Old Bronte Road and Bronte Road and is approximately 0.5 hectares in size. As shown in the figures below (Block 39 Concept and Demonstration Plans), the block is intended to provide a mix of residential and ground commercial/retail uses, with the majority of retail uses fronting Old Bronte Road. Approximately 500 residential dwellings are proposed for this block. The concept plans and associated numbers remain conceptual at this time and will be further refined at the Site Plan Stage.





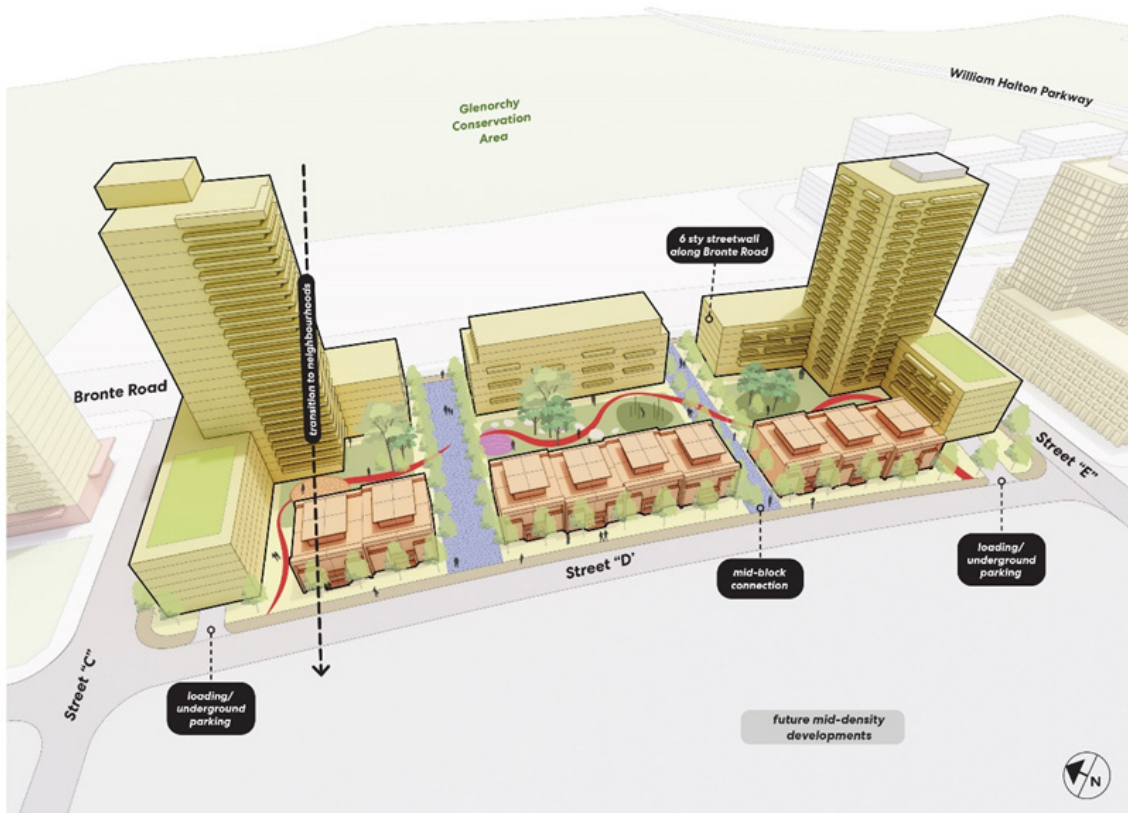
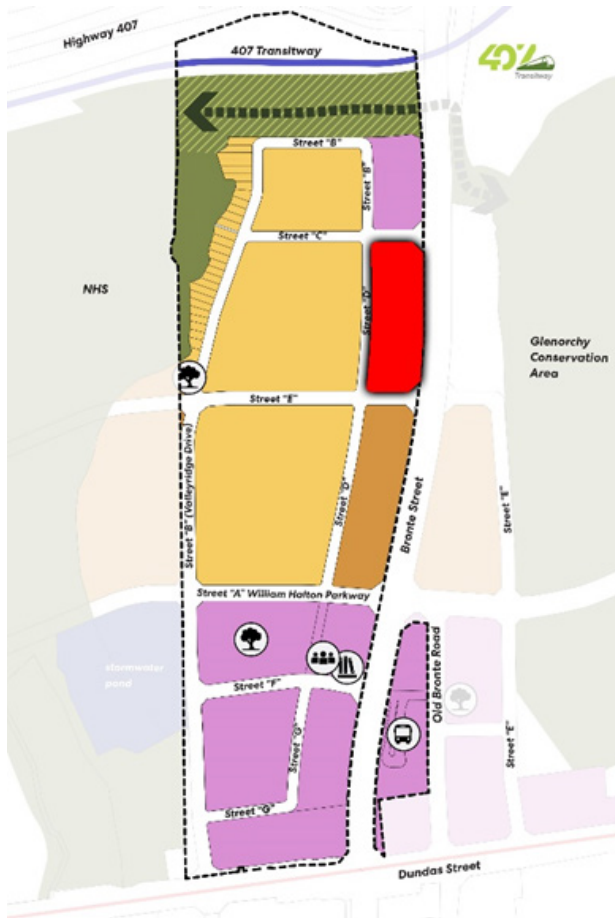
BLOCK 39 - Concept Plan and Demonstration Plan

A2 HIGH DENSITY RESIDENTIAL CONDOMINIUM BLOCKS

Preliminary concept plans have been prepared for the High-Density Residential blocks. Below is a description of each block and the proposed unit count:

A2.1 BLOCK 36 - URBAN NEIGHBOURHOOD HIGH DENSITY RESIDENTIAL (BLOCK 2 IN UDB)

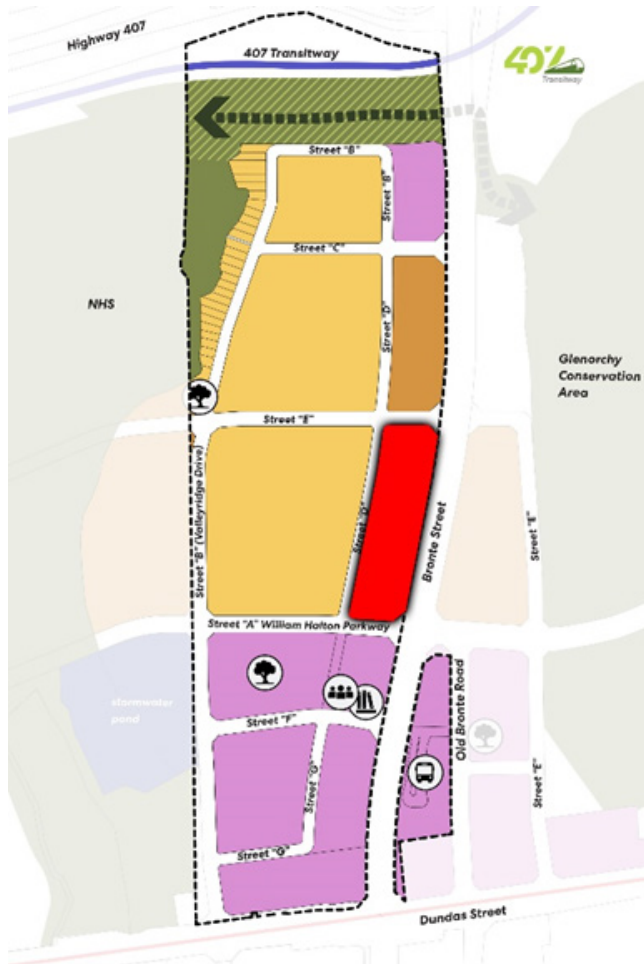
Block 36 is located on the west side of Bronte Road, directly south of Street 'C' (Future extension of Valleyridge Drive) and is approximately 1.8 hectares in size. As shown in the figures below (Block 36 Concept and Demonstration Plans), it is proposed to contain a mix of high-rise apartment, mid rise apartment and stacked townhouse-built forms. As shown in the figures, building heights transition down from Bronte Road to the Medium Density Residential blocks to the west. Approximately 900 residential dwellings are contemplated for this block. The concept plans and associated numbers remain conceptual at this time and will be further refined at the site plan stage.

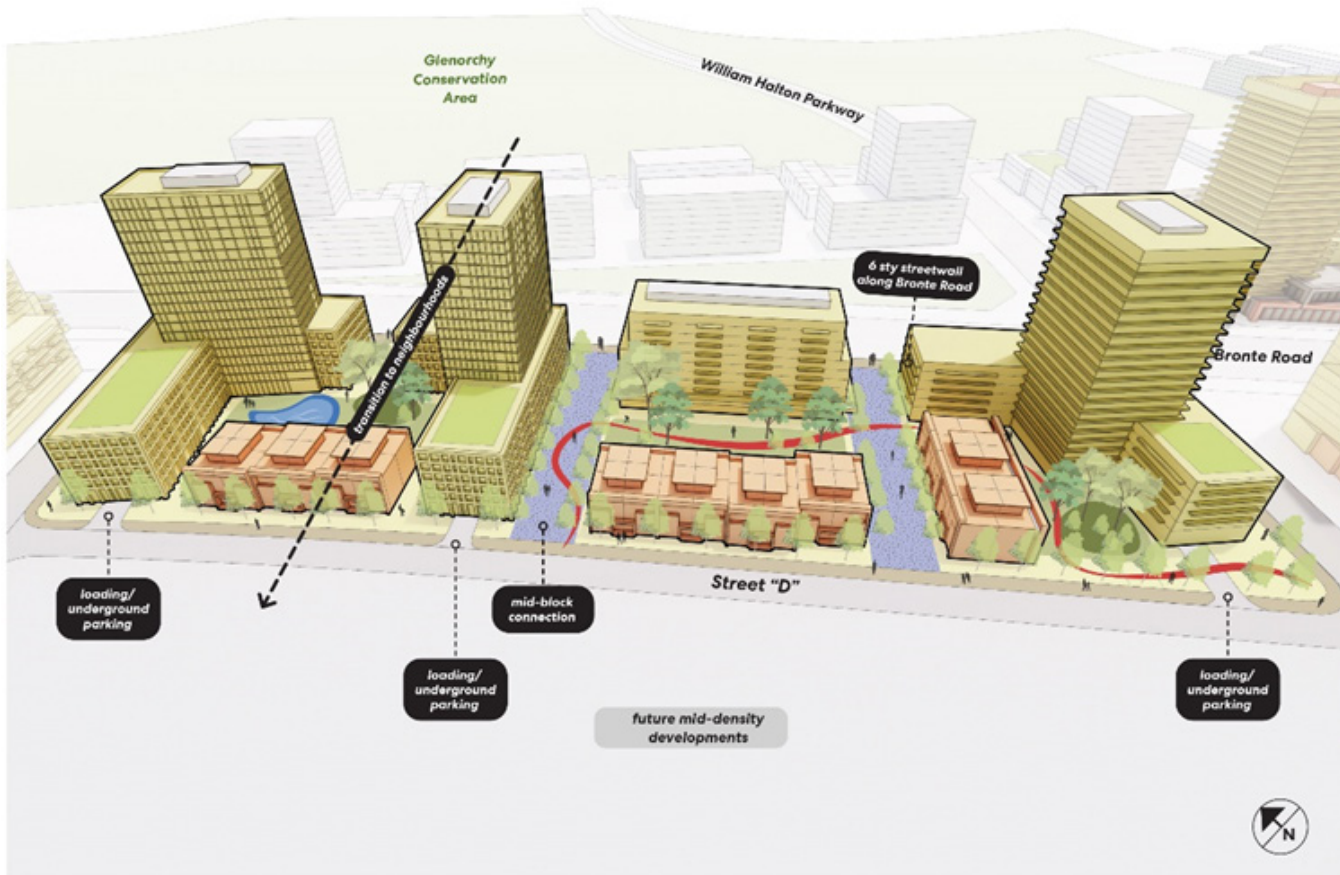


BLOCK 36 - Concept Plan and Demonstration Plan

A2.2 BLOCK 35 - URBAN NEIGHBOURHOOD HIGH DENSITY RESIDENTIAL (BLOCK 3 IN UDB)

Block 35 is located on the west side of Bronte Road, north of William Halton Parkway and south of Street 'E' and is approximately 2.3 hectare in size. As shown in the figures below (Block 35 Concept and Demonstration Plans), it is proposed to contain a mix of high-rise apartment, mid rise apartment and stacked townhouse-built forms. Approximately 1,100 residential dwellings are contemplated for this block. Similar to block 36, building heights will transition down from Bronte Road to the Medium Density Residential blocks to the west. The concept plans and associated numbers remain conceptual at this time and will be further refined at the site plan stage.

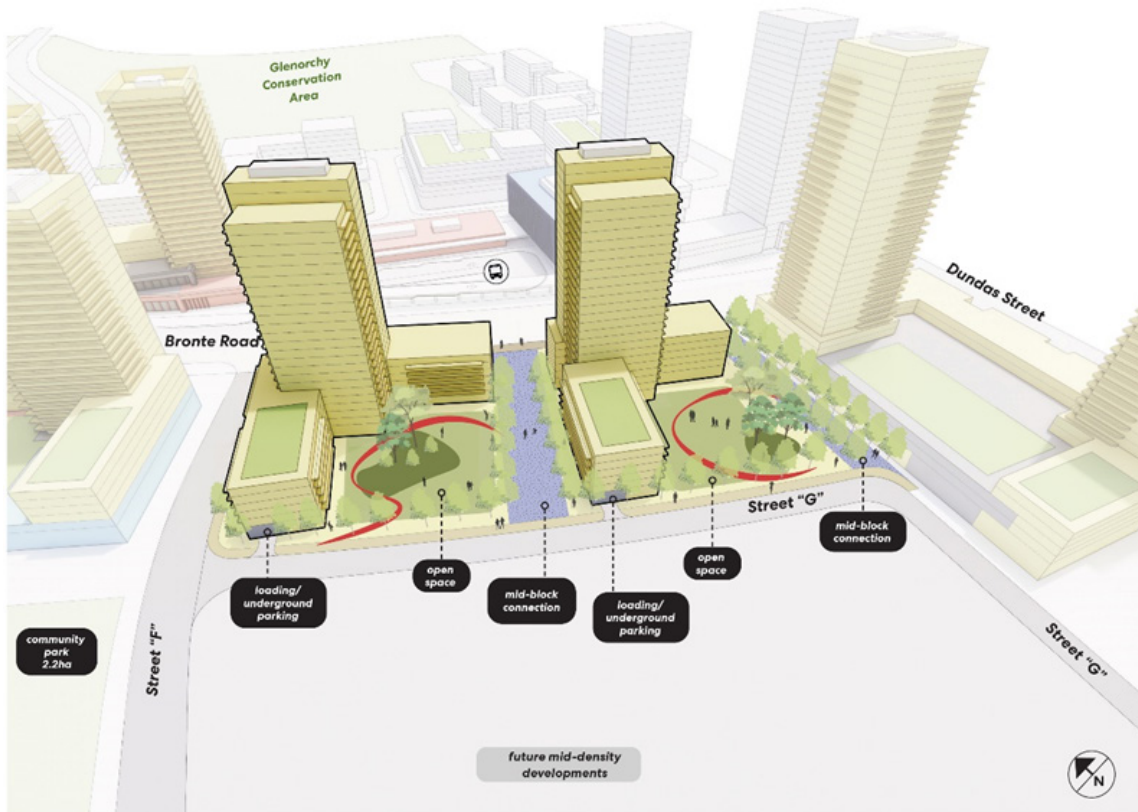
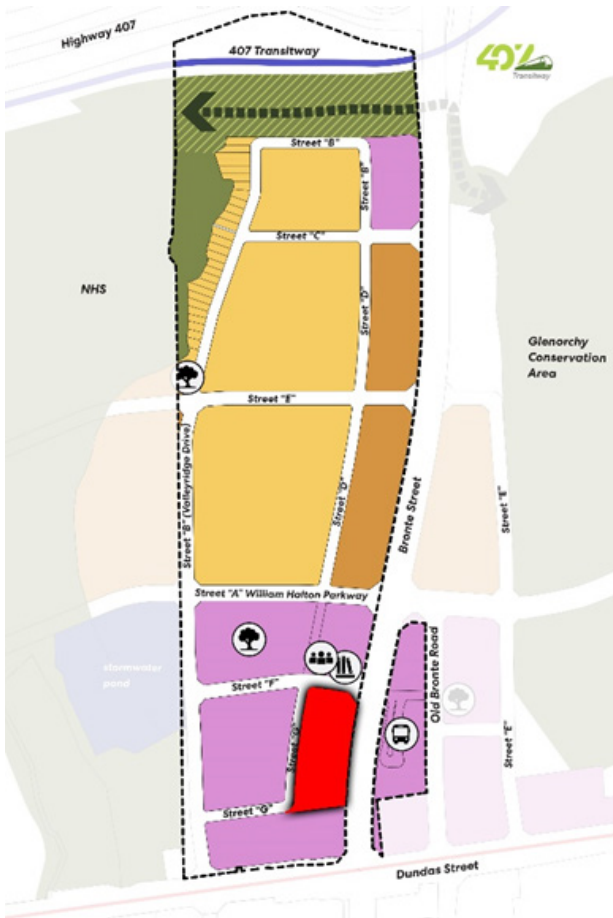




BLOCK 35 - Concept Plan and Demonstration Plan

A2.3 BLOCK 34 - BRONTE CIVIC CENTRE HIGH DENSITY RESIDENTIAL CONDOMINIUM (BLOCK 5A IN UDB)

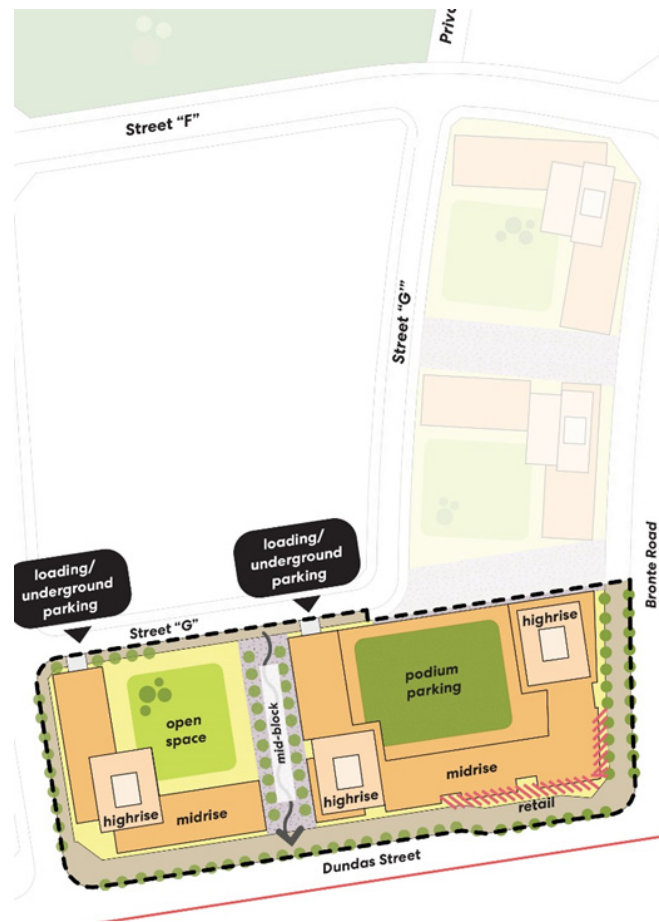
Block 34 is located on the west side of Bronte Road, south of Street ‘F’ and is approximately 1.5 hectares in size. As shown in the figures below (Block 34 Concept and Demonstration Plans), the block is proposed to be developed with high-rise apartments and is contemplated to accommodate approximately 750 residential dwellings. The concept plans and associated numbers remain conceptual at this time and will be further refined at the Site Plan Stage.

