

PLANNING JUSTIFICATION REPORT

3005 Dundas Street West
Oakville

Official Plan Amendment and
Zoning By-law Amendment

Date:
June 6, 2023

Prepared for:
Enirox Group

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Our File: 22129A



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ARCHITECTURE



Executive Summary

This Planning Justification Report (“PJR”) has been prepared in support of a proposed Official Plan Amendment and Zoning By-law Amendment to facilitate the mixed use development located at 3005 Dundas Street West, in the Town of Oakville (the “Subject Lands”). The proposal is for a mixed use development consisting of two towers (27 and 30 storeys) located on a three-storey podium with four levels of underground parking. A total of 690 units are proposed with a mix of bedroom types and sizes. Retail uses are to be provided at grade along Dundas Street West and Old Bronte Road. A new park is proposed at the corner of Dundas Street West and Old Bronte Road.

The Subject Lands are on a corner lot, with frontage on Old Bronte Road to the east, Dundas Street West to the south and Bronte Road to the west, with an approximate lot area of 7,762.98 square metres (0.776 ha). The area surrounding the Subject Lands consists of a variety of residential and community uses, including low rise residential uses, townhomes, apartments, and community amenities, including schools (Western Heights Montessori Academy, Palermo Public School, Conseil Scolaire de District Catholique Centre-Sud) and places of worship (Forestview Church, St Joseph’s Portuguese Roman Catholic Church). While the areas to the north of Dundas Street are planned to evolve as part of North Oakville, the lands to the south have been intensifying as part of the Palermo Village Growth Area.

The Subject Lands are located in a Primary Regional Node, specifically in the Palermo Village Strategic Growth Area. Dundas Street West and Bronte Road are identified as Regional Intensification Corridors in the Regional Official Plan. The Subject Lands are planned to accommodate transit-supportive high-density mixed uses.

The Subject Lands are currently identified as “Nodes and Corridors”, “Proposed Regional Transit Node”, and “Nodes and Corridors for Future Study” in the Livable Oakville Plan, and are located on Dundas Street West and Bronte Road which are both identified as “Regional Transit Priority Corridors”. The Subject Lands are also designated as “Urban Centre” in Official Plan Amendment 34 (OPA 34) which is currently under appeal). The proposed Official Plan Amendment for the Subject Lands seeks to re-designate the site to provide for transit-oriented development at a key location within the Palermo Village Strategic Growth Area. The Subject Lands are zoned *Future Development (FD)* and are proposed to be rezoned to High Density Residential within the North Oakville Zoning By-law 2009-189 to implement the proposed mixed use development.

A detailed planning analysis of the existing physical context as well as the Provincial and municipal policy and regulatory framework, is provided in this report which supports and justifies the proposed development.

The proposed development provides for an optimized, transit oriented mixed-use development at a key site in the Palermo Village Strategic Growth Area. The proposed development will contribute to the broader evolving area as part of a complete community, offering new housing options, open space and ground floor retail uses to serve the new and existing residents. Based on the physical context and planning policy and regulatory framework analysis, the proposed development is consistent with and conforms to Provincial policies, as well as the Region and Town Official Plans. The proposed development will contribute to

meeting additional forecasted growth to 2051 and the housing needs as pledged by the Town by 2031. The proposed development represents good planning and is in the public interest.

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Enriox Group (the “Applicant”) to assist with planning approvals to develop two transit oriented, mixed use buildings on the Subject Lands. The property is located on the north side of Dundas Street West, east of Bronte Road, and west of Old Bronte Road, with access on Old Bronte Road and Dundas Street West. The Subject Lands are municipally addressed as 3005 and 3015 Dundas Street West, in the Town of Oakville (the “Subject Lands”), as shown on **Figure 1**.

This Planning Justification Report (“PJR”) has been prepared on behalf of the Applicant in support of the proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications. These proposed amendments will permit the mixed use development consisting of two residential towers, open space, two commercial units on the ground floor, and below grade parking.

This report provides a comprehensive assessment and justification for the proposed OPA and ZBA in relation to the physical context as well as the applicable policy and regulatory framework. This report includes the following:

- A general description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed development and design elements;
- A summary of the technical studies and plans prepared in support of the proposal;
- A description of the proposed OPA and ZBA;
- A review of the exiting policy and regulatory framework in relation to the proposed plan and applications and an assessment of their consistency and conformity with Provincial, Regional and Town policies and regulations; and,
- A summary of key conclusions related to the proposed development.

1.1 Pre-Application Consultation

The required pre-consultation meeting to discuss the proposal was held on July 13, 2022. Town of Oakville staff were in attendance, along with the Applicant. A record of the pre-consultation minutes issued in July 2023 are attached to this report as **Appendix A**. The Pre-Application Consultation identified the need for the OPA and ZBA applications to facilitate the proposed development.

The following submission materials were identified as being required, and have been submitted in support of the proposed development with this submission.




Figure 1

LOCATION MAP

3005 Dundas St W
Oakville, Ontario

LEGEND

 Subject Lands

Date: Apr 04, 2023

File: 22129 - A

Drawn By: R.M.

Scale: 1:1,000



Data Source: Town of Oakville

Town of Oakville, Maxar, Microsoft

Plan / Report	CONSULTANT
Aerial Photographs	MHBC Planning
Completed Application Forms/Fees	MHBC Planning
Planning Justification Report	MHBC Planning
Draft Zoning By-law Amendment	MHBC Planning
Draft Official Plan Amendment	MHBC Planning
Urban Design Brief	MHBC Planning
Minutes and attendance list of Applicant-initiated "Public Information Meeting"	MHBC Planning
Map and Accompanying Tables Showing Densities and Designations	MHBC Planning
ESSQ	MHBC Planning
Planning Statistics Spreadsheet	WZMH Architects
Concept Plan	WZMH Architects
Waste Management Plan	WZMH Architects
Shadow Impact Analysis	WZMH Architects
3-D Computer Model	WZMH Architects
Functional Servicing Study/Report & Stormwater Management Study/Report	Schaeffers Consulting Engineers
Site Servicing Plan	Schaeffers Consulting Engineers
Grading & Drainage Plan	Schaeffers Consulting Engineers
Transportation Impact Analysis/Parking Justification	Nextrans Consulting Engineers
Landscape Plan	Adesso Design Inc.
Tree Vegetation Study/Arborist Report and Tree Protection Plan	Jackson Arboriculture Inc.
Noise Impact study	GHD
Survey/Legal Plan	J.D. Barnes Limited.
Environmental Site Assessment (Phase 2)	Fisher Environmental Ltd.

The above noted documents are summarized in **Section 3.2** of this report.

1.2 Public Information Meeting

A Public Information Meeting (PIM) was hosted prior to the submission of the application on April 18, 2023. The meeting was held virtually from 6:30 PM to 7:15 PM using Zoom. A PowerPoint presentation was shared providing information on different aspects of the proposal. In accordance with the Town of Oakville’s current processes of public notification, meeting invitations were mailed out to 567 addresses and sent to 41 email addresses, which were provided by Town staff. Project team staff in attendance included representation from Enriox Group, MHBC Planning (land use planning), and WZMH (architecture) who responded to specific inquiries regarding details of the proposal. The PIM notes are attached to this report as **Appendix B**.

2.0 Existing Site & Context

The consideration of an existing site’s context is important in the planning analysis for the proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure which includes future land uses and infrastructure.

2.1 Site Description

The Subject Lands are located at the northwest corner of Dundas Street West and Old Bronte Road and are currently vacant. The Subject Lands have an approximate area of 7,762.98 square metres (0.776 ha), and approximate frontages of 75 metres along Dundas Street West and 95 metres along both Bronte Road and Old Bronte Road. Refer to **Figure 1** for a location map illustrating the Subject Lands and the surrounding area.

Access is currently provided via two driveways one along Dundas Street West and one along Old Bronte Road. The site is relatively flat, with some tree coverage to the north of the Subject Lands.

2.2 Surrounding Area Context

Figure 2 illustrates the surrounding area context of the Subject Lands. The following is a description of the existing physical context within which the development is proposed.

North: Vacant land and low density residential uses are located to the north along Old Bronte Road. Access to Highway 407 is located further northwest from Bronte Road.

East: A few low density residential uses (single detached dwellings) and Palermo United Church, and Western Heights Montessori Academy are located northeast of the Subject Lands. Further east along Dundas Street West at Third Line is the Oakville Trafalgar Memorial Hospital.

South: A plaza is located immediately south of the Subject Lands across Dundas Street west and includes a salon and spa, restaurant and animal hospital. An office/medical building is located south east of the



Figure 2
SURROUNDING CONTEXT

3005 Dundas St W
 Oakville, Ontario

LEGEND

Subject Lands

Date: Apr 04, 2023

File: 22129 - A

Drawn By: R.M.

Scale: 1:5,000



Data Source: City of Oakville


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Subject Lands. Low rise residential (single detached and townhouses) and mid-rise buildings are located across Dundas Street West to the south of the Subject Lands. Community facilities are located further south of the Subject Lands (i.e. places of worship, schools and parks).

West: Immediately abutting the Subject Lands to the west is a very thin sliver of vacant land. Across Bronte Road, and further west of the Subject Lands, is Fourteen Mile Creek, as well as a place of worship and an electrical engineering company.

The following images further illustrate the Subject Lands and the surrounding existing context.



Image 1: View of the Subject Lands from Dundas Street West looking north (Google Street View, 2023)



Image 2: View of the lands to the south of Dundas Street West (Google Street View, 2023)



Image 3: View of the Subject Lands from Old Bronte Road looking west (Google Street View, 2023)



Image 4: View of the lands to the east of Old Bronte Road (Google Street View, 2023)



Image 5: View of the Subject Lands from Bronte Road looking east (Google Street View, 2023)



Image 6: View from the Subject Lands of the intersection of Bronte Road and Dundas Street West (Google Street View, 2023)



Image 7: View from Old Bronte Road of the lands south of Dundas Street West (Google Street View, 2023)



Image 8: View of the northern part of the Subject Lands from Old Bronte Road looking southwest (Google Street View, 2023)

2.3 Area Development Context

As part of the preparation of the planning assessment, a search of the Town of Oakville’s development application database was undertaken to provide the context of the existing and proposed developments within the surrounding area (see **Figure 3**). The surrounding area continues to be an evolving area with a number of recent development applications either being approved, and now under construction, or currently in the planning approval process.

Table 1: Surrounding Development Applications

#	Address	Application Type	Status	Description
1	2430 Old Bronte Road	Draft Plan of Condominium	Under Review	Brixen Developments (Old Bronte) Inc. Draft Plan of Condominium for an approved 8 storey mixed-use building.
2	2478, 2486 and 2490 Old Bronte Road	Draft Plan of Condominium	Under Review	New Horizon Development Group (MINT) Standard Draft Pan of Condominium application. Includes residential units and commercial units within the two 8 storey buildings and heritage building. Building 1 – 176 residential units, 10 commercial.

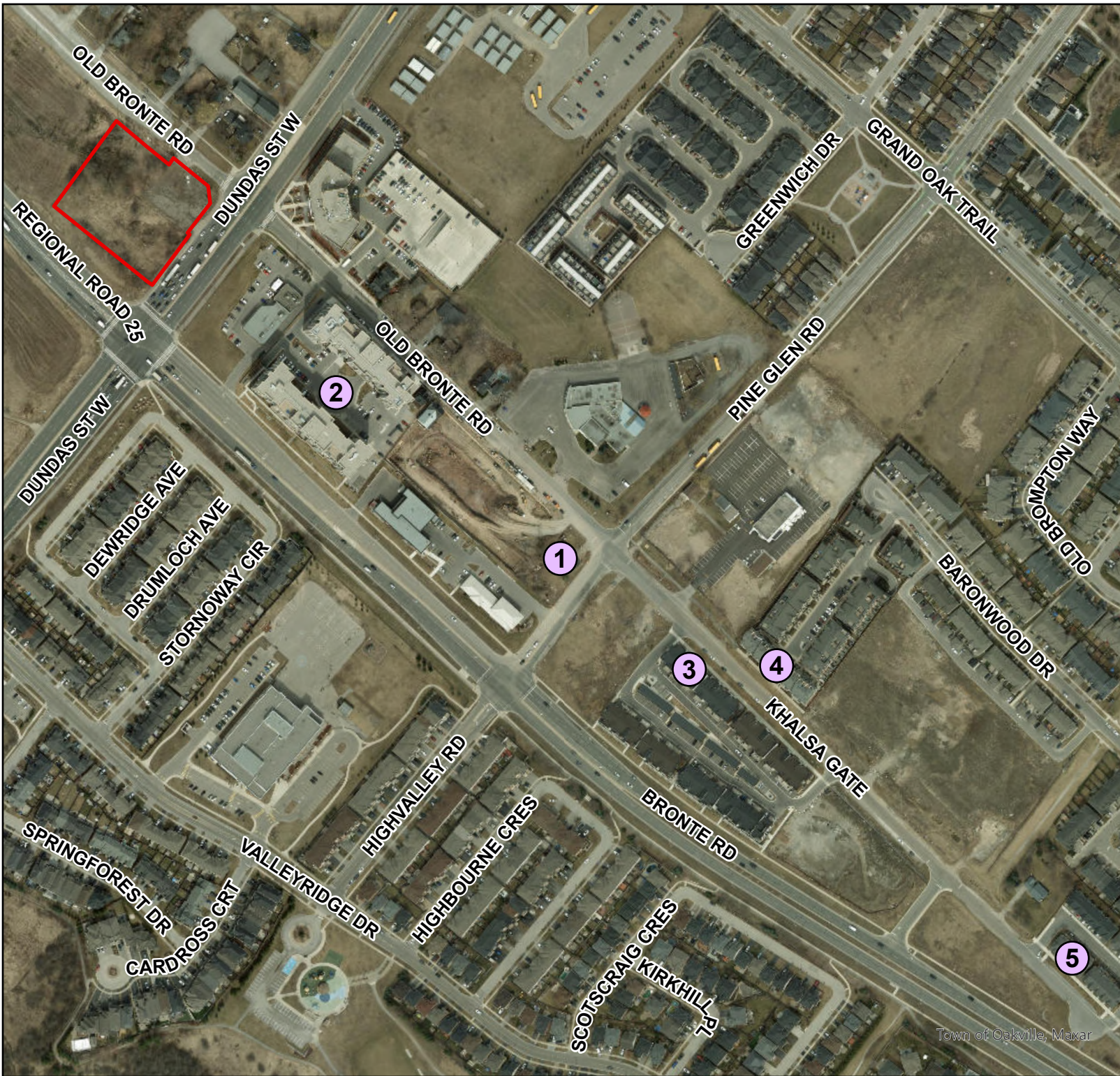



Figure 3

SURROUNDING DEVELOPMENT PROPOSALS

3005 Dundas St W,
Oakville, Ontario

LEGEND

 Subject Lands

Address

- 1 2430 Old Bronte Rd
- 2 2478, 2486 and 2490 Old Bronte Rd
- 3 2390 Khalsa Gate
- 4 2385 and 2389 Khalsa Gate
- 5 2295 to 2307 Khalsa Gate

Date: 2023-05-04 11:34

Scale: 1:4,000



N:\22129A - 3005 Dundas St W, Oakville\1 - MHBC Documents\Mapping, Drawings, Info\22129A GIS Data

Data Source: Town of Oakville

Town of Oakville, Maxar

3	2390 Khalsa Gate	Draft Plan of Condominium	Under Review	Ballantry Homes (Willowbay) 4 – 3 storey condominium building containing 122 units.
4	2385 and 2389 Khalsa Gate	Draft Plan of Condominium	Under Review	Peppergate Developments Inc. For the creation of 166 residential townhouse units including underground parking (Phase condominium development).
5	2295 to 2307 Khalsa Gate	Draft Plan of Condominium	Under Review	Stateview Homes Draft plan of common elements condo comprising Block 3 on future M-Plan.