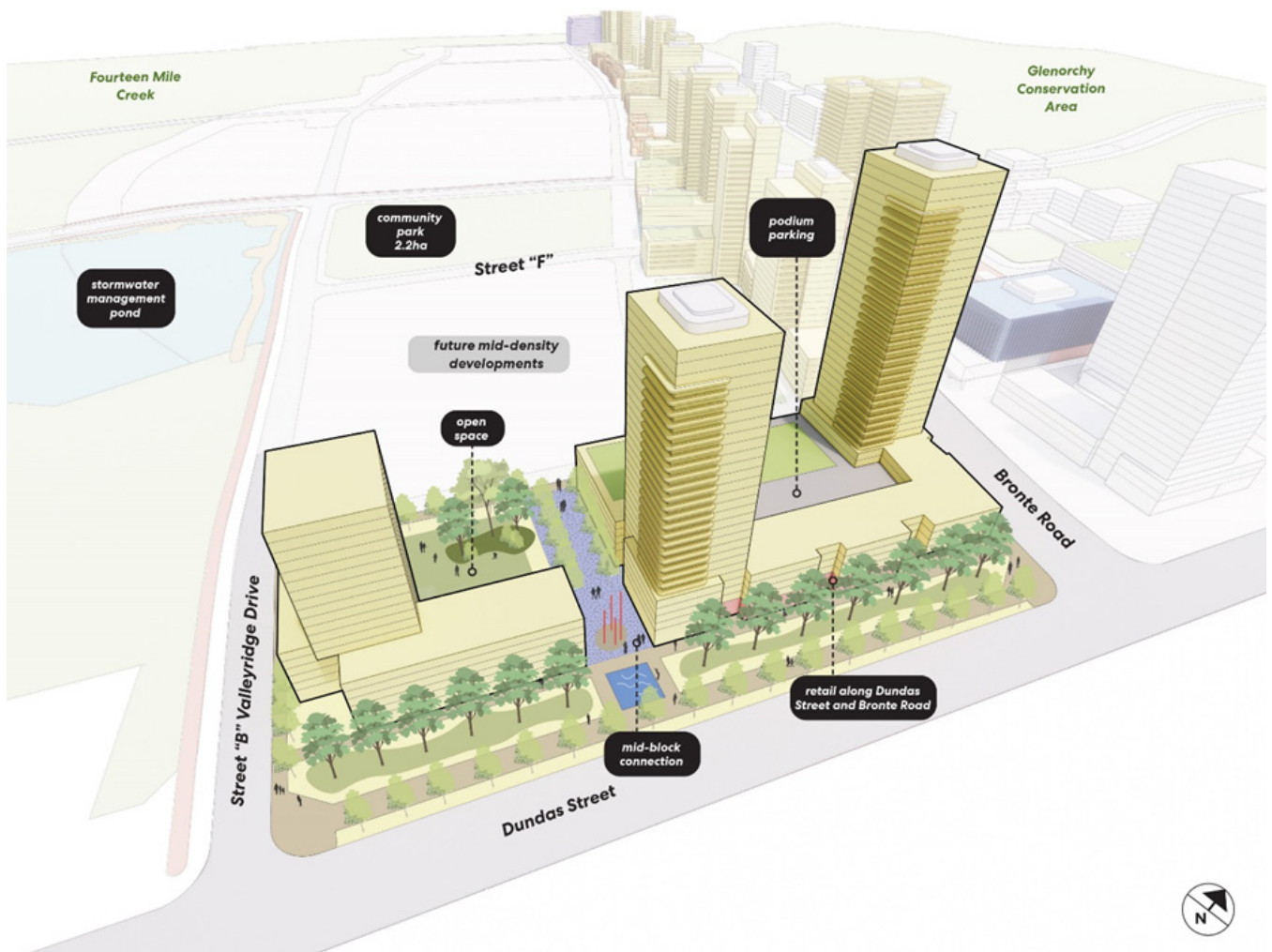


BLOCK 34 - Concept Plan and Demonstration Plan

A2.4 BLOCK 33 - DUNDAS CIVIC CENTRE HIGH DENSITY RESIDENTIAL CONDOMINIUM (BLOCK 5B IN UDB)

Block 33 is located on the north side of Dundas, between Valleyridge Drive and Bronte Road, and is approximately 1.8 hectares in size. As shown on the figures below (Block 33 Concept and Demonstration Plans), Block 33 is proposed to be developed with high-density apartments and is contemplated to accommodate approximately 1,100 residential dwellings. The concept plans and associated numbers remain conceptual at this time and will be further refined at the Site Plan Stage.

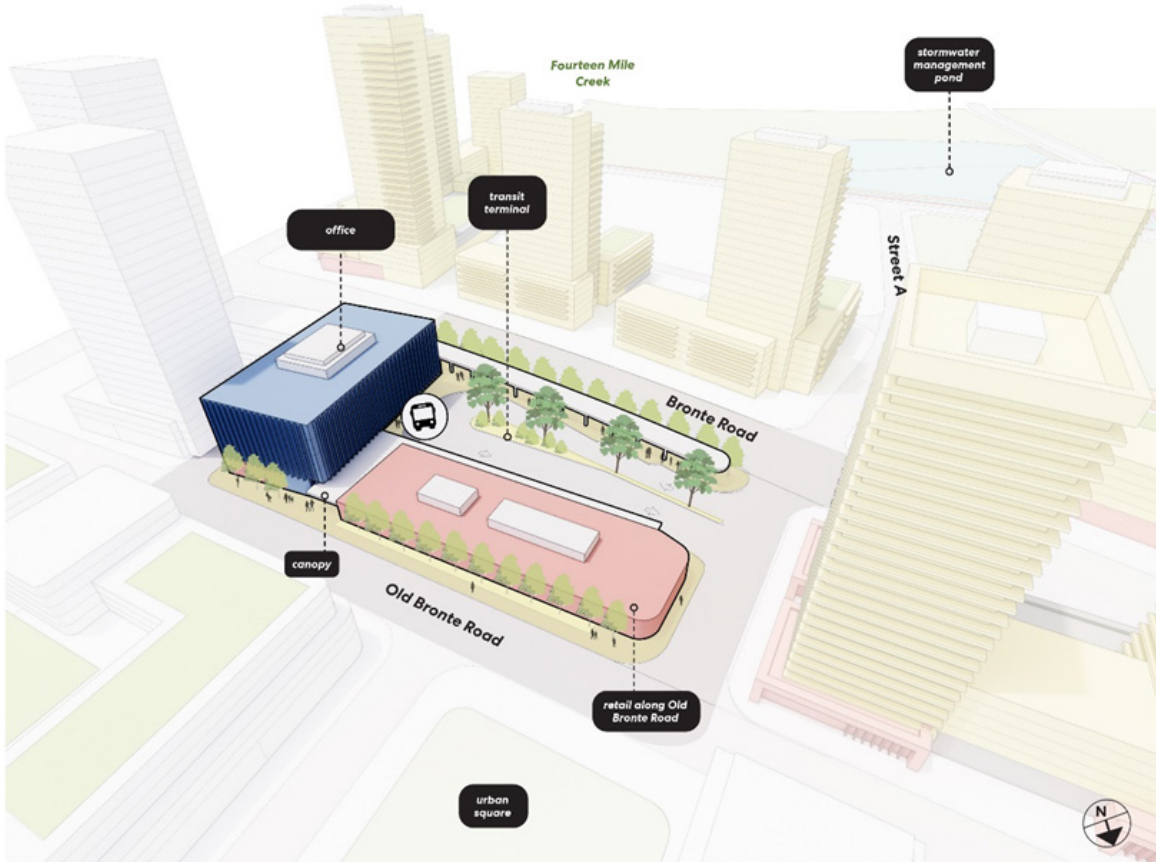
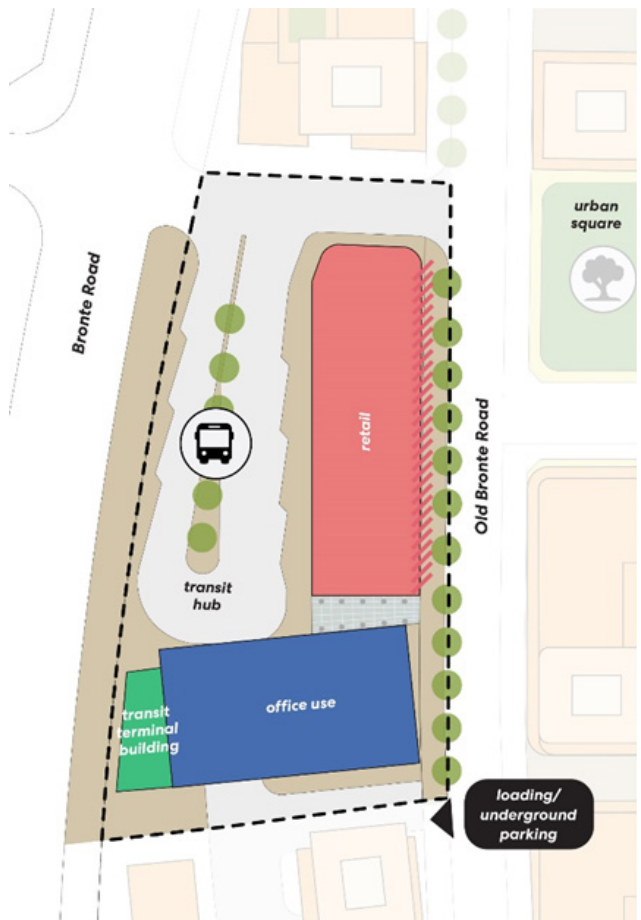
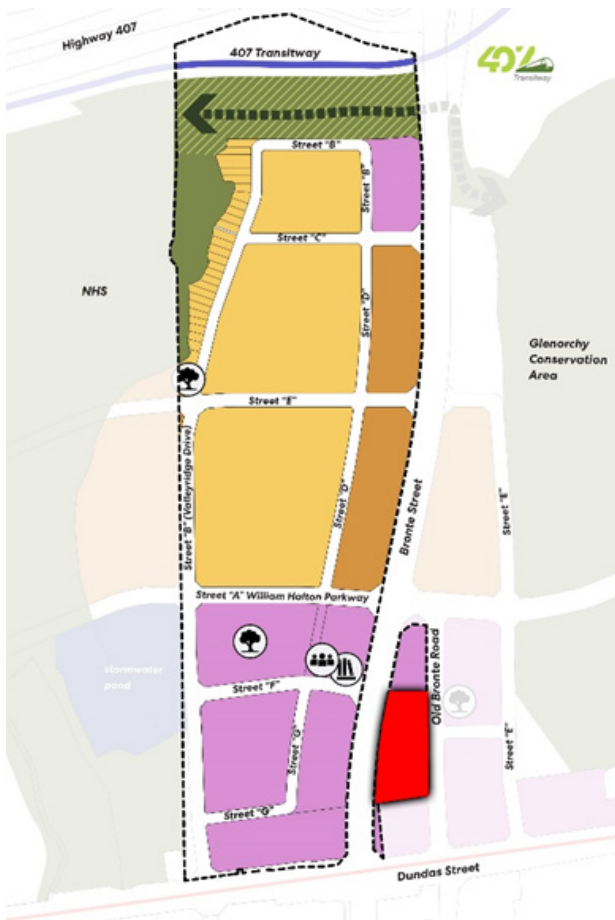




BLOCK 33 - Concept Plan and Demonstration Plan

A3 TRANSIT TERMINAL BLOCK

As shown on Figure 4 - Draft Plan of Subdivision, a 1.2-hectare block for Oakville’s transit terminal is proposed north of Dundas Street, between Bronte and Old Bronte Road. The block is planned to accommodate a future transit terminal and commercial/retail and office uses. As shown in the figures below (Transit Terminal Block Concept and Demonstration Plans), the transit terminal block is proposed to be developed with an 8 bay transit terminal fronting Bronte Road, with ground floor retail fronting Old Bronte Road and an office/transit terminal building fronting the terminal and Old Bronte Road. The concept plans and associated numbers remain conceptual at this time and will be further refined at the detailed design stage. The design of the transit terminal will be further refined in coordination with Oakville Transit and has been included for illustrative purposes only.



TRANSIT TERMINAL - Concept Plan and Demonstration Plan

A4 MEDIUM DENSITY RESIDENTIAL BLOCKS

Three medium density residential blocks are proposed directly east of Valleyridge Drive and west of the high density residential/mixed use condominium blocks. These medium density residential blocks are proposed to be developed with a variety of ground-oriented units and low to mid-rise apartments at an overall density of approximately 55 units per hectare. Given the size of these blocks and their associated longer build out, it is premature to provide concept plans at this time as the market will likely continue to evolve over time.

APPENDIX V: PROPOSED LOPA MODIFICATIONS

Official Plan Amendment Number 34
to the Town of Oakville's Livable Oakville Plan

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number 34 to the Livable Oakville Plan.

Part 1 – Preamble

A. Subject Lands

The proposed OPA relates to the following lands as identified in **Attachment 1** to this OPA:

- the lands between Dundas Street and Highway 407, from Tremaine Road to Sixteen Mile Creek, excluding:
 - the Hospital District
 - lands within the North Oakville East Secondary Plan area
 - ~~lands excluded by deferral of Council on March 22, 2021, including a linkage preserve area and employment lands adjacent to Bronte Road north of the linkage both as previously identified through OPA 289~~
- the existing Palermo Village Growth Area south of Dundas Street at Bronte Road, which is proposed to be expanded north of Dundas Street.

B. Purpose and Effect

The purpose of the proposed amendment is to move the North Oakville West Secondary Plan area (other than the Hospital District ~~and the lands excluded by deferral of Council on March 22, 2021~~) from the 1984 Oakville Official Plan to the Livable Oakville Plan, incorporate policies for those lands, and establish modified policies for an expanded Palermo Village Growth Area.

The effect of the proposed amendment to the 1984 Oakville Official Plan is to repeal the plan and policies as they apply to lands within the North Oakville West Secondary Plan area other than the Hospital District ~~and the lands excluded by deferral of Council on March 22, 2021~~.

The effect of the proposed amendment to the Livable Oakville Plan is to:

- update schedules to include the North Oakville West Secondary Plan area, other than the Hospital District ~~and the lands excluded by deferral of Council on March 22, 2021~~, as part of the Livable Oakville Plan area, based on

previously applicable policies and schedules of the North Oakville West Secondary Plan, including a new “Schedule B2, North West Natural Heritage System Key Areas”

- introduce a new “Schedule K, North West Land Use” to apply land use designations from the Livable Oakville Plan including Business Employment, Natural Heritage System, and Parks and Open Space, and identify future roads
- revise the plan’s introduction and general policies to recognize the lands added to the Livable Oakville Plan area
- introduce area-specific policies for the “North West Area” based on context and previously applicable policies of the North Oakville West Secondary Plan
- update schedules to identify a revised boundary for the Palermo Village Growth Area, including lands north of Dundas Street, and introduce a replacement Palermo Village land use schedule providing for a mix of uses including residential, civic and commercial uses, and future roads, and also a new area-specific urban design schedule
- update and revise the goal, objectives and development concept for Palermo Village, as well as functional, urban design, land use, exception and implementation policies, to enable redevelopment that is contextually appropriate, including associated development densities and revised building heights;
- update transportation policies for Palermo Village to address the required transit terminal, proposed new roads, and active transportation
- introduce cultural heritage policies for Palermo Village to support the conservation of its cultural heritage resources
- update stormwater management policies for Palermo Village to address location, design and function
- update policy language for expressing growth targets for Palermo Village as a minimum planned density to be determined as part of future conformity matters
- introduce housing policies for Palermo Village to encourage a mix of building and unit types and sizes, including features to enhance livability

C. Background and Basis

- The town’s Official Plan Review was launched at a Special Public Meeting on May 15, 2015. At that time, the staff report stated, “The intent of the Official Plan Review is to consolidate and harmonize the town’s official plan

documents under the Livable Oakville Plan and to ensure conformity with current and updated provincial legislation, the Halton Region Official Plan and Regional Official Plan Amendment No. 38 (ROPA 38).

- As part of the ongoing Regional Official Plan Review, Halton Region is determining how to accommodate forecasted population and employment growth in the region to 2051. This work is being conducted through the Region's Integrated Growth Management Strategy (IGMS) project. The identification of Strategic Growth Areas is an important component of the Region's overall growth management strategy. The work being completed through the town's Official Plan Review provides detailed analysis of local priorities for accommodating future growth in support of Halton Region's Municipal Comprehensive Review (MCR).
- Policy Planning staff has been advancing the Official Plan Review work program (e.g., Urban Structure Review, Employment and Commercial Review, Main Street Growth Area Reviews, North Oakville Secondary Plans Review), while also responding to an evolving Provincial policy regime (e.g., 2017 Growth Plan, 2017 Greenbelt Plan, 2020 Growth Plan (Office Consolidation), Bill 108, Bill 197, 2020 Provincial Policy Statement).
- Council adopted Official Plan Amendments 15, 317 and 318 for a town-wide Urban Structure on September 27, 2017. The town-wide Urban Structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes and corridors.
- ~~The town-wide Urban Structure is shown on Schedule A1, Urban Structure, in OPA 15 and identifies the North Oakville West Secondary Plan lands broadly as "Natural Heritage System", "Employment Areas" and "Parks and Open Space",~~
- Palermo Village, at the intersection of Bronte Road (Regional Road 25) and Dundas Street (Regional Road 5), has long been envisioned as a node for employment and residential development. It is intended to develop into a high density, transit supportive, mixed use area and contribute to a complete community. The town-wide Urban Structure ~~in OPA 15~~ identifies the existing Palermo Village Growth Area on the south side of Dundas Street. It also identifies both Bronte Road and Dundas Street as "Regional Transit Priority Corridor" and all four quadrants of the intersection as "Proposed Regional Transit Node" and "Nodes and Corridors for Further Study".
- The proposed official plan amendment implements the findings of both the Palermo Village Growth Area Review and staff's review of the North Oakville West Secondary Plan by:

- moving the North Oakville West Secondary Plan area (other than the Hospital District ~~and the lands excluded by deferral of Council on March 22, 2021~~) from the 1984 Oakville Official Plan to the Livable Oakville Plan;
 - incorporating policies for those lands into the Livable Oakville Plan; and,
 - establishing modified policies for an expanded Palermo Village Growth Area, including the former OPA 306 lands and additional lands north of Dundas Street West.
- Additional details are provided in the staff report entitled “Public Meeting Report - Town-initiated Official Plan Amendment - The North West Area and Palermo Village, Excluding the Hospital District (File No. 42.24.23)”, which may be found on the Town of Oakville Planning and Development Council agenda for November 23, 2020. The report sets out:
 - relevant background information with respect to the 1984 Oakville Official Plan, the Livable Oakville Plan, and the town’s Official Plan Review; and,
 - the basis for the proposed Official Plan Amendment, including Provincial policy updates, the Regional Official Plan Review (municipal comprehensive review), OPA 15 to the Livable Oakville Plan (Urban Structure), the North Oakville West Secondary Plans Review, and the Palermo Village Growth Area Review.
 - On March 22, 2021, Council passed the following resolution with respect to Item 2, “Recommendation Report - Town-initiated Official Plan Amendment - The North West Area and Palermo Village, Excluding the Hospital District (File 42.24.23) - By-law 2021-043,” and OPA 34 has been modified accordingly:
 1. That the proposed town-initiated Official Plan Amendment Number 34 (OPA34) (North West Area and Palermo Village, Excluding the Hospital District, File 42.24.23) be adopted on the basis that it is consistent with the Provincial Policy Statement, conforms or does not conflict with applicable Provincial Plans, the Region of Halton Official Plan and the Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons set out in the report from the Planning Services department save and except the following policies:
 - i. Items 7a. “Extending the Growth Area North to the 407 Corridor” and 7b. “Shifting the proposed NHS linkage North” be deferred and staff provide further information and research to Council for consideration;

- ii. Section 22.4.2 be deferred and staff be directed to report back to Council with enhanced policies on cultural heritage; and
- iii. Section 22.4.1(r) Parking be deferred and staff be directed to return the policy upon the completion of the Parking Strategy.

2. Staff to report back in June with an update on items i), ii) and iii).

- That notice of Council's decision reflect that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed.
- On June 12, 2022, ROPA 49 was adopted by Regional Council and the boundary of the Palermo Village Primary Regional Node was extended up to Highway 407.
- ROPA 49 was approved by the Ministry of Municipal Affairs and Housing, with modifications, on November 4, 2022.
- LOPA 34 was approved by the Region of Halton with modifications, on March 13, 2023. Through its modifications, the Region of Halton expanded the Palermo Village Strategic Growth Area in LOPA 34 up to Highway 407, to bring LOPA 34 in conformity with ROPA 49.
- The decision was subsequently appealed to the Ontario Land Tribunal. Through the OLT, the amendment was revised.

Part 2 – The Amendment

A. Text Changes – General

The amendment includes the changes to the text of the Livable Oakville Plan as described in the following table, and as provided in **Attachments 2 and 3**. In the “Description of Change” column, text that is underlined is new text to be inserted into the Livable Oakville Plan. Text that is crossed out (“~~strike through~~”) is to be deleted from the Plan.

Item No.	Section	Description of Change
PART A: INTRODUCTION		
1.	1.1(a) THE LIVABLE OAKVILLE PLAN, Purpose	Delete and replace subsection (a) as follows: a) <u>establishes the desired land use pattern for the lands within the Town, excluding the North Oakville East Secondary Plan Area</u>
2.	1.2.11 THE LIVABLE OAKVILLE PLAN, Plan Organization	Delete and replace the first sentence only as follows: <u>The North Oakville East Secondary Plan is not part of this Plan and provides a separate policy framework with a land use pattern and policies for the lands not subject to the Livable Oakville Plan.</u>
PART C: MAKING OAKVILLE LIVABLE (GENERAL POLICIES)		
3.	8.3 TRANSPORTATION, Functional Road Classifications	Insert rows into Table 4: Functional Classification of Roads as provided in Attachment 2 . Also in Table 4: Functional Classification of Roads, modify the first cell of the last row as follows: <u>Local Roads, south of Dundas Street</u>
4.	8.8.5 [New] TRANSPORTATION, Environmental Assessments	Insert a new policy in Section 8.8 as follows: <u>Proposed transportation facilities north of Dundas Street crossing a Core or Linkage Preserve Area, Glenorchy Conservation Area, or a High or Medium Constraint Stream Corridor Area, for which and environmental assessment has not been completed, shall require completion of a study demonstrating that impacts to the natural environment and the function of the facility are appropriately balanced.</u>
5.	8.9.10 [New] TRANSPORTATION, Transit	Insert a new policy in Section 8.9 as follows: <u>The transit service concept identified on Schedule C for the lands north of Dundas Street shall be used as a basis for the development of the Transit Plan and individual transit facility plans.</u>
6.	8.17 [New] TRANSPORTATION, Roads North of Dundas Street	Insert a new Section 8.17, Roads North of Dundas Street, as provided in Attachment 2 .

Item No.	Section	Description of Change
7.	10.11 [New] SUSTAINABILITY, Natural Heritage System North of Dundas Street	Insert a new Section 10.11, Natural Heritage System North of Dundas Street, as provided in Attachment 2 , and renumber the remainder of Section 10 accordingly.
PART E: GROWTH AREAS, SPECIAL POLICY AREAS AND EXCEPTIONS		
8.	286.7 [New] SPECIAL POLICY AREAS, North West Area	<i>Note: OPA 27 (Speers Road Corridor) previously modified the policies in Part E, Section 26, Special Policy Areas, of the Livable Oakville Plan.</i> Insert a new Section 26.7, North West Area, as provided in Attachment 2 to this Official Plan Amendment and renumber the remainder of Section 26 accordingly.
9.	22 PALERMO VILLAGE	Delete Part E, Section 22, Palermo Village, in its entirety and replace it with the new Section 22, Palermo Village, policies provided in Attachment 3 to this Official Plan Amendment.
10.	27.6 [New] EXCEPTIONS, North West Exceptions – Schedule K	Insert a new Section 27.6, North West Exceptions – Schedule K, as provided in Attachment 2 to this Official Plan Amendment.
PART F: IMPLEMENTATION AND INTERPRETATION		
11.	28.1.3 [New] IMPLEMENTATION, Zoning By-laws	Insert a new policy in Section 28.1 as follows: <u>A comprehensive zoning by-law shall be implemented, applicable to all lands subject to the Livable Oakville Plan.</u>
OTHER		
12.	Miscellaneous	Replace any references to “Schedule B” throughout the Plan to “Schedule B1”.
13.	Miscellaneous	Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications above.
14.	Miscellaneous	Italicize all defined terms within any new text added to the Livable Oakville Plan through the modifications above.

B. Schedule Changes

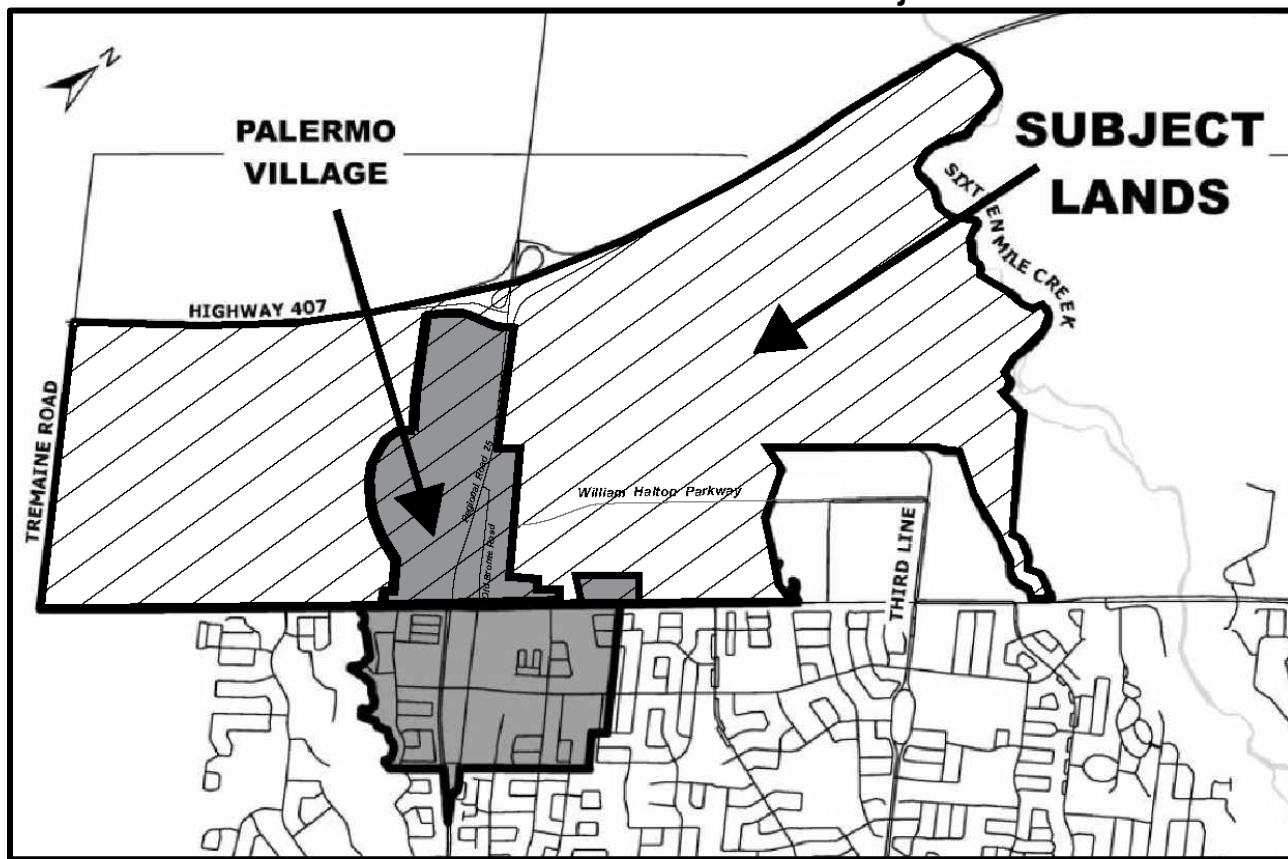
1. This Official Plan Amendment includes the modifications to the schedules to the Livable Oakville Plan as shown in **Attachment 4**.
2. All key maps on all relevant schedules to the Livable Oakville Plan will be amended to show the new boundary of “Schedule K, North West.”

~~C. Changes to Livable Oakville Plan as amended by OPA 15, Urban Structure (not in force)~~

~~The following modification is proposed to amendments to the Livable Oakville Plan proposed through OPA 15, Urban Structure, to the Livable Oakville Plan, which was adopted by the Council of the Corporation of the Town of Oakville through By-law 2017-079 on September 27, 2017, and approved as modified by Halton Region on April 26, 2018, but is currently subject to an outstanding appeal at the Local Planning Appeal Tribunal (LPAT) in file #PL180580 and is not in force or effect.~~

- ~~1. That subject to the approval of OPA 15 under section 17 of the *Planning Act*, Schedule A1, Urban Structure, as amended by OPA 15, Urban Structure, to the Livable Oakville Plan be modified as provided in **Attachment 5** to this Official Plan Amendment.~~

ATTACHMENT 1 to OPA 34 – Subject Lands



ATTACHMENT 2 to OPA 34 – North West Area Policies

1. In Section 8.3, insert the following rows into Table 4: Functional Classification of Roads, in alphabetical order by Facility Type:

Facility Type	Function	Criteria
Avenue/Transit Corridors	<ul style="list-style-type: none"> • accommodates intermediate volumes of intra-community traffic • accommodates local transit • connects Urban Centre areas and serves as major internal connectors for Urban Core area • distributes traffic to or from Major and Minor Arterial/Transit Corridors • up to 4 lanes 	<ul style="list-style-type: none"> • direct access shall be provided except where restricted due to the proximity to specific forms of <i>development</i> or the use of alternative designs • on-street parking shall be provided on both sides, except in <i>employment areas</i> where parking is provided on one side and in the Natural Heritage System where no parking shall be provided • <i>transit-supportive</i> land uses to be encouraged along right-of-way • 22-24 metres
Connector/Transit Corridors	<ul style="list-style-type: none"> • accommodates low volumes of intra-community traffic • accommodates local transit • distributes traffic to or from Major and Minor Arterial/Transit Corridors and Avenue/Transit Corridors • 2 lanes 	<ul style="list-style-type: none"> • direct access shall be provided • on-street parking shall be provided on one side • right-of-way shall be minimized and shall not exceed 19 metres
Local Roads, North of Dundas Street		<ul style="list-style-type: none"> • accommodates local transit • on-street parking shall be provided on one side • right-of-way shall be minimized and shall not exceed 20 metres in <i>employment areas</i>
Lanes, North of Dundas Street	<ul style="list-style-type: none"> • provides rear access to individual properties and connects them to Local and Avenue/Transit Corridors 	<ul style="list-style-type: none"> • direct access from abutting properties shall be permitted • two travel lanes for commercial <i>development</i>, • no on-street parking permitted • minimum ROW shall typically be 12 metres, with a 1.0 metre setback for a commercial lane, • right of way may be increased to allow for • daylighting triangles

2. Insert a new Section 8.17, Roads North of Dundas Street, as follows:

8.17 Roads North of Dundas Street

8.17.1 Avenue and Connector/Transit Corridors

- a) Avenue/Transit Corridors and Connector/Transit Corridors as designated on Schedule C, Transportation Plan, connect neighbourhoods together and to Urban Core Areas and other major focal points of the broader community.
- b) These roads shall have a high level of design through the use of tree and feature planting, paving, lighting and signage design. The design shall complement the planned abutting land uses.

8.17.2 Local Roads

- a) Local roads provide vibrant spaces and support the transportation system. The design requirements for local roads, while less substantial than for Avenue/Transit Corridors, must support this dual function.
- b) Window roads may be permitted in limited circumstances.

8.17.3 Lanes, Hybrid Roads and Service Roads

- a) Lanes, hybrid roads, and service roads shall be permitted where direct driveway access from a roadway is inappropriate or in response to special design features such as a *development* fronting directly onto open space.
- b) Lanes, hybrid roads, and service roads shall be designed with minimum standards for pavement width related to parking areas.
- c) The design requirements for these roads shall establish certain minimum standards to address issues like pavement width and the relationship to parking areas.
- d) Lanes, hybrid roads, and service roads in public ownership shall be designed:
 - i) to provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the Town;
 - ii) to maximize safety and security;
 - iii) as much as possible for hybrid roads to minimize the impact of garage doors; and,
 - iv) to provide along lanes, where feasible, a varied streetscape.

3. Insert a new Section 10.11, Natural Heritage System North of Dundas Street, as follows:

10.11 Natural Heritage System North of Dundas Street

- 10.11.1 The Natural Heritage System shall be implemented in general accordance with the overall concept, objectives and directions of the applicable subwatershed study with refinement of the specific locations of the Linkage Preserve Area as shown on Schedule B2 and the Stormwater Management Facility shown on Schedule N1.-
- 10.11.2 Schedule B2 identifies the following key areas within the Natural Heritage System north of Dundas Street:
- a) Core Preserve Areas that include key natural features and areas, required buffers and adjacent lands intended to protect the function of natural features and to ensure the long term sustainability of the Natural Heritage System;
 - b) Linkage Preserve Areas that include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage System.
 - c) Glenorchy Conservation Area includes an area which the Province of Ontario has identified for restoration and enhancement and which will be managed by Conservation Halton. This area provides a link between the 16 Mile Creek and the Core Preserve Area to the west of the Creek;
 - d) High Constraint Stream Corridor Areas that include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas;
 - e) Medium Constraint Stream Corridor Areas that include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas;
 - f) Other Hydrological Features including Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.