2.4 Community Context

Palermo Village is an evolving growth area at one of the Town’s key intersections: Dundas Street and Bronte Road. It is planned to become a pedestrian-oriented, transit-supportive, urban community with a mix of residential, commercial, community, and office uses. Lands south of Dundas Street have been developing with a mix of multi-unit townhomes and apartments, and commercial uses.

The lands to the north of the Subject Lands are proposed to be developed as an urban complete community with a range of residential, retail, office, and community uses.

The Subject Lands are currently located in proximity to a number of community services, parks, and amenities which are listed below in **Table 2** and will be further served by community uses, parks and amenities planned for the north Palermo Village area through OPA 34 (see **Figure 4**).















Table 2: Location of Surrounding Community Services and Facilities

DESTINATION	DISTANCE (KM)	TRAVEL TIME (MINUTES)		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
Existing				
1. Palermo United Church	140 m	2	2	2
2. 2525 Old Bronte Road – Office/Medical Building	240 m	3	3	2
3. Western Heights Montessori Academy	300 m	4	2	2
4. 2512 Old Bronte Road – Plaza which includes a salon and spa, restaurant and animal hospital	350 m	4	3	3
5. St. Joseph’s Portuguese Roman Catholic Church	550 m	7	4	3
6. Forestview Church Without Walls	700 m	9	1	3
7. Valleyridge Park	850 m	10	3	4

Figure 4
**OAKVILLE OPA
 34**
 Schedule N2:
 Palermo Village
 Urban Design

3005 Dundas St W,
 Oakville, Ontario

LEGEND

-  Subject Lands
-  Growth Area Boundary
-  Primary Street
-  Secondary Street
-  Flexible Street
-  Enhanced Streetscape Area
-  Parks & Urban Squares
-  Gateway
-  Enhanced Feature Area
-  Transit Terminal
-  Pedestrian Connections
-  District Boundaries
-  View Corridor
-  Proposed Roads

Date: April 26, 2022

Scale: 1:5000

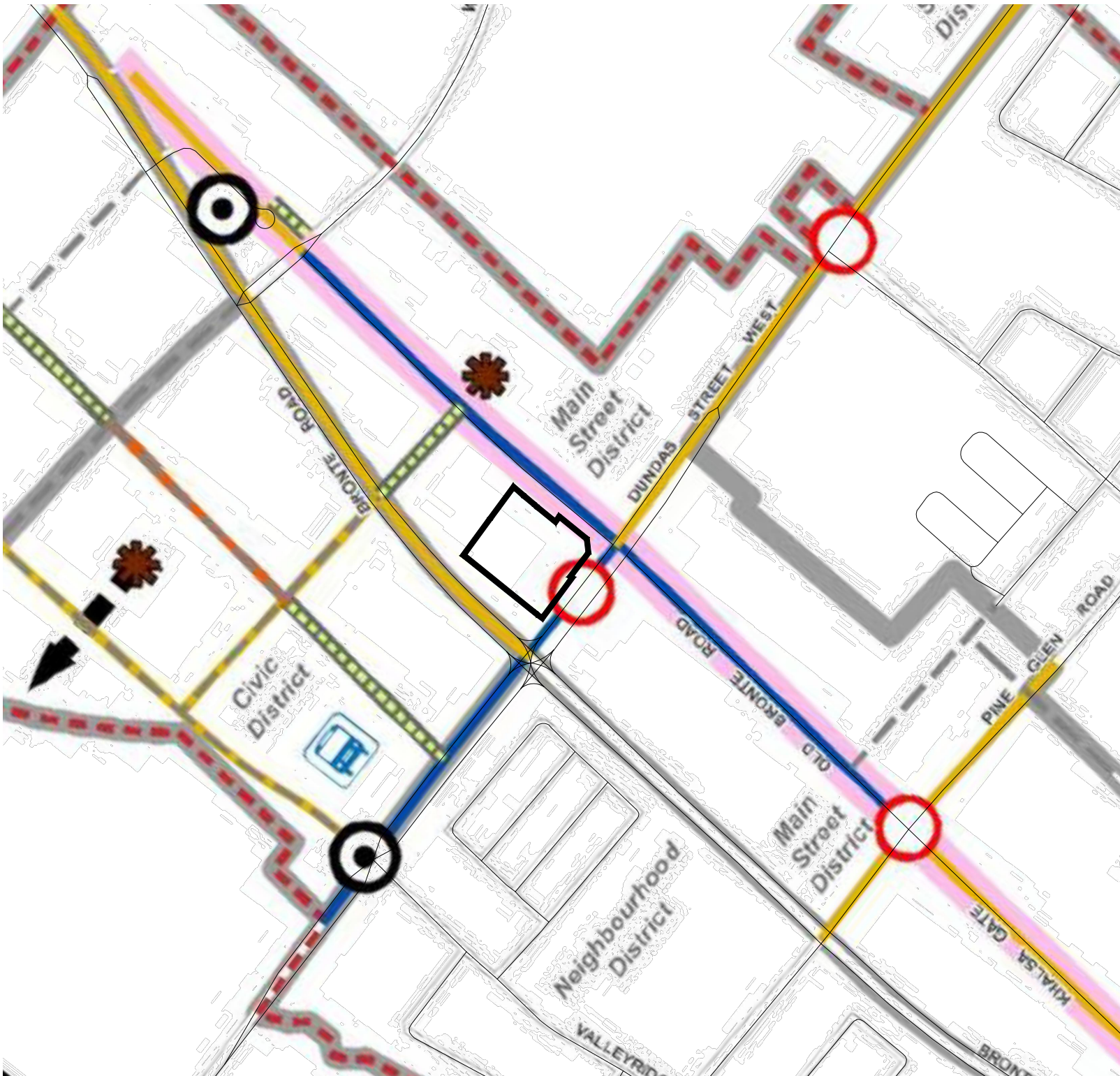


N:\2021\OPA - 3005 DUNDAS ST W, OAKVILLE\MAPPING_DRAWINGS_INFORMATION\DRAWING11 - OPA 34 N2.DWG

Data Source: Town of Oakville

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8. Vaishno Devi Temple	1.2 km	15	2	4
9. École Secondaire Catholique Saint-Trinité	1.2 km	7	3	5
10. Greenwich Park	1.4 km	10	3	5
11. Colonel William Woods Parkette	1.7 km	21	3	7
12. Millstone Soccer Park	1.8 km	13	8	4
13. Oakville Pediatrics-Pediatric Urgent Care	1.8 km	14	7	4
14. Captain R. Wilson Public School	2.4 km	26	9	5
Planned through Town approved OPA 34*				
Minimum of three new public parks shall be provided (as shown on Schedule N2), with a total area of no less than 3 hectares including: <ul style="list-style-type: none"> • An urban square, approximately 0.3 ha in size, located adjacent to Old Bronte Road south of William Halton Parkway; • A village square approximately 0.5 ha in size, centrally located within the Urban Neighbourhood District and adjacent to the natural heritage system to the north; and, • A park, approximately 2.2 ha in size, located adjacent to the future community centre and library in the Civic District 	1.5 km	Within a 15 min distance		

Note: Distances and times above are approximate.

**These park facilities are based on the Town's approved OPA 34 for the area which remains under appeal and may be revised.*

2.5 Transportation Context

Transportation and access are important considerations for the planning and development of major corner intersection sites. A detailed analysis of the transportation context is provided in the Transportation Impact Study prepared by Nextrans.

The Subject Lands are bound by Old Bronte Road to the east, Dundas Street West to the south and Bronte Road to the west. The Subject Lands are located to the southeast of the Highway 407 Express Toll Route ramps. The Subject Lands have existing driveway access from Old Bronte Road and from Dundas Street West.

The Region of Halton Official Plan identifies Dundas Street West and Bronte Road as Major Arterial Roads on Map 3 – Functional Plan of Major Transportation Facilities (**Figure 5**). Dundas Street West has a designated right-of-way ('ROW') width of 50 metres and Bronte Road has a designated ROW width of 42 metres on Map 4 – Right-of-Way Requirements of Arterial Roads (**Figure 6**).



Figure 5
REGION OF HALTON
 Map 3: Function Plan of Major Transportation Facilities

3005 Dundas St W,
 Oakville, Ontario

LEGEND

- Subject Lands
- Urban Area
- Higher Order Transit Area
- Major Arterial
- Proposed Major Arterial
- Provincial Freeway
- Minor Arterial
- Regional Urban Boundary
- Minor Arterial

Date: June 4, 2023

Scale: NTS



Data Source: Region of Halton; Town of Oakville

N:\2023\3005 DUNDAS ST W, OAKVILLE - MHBC DOCUMENTS\MAPPING, DRAWINGS, INFO\POPULAR DRAWINGS - RCP\MAP 2023



Figure 6
REGION OF HALTON
 Map 4: Right-of-Way Requirements of Arterial Roads

3005 Dundas St W,
 Oakville, Ontario

LEGEND

- Subject Lands
- Urban Area
- Proposed Major Arterial
- 50m
- 42m
- 40m
- 35m
- 30m
- 24m
- ROW shown on local Official Plans

Date: June 4, 2023

Scale: NTS



Data Source: Region of Halton; Town of Oakville

N:\2023\3005 DUNDAS ST W, OAKVILLE - MHC DOCUMENT MAPPING, DRAWINGS, INFO FOR DRAWINGS - ROP MAP 43016

In the Livable Oakville Official Plan, Dundas Street West is identified as a Major Arterial Road and Busway Corridor on Schedule C – Transportation Plan (see **Figure 7**). Bronte Road to the west of the Subject Lands is also identified as a Major Arterial Road. The following is the functional classification of roads from the Livable Oakville Plan for Major Arterials/Transit Corridors:

Facility Type	Function	Criteria
Major Arterials / Transit Corridors	<ul style="list-style-type: none"> Accommodate high volumes of traffic moving between communities traveling to activity centres and traffic en route to or from the Provincial Highway System Act as major transit corridors Accommodate rapid transit services and high occupancy vehicles Distribute traffic to or from all other classes of roads 4 or 6 lanes 40,000 or 60,000 vehicles per day 	<ul style="list-style-type: none"> High degree of access control and turning movement control Access will generally be limited to road intersections Direct access from abutting properties will be discouraged in the <i>development</i> of new communities and districts <i>Transit-supportive</i> land uses to be encouraged along right-of-way 35 to 50 metres

In OPA 34, Old Bronte Road, located north of Dundas Street is identified as a minor collector and will have a minimum ROW of 27.5 metres. Vehicular access to the Subject Lands will only be permitted on Old Bronte Road and not Dundas Street West.

The pre-consultation comments identify that road widening’s and improvements will be required around the perimeter roads. These have been identified on the site plans for the proposed development.

Transit

The Subject Lands are currently served by Oakville Transit, Route 5 and 5A. Two stops are within the vicinity of the site, including one bus stop currently located on the north side of Dundas Street West at the corner of Bronte Road and Dundas Street West and one located directly across from the Subject Lands to the southeast across Dundas Street West. The current transit routes provide access to Oakville GO, Sheridan College, the Uptown Core, the Oakville Trafalgar Memorial Hospital, and the Dundas 407 GO Carpool parking area. Schedule N2 - Palermo Village Urban Design shows the proposed new local transit terminal for the Town located west of Bronte Road, north of Dundas Street.

The Ontario Ministry of Transportation (MTO) is undertaking the Planning Phase, the Environmental Assessment (EA) and the Preliminary Design for the future 407 Transitway from west of Brant Street to west of Winston Churchill Boulevard. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will be served by a number of stations, one of which is the Bronte Station, north of the Subject Lands for which an Environmental Assessment has been approved. The station layout includes vehicular and pedestrian access(es), park and ride facilities, on street integration with local transit, shelters, buildings and other amenities. A future GO Bus Park and Ride lot has also received approval though an Environmental Assessment and is located north of the site on the east side of Bronte Road south of Highway 407.



Figure 7
**OAKVILLE
 OFFICIAL PLAN**
 Schedule C:
 Transportation Plan

3005 Dundas St W,
 Oakville, Ontario

LEGEND

- Subject Lands
- Major Arterial
- Major Collector
- Minor Collector
- Busway Corridor
- Lands Not Subject to the Policies of This Plan

Date: April 4, 2023

Scale: 1:5000



W2219A - 3005 DUNDAS ST W, OAKVILLE | MHBC DOCUMENTS/MAPPING, DRAWINGS, REPORTS/DRAWINGS - CP 3C
 TRANSPORTATION PLANNING

Data Source: Town of Oakville

Active Transportation and Cycling

According to the Livable Oakville Plan, Schedule D – Active Transportation Plan, **(Figure 8)**, Dundas Street West is identified as an existing multi-use trail and Old Bronte Road is identified as a proposed signed bike route. As identified in the Transportation Impact Study, currently there are dedicated cycling routes along Colonel William Parkway, Grand Oak Trail, Pine Glen Road, and Postmaster Drive in the vicinity of the Subject Lands. There are also multi-use trails along Dundas Street West, east of Bronte Road, and on Bronte Road south of Dundas Street West. Cycling facilities will be constructed in phases, as per the Town’s proposed cycling network phasing and priority projects.

2.6 Housing Context

State of Housing Report (2021)

The Region of Halton issues a State of Housing Report annually which identifies the current housing needs in the Region. In the 2021 State of Housing Report, 62.2 per cent (1,135 units) of housing completions in Oakville were higher density units (townhouse and apartments). In 2021, total housing completions in Oakville declined to 1,824 units, a decrease of 3.9 per cent. Between 2017 and 2021, Oakville accounted for 47.6 per cent of Halton’s total housing completions (9,177 total units). The State of Housing Report identifies the need for continued new supply to meet Oakville’s housing needs and the provision of housing types and built form (apartments) that are more attainable and more accessible for new homebuyers.

Housing Pledge

At the March 20, 2023 Special Council meeting, Town Council unanimously approved the Housing Pledge the Province assigned to Oakville in October 2022. The pledge outlines how Council can facilitate the approvals of 33,000 new housing units to be achieved by 2031/2032. At the Council Meeting, Council directed staff to send Oakville’s Housing Pledge report to Halton Region’s Clerk requesting Halton Region’s continued support to deliver the necessary infrastructure and advance Oakville’s required housing units.

2.7 Cultural Heritage

The Subject Lands are located on the Treaty Lands and Territory of the Mississaugas of the Credit. We acknowledge and thank the Mississaugas of the Credit First Nation, the Treaty holders, for being stewards of this traditional territory. The Subject Lands were developed over time in the context of the settlement of the Village of Palermo.