- 10.11.3 The boundaries of the Core and Linkage Preserve Area, Glenorchy Conservation Area, and High Constraint Stream Corridor Area designations shall be maintained generally in accordance with the designations on Schedule B2 and the applicable subwatershed study or other policies of this plan.
- 10.11.4 The location and boundaries of the Medium Constraint Stream Corridor Area designations on Schedule B2 shall be determined in accordance with the directions established in the applicable subwatershed study and the required Environmental Implementation Report (EIR) in accordance with the policies of this plan.”
- 10.11.5 In addition to the High and Medium Constraint Stream Corridor Areas of the Natural Heritage System identified in Schedule B2, other hydrological features have also been identified and are shown on Schedule B2. These features are also part of the Natural Heritage System to the extent they are maintained after *development* occurs. They are subject to the following:
- a) The other hydrological features identified on Schedule B2 include Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.
 - b) These features require protection for hydrological reasons, and their protection will also have ecological benefits. The features shall be managed in accordance with directions established in the applicable subwatershed study. In particular:
 - i) Where watercourses are designated as Low Constraint Stream Corridor Area on Schedule B2, the streams do not need to be maintained, but the function of the watercourse must be maintained in accordance with the directions established in the applicable subwatershed study;
 - ii) Other watercourses do not need to be maintained, although stream density targets established in the applicable subwatershed study must be met;
 - iii) Hydrologic Features A as designated on Schedule B2 form part of High Constraint and Medium Constraint Stream Corridor Areas and serve a key hydrological purpose. If a Medium Constraint Stream Corridor Area in which a Hydrologic Feature A is located is to be moved or rehabilitated, it is intended that the Hydrologic Feature A will be reconstructed in the relocated or rehabilitated stream corridor such that the form and function of the Hydrologic Feature A is retained or enhanced. The reconstruction of the Hydrologic Feature A shall be carefully considered through a detailed hydrological and hydrogeological assessment as part of the Environmental

Implementation Report. This assessment will also include an evaluation of any ecological benefits of the Feature; and,

- iv) Hydrologic Features B may be relocated and consolidated with other wet features, wetlands or stormwater management ponds, provided the hydrologic function of the feature is maintained.

10.11.6 Essential transportation and utilities permitted in the Natural Heritage System shall:

- a) use non-standard cross sections designed to minimize any impacts on the natural environment;
- b) only be permitted to cross the designation in the general area of the road designations shown on Schedule C and Schedule K or as defined through an Environmental Assessment;
- c) be designed to minimize grading in accordance with the directions established in the applicable subwatershed study;
- d) be required as transit routes or *utility* corridors;
- e) be located outside natural features to the maximum extent possible, and where the applicable designation is narrowest and along the edges of applicable designations, wherever possible;
- f) provide for the safe movement of species in accordance with the directions established in the applicable subwatershed study in the design and construction of any road or *utility*;
- g) be kept to the minimum width possible; and,
- h) be designed to keep any related structures or parts of structures outside the High Constraint Stream Corridor Area designated on Schedule B2 to the maximum extent possible or as defined through an Environmental Assessment or an Environmental Implementation Report.

4. Insert a new Section 27.6, North West Exceptions – Schedule K, as follows:

27.6 North West Exceptions – Schedule K

The following additional policies apply to certain lands on Schedule K, North West Land Use.

27.6.1 On the lands designated Business Employment on the south side of Highway 407, east of Regional Road 25:

- a) a transportation/transit terminal and road works yard shall be permitted; and,
- b) outdoor storage may be permitted provided it is located or screened from visibility from Highway 407 and a future access road to the site, to the satisfaction of the Town.

5. Insert a new Section 26.7, North West Area, as follows:

28.7 North West Area

The North West *Special Policy Area* – the North West Area – is located north of Dundas Street and south of Highway 407 between Tremaine Road and Sixteen Mile Creek, excluding the Hospital District and Palermo Village Growth Areas, and lands within the North Oakville East Secondary Plan area of the town’s 1984 Official Plan.

The North West Area features a planned natural heritage system, which is part of the broader Regional Natural Heritage System. This is the key structural element that defines the organization of other land uses in this part of the town.

The North West Area is also an employment-focused *greenfield area* that, along with the neighbouring Growth Areas and Residential Areas, is envisioned to become a *complete community*.

The following area-specific policies provide a framework for change within the North West Area in addition to the other policies of this Plan.

28.7.1 Vision

The *development* of the North West Area as an urban community shall reflect Oakville’s distinct historical roots, with nodal *development*, prestige industry, and green linkages continuing to define Oakville’s unique landscape.

The character and pattern of the community shall be significantly influenced by a planned natural heritage and open space system.

Employment areas in the North West Area will provide a range of employment opportunities including prestige employment and office *development*. The jobs in the North West Area help to create a complete community.

28.7.2 Objectives

As the North West Area develops, the Town shall, through public actions and in the process of reviewing planning applications, use the following objectives to guide decisions.

- a) To protect the environment and open space by:
 - i) establishing a natural heritage and open space system, within the context of an urban setting, the majority of which is in public ownership;
 - ii) creating a sustainable natural heritage and open space system, which provides a balance between active and passive recreational needs and links to the existing open space system within the Town;
 - iii) identifying, protecting and preserving natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem;
 - iv) incorporating measures intended to achieve the goals of environmental protection and enhancement including energy conservation, greenhouse gas reduction, and increased utilization of public transit;
 - v) preserving and protecting ESA's, ANSI's, provincially significant wetlands and significant woodlands which form the core of the natural heritage component of the natural heritage and open space system, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the natural heritage component of the system within the urban context; and,
 - vi) permitting minor modifications to the boundaries of the Natural Heritage System as part of a planning application provided these modifications do not negatively impact the Natural Heritage System nor result in a significant decrease in its size.
- b) To contribute to a *complete community* by:
 - i) providing *employment areas* that support a range of employment opportunities with access to major freeways, arterial roads and transit systems;
 - ii) providing *employment areas* that complement and integrate the existing built form elements that are intended to remain within the community, and incorporate the best community planning and urban design practices available while integrating the area's natural heritage component of the natural heritage and open space system;

- iii) planning for and promoting higher order employment densities at appropriate locations that maximize employment opportunities, particularly in areas where higher order/frequent transit service is planned;
 - iv) ensuring that permitted uses in the *employment areas* are *compatible* with surrounding land uses.
- c) To provide for a transit first policy approach by requiring *development* to proceed in a transit supportive manner and through the early provision of transit services.

28.7.3 Development Concept

The North West *Special Policy Area* is comprised of two key elements – the Natural Heritage and Open Space System and *Employment areas*:

a) Natural Heritage and Open Space System

A central feature of the North West Area is the natural heritage and open space system. These lands are part of a larger system that extends into the North Oakville East Secondary Plan Area.

b) Employment Areas

Employment areas in the North West Area are lands designated to accommodate the *development* of predominantly employment generating uses, including a wide range of industrial and office uses. Limited retail and service commercial uses designed to serve the businesses and employees shall also be found within the *employment areas*.

28.7.4 Functional Policies

In addition to the policies of Parts C and D of this Plan, the following functional policies apply to the North West Area.

a) Cultural Heritage

The Town may take additional steps to recognize the cultural heritage of the North West Area, including:

- i) the integration of *cultural heritage resources* into public parkland or other public facilities where feasible and appropriate;
- ii) the commemoration of historic persons, families and events in the naming of public buildings, streets, parks and other public places; and,
- iii) the use of interpretative plaques and displays.

b) Urban Design

This section outlines urban design policies for the North West Area, including policies for *employment areas* and existing *development*.

- i) All *development* shall be designed in accordance with the design direction provided in the Livable by Design Manual.
- ii) Community design shall consider public safety, views and accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, and to parks and other natural and civic features. This shall be implemented through a range of approaches including:
 - single loaded roads;
 - crescent roads;
 - combining public open space with other public or institutional facilities such as easements or stormwater ponds adjacent to the Natural Heritage component of the System; and,
 - the location of high density employment buildings.
- iii) Priority shall be given to maintaining views and accessibility at key trail access points where Arterial, and Avenue roads are adjacent to the System.
- iv) Where there is no significant Natural Heritage edge exposed at Arterial or Avenue roads, parks or local roads shall be encouraged to provide access and visibility.
- v) With respect to other public facilities particularly parks, of the total linear perimeter distance around such uses in the order of 50% of the perimeter shall be bounded by a combination of roads and open space which shall allow public access or, at a minimum private open space which shall allow significant views of the feature or facility.
- vi) Where only road frontage is provided the frontage shall be in the order of 40% of the perimeter of the features and facilities.
- vii) Blocks should be short and regular in length to improve walkability and allow for variation in routes.
- viii) Public mid-block pedestrian connections should be provided where short blocks are not possible.

- ix) Off-street parking facilities should be designed to share joint access with adjoining properties where feasible.
- x) Views shall be created at appropriate locations for:
 - civic buildings; and
 - natural heritage lands and parklands.
- xi) Civic buildings, other institutional buildings and other major buildings and structures shall be encouraged to locate:
 - at the termination of a street or view corridor; and,
 - at street intersections.
- c) Transportation
 - i) The locations of major transportation facilities are shown on Schedule C. Changes to these locations shall not require an amendment to this Plan provided the intent is maintained.
- d) Active Transportation
 - i) An extensive system of recreational trails shall be developed related to the Natural Heritage and Open Space System as well as along certain public road rights-of-way. A major trail system, which shall form the basis for the *development* of this more extensive system is identified on Schedule D.
 - ii) Trail development within the Natural Heritage and Parks and Open Space Systems shall be subject to the Parks, Recreation, Culture and Library Master Plan, the North Oakville Trails Plan and related programs.
- e) Sensitive Land Uses
 - i) Buffering sensitive land uses with noise fences, berms and rear lotting shall be prohibited.
- f) Stormwater Management
 - i) An Environmental Implementation Report (EIR) shall be prepared for each subcatchment area identified on Appendix 5, North West Subcatchment Areas, to the satisfaction of the Town.
 - ii) Water resource management shall be undertaken in accordance with the overall concept and objectives of the applicable subwatershed study.

iii) Changes to the number or location of stormwater management facilities in accordance with the applicable subwatershed study may be permitted without amendment to this Plan.

iv) Stormwater management facility sites and development standards shall be consistent with the policies of this Plan and in accordance with the applicable subwatershed study and any approved Environmental Implementation Report and Functional Servicing Study [with the exception of the Stormwater Management Facility shown on Schedule N1.](#)

28.7.5 Land Use Policies – General

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following general land use policies apply to the North West Area.

- a) *Development* should occur on public roads. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, *development* through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- b) The following land uses shall be permitted in all land use designations:
 - i) accessory uses to the permitted uses;
 - ii) fish, wildlife and conservation management including forestry management;
 - iii) legally existing uses, buildings and structures;
 - iv) replacement of legally existing uses, buildings, and structures;
 - v) new utilities and infrastructure within road allowances only for Core and Linkage Preserve Areas, Glenorchy Conservation Area and High and Medium Constraint Stream Corridor Areas.
- c) The following land uses shall be permitted in all designations except the Core and Linkage Preserve Areas, Glenorchy Conservation Area and High Constraint Stream Corridor Area designations, and relocated Medium Constraint Stream Corridors, as identified on Schedule B2:
 - i) Stormwater Management Facility
 - Notwithstanding the other policies of this section, stormwater management facilities may be permitted in the Core Preserve Area, Linkage Preserve Area, High Constraint Stream Area and Medium Constraint Stream Area designations in conformity with the policies of this Plan.

- Stormwater management ponds shall be discouraged within 100m of Dundas Street.
 - Notwithstanding the other policies of this section, a SWM facility is permitted in the Core Preserve Area west of the Palermo Village Growth Area as shown conceptually on Schedule N1.
- ii) educational facilities, day care centres except in employment areas;
 - iii) home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;
 - iv) public service facilities;
 - v) temporary sale pavilion.

28.7.6 Land Use Policies – Natural Heritage System

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Natural Heritage System in the North West Area.

- a) The following uses shall be permitted in the Natural Heritage System Area designation:
 - i) legally existing uses, buildings and structures; and,
 - ii) fish, wildlife and conservation management.
- b) The following uses may be permitted in the Natural Heritage System designation, provided a study has been undertaken, to the satisfaction of the Town and in consultation with ~~the Region and~~ Conservation Halton, identifying potential impacts on the Natural Heritage System and demonstrating that alternatives for minimizing impacts have been considered and appropriate approaches shall be applied:
 - i) flood and stream bank erosion control;
 - ii) fish, wildlife and conservation management;
 - iii) a stormwater outfall;
 - iv) relocated or deepened channels in Medium Constraint Stream Corridor Areas identified on Schedule B2, in accordance with the policies of this Plan;
 - v) roads and related utilities designed to minimize impacts;
 - vi) roads and related utilities crossings identified on Schedule C and/or Schedule K, provided structures are located outside High Constraint Stream Corridor Areas identified on Schedule B2 to the maximum

extent possible or as defined through an Environmental Assessment or an Environmental Implementation Report;

- vii) expansions to existing water and wastewater services;
- viii) passive recreation features such as trails provided they are located adjacent to the boundary of Linkage Preserve Areas identified on Schedule B2, or located within the buffer or feature of Sixteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment;
- ix) stormwater management facilities in accordance with Section 28.7.5.c.i);~~located outside Core Preserve Areas identified on Schedule B2 and the Glenorchy Conservation Area;~~
- x) stormwater management facilities located in or adjacent to High and Medium Constraint Stream Corridor Areas, which are not located within Linkage Preserve Areas as identified on Schedule B2, provided they are:
 - outside the 100 year floodline;
 - outside the meander belt allowance;
 - outside the erosion/access allowance;
 - outside the confined valley; and,
 - there is no loss of flood storage or conveyance;

c) grading for lots, roads and public facilities adjacent to the Natural Heritage component of the system, in accordance with the directions established in the applicable Subwatershed study or appropriate Environmental Assessment. *Development* or land disturbances shall generally be prohibited.

e)d) As part of the detailed planning process, minor modifications to the boundaries of the NHS designation may be considered to reflect differences in scale and levels of detail, or to better integrate natural and urban land uses to achieve a more compact, efficient urban form. However, such minor modifications will not negatively impact the Natural Heritage component of the Natural Heritage and Open Space System as determined by the Town, in consultation with Conservation Halton, nor shall such minor modifications result in any significant decrease in the size of the Natural Heritage component of the System.

28.7.7 Land Use Policies – Business Employment

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Business Employment in the North West Area.

- a) The following uses may be permitted on lands designated Business Employment that do not abut the Hospital District, Palermo Village,

Tremaine Road, Dundas Street, Bronte Road or Highway 407:

- i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling.
- b) Motor vehicle related uses may also be permitted on lands designated Business Employment.
- c) Permitted service commercial uses shall be located at the intersections of Arterials and Avenues.
- d) Building Heights
 - i) Buildings within the Business Employment designation in the North West Area shall be a minimum of two storeys in height and a maximum of 15 storeys, except buildings fronting onto Dundas Street, which shall be a minimum of four storeys.

28.7.8 Land Use Policies – Parks and Open Space

Land use designations for the North West area are provided on Schedule K. In addition to the policies of Parts C and D of this Plan, the following land use policies apply to lands designated Parks and Open Space in the North West Area.

- a) The function of each park is defined through the Parks, Recreation, Culture and Library Master Plan and similar programs.
- b) Parks and Open Space are intended to accommodate the full range of active or passive indoor and outdoor recreational opportunities including the highest intensity level of facility *development*.
- c) Parks and Open Space shall be designed to connect to the Natural Heritage System where possible.
- d) Permitted uses within the Parks and Open Space designation may include:
 - i) illuminated and irrigated sports fields, major public facilities and community centres;
 - ii) limited small scale ancillary retail;
- e) Permitted uses in parkland abutting the Glenorchy Conservation Area may include sports fields and similar outdoor recreational opportunities.

28.7.9 Implementation Policies

In addition to the policies of Part F of this Plan, the following implementation policies apply to the North West Area.

- a) Planning applications and supporting technical studies shall have regard for implementation guidelines and terms of reference, including:
 - i) the applicable Zoning By-law;
 - ii) Town master plans, including:
 - North Oakville Urban Design and Open Space Guidelines
 - North Oakville Secondary Plan, Transit Plan
 - The Parks, Recreation, Culture and Library Master Plan
 - North Oakville Trails Plan
 - North Oakville Urban Forest Strategic Management Plan
 - iii) the applicable subwatershed study, including the North Oakville Creeks Subwatershed Study Implementation Report;
 - iv) Environmental Implementation Report and Functional Servicing Study, Terms of Reference; and,
 - v) Transportation Impact Studies and Transportation Functional Design Studies, Terms of Reference.
- b) *Development of employment areas* and parkland in the North West Area shall be permitted to proceed unphased subject to the availability of physical services and suitable urban infrastructure such as water, wastewater collection and treatment facilities, fire and ambulance protection and transportation.
- c) Requirement for an Area Design Plan
 - i) Prior to the *development* of any sub-area within the *employment area*, the Town shall determine the need for an area design plan as part of a complete application.
 - ii) The need for an area design plan shall be based on whether plans of subdivision or other planning applications for the affected lands are:
 - generally consistent with Schedule K; and,
 - after consultation with affected landowners, based on boundaries created by Arterial, or Avenue roads or natural features, provided that a sub-area includes adjacent *employment areas*.
 - iii) Where such plans of subdivision or other planning applications are determined to be generally consistent with Schedule K, planning applications may proceed without the requirement for of an area design plan.