The Hagar House – 3015 Dundas Street West

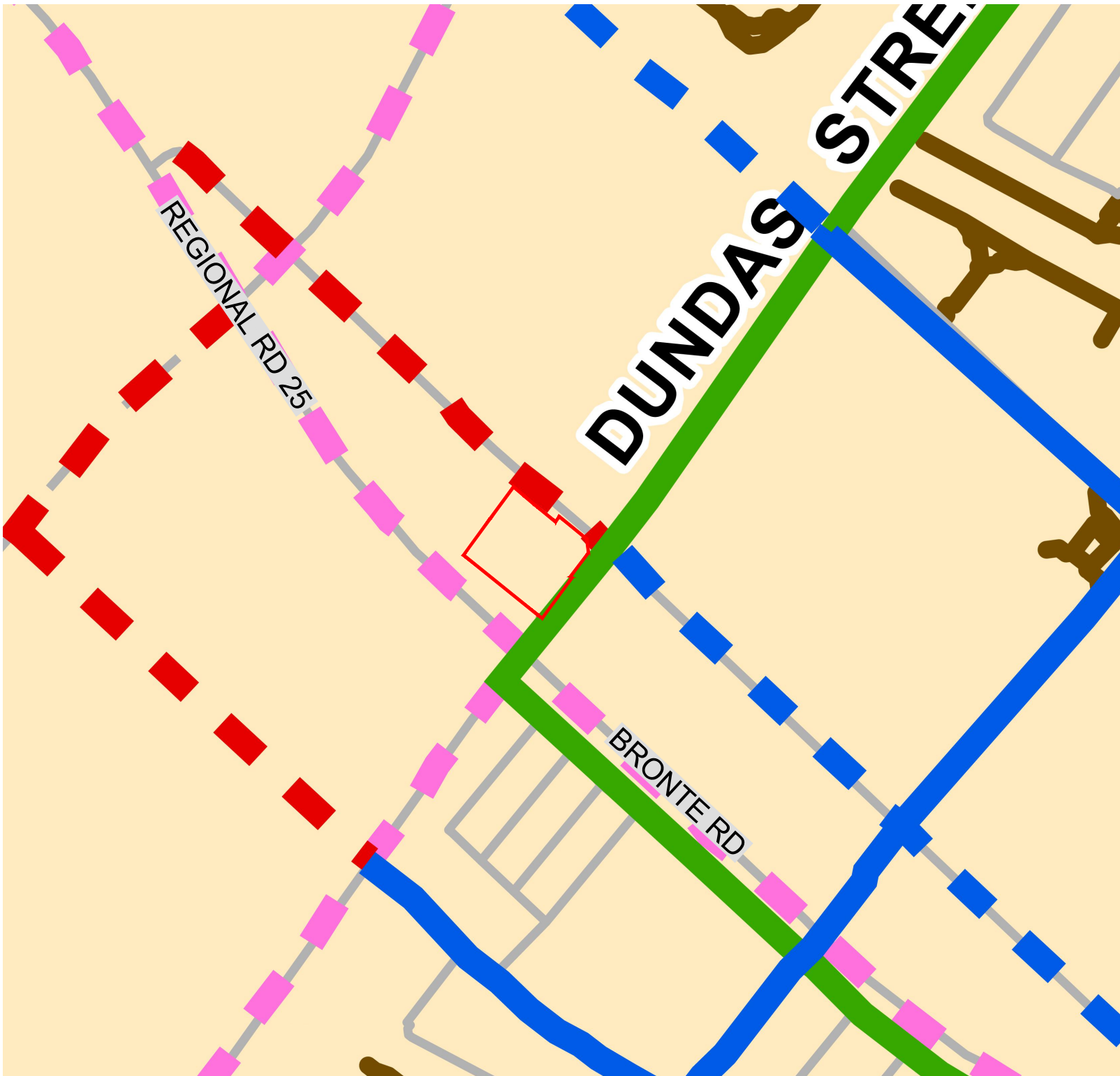
The property located on the northwest corner of Dundas Street West and Bronte Road is historically significant as a site directly associated with the Hagar (also known as Hager) family, the first Euro-Canadian pioneers to settle in Trafalgar Township. The house was owned and lived in for several decades by Lawrence Hagar who is considered to be the founder of Palermo.

Figure 8
**OAKVILLE
 OFFICIAL PLAN**
 Schedule D: Active
 Transportation Plan

3005 Dundas St W,
 Oakville, Ontario

LEGEND

	Subject Lands
<i>Existing</i>	<i>Proposed</i>
	 Bike Lane
	 Signed Bike Route
	 Multi-Use Trail
	 Buffered Bike Lane
	Paved Shoulder
	 Town Trail
	 Facility on a Regional Road



Date: April 4, 2023

Scale: 1:5000



N202198A - 3005 DUNDAS ST W, OAKVILLE - MHBC DOCUMENTS/BAPPING DRAWINGS, INFO/FOR DRAWINGS - OP SO ACTIVE TRANSPORTATION PLANNING

Data Source: Town of Oakville

The Hagar House has contextual value as a reminder of the agricultural landscape of the former Trafalgar Township and of village life in the historic village of Palermo. The house helped define the Dundas/Bronte corner and streetscape for over a century and a half.

The Town of Oakville prepared an Old Bronte Road/Khalsa Gate Streetscape Plan, in March of 2012. Palermo Village, has always been known as a community surrounding the intersection of Dundas Street and Old Bronte Road. The Village of Palermo, first settled in 1806, was the first urban centre in Oakville. Around 1920, Palermo Village had about 30 homes, its own post office, community hall, blacksmith shop, brick school house, medical office, and several churches.

Over time, several of the homes and buildings were removed including the buildings on the Subject Property. The Subject Lands were developed with a gas station in the mid 1960s. With the construction of the new section of Bronte Road completed in 2007, Old Bronte Road remains as a local road providing access to several buildings and structures. Today the Subject Lands are vacant.

3.0 Proposal Description

3.1 The Development Proposal

The current development proposal is the result of careful planning and design undertaken by the project team, in collaboration with technical experts and input from Town staff and the community. In preparing the proposed design for the development, the Provincial Policy framework for managing and directing growth, the Regional and Town policy context, and the surrounding context of the Palermo Village were taken into consideration.

The intent of the proposed development is to optimize a key intersection site within the Strategic Growth Area for a mixed-use development, to provide both residential uses and retail uses at grade along Dundas Street West and Old Bronte Road. The Subject Lands have a development area of 7,343.90 square metres.

The proposed conceptual plan (**Figure 9**) and elevations (**Figure 10**) for the site, prepared by WZMH Architects, is for a mixed-use development, consisting of two towers Building A (27 storeys) and Building B (30 storeys) located on a three-storey podium with four levels of underground parking. A total of 690 units are proposed with a mix of bedroom types, including one bedroom, one bedroom plus den, two bedroom, two bedroom plus den, and three bedroom units, in a variety of sizes.

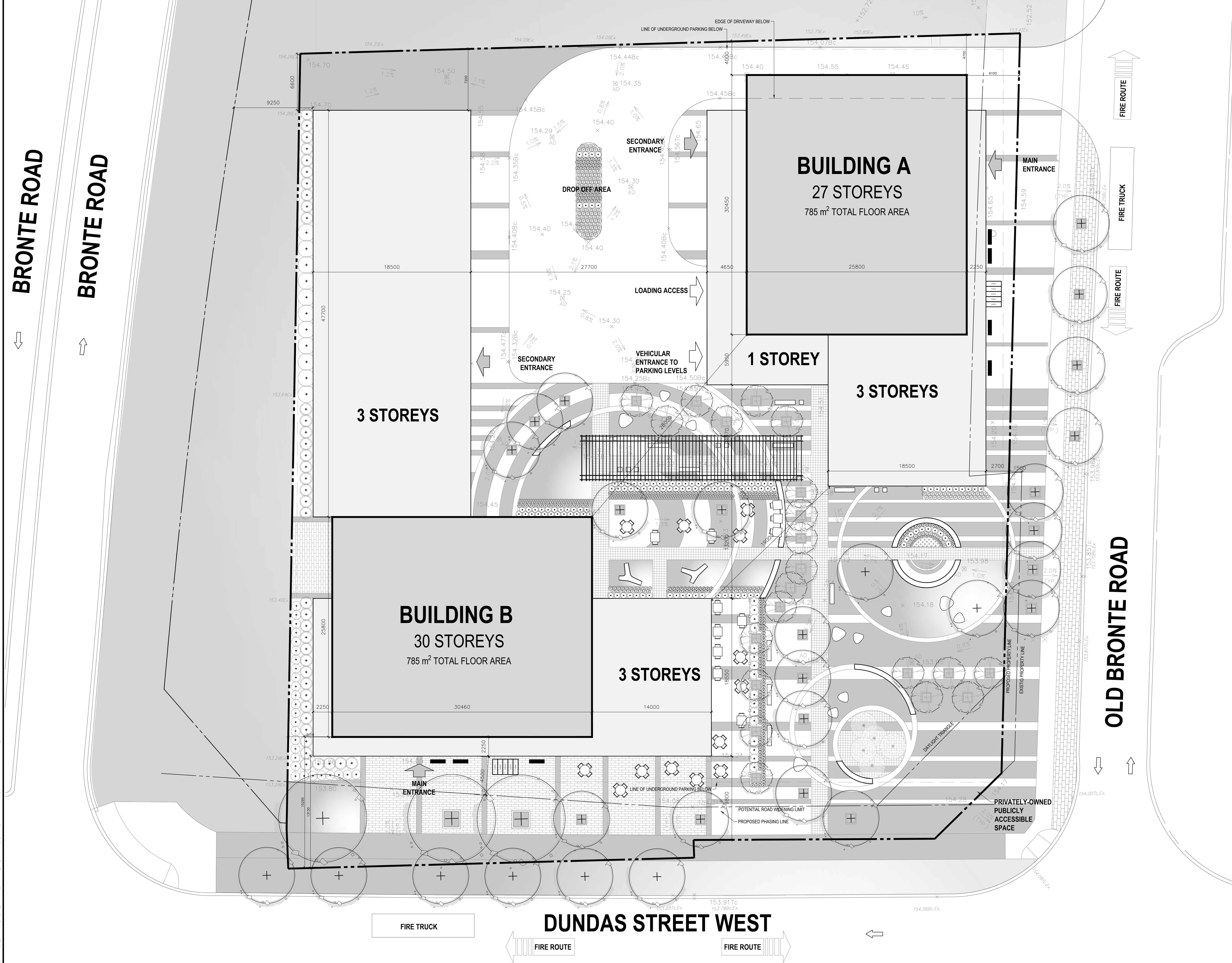
Land Uses

The proposed development provides both residential, commercial and open space uses. There are retail units proposed at grade within the ground floor fronting onto Old Bronte Road (Building A) and Dundas Street West (Building B) with a total of 272.76 m² of retail space in Building A and 296.6 m² of retail space in Building B.

Residential units are located on floors 2 to 26 and 2 to 30, and include 690 units with a breakdown of 18.8% 1 bedroom units, 48.1% of 1 bedroom plus den units, 31% 2 bedroom units, 1.2% 2 bedroom plus den units, and 0.9% 3 bedroom units as demonstrated in **Table 3**. A summary of the site statistics for the proposed development is provided in **Table 4**.

Table 3: Proposed Unit Breakdown

DESCRIPTION	UNITS	%
Building A		
Residential – 1 Bedroom	48	15.6%
Residential – 1 Bedroom Plus Den	152	49.4%
Residential – 2 Bedroom	98	31.8%
Residential – 2 Bedroom Plus Den	8	2.6%
Residential – 3 Bedroom	2	0.6%



SITE STATISTICS:

1. SITE AREA (m²)							
TOTAL AREA:	7,762.98						
DEVELOPMENT AREA	7,343.90						
FSI	6.11						
2. UNIT COUNT							
UNIT MIX BUILDING A	STUDIO	1B	1B+D	2B	2B+D	3B	TOTAL
GROUND	0	0	0	0	0	0	0
2ND-3RD FLOOR (2 FLOORS)	0	2	14	6	8	2	32
5TH-26TH FLOOR (23 FLOORS)	0	46	138	92	0	0	276
TOTAL	0	48	152	98	8	2	308
UNIT MIX BUILDING B	STUDIO	1B	1B+D	2B	2B+D	3B	TOTAL
GROUND	0	0	0	0	0	0	0
2ND-3RD FLOOR (2 FLOORS)	0	18	28	8	0	0	58
4TH-13TH FLOOR (10 FLOORS)	0	30	50	40	0	0	120
14TH-30TH FLOOR (17 FLOORS)	0	34	102	68	0	0	204
TOTAL	0	82	180	116	0	4	382
GRAND TOTAL	690						
3. BUILDING HEIGHT (m)							
PERMITTED	48.00						
PROVIDED (BUILDING A)	88.80						
PROVIDED (BUILDING B)	97.80						
4. FLOOR AREA, NET							
ZONING BY LAW 2015-018							
BELOW GRADE (BUILDING A+B)	RESIDENTIAL (m ²)	NON-RES (m ²)	TOTAL				
PARKING LEVEL P4	55.00	0.00	55.00				
PARKING LEVEL P3	55.00	0.00	55.00				
PARKING LEVEL P2	55.00	0.00	55.00				
PARKING LEVEL P1	55.00	0.00	55.00				
TOTAL BELOW GRADE	220.00	0.00	220.00				
ABOVE GRADE BUILDING A	RESIDENTIAL (m ²)	NON-RES (m ²)	TOTAL				
GROUND FLOOR	386.00	272.76	658.76				
2ND-3RD FLOOR (2 FLOORS)	2,141.30	0.00	2,141.30				
4TH-27TH FLOOR (24 FLOORS)	17,309.04	0.00	17,309.04				
TOTAL ABOVE GRADE	19,836.34	272.76	20,109.10				
ABOVE GRADE BUILDING B	RESIDENTIAL (m ²)	NON-RES (m ²)	TOTAL				
GROUND FLOOR	1,394.19	296.67	1,690.86				
2ND-3RD FLOOR (2 FLOORS)	3,762.92	0.00	3,762.92				
4TH-30TH FLOOR (27 FLOORS)	19,279.15	0.00	19,279.15				
TOTAL ABOVE GRADE	24,436.26	296.67	24,732.93				
GROSS TOTAL ABOVE GRADE	44,272.60	569.43	44,842.03				
BELOW AND ABOVE GRADE	44,492.60	569.43	45,062.03				
5. AMENITY SPACE							
ZONING BY LAW 2015-018							
	RATE	# OF UNITS	TOTAL (m ²)				
REQUIRED	-	690	-				
PROVIDED	2.0m ² /unit	690	1,380.00				
BUILDING A_4TH FLOOR			679.81				
BUILDING B_GROUND FLOOR			668.43				
BUILDING B_4TH FLOOR			32.50				
TOTAL PROVIDED			1,380.74				
6. PARKING							
ZONING BY LAW 2009-189							
	RESIDENTIAL	VISITORS	RETAIL	TOTAL			
REQUIRED	863	138	19	1,019			
PROVIDED	RESIDENTIAL	VISITORS	RETAIL	TOTAL			
PARKING LEVEL P1	44	138	8	190			
PARKING LEVEL P2	211	0	0	211			
PARKING LEVEL P3	214	0	0	214			
PARKING LEVEL P4	83	0	0	83			
TOTAL PARKING	552	138	8	698			
BARRIER FREE TOTAL	ZONING BY LAW 2009-189						
	RESIDENTIAL	NON-RES.	TOTAL				
REQUIRED	22	1	23				
PROVIDED	RESIDENTIAL	NON-RES.	TOTAL				
	22	1	23				
7. LOADING							
ZONING BY LAW 2009-189							
REQUIRED	1						
PROVIDED AT GRADE (TYPE 'G')	1						
PROVIDED ON P1 (TYPE 'C')	1						
TOTAL	2						
8. BICYCLE PARKING							
ZONING BY LAW 2009-189							
	LONG TERM	SHORT TERM	TOTAL	% NET AREA			
REQUIRED	150	50	200				
PROVIDED	150	50	200				
GROUND							
PARKING LEVEL P1	150	50	200	2%			
TOTAL							

Figure 9
SITE PLAN
By WZMH Architects

Plot Time: May 17, 2023 - 6:39pm
 Drawing Name: \\wzmh\Projects\8196_VB_Drawings\10_Drawings-Design (SD-00)\CAD\CAD Sheets\A-101-Site Plan.dwg

ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
			B	ISSUED FOR OP/AD/BA	05/23/2023

KEY PLAN

Project North

Seal

MMDDYYYY

ENIROX GROUP
REAL ESTATE DEVELOPMENT

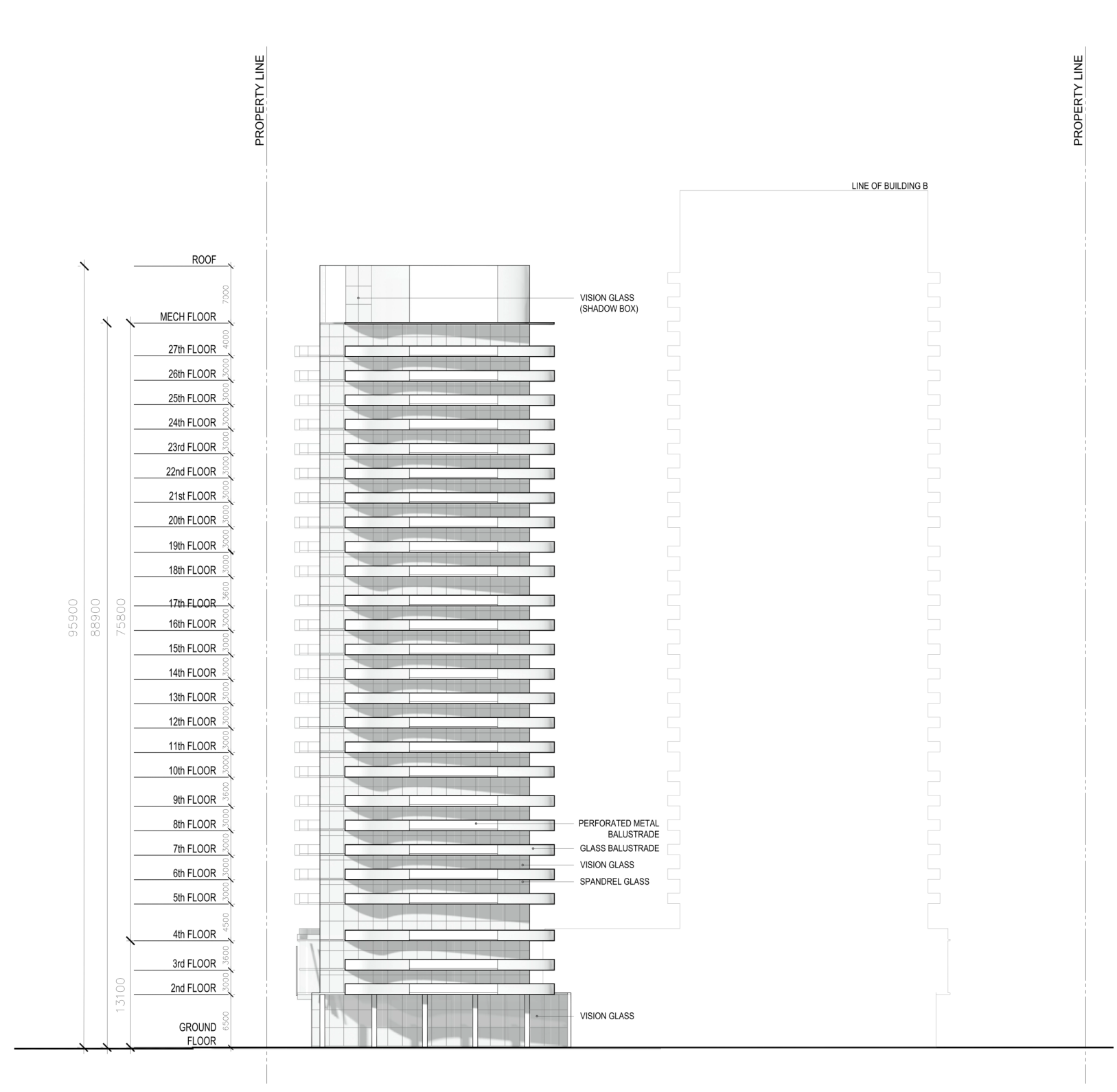
WZMH
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Toronto, Ontario, Canada M5V 1W6
Tel: 416-961-4111
www.wzmh.com

3005 DUNDAS
3005 DUNDAS STREET WEST,
OAKVILLE, ON, L6M 4J4

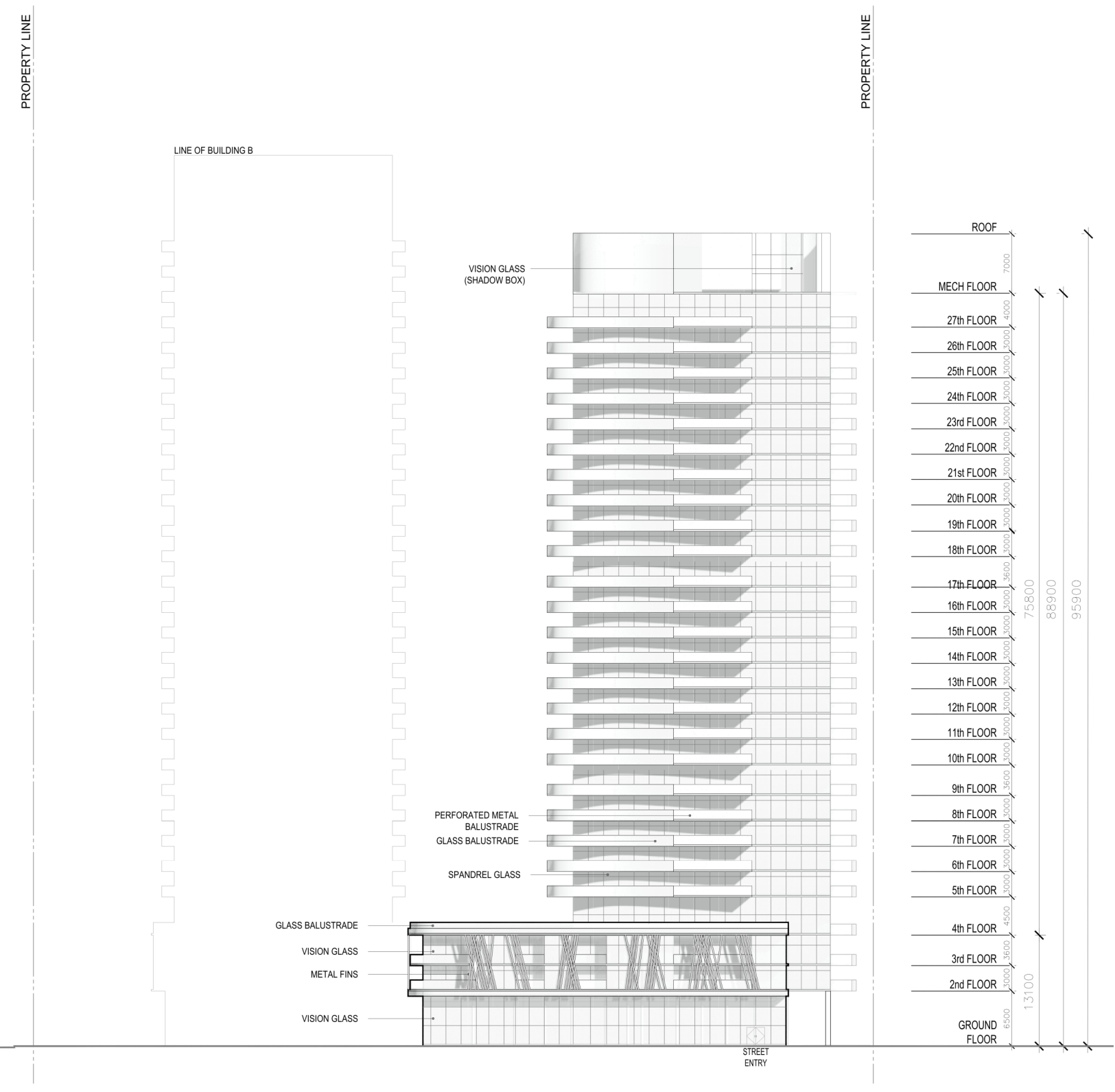
Drawing Title
Site Plan

Date: 05/17/2023
Scale: 1:150
Checked By: Checker
Drawn By: Author
Project No: 08196.000
Drawing No: **A-101**