- iv) Where proposed plans of subdivision or other planning applications for the area are not generally consistent with Schedule K, the Town shall require the completion of an area design plan, prior to draft plan approval of any plans of subdivision or approval of other planning applications in the sub-area identified.
- v) The area to be addressed by the area design plan shall include, as applicable, one or more of the sub-areas identified.
- vi) The area design plan shall demonstrate conformity with the policies and schedule of this Plan, including:
 - the size and location of community parks and urban squares;
 - the location, size and general configuration of stormwater management ponds;
 - the detailed road pattern;
 - the specific boundaries of designations;
 - how the proposal addresses the Town’s Implementation Strategy;
 - the location, alignment and boundaries of Medium Constraint Streams; and,
 - co-ordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan.
- vii) Area design plans shall be prepared in accordance with terms of reference approved by the Town and at the cost of the applicant.
- viii) The approval of an area design plan by the Town shall not require an amendment to this Plan.
- d) Plans of subdivision or other planning applications shall be considered inconsistent with Schedule K if they do not conform to the urban design policies, or results in coordination issues between one or more of the sub-areas identified.
- e) The following shall generally not be considered inconsistent with Schedule K:
 - i) modifications or relocations of portions of the road pattern;
 - ii) modifications to Medium or Low Constraint Stream Corridors or Hydrologic Features A and B as identified on Schedule B2; or,
 - iii) the relocation of public facilities including parks and stormwater management ponds.
- f) Landowner Agreements

- i) In order to ensure the appropriate and orderly development of the North West area, and to ensure the costs associated with the development of the North West area are equitably distributed among all landowners, development shall only be permitted to proceed when landowners representing a significant proportion of the respective employment area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with *development* in a fair and equitable manner.
- ii) The *development* of individual parcels of land shall generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the *development* of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall employment area is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

28.8.1 Other Areas for Further Study

The following areas have been identified for potential future development and should be comprehensively studied to determine future land uses and policies:

- a) lands within the Neighbourhood Commercial designation southeast of the intersection of Cornwall Road and Trafalgar Road;
- b) lands in the vicinity of the QEW and Bronte Road on the north side; and
- c) lands in the vicinity of Highway 403 on the west side between Dundas Street and Upper Middle Road.; and,
- ~~d) lands on the north side of Dundas Street West, identified as "Area Subject to Future Study" on Schedule A1 Urban Structure and Schedule N1 Palermo Village Land Use."~~

ATTACHMENT 3 to OPA 34 - Palermo Village Growth Area Policies

22. PALERMO VILLAGE

Palermo Village is a *strategic growth area* in northwest Oakville where mixed use *development* and *intensification* is to be accommodated. It is identified as a node and proposed regional transit node in the Town's Urban Structure, and is located to take advantage of at the intersection of two regional transit priority corridors, along Highway 407, Dundas Street West and Bronte Road and a future 407 Transitway station at Bronte Road and a future transit terminal near the intersection of Dundas Street West and Bronte Road.

Palermo Village will develop over a number of years with a mix of residential, commercial, office and community uses that are integrated with existing *cultural heritage resources*. It will become a high density, *transit-supportive* and pedestrian-oriented *complete community*.

Palermo Village is planned to include an important civic presence with various community uses, parks and open spaces suitable for many types of gatherings, as well as pedestrian and cycling linkages to an extensive natural heritage system. These elements, and the concentration of retail, service commercial and office uses, will make this area a destination for the surrounding communities of northwest Oakville.

The natural heritage system that surrounds Palermo Village north of Dundas Street will provide a buffer from employment uses and Highway 407.

The boundary of Palermo Village is identified on Schedule N1, Palermo Village Land Use.

22.1 Goal

Palermo Village will be an urban, *transit-supportive*, pedestrian-oriented, mixed use *complete community*, surrounded by an extensive natural heritage system and trails.

22.2 Objectives

As Palermo Village develops, the Town will, through public actions and in the process of reviewing *development* applications, use the following objectives to guide decisions.

22.2.1 To develop a balanced Growth Area by:

- a) providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town;
- b) facilitating *development* and redevelopment in a comprehensive manner;
- c) prioritizing *active transportation* and transit use;
- d) providing a range and mix of uses, including office uses and housing options, including affordable housing;
- e) conserving *cultural heritage resources* and integrating them into new *developments*;
- f) identifying appropriate sites for a transit terminal, a small-scale community centre and a branch library; and,
- g) providing parks and open spaces conducive to an urban context.

22.2.2 To ensure high quality urban design by:

- a) encouraging visually interesting and innovative design of spaces and built form;
- b) ensuring new developments are *compatible* with *cultural heritage resources*;
- c) providing attractive streetscapes through the comprehensive design of the public realm and built form that establishes a strong relationship between private *development* and public areas;
- d) creating a strong coherent urban image through the creation of:
 - i) an active urban community;
 - ii) a strong identifiable civic image;
 - iii) pedestrian and vehicular linkages with surrounding communities and throughout Palermo Village;
 - iv) a clearly defined main street with commercial *development* oriented to Old Bronte Road and Khalsa Gate; and,
 - v) streets and public spaces that have been defined by surrounding built

form.

- 22.2.3 To achieve a connected network of natural heritage system features, parks and open space by:
- a) protecting the ecological health and integrity of existing natural features;
 - b) establishing new parks and open spaces that connect with the natural heritage system; and,
 - c) integrating parks and open spaces, including village squares and urban squares, with other uses and the road network.
- 22.2.4 To efficiently provide for *infrastructure* to support *development* by:
- a) establishing and maintaining a road network for all users;
 - b) protecting future road and transit rights-of-way;
 - c) encouraging *transportation demand management* practices and increased utilization of public transit facilities and services;
 - d) encouraging the elimination of above ground *utilities*, particularly along Old Bronte Road and Khalsa Gate; and,
 - e) coordinating water and wastewater servicing allocation with Halton Region.

22.3 Development Concept

Palermo Village is comprised of ~~five~~ districts surrounded by extensive natural heritage and parks and open space systems. Each district will have a well-defined *character* in terms of function, land use and built form, and is to be developed in accordance with Schedules N1 and N2, and the following policies.

A new Palermo transit terminal, which is to be located in close proximity to Dundas Street West, is a critical component of this *transit-supportive*, pedestrian- oriented *complete community*. *Development* shall integrate and provide access to the new transit terminal where possible.

A new 407 Transitway station located on the south side of Highway 407, east of Bronte Road, is another critical component of this *transit-supportive* community. Pedestrian and vehicular linkages shall be provided between the 407 Transitway station and the new Palermo transit terminal.

Non-residential uses will be provided in the Main Street, Civic and Palermo Gateway District, concurrent with residential uses, to ensure a balance of compatible land uses that create a dynamic place to live, work, learn, visit and play.

22.3.1 Main Street District

The Main Street District will be an active mixed use area focused on Old Bronte Road/Khalsa Gate, which will be a walkable main street with an enhanced streetscape. *Development* will have a *compact urban form* with pedestrian-oriented design that frames the main street. Uses that support a main street function will be provided on the ground floor of buildings fronting onto Old Bronte Road.

The District will provide for a full range of commercial, office, community and ~~high density~~ residential uses. The District may include a transit terminal, major office and food store. Mixed use *development* will be predominately located along Old Bronte Road and is also directed to the intersection of Dundas Street West and Palermo Park Drive. ~~High density~~ Residential uses may be permitted adjacent to Khalsa Gate and north of William Halton Parkway on Old Bronte Road.

Cultural heritage resources and small urban squares will be integrated into *development* to retain the area's heritage *character*, create interest and variety in the streetscape, and enable activity along the street.

Opportunities to connect the Main Street District across Dundas Street West (Regional Road 5) and across Bronte Road to the Civic District will be pursued, including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.

22.3.2 Neighbourhood District

The Neighbourhood District is an established residential neighbourhood with a mix of housing forms, schools, parks and open spaces. There are limited opportunities for physical change, but some *intensification* may occur as permitted by the applicable land use designations. Building heights and densities will provide a transition from the Main Street District to the surrounding lower-density residential communities.

22.3.3 Civic District

The Civic District will become a hub of activity generating uses and a destination for surrounding communities. The District is envisioned to include a mix of commercial, institutional and office uses a transit terminal, community centre and library, as well as a food store and other commercial uses, offices, major office uses as well as ~~high density~~ residential uses. The District will include a community centre and library.

Development will be provided in a *transit-supportive, compact urban form* ~~and should be within mixed use developments.~~ Building heights and densities will transition down from Bronte Road to the surrounding community. Retail and service commercial uses throughout the District will be oriented toward public streets and spaces.

The Civic District will also include a park to be co-located with the future community centre and branch library. Trails will provide connections to the adjacent natural heritage system and open spaces, including any required stormwater management facilities.

A network of public roads will be established to support the creation of a walkable community. A flexible street is envisioned adjacent to the community centre, which would provide opportunities for public gatherings and community events to enhance the civic function of the District.

22.3.4 Palermo Gateway District

The Palermo Gateway District will be a mixed use area that achieves densities that support higher order transit, in particular the Bronte 407 Transitway Station. The District is envisioned to include a mix of residential, commercial and institutional uses. An employment generating use, such as an office or long term care facility, is envisioned for the Palermo Gateway District.

Development will be provided in a transit-supportive, compact urban form and mixed-use development will be predominately located along Bronte Road. Building heights and densities will transition down from Bronte Road to the surrounding community. Opportunities to connect the Palermo Gateway District across Bronte Road to the future Bronte 407 Transitway Station will be pursued, including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.

22.3.422.3.5 Urban Neighbourhood District

The Urban Neighbourhood District will be a residential community comprised of high density and medium density residential uses. High density residential uses will be directed toward Bronte Road and the westward extension of William Halton Parkway. Retail, ~~and~~ service commercial and institutional uses that serve the needs of local residents may be permitted within high density residential buildings. A village square will be provided in a location central to the neighbourhood and connected to the natural heritage system. The natural heritage system will provide a buffer between the District and future employment uses to the ~~north and~~ west.

22.4 Functional Policies

In addition to the policies in Parts C and D of this Plan, the following functional policies apply specifically to Palermo Village.

22.4.1 Transportation

- a) A transit terminal is required to serve inter-regional bus connections along Dundas Street, Bronte Road and Highway 407, and connect with local transit. The facility shall be located on the north side of Dundas Street with direct pedestrian access to Dundas Street. It is also intended that this site be integrated with *development*, and become an anchor for the ongoing redevelopment of Palermo Village as a mixed use node.
- b) The incorporation of passenger amenities in buildings adjacent to transit stops, including the transit terminal, should be provided.

- c) New road, transit, and *active transportation infrastructure* as shown on Schedules C, D, N1 and N2, should be provided to accommodate future growth and *development* in Palermo Village.
- d) The Town may secure rights-of-way for alignments shown on Schedules C, D, N1 and N2 through the planning approval process. Final rights-of-way shall be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- e) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D, N1 and N2, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- f) *Development* shall not preclude the following new roads as contemplated in this Plan:

Table 6: Palermo Village Road and Section Right-of-Way Widths

Road	From	To	Right-of-Way Width	Function Criteria
Westerly extension of William Halton Parkway	Bronte Road	West of Palermo Village	26 m	<ul style="list-style-type: none"> ▪ intermediate degree of access control ▪ up to four travel lanes
Northerly extension of Valleyridge Drive	Dundas Street West	<u>New east-west Road north of William Halton Parkway, south of Westerly new east-west Road at north end of Palermo Village extension of William Halton Parkway</u>	22 m	
<u>New east-west Road north of William Halton Parkway at north end of Palermo Village</u>	Northerly extension of Valleyridge Drive	Bronte Road (outside of Palermo Village)	22 m	
New east-west Road south of William Halton Parkway	Bronte Road	Northerly extension of Valleyridge Drive	22 m	

extension				
New east-west Road <u>at north end of Palermo Village north of William Halton Parkway extension</u>	Bronte Road	<u>Northerly extension of Valleyridge Drive New north-south road, west of Bronte Road</u>	<u>22-18 m</u>	▪ <u>local road</u>
<u>New north-south road, west of Bronte Road</u>	<u>Westerly extension of William Halton Parkway</u>	<u>New east-west Road at north end of Palermo Village</u>	<u>17 m</u>	• <u>local road</u>
Westerly extension of Greenwich Drive	Greenwich Drive	Old Bronte Road	18 m	▪ local road
Northerly extension of Baronwood Drive	Baronwood Drive	Westerly extension of Greenwich Drive	18 m	▪ local road
<u>New north-south Road</u>	<u>Westerly extension of William Halton Parkway</u>	<u>New east-west Road (south of William Halton Parkway extension)</u>	<u>20 m</u>	▪ <u>designed as a flexible street</u>
<u>New north south road, east of Old Bronte Road</u>	<u>Dundas Street West</u>	<u>William Halton Parkway</u>	<u>17 m</u>	

g) A flexible street shall be provided along the eastern border of the 2.2 hectare park and will function as an extension of the community centre and library complex. The flexible street will prioritize pedestrian and cycling movement. The flexible street may be public or private. Where in private ownership, public access easements shall be provided.

h) Within the Main Street District, a north-south road and trail is encouraged on the west side of Glenorchy Conservation Area, to act as a secondary vehicular access route to the Main Street District and connect pedestrians to the overarching Oakville trail system.

g)i) The following right-of-way widths shall apply to Old Bronte Road and Khalsa Gate:

i) Old Bronte Road, north of Dundas Street, shall be a minimum of 27.5 metres;

ii) Old Bronte Road, between Dundas Street and Pine Glen Road, shall be a minimum of 21 metres;

iii) Khalsa Gate, south of Pine Glen Road, shall be a minimum of 27.5 metres.

h)j) Notwithstanding Table 4 in section 8.4, local roads shall have a minimum width of 17 metres, but may be reduced by one metre in width when a sidewalk is not required on both sides of the road in accordance with section 8.10.7 of this Plan.

i)k) Vehicular access to properties abutting Bronte Road (Regional Road 25), Dundas Street West (Regional Road 5), and William Halton Parkway (Regional Road 40), should be from other roads or lanes. Any driveway from a Regional Road shall be subject to approval by Halton Region.

j)l) *Development* shall provide for a modified grid road pattern and aligned intersections. ~~Cul-de-sacs will be discouraged. shall not be permitted.~~

k)m) A local road network shall be established as part of the *development* process, as required.

l)n) Public lanes may be required to provide access to properties and are recommended in locations where:

- i) they eliminate driveway access to developments from Old Bronte Road and Khalsa Gate to support their planned function as pedestrian-oriented main streets;
- ii) driveway access is not permitted or feasible from an abutting road;
- iii) they consolidate driveway access to properties that abut the lane; and,
- iv) they increase the supply of on-street parking.

m)o) Single-loaded roads ~~shall be provided~~ are encouraged abutting the natural heritage system, parks and open spaces.

n)p) *Development* shall provide for a complete and connected *active transportation* network.

o)q) A facility to connect the Crosstown Trail across Bronte Road shall be encouraged to link one of the town's major *active transportation* connections.

p)r) The Town shall plan for the provision of high frequency, integrated and connected transit service which supports a high degree of transit usage and *modal splits* to enable *intensification* opportunities within Palermo Village.

q)s) ~~Development should occur on public roads.~~ Where it is demonstrated that a public road is not warranted, ~~to the satisfaction of the Town,~~ *development*

through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.

t) Parking

- i) Within the Urban Centre and High Density Residential designations, structured parking should be provided. Limited surface parking for commercial and visitor parking may be considered when appropriately sited and screened to minimize the view of the surface parking from the street.
- ~~ii) The maximum portion of a lot that may be used for surface parking should be approximately 30 percent, except:
 - ~~▪ a maximum of approximately 50 percent of a lot used for community uses may be occupied by surface parking; and,~~
 - ~~▪ a maximum of approximately 75 percent of a lot used primarily for the provision of parking, such as public parking facilities, may be occupied by surface parking.~~~~
- ii) Surface parking areas shall be reduced to the extent possible to facilitate the development of a vibrant urban realm.
- iii) Aboveground parking structures should be integrated with development. The maximum portion of a lot that may be used for a freestanding aboveground parking structure should be 50 percent. Aboveground parking structures shall be appropriately sited and screened, and include appropriate landscaping, to the satisfaction of the Town. Aboveground parking structures that abut a public street shall contain active uses at grade facing the street.
- iv) Required commercial parking may include on-street parking and the use of public parking facilities, where possible and appropriate, to the satisfaction of the Town.

22.4.2 Cultural Heritage

- r) New development shall conserve Palermo Village's cultural heritage resources by:
 - i) maintaining and integrating cultural heritage resources;
 - ii) ensuring the prominence of cultural heritage resources, particularly in the area northeast of Dundas Street West and Old Bronte Road;
 - iii) employing a combination of measures including but not limited to building setbacks, stepbacks in the built form, and the use of appropriate building materials.

- s) Where all options to conserve a cultural heritage resource on its existing site have been exhausted, it shall be relocated to a suitable location within Palermo Village.
- t) The heritage character of Palermo Village should be documented and commemorated through the development process.