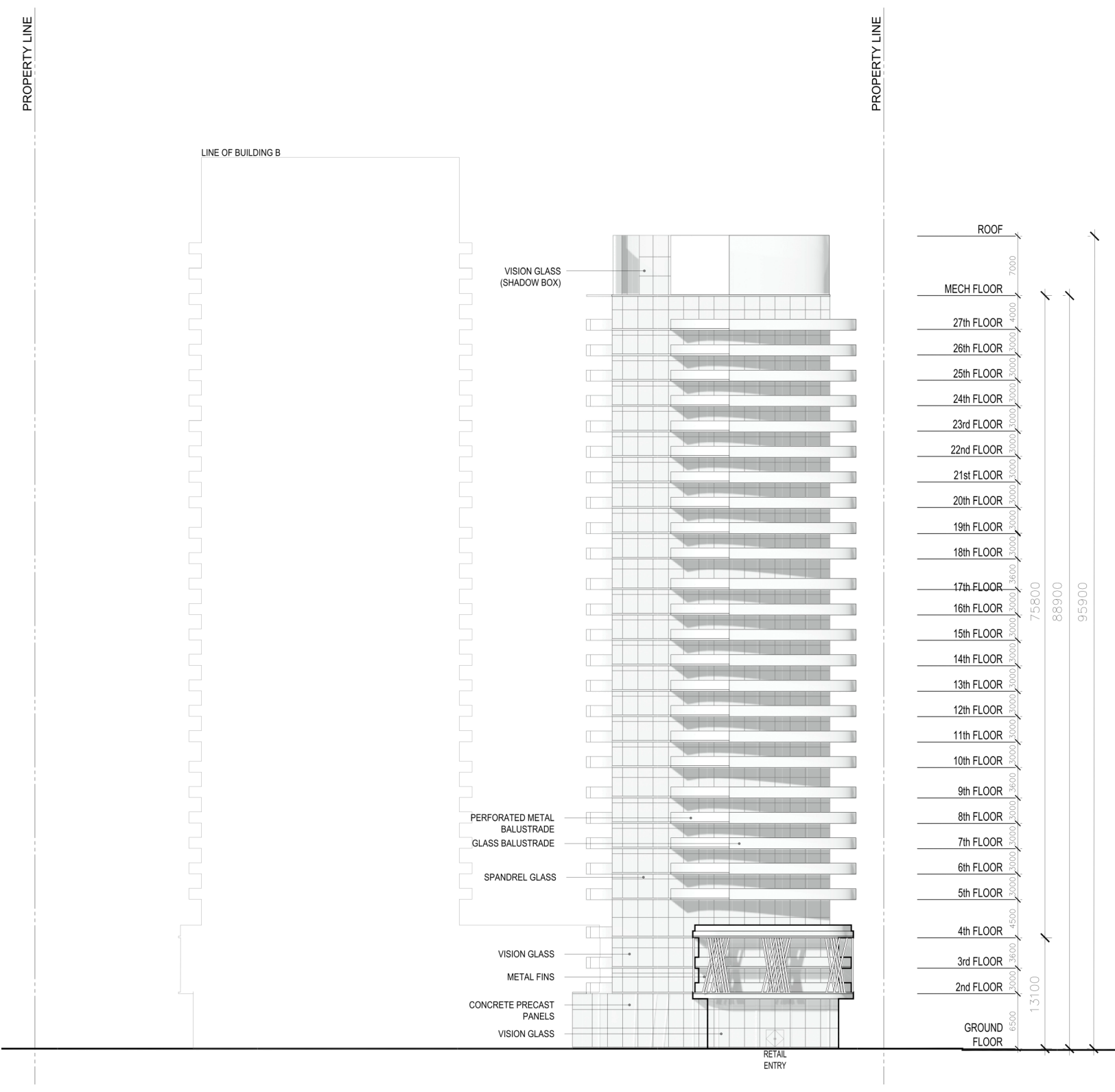
Building A
 North Elevation



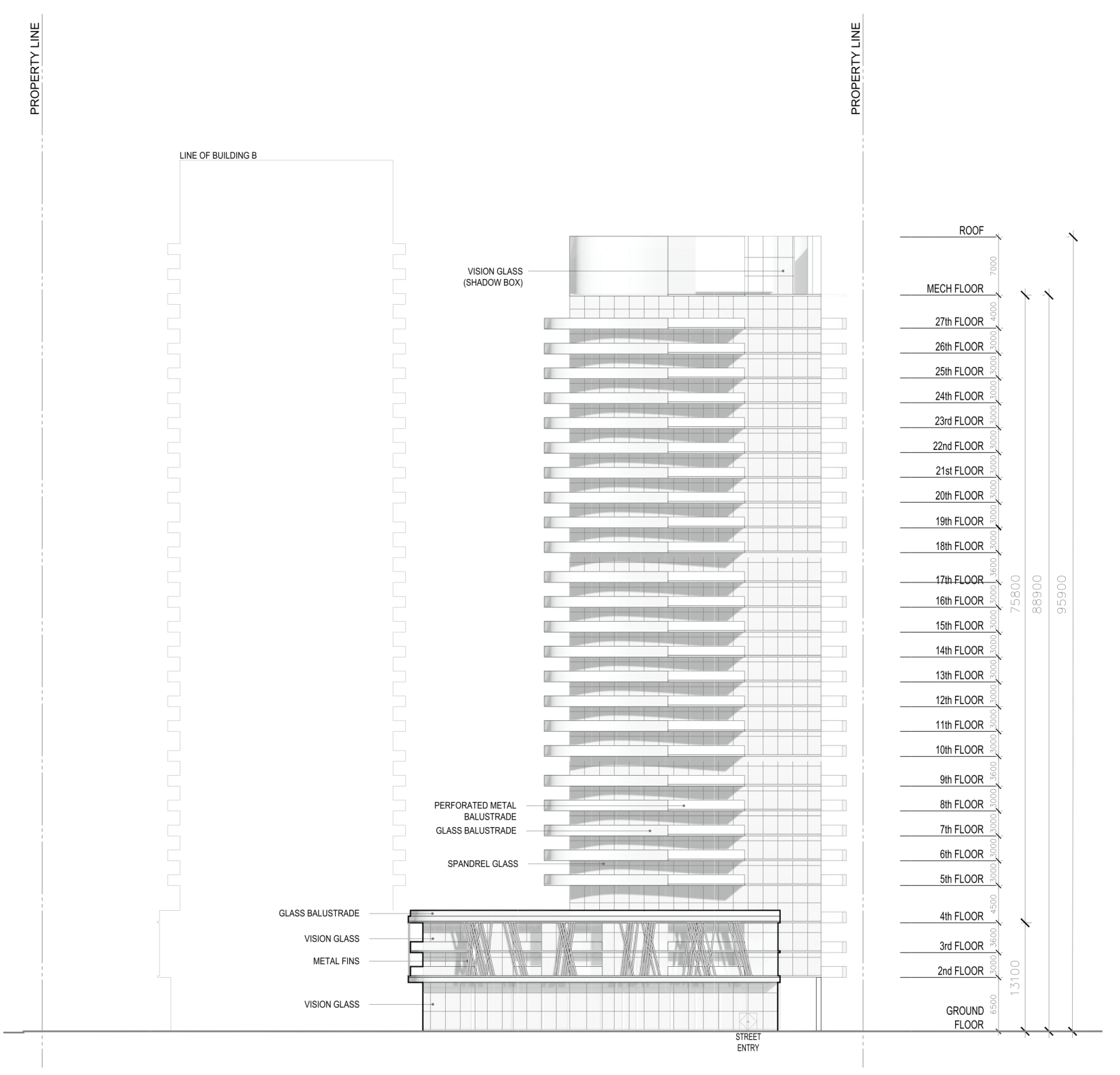
Building A
 East Elevation



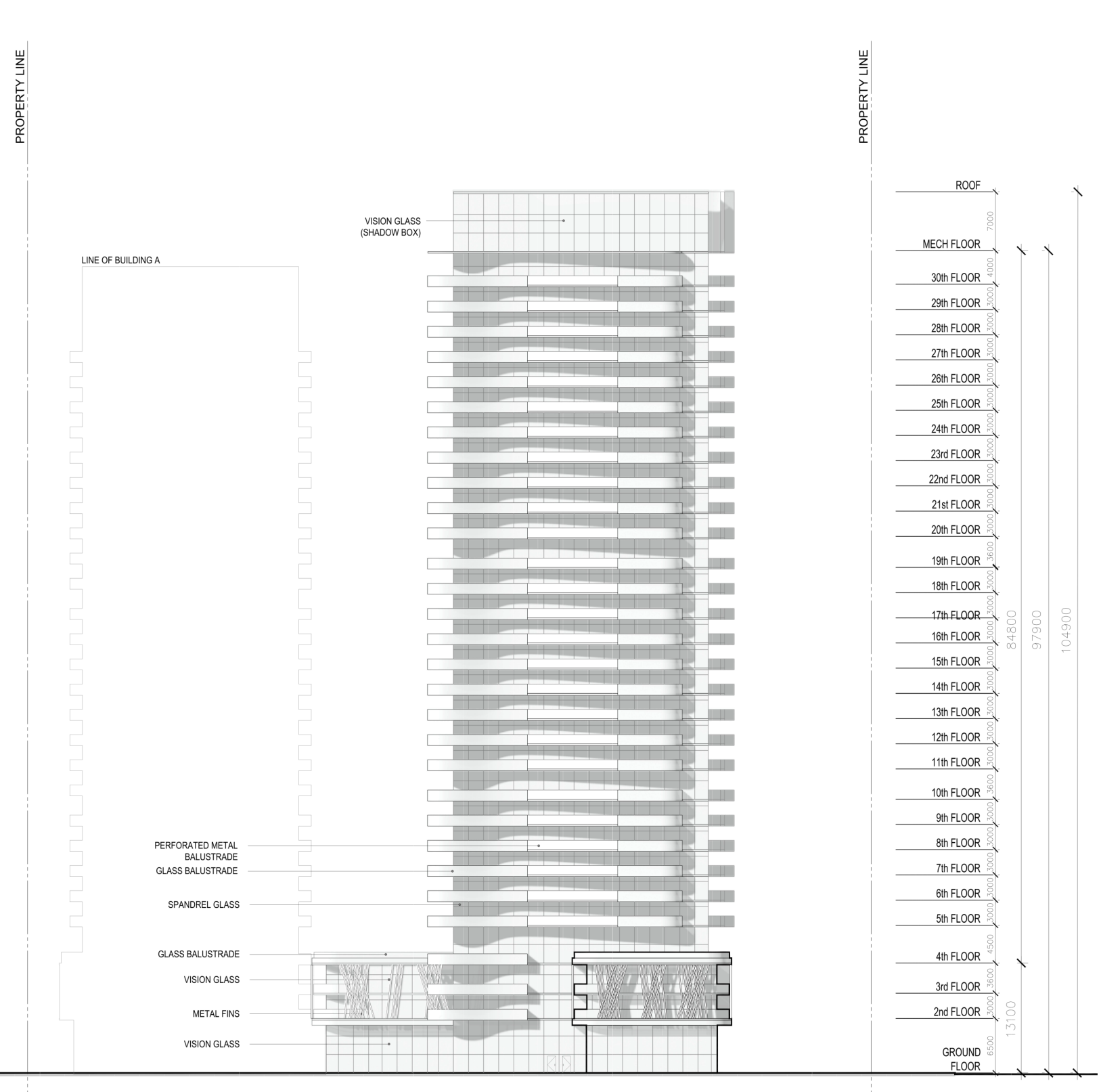
Building A
 South Elevation



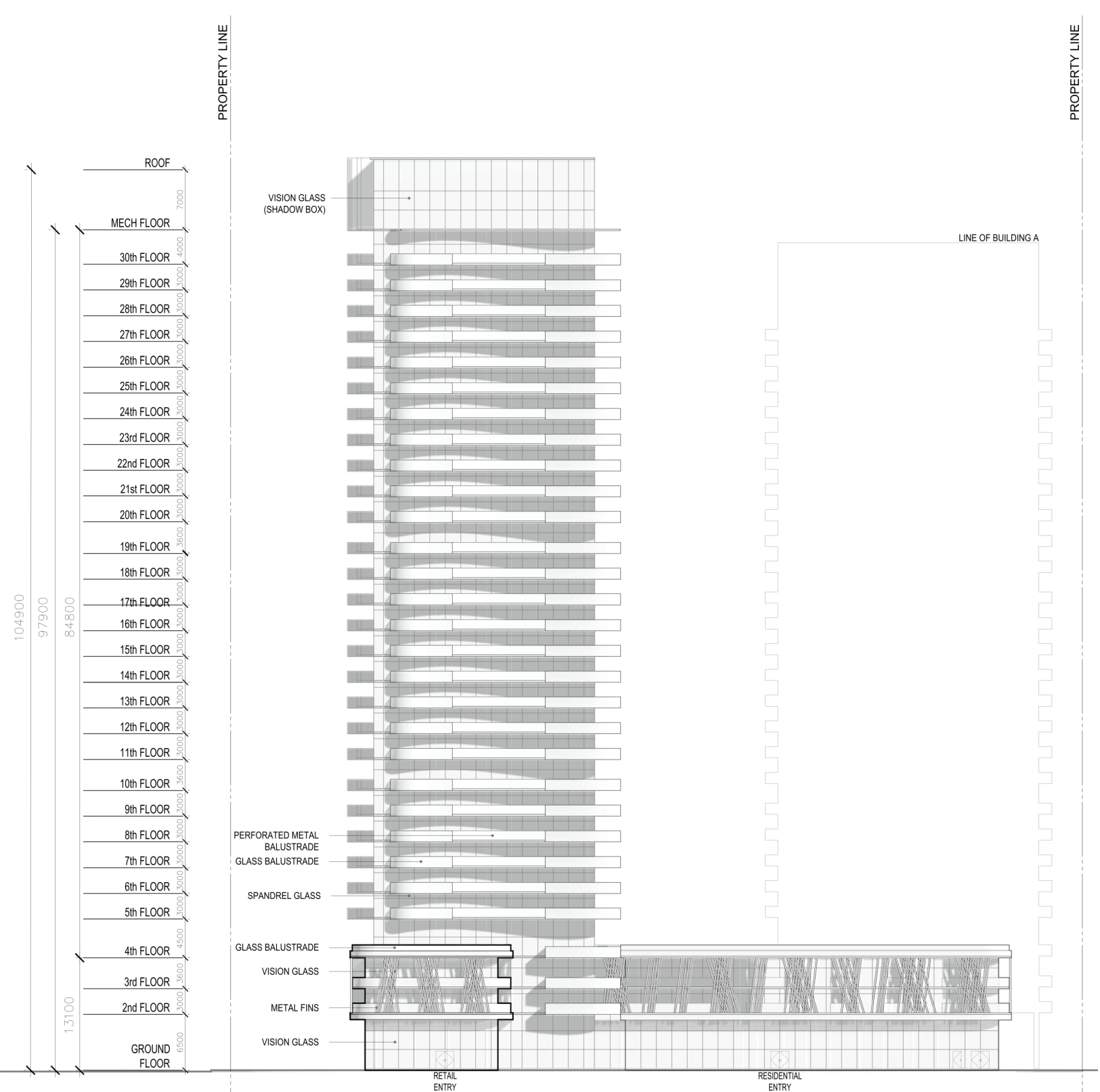
Building A
 West Elevation



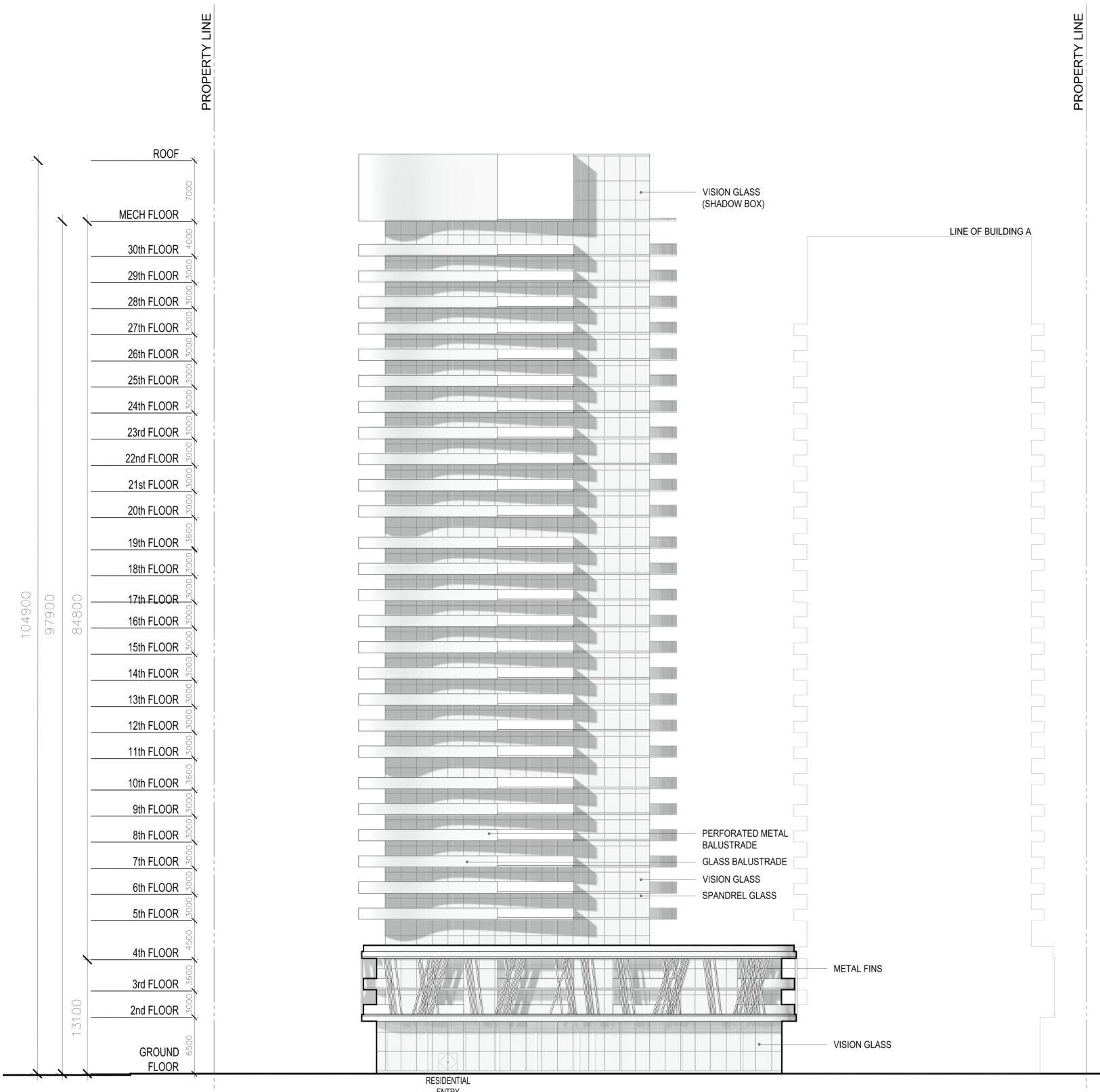
Building B
 North Elevation



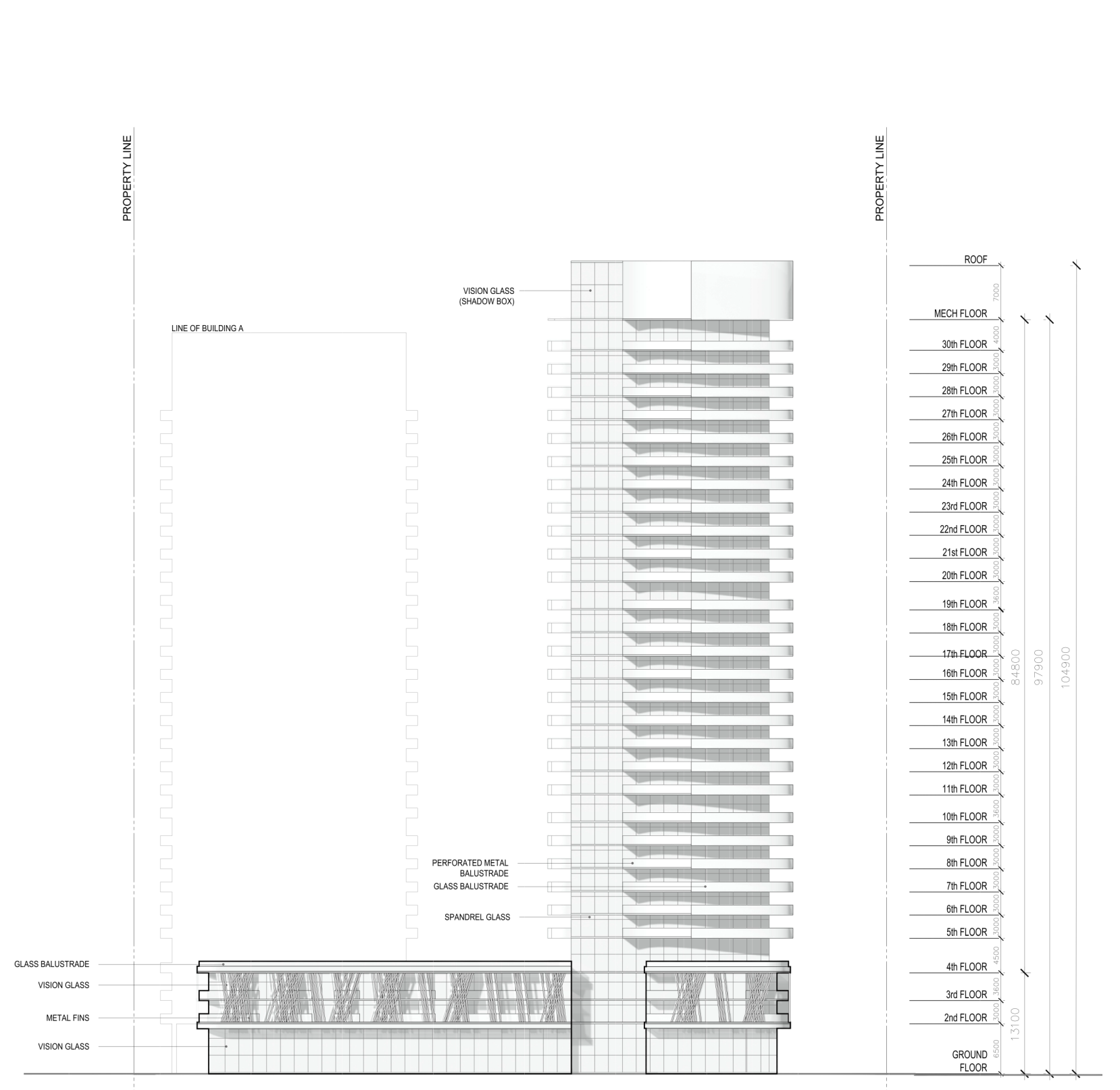
Building B
 East Elevation



Building B
 South Elevation



Building B
 West Elevation



DESCRIPTION	UNITS	%
Building A - Total	308	100%
Building B		
Residential – 1 Bedroom	82	21.5%
Residential – 1 Bedroom Plus Den	180	47.1%
Residential – 2 Bedroom	116	30.4%
Residential – 2 Bedroom Plus Den	---	0%
Residential – 3 Bedroom	4	1%
Building B - Total	382	100%
BUILDING A & B		
Residential – 1 Bedroom	130	18.8%
Residential – 1 Bedroom Plus Den	332	48.1%
Residential – 2 Bedroom	214	31%
Residential – 2 Bedroom Plus Den	8	1.2%
Residential – 3 Bedroom	6	0.9%
BUILDING A & B TOTAL:	690	100%

Site Design and Site Statistics

The proposal contains two mixed-use high-rise towers with a 27-storey (Building A) located on the north-east, and a 30-storey (Building B) located to the southwest, and both include an integrated 3-storey podium that frames both the public realm. The two 3-storey podiums include appropriate setbacks that provide respectful separation from adjacent properties and establish a relationship along the existing public realm. The podium design includes a fully glazed façade and active uses at grade, including retail, the residential lobby, and indoor amenity areas, which create a friendly atmosphere at grade and animate the street frontage.

The towers are appropriately massed as the step back above the podium reinforces a pedestrian scale built form and downsizes at the site's inward and outward edges. The step backs create an opened-up space for attractive rooftop common amenity areas for resident enjoyment. The overall setbacks and orientation of the towers prevent the occurrence of overlooking and protect privacy while providing the required separation distance.

A small point tower floor plate of 785 sq. m is applied to promote a slender built form, improve views through the towers, reduce shadow impacts, and allow for an attractive skyline. The towers are separated by 28 metres, exceeding typical 25 metre standards, and are off-set to allow for unobstructed views in all directions. The podiums are not parallel to the property line, they are parallel to the street curb with approximately 3 m setback along Dundas Street West and 2.7 m setback along Old Bronte Road, allowing for transition space to the public realm.

A publically accessible private open space (POPS) is proposed at the southeast corner of the site and will be 964.34 sq. m. in area. The POPS will be in the form of an urban square and a private courtyard which are proposed to meet the need of all users for connectivity, passive recreation, and social congregation.

The outdoor amenity area is set back from the POPS and public realm, ensuring a separation of public and private functions. The tower and podium placements maintain appropriate separation to ensure adequate sunlight and sky views, avoid excessive shadows, and limit wind conditions on site.

Secondary building facades will maintain the same material quality and style as the primary facades, ensuring that the proposal carries the quality of architectural design across the entirety of the site. Rooftop mechanical units will be appropriately screened within similar material as the façade so as not to create a visual distraction in the skyline.

Table 4: Summary of Proposed Development Statistics

CHARACTERISTIC	DESCRIPTION
Total Site Area	7,762.98 sq.m.
Development Area	7,343.90 sq.m.
Height	Building A: 27 storeys (88.80 m) Building B: 30 storeys (97.80 m)
Proposed Residential Units	Building A: 308 Units Building B: 382 Total Units: 690 units
Parking	698 total parking
Proposed FSI	6.11
Proposed Bicycle Parking Spaces	200
Proposed New Loading Spaces	1 Type 'G' provided at grade 1 Type 'C' provided on P1 Total: 2 loading spaces
Amenity	Provided: 2.0 m ² /unit
Building A – 4 th Floor	679.81 m ²
Building B – Ground Floor	668.43 m ²
Building B – 4 th Floor	32.50 m ²
Total Amenity Provided	1,380.74 m ²

Amenity

The proposed development incorporates both indoor and outdoor amenity areas. Outdoor amenity area is provided on the fourth floor as an outdoor terrace. Indoor amenity is provided on the ground floor and includes work-from-home spaces, a gym and library. Amenity space is provided at a total rate of 2.0 sq.m per unit. The proposal integrates amenity uses at grade along Old Bronte Road and Dundas Street West to support the adjacent public realm and transition to the community access to the road to the south. Open space/green space is also proposed on the corner of Old Bronte Road and Dundas Street West as a POPS.

Vehicular Parking, Circulation and Maintenance

A total of 698 vehicular parking spaces are proposed, and to be located below grade (within four levels of underground parking). Access to the underground parking is proposed from the internal drive aisle off of Old

Bronte Road. The proposed loading space is located within Building A, however, it is connected with Building B.

Pedestrian access is provided for residents via a main entrance to Building A along Old Bronte Road and a main entrance to Building B along Dundas Street West. A secondary entrance to both Building A and B is located internally on the site.

Servicing

The proposed municipal servicing strategy for the proposed development satisfies the Town's and Region's servicing criteria as is set out in the Functional Servicing Study and Stormwater Management Plan prepared by Schaeffers. The site is recommended to be serviced via the future 300 mmØ watermain on Old Bronte Road. The site is recommended to be serviced via the future 375mmØ sewer on Old Bronte Road. Finally, the site is to be serviced by a new connection to the existing 600mmØ storm sewer on Old Bronte Road.

The Subject Lands are located within an area of North Oakville subject to the current Regional Servicing Allocation Program. An expression of interest has been made, as part of the 2023 allocation program.

3.2 Supporting Studies

In order to ensure the proposed development fully addresses all policy and technical requirements of the Town and Region, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the report. Many of these studies also identify how the proposed development and applications advance Provincial and local policies.

3.2.1 Urban Design Brief

The Urban Design Brief (UDB) prepared by MHBC provides a comprehensive urban design assessment and rationale for the proposed development and requested approvals, in the context of the existing physical location as well as the current policy and regulatory framework and design guidance. The Brief illustrates the proposal's conformity to the Town of Oakville Official Plan, the North Oakville West Secondary Plan and the North Oakville Urban Design and Open Space Guidelines. The proposal adheres to the vision and design direction for Mixed Use Areas in Palermo Village. The proposed development represents an appropriate development of the Subject Lands, and is in keeping with the Town's design guidelines.

3.2.2 Tree Inventory and Preservation Plan Report

A Tree Inventory and Preservation Plan Report was prepared by Jackson Arboriculture Inc. The tree inventory documented a total of 56 trees of varying sizes situated on the Subject Lands, and on the neighbouring property within 6 metres and within the existing road allowances. The trees included in the inventory appear to be comprised of naturally occurring trees with some landscape plantings. The results of the impact assessment indicated that most of the trees included in the tree inventory will be required to be removed to accommodate the proposed development. New trees and tree replacement will be also be addressed through the site landscaping to address Oakville's tree canopy coverage targets.

3.2.3 Functional Servicing and Stormwater Management Report

A Functional Servicing Report (“FSR”) and Stormwater Management (“SWM”) Report was prepared by Schaeffer Consulting Engineers. The purpose of this report is to define a feasible servicing plan for the proposed site plan development and to establish a servicing strategy. The report provides high-level information regarding the water supply, sanitary servicing, and stormwater management (SWM) for the Subject Lands, while ensuring compatibility with existing services and conforming to the Town of Oakville and Halton Region design criteria.

Key Servicing comments are summarized below:

Water Supply Servicing

- The site is recommended to be serviced via the future 300mmØ watermain on Old Bronte Road.
- A hydrant test is recommended to verify the pressure and can be completed at the detailed design stage.

Sanitary Servicing

- The site is recommended to be serviced via the future 375mmØ sewer on Old Bronte Road.
- The future 375mmØ sewer is anticipated to provide sufficient capacity to the outlet. Therefore, a downstream capacity analysis is not required.

Storm Servicing

- The site is to be serviced by a new connection to the existing 600mmØ storm sewer on Old Bronte Road.
- Quantity control will be provided by a SWM tank on the P1 and P2 levels. The required storage volume is 378 m³.
- Quality control will be provided to meet the enhanced level of treatment. A proprietary treatment unit (i.e. jellyfish) or equivalent can be used to achieve 80% TSS removal.
- Erosion control is proposed to capture 5 mm across the development. 5 mm retention is provided via a rainwater harvesting tank. Requiring a volume of 37.8 m³.

3.2.4 Transportation Impact Study

A Transportation Impact Study has been prepared by Nextrans in support of the proposed development. The proposed development provides direct shared pedestrian/bicycle connections from the proposed development to Dundas Street West and Old Bronte Road, where appropriate. The study sets out Traffic Demand Management measures and incentives to be implemented to support active transportation and transit and to reduce the numbers of single-occupant vehicles trips to and from the proposed development.

The proposed development will be located close to the future transit primary route on Dundas Street West, and secondary transit routes on William Halton Parkway and Bronte Road which will provide good transit service in the future.

The Transportation Impact Study also addressed parking and concluded that the proposed reduction to the residential parking rate is justified, desirable and would support various planning requirements to:

- Create compact complete communities
- Encourage transportation alternatives to automobiles
- Be consistent with policies aimed at reducing auto-dependence
- Support and encourage land- and cost-efficient forms
- Provide for efficient use of land next to planned transit

3.2.5 Noise Impact Study

A Noise and Vibration Study has been prepared by GHD in support of this application. The results of the study indicate that the proposed development is feasible and will not be restricted by the surrounding noise impact exposures, provided that the proposed development adheres to the noise mitigation measures as set out in the report. The recommended noise mitigation for the development consists of building envelope construction requirements, installation of central air conditioning, and noise warning clauses. The development is not anticipated to affect the ability of the nearby industrial/commercial facilities to comply with the sound level limits of the MECP (Ministry of Environment, Conservation and Parks).

3.2.6 Environmental Site Assessment (Phase 1 and Phase 2)

A Phase I Environmental Site Assessment (dated October 2012) and Phase II Environmental Site Assessment (dated November 2012) were prepared by SNC-Lavalin Environment for the previous owner. A Phase II Environmental Site Assessment (dated September 2008) was also prepared by Wardrop Engineering Inc. for Shell Canada Products (Shell).

A Phase 2 Environmental Site Assessment (dated December 21, 2021) has been prepared by Fisher Environmental Ltd. in support of this application. The report concluded that there is no evidence of soil or groundwater contamination occurring at the selected sampling locations and no further investigation is recommended.

3.2.7 Waste Management Plan

A waste management plan has been prepared by WZMH Architects. The plan shows the waste collection statistics for both Buildings A and B as well as illustrating the appropriate radii to allow for public waste collection. This will be further designated and implemented through the site plan process.

3.2.8 Shadow Study

The purpose of the shadow study is to determine whether shadows generated will impact adjacent properties, streets and public spaces. A shadow study comprised of diagrams, has been prepared by WZMH Architects in accordance with the Town's terms of reference. The shadow study demonstrates the shadows cast by the proposed development during several times on the following dates throughout the year: April 21st, September 21st, June 21st and December 21st. The proposed development has minimal shadow impacts as it provides adequate sunlight to the proposed outdoor amenity spaces and satisfies all criteria stated in the Town's shadow impact analysis guidelines.

3.3 Required Approvals

To implement the proposed development, an amendment to the Livable Oakville Official Plan, as amended, is required. An assessment and details of the proposed OPA is provided in Section 5.1 of this report.

To implement the proposed development, an amendment to Town of Oakville Zoning By-law 2009-189, as amended, is also required to rezone the Subject Lands to permit the high density, mixed-use buildings and modify specific regulations to permit the proposed development. An assessment and details of the proposed ZBA is provided in Section 5.2 of this report.

4.0 Planning Policy Analysis

4.1 History of the Policy Context

The Subject Lands and area have been part of an evolving planning policy context over the years. The following chart sets out the key policies and amendments that have been approved for the area since 1998. This policy context continues to evolve with the recent approval and appeal of OPA 34 which provides the area planning context for the north half of the Palermo Village Strategic Growth Area.

Table 5: Chronology 1998 to 2023: Key Land Use Policy Planning Matters

3005 Dundas St W, Oakville			
Date	Description	Comment	Status
1998	ROPA 8	The Subject Lands were included within the urban expansion lands approved by the Region of Halton within the Town of Oakville.	---
2002	OPA 198	On May 29, 2002, Town approved the expansion of the Town's Urban Area through the inclusion of the North Oakville Lands. Approved by the Ontario Municipal Board (OMB) on September 12, 2003, the Subject Lands were designated as "Urban Special Study Area" on Figure B: General Land Use.	---
2003	---	North Oakville West Secondary Plan process was initiated	---
2006	---	2006 Official Plan (the 2006 consolidation of the 1984 Official Plan)	Approved
2006	Provincial Growth Plan	Property is shown within the Designated Greenfield Area – Conceptual (DGA). Policies to transform into a complete community with a minimum density target of 50 people and jobs per hectare.	Amended
2007	North Oakville West Plan	Schedule A, Figure B: "All designations for North Oakville West are subject to the policies of Part E, Section 8 and Figures NOW 1 and NOW 2. In a draft map, the Subject Lands were identified as "Palermo Village North Urban Core Area."	---
Nov. 2008	Palermo Village Heritage study	Town Heritage Planning staff completed the "Palermo Village: A Heritage Resources Review and Strategy" that included 3005 Dundas St W.	---
May 25, 2009	OPA 298 By-law 2009-014	Within Figure. NOW 1 Urban Structure and Figure. NOW 2 Land Use Plan, the Subject Lands are designated as Special Study Area (e.g. Palermo Village).	Adopted
June 22, 2009	Livable Oakville Official Plan	The Livable Oakville Plan, the Town of Oakville's land use policy document was adopted by Town Council and approved by the Region in November 2009. The Livable Oakville Official Plan was appealed.	Adopted and Appealed

		The Property was not “subject to the policies of Livable Oakville”.	
Jan 24, 2011	OPA 306 By-law 2011-003	Policies for the Special Study Area, Palermo Village, north of Dundas Street “around Old Bronte Road” are approved. Policies “preserve and enhance the heritage of Palermo Village and encourages the incorporation of heritage buildings into new development. The amendment is designed to be compatible with Livable Oakville Plan policies that apply to Palermo Village south of Dundas Street.	Adopted
May 10, 2011	Livable Oakville	Official Plan	Approved
May 11, 2015	Special Public Meeting	Initiation of five-year Official Plan Review. Report identified that a review of the North Oakville East and West Secondary Plans was to be undertaken.	---
May 15, 2017	North Oakville Secondary Plans Review, Livable Oakville	Staff Report outlined the purpose and scope of the study, the study process, emerging issues identified by staff, and preliminary directions.	Endorsed
Nov 6, 2017	North Oakville Secondary Plans Review – Directions Report	Staff Report to Livable Oakville Council Sub-committee, confirmed areas of concern and identified draft policy directions to be addressed in the short-term and matters to be addressed in the long term.	Received
Dec 6, 2017	PIC	Public Information meeting held to solicit public input on the draft policy directions for the North Oakville Secondary Plans Review.	held
Feb 12, 2018	Statutory Public Meeting	First Statutory Public Meeting held on proposed OPA 322.	held
June 11, 2018	Statutory Public Meeting	Second Statutory Public Meeting and Recommendation meeting on the proposed OPA 322 held June 11, 2018.	held
Sept 21, 2018	OPA 322 By-law 2018-075	Proposed amendment includes changes that: <ul style="list-style-type: none"> • Update the Stormwater Management Facility use permissions to provide greater direction on stormwater management pond locations within the Palermo Village Urban Core Area and in proximity to Dundas Street West; • Update the Medium Density Residential Development definition; and, • Include new definitions for added clarity, including Complete Communities, Regional Transit Priority Corridor and Strategic Growth Areas from the Growth Plan, 2017. 	Approved by Halton Region

March 22, 2021	OPA 34	Town of Oakville Council resolved to adopt Official Plan Amendment 34 (OPA 34) with modifications. OPA 34, as originally proposed, covered the entire North West Area and Palermo Village. Council directed the deferral portions of OPA 34 related to the lands north of the proposed expansion to the Palermo Village, growth area, as well as area-specific parking and cultural heritage policies for Palermo Village.	Adopted
April 12, 2021	OPA 34 By-law 2021-043	By-law 2021-043, a by-law to repeal the 1984 Official Plan as it applies to the North Oakville Secondary Plan Area (excluding the Hospital District and the lands excluded by deferral of Council on March 22, 2021), and adopt Official Plan Amendment Number 34 (OPA 34) to the Livable Oakville Plan, as modified by Council resolution on March 22, 2021, to incorporate new policies for that same area and an expanded Palermo Village Growth Area, be passed.	Passed By-law 2021-043
July 5, 2021	OPA 37	Provides area-specific parking and cultural heritage policies for the expanded Palermo Village area. Same policies had been proposed through OPA 34.	Adopted
March 13, 2023	OPA 34	Approved with modifications by the Region.	---
April 2, 2023	OPA 34	Appealed to the OLT.	Under Appeal

4.2 Growth Context

The North Oakville West Secondary Plan was intended to be an employment focused Secondary Plan with residential development limited to the Palermo Village Special Policy area. An employment growth target was forecasted for the entire area of 10,500 jobs with a net density proposed of 55 jobs per hectare. The planning horizon for the North Oakville West Secondary Plan was to 2021.