22.4.3 Minimum Density

Palermo Village shall be planned to achieve a minimum density target of 160 residents and jobs combined per hectare. ~~This target is to be achieved beyond the 2051 planning horizon of this Plan.~~"

22.4.4 Stormwater Management

- a) *Development* within Palermo Village shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town, the Region and Conservation Authority.
- b) Stormwater management shall not increase risk to downstream flood prone areas.
- c) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek.
- d) Best management practices, including low impact *development measures*, shall be required. Low impact development measures are permitted in the Natural Heritage System in locations determined through the EIR/FSS.
- e) A location for a new stormwater management facility to service portions of the Palermo Village is identified on Schedule N1, within the village and west of the Village within the Fourteen Mile Creek Core Preserve Area~~Valleyridge Drive extension, on the lands designated Natural Area.~~
- f) The final type, size and location of stormwater management facilities shall be determined through the *development* process.
- g) Where stormwater management facilities are not required on the lands designated Natural Area, medium density and high density residential uses may be permitted without amendment to this Plan, in accordance with section 22.6.2, and the policies of this Plan, provided:
 - ii) natural features are protected to the satisfaction of the Town, the Region, and Conservation Authority; and,
 - iii) trail connections are provided adjacent to the natural heritage system and to surrounding parkland.
- h) Stormwater management facilities shall be discouraged within 100 metres of

Dundas Street West. However, if environmental impact reports and functional servicing studies have been sufficiently advanced and require a stormwater management facility within 100 metres of Dundas Street, it shall be demonstrated that the frontage of the facility on Dundas Street West has been minimized to the greatest extent feasible.

h)j) Interim stormwater management facilities may be permitted within 100 metres of Dundas Street West.

22.4.5 Housing

a) Within Palermo Village, residential *development* should include:

~~ii) purpose built rental housing including at least one rental apartment building north west of Bronte Road and Dundas Street;~~

i) a range of building and unit types and sizes, including *affordable housing*, to accommodate a variety of households; and,

ii) a mix of low, medium and high density housing.

b) High density residential *developments* and buildings shall be designed to accommodate various household sizes and include:

i) storage for use by the unit occupant;

ii) operable windows;

iii) balconies or terraces, and common outdoor amenity areas; and,

iv) common indoor amenity areas.

22.5 Urban Design

In addition to the Urban Design policies in section 6 of this Plan, the following policies apply specifically to Palermo Village. The urban design plan for Palermo Village is provided on Schedule N2.

22.5.1 General

a) *Development* and public realm improvements shall be evaluated in accordance with:

ii) the urban design direction provided in the Livable by Design Manual; and,

iii) other Council-endorsed policies and documents relevant to Palermo Village, such as the Old Bronte Road / Khalsa Gate Streetscape Plan.

iv) The Dundas Street and Bronte Road corridors and the abutting lands should be designed to enable a cohesive and connected community, rather

than remain a dividing barrier. Design shall be used to establish visual and physical links between the north and south, as well as the east and west sides of these major arterials. The Town shall provide input and guidance into the design of roads and boulevards owned by Halton Region.

- v) The transit terminal location ~~is shown conceptually on Schedule N2 and~~ may be moved without amendment to this Plan.

22.5.2 Visual and Physical Access

- a) Through the *development* process, view corridors as indicated on Schedule N2 shall be provided through the use of public realm elements, open space areas, and appropriate built form.
- b) Other view corridors not shown on Schedule N2 may also be identified as part of the *development* process and shall be created at appropriate locations to highlight and frame:
 - ii) civic buildings;
 - iii) cultural heritage resources; and,
 - iv) natural features and open spaces areas.
- c) Visual and physical access to the natural heritage system, parks, and other natural and civic features ~~should~~ be provided and may be achieved by:
 - ii) using single-loaded roads adjacent to the natural heritage system, park, and other natural and civic features;
 - iii) combining public open space areas with other facilities, such as locating stormwater management facilities and parks adjacent to the natural heritage system where appropriate buffers are maintained; and,
 - iv) easements which provide public access.
- d) Maintaining visual and physical access to the natural heritage system ~~should~~ be prioritized at key trail access points where collector and arterial roads are adjacent to the system. Where there is no significant natural heritage edge exposed at collector or arterial roads, parks or local roads ~~should~~ be encouraged to provide access and visibility.

22.5.3 Streetscapes

- a) Enhanced streetscape areas, as indicated on Schedule N2, shall be incorporated in the design of new *development*, streetscapes and open space areas. These areas ~~should~~ be designed and function as a unifying public realm element through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape. Enhanced streetscape areas may include the preservation of existing large stature trees and open space areas, the integration of *cultural heritage*

resources, ~~varying generous~~ setbacks in built form and the creation of additional pedestrian-oriented spaces.

- b) Old Bronte Road and Khalsa Gate shall have a strong main street *character* with wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community's heritage-focused and pedestrian-oriented main street. *Development* on Old Bronte Road / Khalsa Gate shall be guided by the Old Bronte Road / Khalsa Gate Streetscape Plan and other associated design direction documents.
- c) Primary and Secondary streets, as identified on Schedule N2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping, tree plantings and street furniture. Places for gathering and public art installations shall be encouraged.
- d) Buildings and structures along primary streets shall:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street;
 - iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.
- e) A new well-designed flexible street shall be provided, as shown on Schedule N2, designed as an extension of the community centre and library complex, which prioritizes pedestrian and cycling movement and supports special events.

22.5.4 Pedestrian Access and Circulation

- a) Through the *development* process, pedestrian connections identified on Schedule N2 shall be provided to enhance pedestrian access and circulation as follows:
 - i) an east-west mid-block connection between Old Bronte Road and Bronte Road, north of Dundas Street linking to an urban square;
 - ii) a north-south connection through the Urban Neighbourhood District and Civic District, linking the natural heritage system and planned village square, flexible street, community facilities, and commercial uses; and,
 - iii) a north-south connection between the north side of William Halton Parkway and the northerly segment of Old Bronte Road.
- b) Pedestrian connections may include a combination of sidewalks along streets and dedicated pedestrian connections.
- c) Through public actions or the *development* process, the provision of additional pedestrian connections shall be evaluated and implemented where possible, including the connection of:

- i) the east and west sides of Bronte Road and the north and south sides of Dundas Street, to better link the four quadrants of Palermo Village;
 - ii) the Crosstown Trail across Bronte Road, including the gateway at Khalsa Gate;
 - iii) the south end of Khalsa Gate southward to Bronte Road;
 - iv) the Fourteen Mile Creek Trail (east bank) to Dundas Street;
 - v) the Glenorchy Conservation Area trails to adjacent streets; and,
 - vi) the natural heritage system trail network, stormwater management facility and the proposed community centre.
- d) Additional pedestrian connections beyond those shown on Schedule N2 are encouraged at mid-block locations, and to improve access to the future transit terminal and transit stops. Controlled pedestrian crossing locations may be considered as part of the *development* process.

22.5.5 Gateways and Enhanced Feature Areas

- a) Through public actions and the *development* process, gateway treatments shall be provided in Palermo Village.
- b) Gateways are identified on Schedule N2 and indicate locations which are visually prominent entry points into Palermo Village. Gateway treatments shall be provided at these locations, which can include well-designed built form or structures, distinctive streetscape treatments, landscaping, and/or public art. Identified gateways include:
 - i) the intersection of Bronte Road and Old Bronte Road, including the triangular parcels of land created by Old Bronte Road, Bronte Road and William Halton Parkway;
 - ii) the intersection of Bronte Road and Khalsa Gate, and specifically the triangular parcel of land south of the pipeline corridor; and,
 - iii) the intersection of Dundas Street West and Valleyridge Drive.
- c) Through public actions and the *development* process, enhanced feature areas, identified on Schedule N2, shall be provided. These locations shall provide distinct public realm features specific to their context within Palermo Village and may include:
 - i) a roundabout with enhanced public realm treatments requiring low maintenance, at Pine Glen Road and Old Bronte Road;
 - ii) an enhanced public realm including trail heads and entry features to the Glenorchy Conversation Area on the north side of Dundas Street in the

vicinity of Grand Oak Trail; and,

- iii) enhanced streetscape treatments, pedestrian facilities and crossings (north-south across Dundas Street and east-west across Bronte Road), and public art, along Dundas Street in the vicinity of Bronte Road and Old Bronte Road.

22.5.6 Parks and Urban Squares

- a) Through the *development* process, a minimum of three new public parks shall be provided, in the general locations as shown on Schedule N2, with a total area of no less than 3 hectares, including:
 - i) an urban square, approximately 0.3 hectares in size, located adjacent to Old Bronte Road south of William Halton Parkway;
 - i) a village square, approximately 0.5 hectares in size, centrally located within the Urban Neighbourhood District and adjacent to the natural heritage system ~~to the north~~; and,
 - ii) a park, approximately 2.2 hectares in size, located adjacent to the future community centre and library in the Civic District, with connections to the areas trail network.
- b) Parks, village squares and community uses should have no less than 70% of their perimeter bounded by a combination of roads and open spaces which allow public access and significant views of the feature or facility.
- c) If private *development* abuts a public park, village square, or urban square, it shall front onto the open space area, and rear lotting shall not be permitted.
- d) Publicly accessible private open spaces should be incorporated into individual *development* sites along Old Bronte Road and Khalsa Gate, and in particular should be integrated with *cultural heritage resources* in new *development*, and in locations requiring the accommodation of *utilities*. ~~These spaces should be at least 0.15 hectares in size and serve as transition areas between the public and private realms.~~
- e) On the west side of Bronte Road, publicly accessible private open spaces will be encouraged within development blocks that are greater than 3 hectares in size.
- f) The need for additional public parkland may be identified through the development process. These park spaces shall be in accordance with parkland hierarchy for Strategic Growth Areas as follows:
 - i. Public Common –0.75 to 2 hectares in size.
Public common spaces are the social and recreational points of a neighbourhood. They typically meet the needs of the local community, and in some instances, accommodate town-wide facilities. Public Common spaces support a balance of active and passive uses.

ii. Urban Square – 0.25 to 1 hectare in size.

Urban Squares spaces support neighbourhood-oriented social opportunities, as well as town-wide entertainment and cultural events depending on their size and location. US spaces may include public art, small outdoor game areas, seating areas and places to eat, as well as street-related activities such as vendor and exhibit space.

iii. Promenade

Promenade spaces are substantial linear spaces that are located between adjacent building facades and the adjacent road right-of-way. They are typically only located along one side of the street, and are continuous along the length of the block. P spaces are between 6 and 20 metres in width, and are typically used to enhance the pedestrian experience along with highly activated at-grade retail spaces. P spaces may include public art, small outdoor game areas, seating areas and places to eat, as well as street-related activities such as vendor and exhibit space.

i-iv. Other Urban Park spaces – less than 0.25 hectares

22.5.2 Built Form

- a) Building separation and side property setbacks for tall and mid-rise buildings shall be achieved in accordance with the Livable by Design Manual.
- b) Tall building tower spacing and orientation, as well as floorplate control, shall be achieved in accordance with the Livable by Design manual.

22.6 Land Use Policies

Land use designations are provided on Schedule N1. In addition to the policies in Part D of this Plan, the following policies apply specifically to Palermo Village.

22.6.1 On lands designated Urban Centre:

- a) The minimum residential density shall be 100 units per *site hectare*.
- b) The minimum building height shall be four storeys.
- c) The minimum building height shall not apply to:
 - i) building podiums;
 - ii) *multiple-attached dwellings* where they are permitted in accordance with this Plan;
 - iii) a food store, which should be in a compact built form which minimizes surface parking to the extent feasible and shall be a minimum of two storeys but in the fullness of time, is encouraged to be located within a mixed use building;
 - iv) community uses operated by a public authority;

- v) places of worship; and,
 - vi) aboveground parking structures.
- d) The maximum building heights shall be:
- i) 16 storeys adjacent to the south side of Dundas Street West between Bronte Road and Old Bronte Road;
 - ii) 10 storeys on corner sites south of Dundas Street West;
 - iii) On the northwest corner of the intersection of Dundas Street West and Bronte Road, 35-storeys.
 - iii)iv) .On all other lands west of Bronte Road, north of Dundas Street West, 30-storeys on all corner sites and 25-storeys everywhere else;
 - iv)v) On lands east of Bronte Road, west of Old Bronte Road, north of Dundas Street West, save for 3005 Dundas Street West, 30-storeys on all corner sites and 25 storeys everywhere else; and,
 - v)vi) 16 storeys on all other corner sites north of Dundas Street West, except those containing *cultural heritage resources* which shall be 10 storeys and eight storeys in all other locations.
- e) Public parking facilities may also be permitted.
- f) South of Pine Glen Road, the following uses may also be permitted:
- i) *multiple-attached dwellings*;
 - ii) apartment buildings; and,
 - iii) office buildings.
- g) North of Dundas Street West in the Main Street District and Civic District, *multiple-attached dwellings* may also be permitted where they do not abut streets requiring commercial uses at-grade ~~and are part of a comprehensive development that includes a mixed use building.~~
- h) North of Dundas Street West, stand-alone apartment buildings, retirement homes, long term care facilities and office buildings may also be permitted where they do not abut public streets requiring commercial uses at-grade.
- h)i) North of Dundas Street, educational facilities are encouraged to be within the podium of a mixed use building.

~~ii)~~ The following uses shall be accommodated as part of the comprehensive development of the Civic District:

~~i) — 2.2 hectare park; and major office~~

~~ii) — community centre and library; and,~~

~~iii) i)~~

~~iv) — a food store, not less than approximately 3,000 square metres in size.~~

~~k) — A transit terminal shall be provided adjacent to the north side of Dundas Street, and should be located in the Civic District shall be provided on the north side of Dundas Street, within the Civic or Main Street District, as demonstrated in an area design plan.~~

~~22.6.222.6.1~~ On lands designated High Density Residential:

~~a) Located north of Dundas Street, west of Bronte Road and east of Valleyridge Drive:~~

~~i) No maximum residential density shall apply.~~

~~ii) The maximum building heights shall be 25-storeys on corner sites and 20-storeys in all other locations.~~

~~iii) Multiple-attached dwellings may only be permitted in conjunction with a development that includes an apartment building.~~

~~b) Located north of Dundas Street, and abutting Bronte Road, Old Bronte Road, or William Halton Parkway: east of Bronte Road and located west of Valleyridge drive, abutting William Halton Parkway:~~

~~i) The residential density shall be between 100 and 300 units per site hectare.~~

~~iii) — The maximum building height shall be eight storeys, except on corner sites it shall be 16 storeys.~~

~~ii) The northeast area created by William Halton Parkway and the Old Bronte Road cul-de-sac shall be considered a corner site when the properties located at 3109, 3113, and 3121 Old Bronte Road are consolidated.~~

~~iii) Multiple-attached dwellings may only be permitted in conjunction with a development that includes an apartment building.~~

~~c) Located north of Dundas Street and do not abut Bronte Road, Old Bronte Road, or William Halton Parkway:~~

~~i) The residential density shall be between 35 and 100 units per site hectare.~~

~~ii) The maximum building height shall be five stories.~~

- iii) *Multiple-attached dwellings* may be permitted.
- d) Located south of Dundas Street West:
 - i) The residential density shall be between 100 and 300 units per site hectare.
 - ii) The maximum building height shall be eight storeys, except on sites abutting Dundas Street West where it shall be 10 storeys.
 - iii) *Multiple-attached dwellings* may be permitted.
- e) Retail and service commercial uses may also be permitted on the ground floor of apartment buildings oriented to the street.

22.6.3 On lands designated Medium Density Residential, north of William Halton Parkway:

- a) The minimum residential density shall be 35 and no maximum residential density shall apply.
- b) The maximum building height shall be five storeys.
- c) *Multiple-attached dwellings* may be permitted.
- d) Compact single detached and semi detached dwellings may be permitted and are limited to a combined maximum of 10 percent of units within lands designated Medium Density Residential.
- e) Compact single detached and semi detached dwellings are permitted at a minimum density of 20 units per hectare.

22.6.4 On lands designated Natural Heritage System, the policies of Section 10.11 and 28.7 shall apply. In addition to the uses permitted in Section 28.7.6, the following uses may be permitted in the Natural Heritage System designation, provided a study has been undertaken, to the satisfaction of the Town and in consultation with Conservation Halton, minimizing impacts on the Natural Heritage System utilizing appropriate design and mitigation measures;

1. passive recreation features such as trails provided they are located adjacent to the boundary of the NHS identified on Schedule B2, or located within the buffer or feature of Fourteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment; and
2. low impact development measures.

22.6.22.7 **Palermo Village Exceptions – Schedule N1**

The following additional policies apply to certain lands on Schedule N1, Palermo Village Land Use.

22.6.322.7.3 On the lands designated Neighbourhood Commercial at Dundas Street West and Valleyridge Drive, a motor vehicle service station may also be permitted.

22.6.422.7.4 On the lands designated Medium Density Residential, south of Pine Glen Road and east of the Baronwood Drive extension, detached and semi-detached dwellings may also be permitted with a minimum density of 20 units per site hectare.

22.6.522.7.5 The lands designated Urban Centre, south of Pine Glen Road and known as 2403 and 2417 Khalsa Gate, are subject to the following additional policies:

- a) Surface parking associated with a place of worship may be permitted on greater than 50 percent of the lot when appropriately sited and screened to minimize the view of the surface parking from the street.
- b) The expansion of the place of worship or surface parking area shall be subject to site plan approval and shall provide for enhanced streetscape improvements along Khalsa Gate as identified on Schedule N2, and the dedication of the proposed road, as shown on Schedule N1, to the Town.

22.6.622.7.6 The lands designated Urban Centre, north of Pine Glen Road and known as 2451 Old Bronte Road, are subject to the following additional policies:

- a) Building heights shall transition down in height toward the Neighbourhood District to a maximum building height of four storeys adjacent to the Low Density Residential and Medium Density Residential land use designations.
- b) *Multiple-attached dwellings* may be permitted adjacent to the Neighbourhood District.
- c) Stand-alone residential buildings may be permitted which do not have frontage on Old Bronte Road.

22.722.8 **Implementation Policies**

In addition to the policies in Part F of this Plan, the following implementation policies apply specifically to Palermo Village.