As part of the Town’s urban structure review and the review and updates to the North Oakville Secondary Plans, updated forecasts for growth were provided to 2041. The Town also reviewed and provided input into the Regional Integrated Growth Management Strategy (IGMS) that considered growth options to accommodate growth to 2051.

Oakville’s response to the options for growth in the IGMS included the following from its report dated March 9, 2021:

The way forward for Oakville requires a change from the status quo:

- *Higher-order transit must become the preferred method of transportation for a large number of people in Oakville in order to combat traffic congestion;*
- *Oakville must fully embrace a shift to apartment-style housing from ground-oriented housing as the primary way to accommodate growth, particularly in the town’s planned nodes and corridors;*

- *Embracing the shift to apartment housing built in compact, walkable nodes and corridors oriented towards higher-order transit is the best way to address the identified deficiency in the existing transportation network to accommodate future growth;*
- *Building apartment housing in compact, walkable nodes and corridors oriented towards higher-order transit is the best way to make housing more affordable;*
- *Population growth in compact, transit-oriented developments in Oakville will translate to more employment jobs for Oakville;*
- *Building communities where people choose to live without a car is also the best way to build communities that are ideal for an aging population;*
- *Building communities where people choose to live without a car is also the best way to build communities that promote a healthy lifestyle and active transportation; and;*
- *No designated greenfield expansion is the best way to protect prime agricultural land and the natural heritage system.*

OPA 34 for Palermo Village was based on identified growth to 2041 as provided in Regional Official Plan Amendment No. 48 (ROPA 48). No density target was set in ROPA 48 for Palermo Village, only a split of population (60%) and employment (40%).

Following the adoption of OPA 34 by the Town, the Regional Official Plan Amendment No. 49 (ROPA 49) was approved and modified by the Minister in November of 2022 and provides growth to 2051 with updated minimum growth targets for Palermo Village.

Regional Official Plan Amendment (ROPA 49)

The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment, which has been updated in the ROP to the planning horizon year of 2051 as contained in Table 6:

Table 6: Population and Employment Distribution

	Population			Employment		
	2021	2041	2051	2021	2041	2051
Oakville	222,000	313,460	349,990	111,980	160,880	181,120

The Regional Structure in ROPA 49 sets out the Regional phasing to be achieved every five years from 2022 to 2051 between the Built-Up Areas and the Designated Greenfield Areas in Table 7a:

Table 7A: Regional Phasing

	2022-2026	2027-2031	2032-2036	2037-2041
Oakville				
Units in Designated Greenfield Area	6,460	6,860	6,010	6,130
Low Density Units	2,120	2,250	2,090	2,130
Medium & High Density Units	4,340	4,610	3,920	4,000

Table 7b: Strategic Growth Area Targets

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target * (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs	
			Residents	Jobs
Primary Regional Node	Palermo Village	160	~85%	~15%

The changes in ROPA 49 reflect an increased percentage of residents in Palermo Village and set a minimum density target of 160 residents and jobs per hectare. In approving OPA 34, the Region provided a modification by adding a policy that requires Palermo Village to be planned to achieve a minimum density of 160 residents and jobs per hectare and note that this target is to be achieved beyond the 2051 planning horizon of the plan. The growth in Palermo village however, should be planned to achieve the growth forecast to 2051 in alignment with other infrastructure and transportation and transit investments. Additional density to achieve the 2051 growth forecast and minimum density targets at key transit supportive locations (Dundas and Bronte) should be considered given that the current plan for OPA 34 was not planned to achieve minimum density or growth targets to 2051.

4.3 Current Policy Framework

The current policy framework includes Provincial and Regional plans as well as the current and evolving plans at the Town. The relevant planning policies are analyzed below to demonstrate how the proposed development and OPA and ZBA address the goals, objectives and policies within the applicable policy and regulatory framework. The proposed development is evaluated against policies within the Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the Halton Region and the Town of Oakville Official Plans.

The following sections summarize the relevant policies and how they are addressed through the proposed development. A detailed analysis of the policy and regulatory framework can be found in **Appendix C**.

4.4 Planning Act, R.S.O. 1990, C. P. 13

The Ontario Planning Act, R.S.O. 1990 (the "*Planning Act*"), consolidated April 6, 2023, is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial Policies are created from the authority of the *Planning Act*, including the Provincial Policy Statement.

Section 2 of the Planning Act sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regards to when carrying out their responsibilities under the Act. The following matters of provincial interest are of relevance and applicable to the analysis of this development proposal:

- *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *The orderly development of safe and healthy communities;*
- *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- *The adequate provision of employment opportunities;*
- *The protection of the financial and economic well-being of the Province and its municipalities;*
- *The protection of public health and safety;*
- *The appropriate location of growth and development;*
- *The supply, efficient use and conservation of energy and water;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - 1) *is well designed;*
 - 2) *encourages a sense of place;*
 - 3) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and,*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Planning Act Summary

A full analysis of the relevant Planning Act policies in relation to the proposed development can be found in **Appendix C**. In summary:

1. The proposed development has regard to the applicable matters of Provincial Interest.
2. The proposed OPA and ZBA seek to bring the Subject Land's land use permission into conformance with Provincial policies and the policies of the Regional and Town Official Plan which identify the Subject Lands as an appropriate location for growth and development.
3. The proposed development provides opportunities for a mixed use development contained within a compact built form, contributing the financial and economic well-being of the Town and Region and addressing much needed housing demand.
4. The proposal embodies a high quality design with careful consideration given to the site's locational context. Elements of the design provide a compatible use and built form that will be well integrated into the community through appropriate massing to frame the streets and intersection.
5. The proposed development has been designed in a manner that incorporates quality materials, sustainable practices with adequate landscape buffers and plantings, while ensuring accessibility for all and connectivity to surrounding land uses to promote active forms of transportation.
6. The proposal embodies a well designed development. Elements of the design provide a compatible use and built form that is well integrated into the community, encourages a

sense of place, and provides public space that will be of high quality design, safe, accessible, attractive and vibrant.

The proposed development, OPA and ZBA has regard for matters of Provincial interest under the Planning Act.

4.5 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the “PPS”), issued under Section 3 of the *Planning Act*, came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments, Zoning By-law Amendments must be consistent with the PPS. In assessing the development proposal and the proposed amendments, this PJR, further identifies how the proposal advances and implements the policies of the PPS beyond the current Town of Oakville’s Official Plan policies.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

Section 1.0 of the PPS on Building Strong Healthy Communities provides direction for the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities.

Section 1.1 on Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies that support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

Section 1.4 on Housing supports providing for an appropriate range and mix of housing types and sizes and densities that are compatible and required to meet projected requirements of current and future residents.

Section 1.5 on Public Spaces, Recreation, Parks, Trails and Open Space promotes healthy, active communities by providing a full range and equitable distribution of publicly-accessible built and natural settings for

recreation, including facilities parkland, public spaces, open space areas, trails and linkages. Furthermore, by providing safe public streets, spaces and facilities that meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Section 1.6 on Infrastructure and Public Service Facilities, deals with the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 on Long Term Economic Prosperity focuses on how to achieve and support long term economic prosperity. The policies recognize that promoting development on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

Section 1.8 on Energy Conservation, Air Quality and Climate Change provides policy directions to support energy conservation through appropriate land use and development patterns.

Provincial Policy Statement Summary

A full analysis of the relevant Provincial Policy Statement policies in relation to the proposed development can be found in **Appendix C**. In summary:

1. The proposed OPA and ZBA will allow for the efficient development of underutilized land within a Strategic Growth Area within the Town of Oakville.
2. The proposed OPA and ZBA will allow the development of approximately 690 residential units to be added to the Town's housing stock and assist the Town in providing a mixture of bedroom types and sizes to accommodate a range of household needs.
3. The proposed OPA and ZBA will allow for compact built-form that optimizes existing and planned infrastructure use and maximizes the efficient use and development of land.
4. The proposed development permitted by the Official Plan Amendment and Zoning By-law Amendment OPA and ZBA does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community that is compatible with the existing and planned area.
5. The proposed development permitted by the OPA and ZBA will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

The proposed OPA and ZBA are consistent with the PPS.

4.6 Draft Provincial Planning Statement (2023)

On April 6, 2023, the Ontario Minister of Municipal Affairs and Housing proposed changes to the Provincial Planning Statement which consolidate the Growth Plan and 2020 PPS. Key changes include:

Section 2.1 on Planning for People and Homes includes policies that accommodate an appropriate range and mix of land uses.

Section 2.2 on Housing supports providing for an appropriate range and mix of housing types and densities that are compatible and required to meet projected requirements of current and future residents.

Section 2.4 on Strategic Growth Areas supports the achievement of complete communities, a range and mix of housing options and more mixed-use developments.

Section 3.1 on Infrastructure and Facilities, deals with the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 3.6 on Sewage, Water and Stormwater provides planning policies for sewage and water services, municipal sewage and water services and planning for stormwater management.

Section 3.9 on Public Spaces, Recreation, Parks, Trails and Open Space promotes healthy, active communities by providing a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities parkland, public spaces, open space areas, trails and linkages. Furthermore, by providing safe public streets, spaces and facilities that meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The new Provincial Planning Statement maintains the focus of growth in growth areas and emphasizes the importance of providing a full range of housing options. The proposed OPA and ZBA and the proposed development is generally consistent with the new Provincial Planning Statement.

4.7 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe was approved by the Province of Ontario on June 16, 2006 and amended on July 1, 2017 and May 16, 2019 (“Growth Plan”). The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

The development is within the designated Greenfield area of the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the best use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

Section 2.2.1, Managing Growth, provides policy direction that addresses the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan direct the vast majority of growth within settlement areas, specifically to strategic growth areas with existing or planned priority or higher order transit and with existing or planned public service facilities. Policies within the Growth Plan also require development to support and achieve complete communities with compact built form, vibrant public realm, and a diverse mix of land uses and housing options with convenient access to active transportation options.

Section 2.2.4 on Transit Corridors and Station Areas require Priority Transit Corridors and Major Transit Station Areas to be planned for a minimum density target and a diverse mix of uses that are transit-supportive.

Section 2.2.6, Housing, requires that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 2.2.7, Designated Greenfield Areas, requires that new development taking place will be planned, designated, and zoned in a manner to support the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services.

Section 3.2.6 includes policies on Water and Wastewater Systems stating that municipal water and wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets.

Growth Plan Summary

A full analysis of the relevant Growth Plan policies in relation to the proposed development can be found in **Appendix C**. In summary:

1. The proposed OPA and ZBA will provide for an appropriate built-form at a major intersection in a strategic growth area to contribute to creating a complete community. The proposed compact built form at the proposed height, consisting of residential and retail uses, is an optimized use of the land within its location context.
2. The proposed mixed use development permitted by the OPA and ZBA is compatible with the existing and planned Palermo Village area.
3. The proposed OPA and ZBA will allow for additional housing options including supporting growth in close proximity to existing and planned services, helping to achieve a complete community.

The development proposal and corresponding OPA and ZBA will provide conformity with and implement the applicable policies of the Growth Plan.

4.8 Halton Regional Official Plan (ROPA 49)

The Region of Halton Regional Official Plan (ROP) serves as Halton's guiding document for land use planning and is intended to manage growth across the Region's four municipalities. It contains the goals, objectives, and policies that manage growth and direct physical change and its effects on the social, economic, and natural environment of Halton Region. ROPA 49 helps define how and where the Region will grow and builds on the Regional Urban Structure that was defined by ROPA 48. Regional Official Plan Amendment 49 (ROPA 49) was adopted by Regional Council on June 15, 2022 as part of the Municipal Comprehensive Review. ROPA 49 was approved by the Ministry of Municipal Affairs and Housing with modifications on November 4, 2022.

The Regional Structure is accompanied by a growth strategy for Halton based on population and employment forecasts for the planning horizon of 2051. Overall, the Region is expected to reach a population of 929,400 by 2041 and a population of 1,098,070 by 2051. Of the Regional total, it is intended that the Town of Oakville will reach a population of 313,460 by 2041 and a population of 349,990 by 2051 (Halton ROP, Table 1).

The Subject Lands are designated as *Urban Area* in the Halton Region Official Plan Map 1 – Regional Structure (**Figure 11**). The Subject Lands are within a *Primary Region Node* and along the *Regional Intensification Corridor in Regional Urban Boundary* in Halton Region Official Plan Map 1h – Regional Urban Structure (**Figure 12**). The Subject Lands are identified as *Palermo Village Primary Regional Node* in Halton Region Official Plan Map 6m – Palermo Village Primary Regional Node (**Figure 13**). Within the Palermo Village Primary Regional Node, the minimum density target (residents and jobs combined per hectare) is 160. Approximately 85% of the target is residents and 15% of the target is for jobs.

Section 72 of the ROP sets out a number of objectives for the Urban Area and the Regional Structure. The goal of the Urban Area and Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.

Section 79, Strategic Growth Areas, which include Primary Regional Nodes and Regional Intensification Corridors identified on Map 1H and Map 6m, states that these areas have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit. Development within Strategic Growth Areas will provide opportunities for innovative urban design, a diverse mix of land uses, a vibrant pedestrian-oriented environment, and higher densities than the surrounding areas. An appropriate transition of built form to adjacent areas will also be provided.

Section 82, the objectives of Regional Nodes is to recognize Strategic Growth Areas in the Region 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.

Section 84, Housing, contains policies that state the goal for housing to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need to make more efficient use of existing development lands to increase the supply of housing while maintaining the physical character of the existing neighbourhoods.

Section 172, Transportation, provides policies to ensure development is designed to support active transportation and public transit while promoting land use patterns and densities that can be easily served by public transit and active transportation.