22.7.322.8.3 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be coordinated with the provision of *infrastructure*, including:
 - i) transit, including a transit terminal;

- ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and wastewater services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form.
- c) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a *development* concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the initial phases of *development*, such as the location of roads, will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required transit and *public service facilities*. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:
- i) the size and location of parks, village squares, and urban squares;
 - ii) the size and location of *public service facilities*, transit terminal and facilities;
 - iii) the location, size and general configuration of stormwater management facilities;
 - iv) the detailed road pattern including on-street parking and streetscape/public realm enhancements;
 - v) the specific boundaries of designations;
 - vi) the location, alignment and boundaries of the natural heritage system including linkage areas;
 - vii) coordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan, and:
 - viii) the density and distribution of built form, building heights, and housing types.
- d) Where the planned scale of *development* is not feasible on an individual property within Palermo Village, property consolidation will be encouraged~~shall be required~~.

- e) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

22.7.4 22.8.4 Landowners Agreement(s)

- a) In order to ensure the appropriate and orderly *development* of lands within Palermo Village north of Dundas Street, and to ensure the costs associated with *development* are equitably distributed among landowners, *development* shall only be permitted to proceed when landowners representing a significant proportion of the respective Palermo Village area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with *development* in a fair and equitable manner.
- b) The *development* of individual parcels of land will generally not be permitted in the absence of participation in a landowners' cost sharing agreement, except in circumstances where the Town is satisfied that the *development* of the subject parcel would implement a logical extension of roads and services, the ability to appropriately and efficiently service the respective overall area is not prejudiced, and there is no risk of unacceptable financial impact to Town or the Region.

22.7.5 22.8.5 Programs and Initiatives

- a) The Town may encourage awareness and appreciation of Palermo Village through such activities as signage programs, tours and brochures, and will seek opportunities to partner with local community groups in these activities.
- b) The Town may develop a land acquisition strategy to confirm the location and land need requirements for *public service facilities* and the transit terminal, including how to acquire these lands.

22.7.6 22.8.6 Prior to development on the lands located north of Dundas Street West the following additional policies shall apply:

- (i) A detailed, intersection level, Transportation Study shall be completed in accordance with an approved Terms of Reference, to the satisfaction of the Town and Region, to assess impacts of traffic on Regional and local roadways and to identify road infrastructure upgrades and access improvements required to facilitate development in this area.
- (ii) The Transportation Study may be completed by the landowners or the Town and may be carried out as part of the Town's Transportation Master Plan.
- (iii) Should the results of the Transportation Study show that capacity is not available, development may not be permitted until the required improvements to address the capacity constraints have been implemented.
- (iv) An addendum to the Water and Wastewater Area Servicing Plan shall be completed ~~in accordance with an approved Terms of Reference, to the~~

~~satisfaction of the Region,~~ to:

1. Identify the preferred water and wastewater servicing strategy to support planned population growth for the lands located north of Dundas Street West;
2. Assess the impact of growth in Palermo on the broader Regional water and wastewater system; and,
3. Identify upgrades and/or improvements that will be required to support development north of Dundas Street West.
4. Should the results of the Water and Wastewater Area Servicing Plan show that capacity is not available, development may not be permitted until the required improvements to capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to implement the preferred water and wastewater servicing strategy for the area.

ATTACHMENT 4 to OPA 34 – Schedule Change



SCHEDULE A1 URBAN STRUCTURE

- LEGEND¹**
- PARKWAY BELT
 - GREENBELT
 - GREENBELT - URBAN RIVER VALLEY
 - NATURAL HERITAGE SYSTEM
 - PARKS, OPEN SPACE & CEMETERIES
 - WATERFRONT OPEN SPACE
 - NODES AND CORRIDORS
 - EMPLOYMENT AREAS
 - MAJOR COMMERCIAL AREAS
 - RESIDENTIAL AREAS
 - MAIN STREET AREA
 - EMPLOYMENT MIXED USE CORRIDOR
 - REGIONAL TRANSIT NODE
 - PROPOSED REGIONAL TRANSIT NODE
 - MAJOR TRANSPORTATION CORRIDOR²
 - PROPOSED MAJOR TRANSPORTATION CORRIDOR
 - REGIONAL TRANSIT PRIORITY CORRIDOR
 - MOBILITY LINK
 - MAJOR ACTIVE TRANSPORTATION CONNECTIONS
 - SCENIC CORRIDOR
 - UTILITY CORRIDOR
 - PROVINCIAL PRIORITY TRANSIT CORRIDOR
 - MAJOR TRANSIT STATION
 - HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations.

NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas.

NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities.

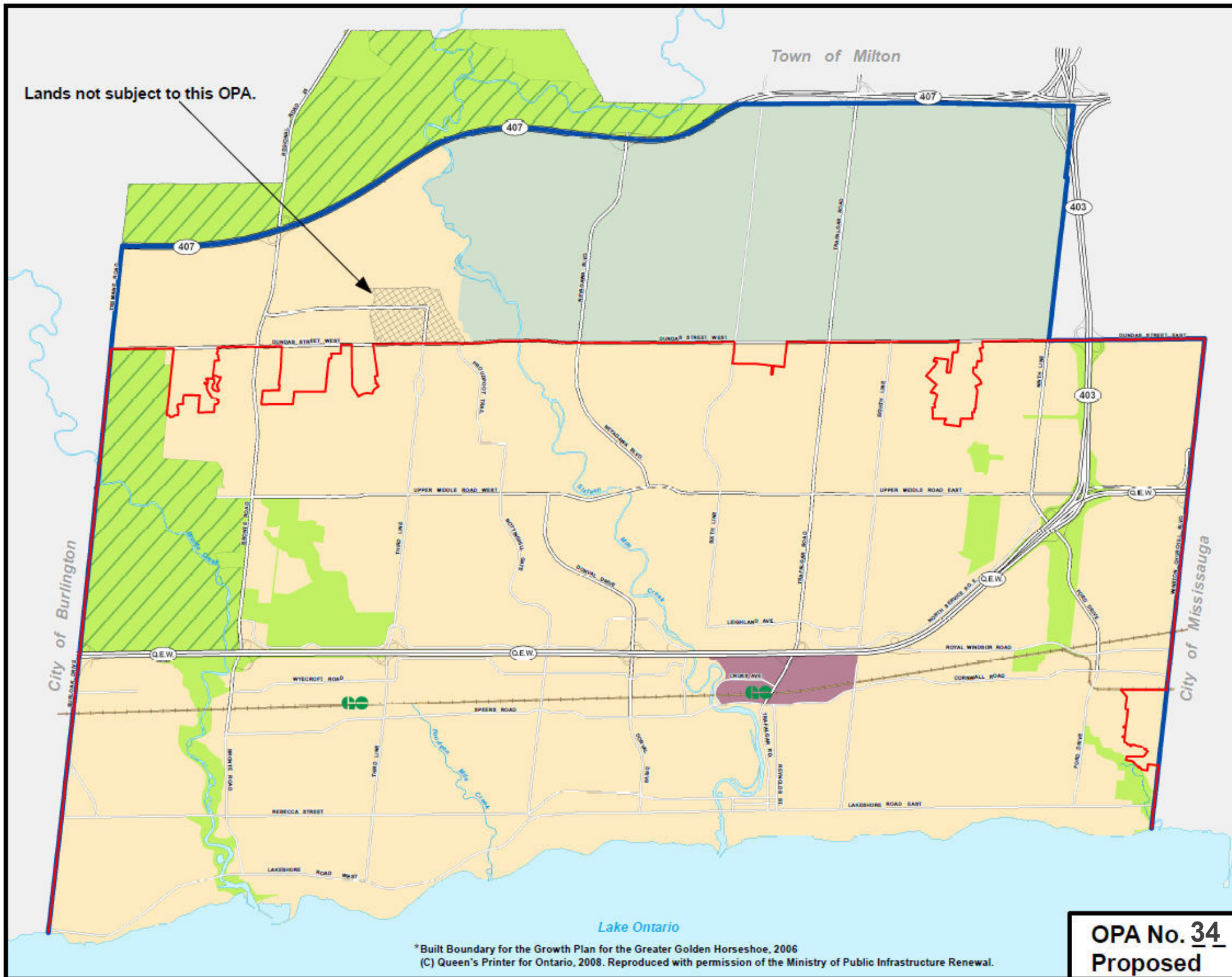
NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure.

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January 27, 2023



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SCHEDULE A2 BUILT BOUNDARY & URBAN GROWTH CENTRE

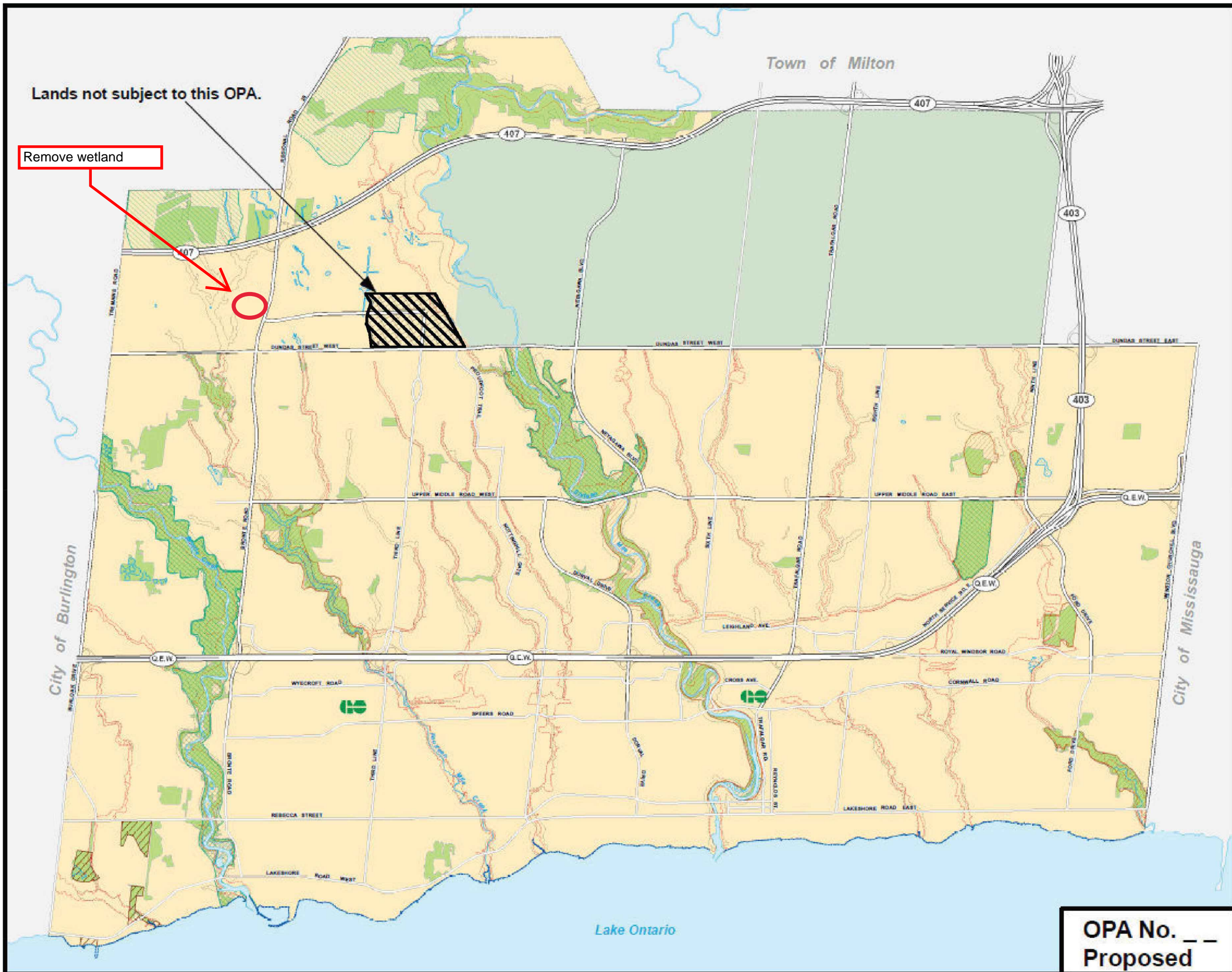
- BUILT BOUNDARY*
- URBAN AREA
- MIDTOWN OAKVILLE URBAN GROWTH CENTRE
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- G MAJOR TRANSIT STATION



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*Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry of Public Infrastructure Renewal.

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Lands not subject to this OPA.

Remove wetland

SCHEDULE B1 NATURAL FEATURES & HAZARD LANDS

- FLOODPLAIN
- SHORELINE FLOOD LIMIT
- VALLEYLANDS
- SIGNIFICANT WILDLIFE HABITAT
- AREA OF NATURAL AND SCIENTIFIC INTEREST
- ENVIRONMENTALLY SENSITIVE AREAS
- WETLANDS
- WOODLANDS
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

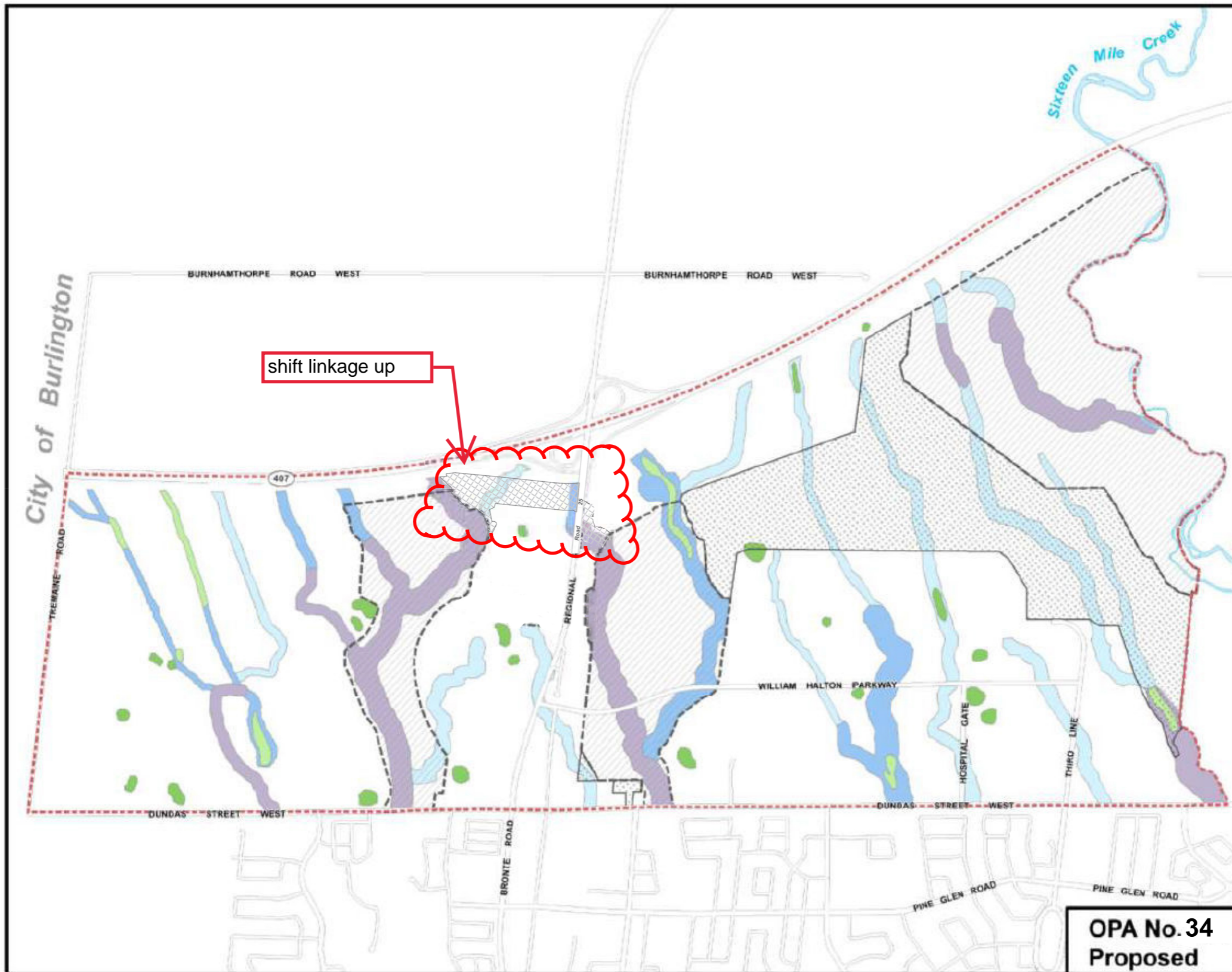
NOTE: Natural features and hazard lands are shown conceptually and for reference purposes only.



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SCHEDULE B2 NORTH WEST NATURAL HERITAGE SYSTEM KEY AREAS

- SCHEDULE AREA BOUNDARY
- CORE PRESERVE AREA
- CORE PRESERVE AREA
- LINKAGE PRESERVE AREA
- GLENORCHY CONSERVATION AREA
- HIGH CONSTRAINT STREAM CORRIDORS
- MEDIUM CONSTRAINT STREAM CORRIDORS
- LOW CONSTRAINT STREAM CORRIDORS
- HYDROLOGIC FEATURES "A"
- HYDROLOGIC FEATURES "B"

Note 1: Refer to policies in Part C, Sustainability

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SCHEDULE C TRANSPORTATION PLAN

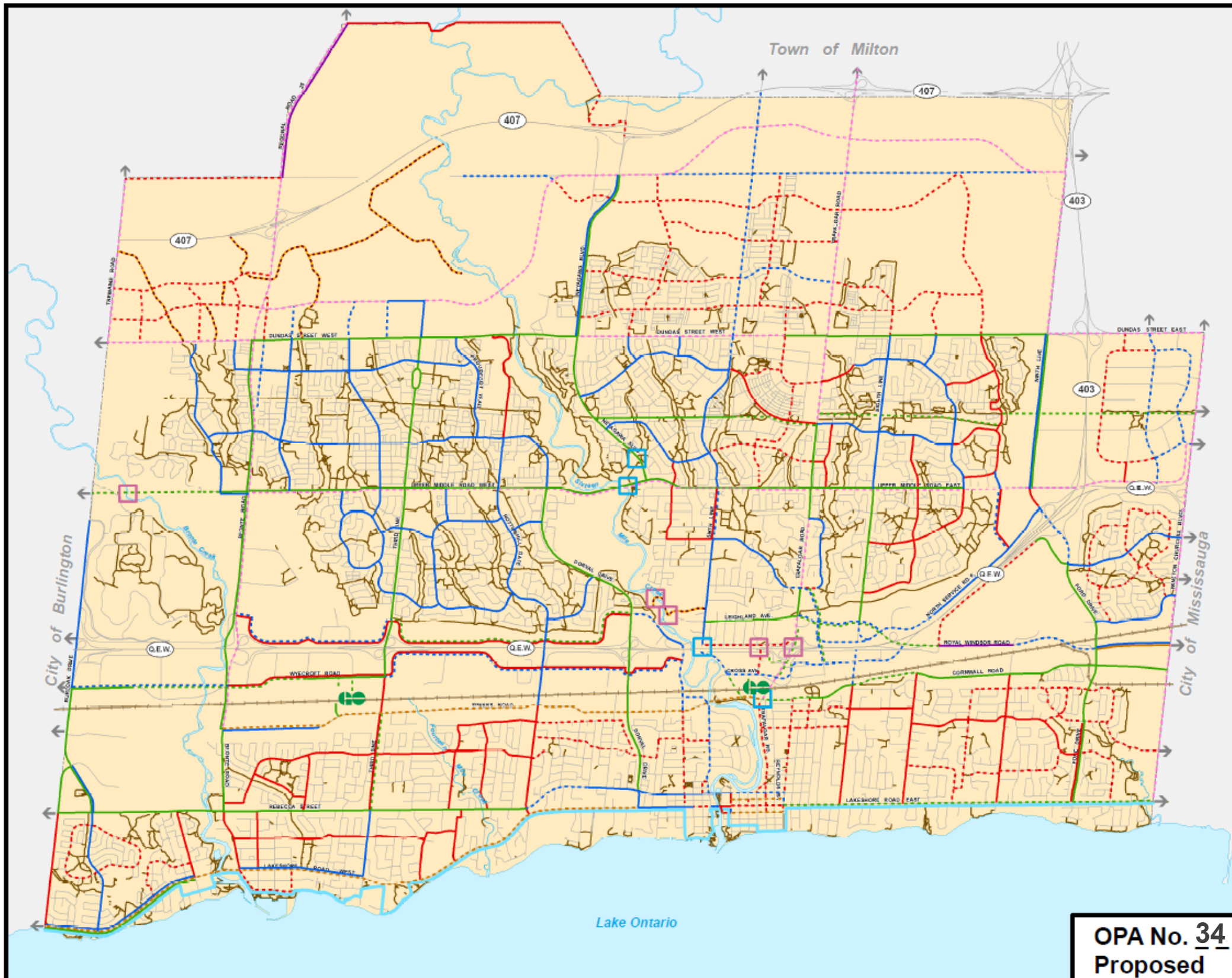
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- AVENUE/TRANSIT CORRIDOR*
- CONNECTOR/TRANSIT CORRIDOR*
- FUTURE ROADS
- TRANSITWAY
- BUSWAY CORRIDOR
- PRIMARY TRANSIT* CORRIDOR SERVICE
- SECONDARY TRANSIT* CORRIDOR SERVICE
- COMMUNITY SERVICE*
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

* Refer to Part E, Special Policy Areas

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SCHEDULE D ACTIVE TRANSPORTATION PLAN

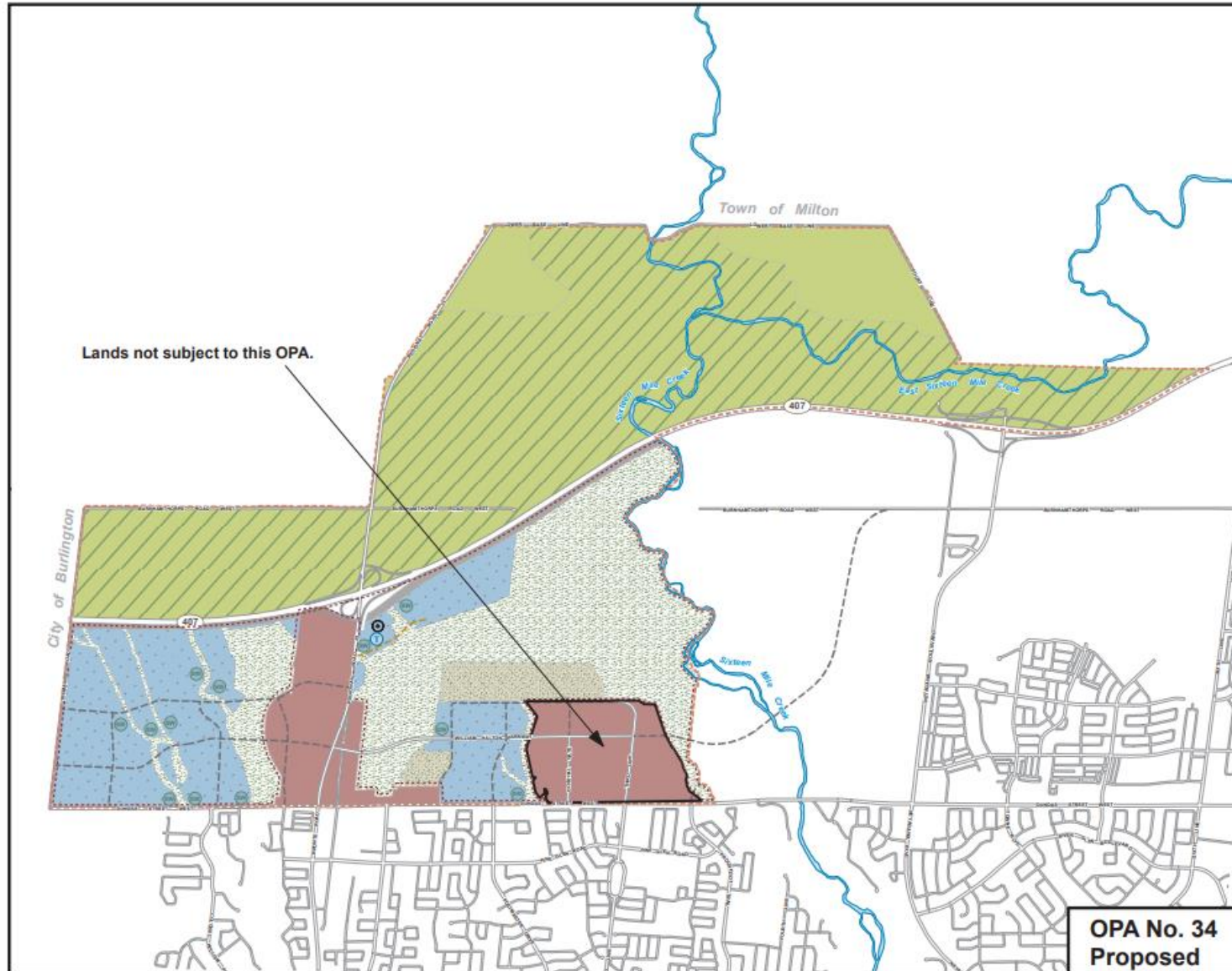
- | Existing | Proposed | |
|----------|----------|---|
| | | BIKE LANE |
| | | SIGNED BIKE ROUTE |
| | | MULTI-USE TRAIL |
| | | BUFFERED BIKE LANE |
| | NA | PAVED SHOULDER |
| | | TOWN TRAIL |
| NA | | FACILITY ON A REGIONAL ROAD |
| | | ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING |
| | | EXISTING GRADE SEPARATED PEDESTRIAN CROSSING |
| | | WATERFRONT TRAIL |
| | | POTENTIAL ACTIVE TRANSPORTATION CONNECTION |
| | | RAILWAY LINE |
| | | MAJOR TRANSIT STATION |



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SCHEDULE K NORTH WEST LAND USE

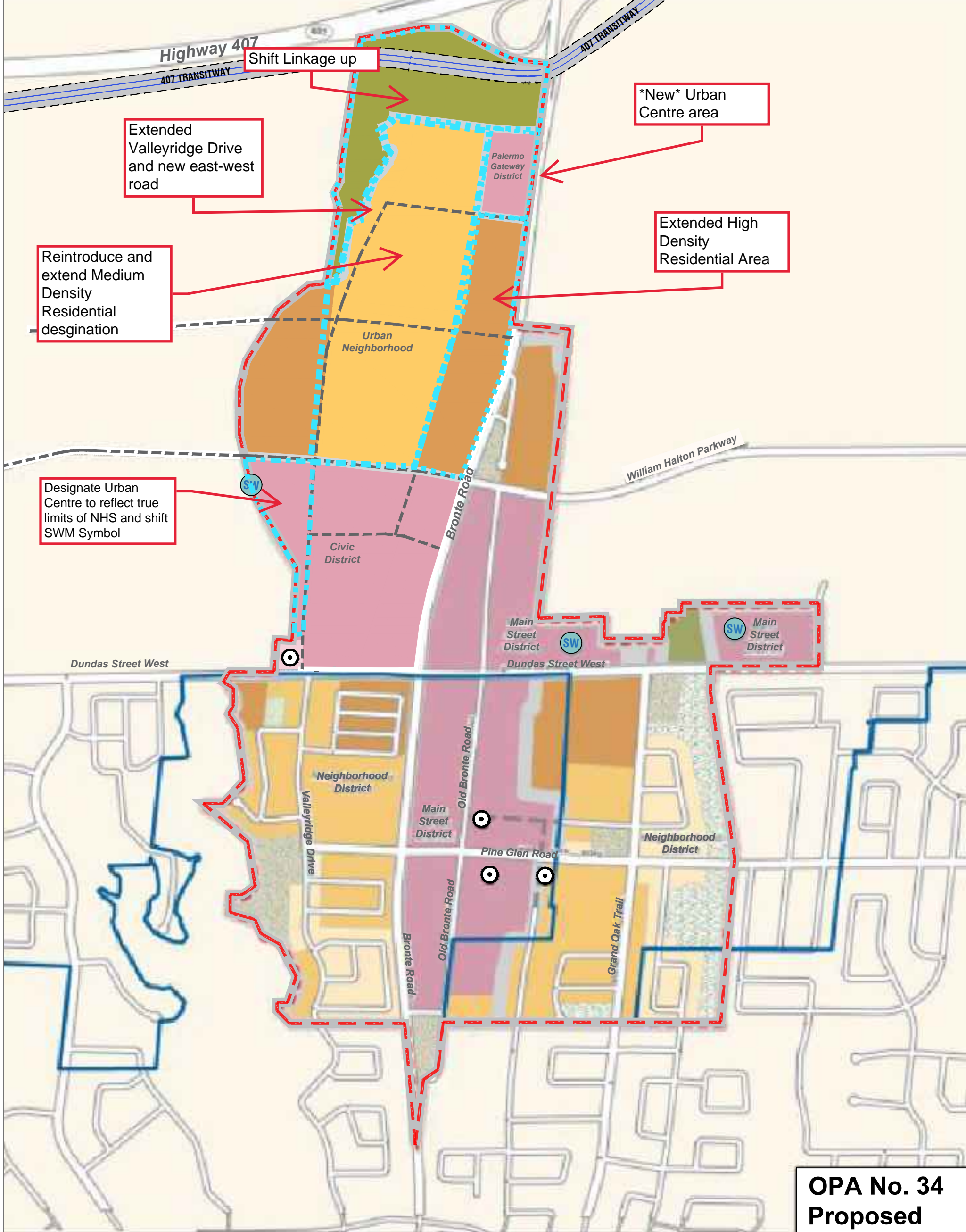
- SCHEDULE AREA BOUNDARY
- BUSINESS EMPLOYMENT
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- PARKS AND OPEN SPACE
- TRANSITWAY
- GREENBELT*
- GROWTH AREA**
- STORMWATER MANAGEMENT FACILITY
- TRANSIT TERMINAL
- PRIVATE ACCESS ROAD
- PROPOSED ROADS

* Refer to Part E, Special Policy Areas, Greenbelt Plan Areas
 ** Refer to Part E, Growth Area Policies
 Refer to Part E, Special Policy Areas, North West Area
 Refer to Part E, Exceptions

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January 27, 2023

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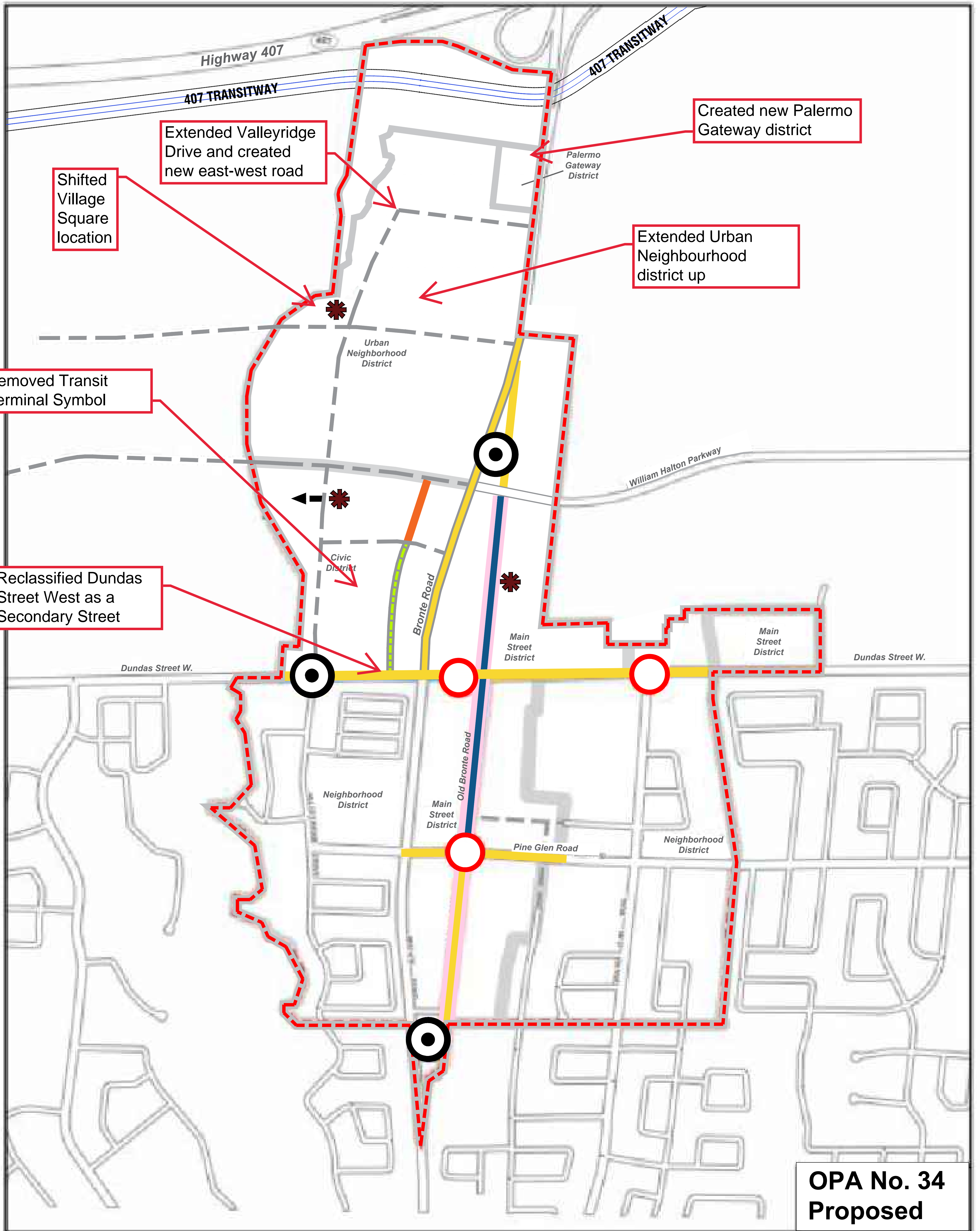


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**SCHEDULE N1
PALERMO VILLAGE
LAND USE**

	BUILT BOUNDARY		NATURAL HERITAGE SYSTEM
	GROWTH AREA BOUNDARY		PRIVATE OPEN SPACE
	LOW DENSITY RESIDENTIAL		TRANSITWAY
	MEDIUM DENSITY RESIDENTIAL		DISTRICT BOUNDARIES
	HIGH DENSITY RESIDENTIAL		STORMWATER MANAGEMENT FACILITY
	NEIGHBORHOOD COMMERCIAL		PROPOSED ROADS
	URBAN CENTRE		Refer to Part E, Palermo Village, for Growth Area Policies
	NATURAL AREA		Refer to Part E, Palermo Village Exceptions
	PARKS AND OPEN SPACE		

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January 27, 2023**



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**SCHEDULE N2
PALERMO VILLAGE
URBAN DESIGN**



- GROWTH AREA BOUNDARY
- PRIMARY STREET
- SECONDARY STREET
- FLEXIBLE STREET
- ENHANCED STREETSCAPE AREA
- PARKS AND URBAN SQUARES
- GATEWAY
- ENHANCED FEATURE AREA
- TRANSITWAY
- PEDESTRIAN CONNECTIONS
- VIEW CORRIDOR
- DISTRICT BOUNDARIES
- PROPOSED ROADS



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October 29, 2020