Figure 11

REGION OF HALTON

Map 1: Regional Structure

3005 Dundas St W,
Oakville, Ontario

LEGEND

- Subject Lands
- Urban Area
- Regional Natural Heritage System
- Major Road
- Lot and Concession Line
- Greenbelt Natural Heritage System
- Greenbelt Plan Protected Countryside Boundary
- Parkway Belt West Plan Boundary



Date: June 4, 2023

Scale: NTS



Data Source: Region of Halton; Town of Oakville

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






Figure 12

REGION OF HALTON

Map 1h: Regional Urban Structure

3005 Dundas St W,
Oakville, Ontario

LEGEND

-  Subject Lands
-  Urban Area
-  Regional Intensification Corridor in Regional Urban Boundary
-  Employment Area
-  Regional Intensification Corridor outside of Regional Urban Boundary
-  Primary Regional Nodes
-  Major Roads
-  Regional Urban Boundary
-  Minor Arterial

Date: June 4, 2023

Scale: 0.030416



Data Source: Region of Halton; Town of Oakville

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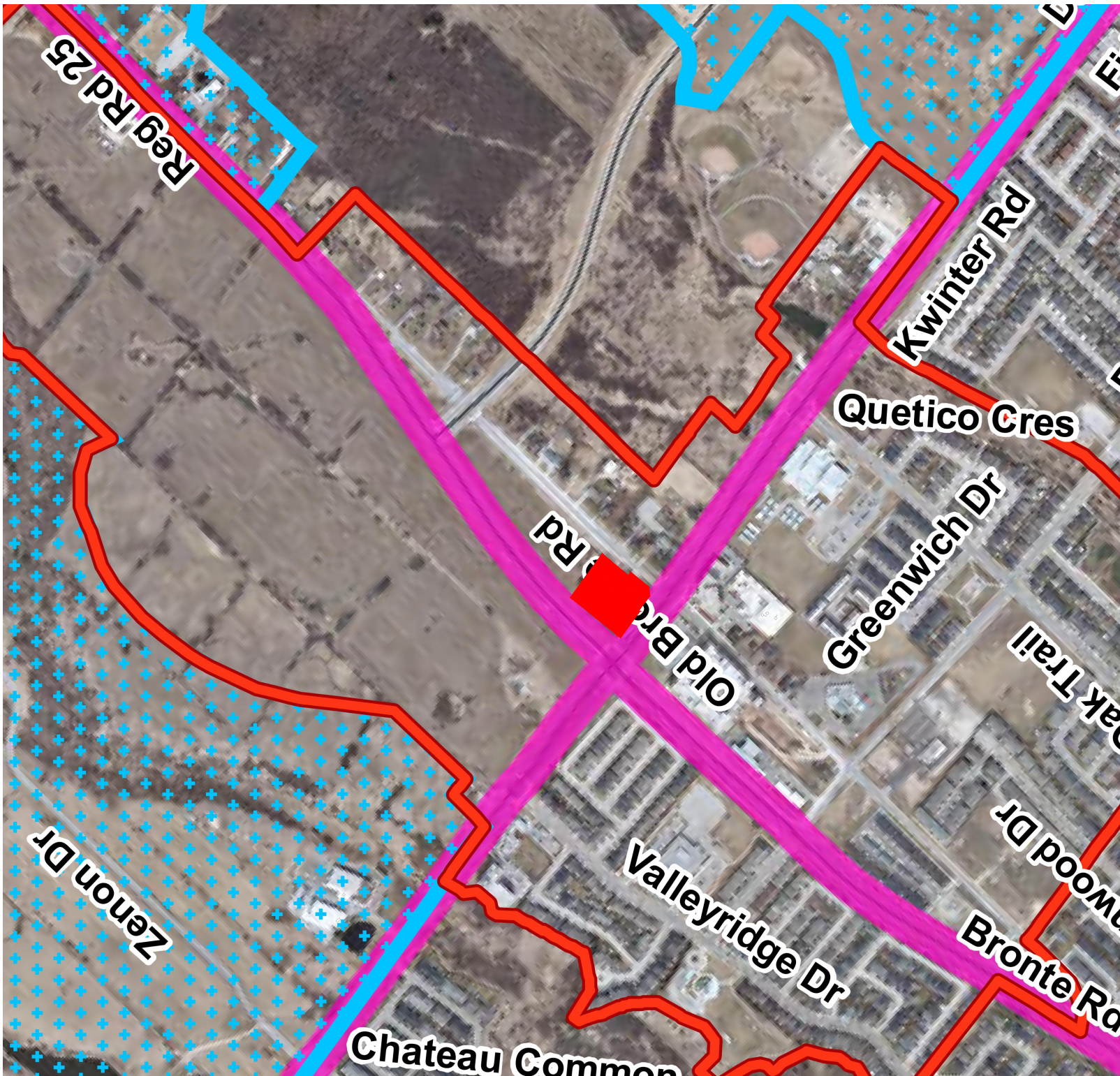


Figure 13

REGION OF HALTON

Map 6m: Palermo Village Primary Regional Node

3005 Dundas St W,
Oakville, Ontario

LEGEND

- Subject Lands
- Palermo Village Primary Regional Node
- Regional Employment Area
- Regional Intensification Corridor

Date: June 4, 2023

Scale: NTS



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Data Source: Town of Oakville

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Part IV, Healthy Communities, provides policies on healthy communities with a goal to achieve high-quality environment for future generations that will sustain life, maintain health and improve the quality of living (**Policy 140**). All development proponents will have regard for Healthy Communities Guidelines in considering and providing physical design features that promote safety and security (**Policy 156(1)**).

Regional Official Plan Amendment 49 Summary:

A full analysis of the relevant Regional Official Plan Amendment 49 policies in relation to the proposed mixed use development can be found in **Appendix C**, in summary:

1. The Subject Lands are outside of the delineated built boundary and technically within a Designated Greenfield Area, within ROPA 49 they are identified as an area for densification to accommodate additional density and growth to 2051.
2. Strategic Growth Areas focus on accommodating population and employment intensification and higher-density mixed uses in a compact built form. Strategic Growth Areas include Regional Nodes.
3. As part of a Regional Primary Node, the Palermo Village Strategic Growth Area is to be a transit-supportive area with high density mixed use buildings with ground related commercial uses that will contribute to the mix and range of uses within Palermo Village of the Town of Oakville and will assist the Town in meeting its long-term needs for growth. The Palermo Village Primary Regional Node is to achieve a minimum density of 160 residents and jobs per hectare.
4. The proposal will provide an urban form that will optimize the use of the land through the two tower designs. The proposal will provide a range of unit sizes to diversify housing options for residents.
5. The proposal is consistent with the policies requiring higher densities to be located within Strategic Growth Areas that are transit supportive.
6. The proposed development is located adjacent to two existing bus stops along Dundas Street West which access routes 5 & 5A, which will encourage residents to take advantage of the existing and planned public transit. The planned bus terminal is proposed to the west of Bronte Road and the future 407 Transitway and Station is located further north along Bronte Road.

The proposed OPA and ZBA is in conformity with the policies of Regional Official Plan Amendment 49.

4.9 Livable Oakville Plan

The Livable Oakville Plan (2009 Town of Oakville Official Plan) currently applies to all lands within the Town except North Oakville East and West Secondary Plan Areas. It sets out Council's direction on the Town's urban structure and how lands should be used and growth should be managed over the long term.

A town-wide Official Plan Review is ongoing. Its primary purpose is to update the Town's official plan documents to be consistent or in conformity with the latest Provincial legislation and policies, as well as the Region of Halton's recent ROPA 49.

The urban structure of the LOP identifies the Subject Lands as being a 'Node and Corridor Future Study and Proposed Regional Transit Node' on Schedule A1 – Urban Structure (**Figure 14**).

Palermo Village is located at the intersection of Bronte Road (Regional Road 25) and Dundas Street (Regional Road 5), and has been envisioned as a node for residential and employment development as part of the Palermo Village Growth Area. It is intended to develop into a high density, transit-supportive, mixed use area and to contribute to a complete community. The town-wide Urban Structure map that resulted from OPA 15, identified the existing Palermo Village Growth Area on the south side of Dundas Street and also identified both Bronte Road and Dundas Street as "Regional Transit Priority Corridor" with all four quadrants of the intersection defined as "Proposed Regional Transit Node" and "Nodes and Corridors for Further Study". The "Further Study" was recently completed through OPA 34 and is described in detail in the subsequent sections of this report.

Section 3.6, Nodes and Corridors, are key areas of the Town identified as the focus for mixed use development and intensification. Nodes and Corridors are referred to in the LOP as 'Growth Areas and Corridors' and include Midtown Oakville, Uptown Core, Palermo Village, Kerr Village, Bronte Village, Downtown Oakville, Trafalgar Road and the corridors along Dundas Street and Speers Road.

Section 3.15, Major Transit Station, Regional Transit Node and Proposed Transit Nodes, identifies the Subject Lands as Proposed Regional Transit Node on Schedule A1 – Urban Structure. 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.

Section 6.9, Built Form, identifies how buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.

Section 6.10, identifies landscaping design and treatments which include enhancing the visual appeal and human scale development; create an attractive environment for pedestrian movement; frame desired views or focal objects; and provide seasonal variation in form, colour and texture.

Section 8.9, encourages transit-supportive development within major transit station areas and around transit terminal facilities.

Livable Oakville Plan Summary:

A full analysis of the relevant Livable Oakville Plan policies in relation to the proposed mixed use development can be found in **Appendix C**. In summary:

1. The Subject Lands are identified as Nodes and Corridors, Proposed Regional Transit Node, and Nodes and Corridors for Further Study on Schedule A1 – Urban Structure. Node and Corridors which are key areas of the Town are identified as the focus for mixed use development.
2. In relation to urban design, the proposed development will be designed to create a sense of identity through massing, form, orientation, scale, architectural features, and landscaping.

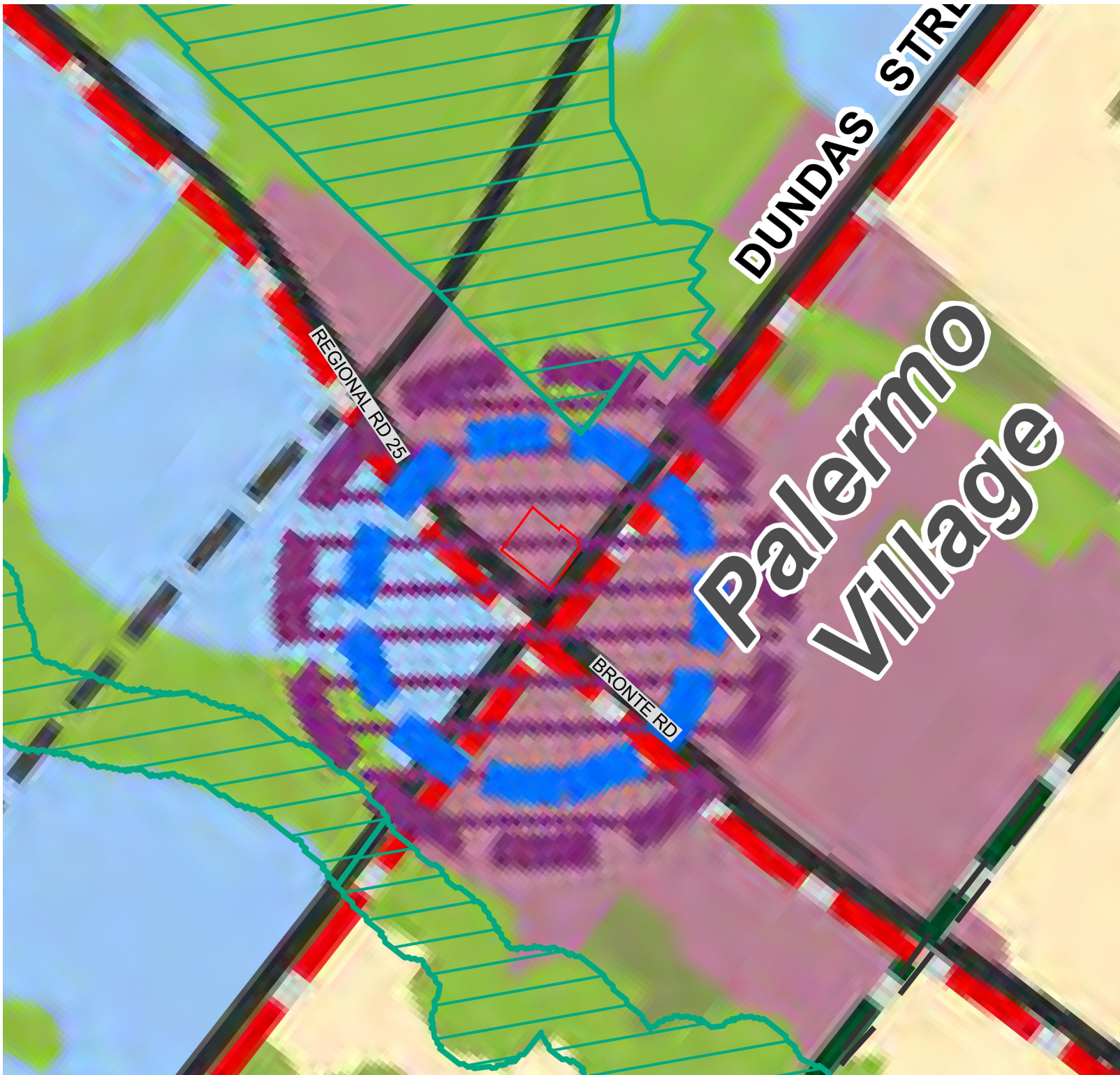












Figure 14
**OAKVILLE
 OFFICIAL PLAN**
 Schedule A1: Urban
 Structure

3005 Dundas St W,
 Oakville, Ontario

LEGEND

-  Subject Lands
-  Greenbelt - Urban River Valley
-  Natural Heritage System
-  Nodes and Corridors
-  Residential Areas
-  Proposed Regional Transit Node
-  Nodes and Corridors for Further Study
-  Regional Transit Priority Corridor
-  Major Transportation Corridor
-  Proposed Major Transportation Corridor

Date: April 4, 2023

Scale: 1:8,000



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Data Source: Town of Oakville

3. The proposal is planned to accommodate transit-supportive, high-density mixed uses that are compatible with the existing and planned context.
4. The proposed development is located on a Regional Transit Priority Corridor (Bronte Street and Dundas Street West) as well as Proposed Major Transportation Corridor (Bronte Street and Dundas Street West) and will incorporate transit waiting areas into buildings located adjacent to transit stops.
5. The proposed mixed use development will be served by a new proposed transit terminal located to the west of Bronte Road and proposed transit station at the 407 Transitway to encourage public transportation. These newly planned transit is described in more detail in Section 2.5.

A draft OPA and ZBA has been prepared to facilitate this development proposal and conform to the Livable Oakville Plan policies.

4.10 North Oakville West Secondary Plan

The North Oakville East Secondary Plan and the North Oakville West Secondary Plan together are known as the “North Oakville Secondary Plans.” These plans provide a planning framework for the lands north of Dundas Street and south of Highway 407, between Ninth Line in the east and Tremaine Road in the west. The Subject Lands are identified as a Special Study Area in the North Oakville West of Sixteen Mile Creek Secondary Plan Figure NOW 2 Land Use Plan (**Figure 15**). The policies for the Special Study Area remain under appeal.

Section 8.2.3, are the General Development Objectives, focusing on urban design, transportation and servicing.

Section 8.4, Sustainable Development, focuses on development that is specifically based on the principle of sustainable development. The development should be designed to create livable, healthy and productive environments, and reduce greenhouse gases.

Section 8.7, Community Services Strategy, focuses on policies related to transit and pedestrian/bicycle systems.

North Oakville West Secondary Plan Summary:

A full analysis of the relevant North Oakville West Secondary Plan policies in relation to the proposed mixed use development can be found in **Appendix C**. In summary:

1. The propose development provides for an integrated design that connects with the street network. The mixed use compact built form creates retail space along Dundas Street West and Old Bronte Road, for a strong relationship to the streetscape.
2. The development is to be designed based on the principles of sustainable development.
3. The proposed mixed use development provides for transit supportive density with proximity to the Town’s future transit terminal and future transit station.



Figure 15
**NORTH OAKVILLE
 WEST OF SIXTEEN
 MILE CREEK
 SECONDARY PLAN**
 Figure NOW 2 Land
 Use Plan

**3005 Dundas St W,
 Oakville, Ontario**

LEGEND

- Subject Lands
- Employment District
- Natural Heritage System Area
- Subject Lands Under Appeal
- Major Arterial/Transit Corridor
- Minor Arterial/Transit Corridor
- Avenue/Transit Corridor
- Community Park Area
- Minor Arterial/Transit Corridor
- Special Study Area

Date: June 4, 2023

Scale: NTS



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Data Source: Region of Halton; Town of Oakville

A draft OPA and ZBA has been prepared to facilitate this development proposal and will conform to the North Oakville West Secondary Plan policies.

4.11 Official Plan Amendment 34

On March 22, 2021, Town of Oakville Council resolved to adopt Official Plan Amendment 34 (OPA 34) with modifications. OPA 34, as originally proposed, covered the entire North West Area and Palermo Village.

OPA 34, as adopted included the policies for the expanded Palermo Village Growth Area, except for the deferred area-specific parking and cultural heritage policies. OPA 34 was sent to Halton Region for approval.

On July 5, 2021, Planning and Development Council also adopted Official Plan Amendment 37 (OPA 37), which provides area-specific parking and cultural heritage policies for the expanded Palermo Village Growth Area. The same policies were originally proposed through OPA 34, but deferred by Council resolution on March 22, 2021.

On March 13, 2023 a decision was made by the Region of Halton, to approve, with modifications OPA 34, “North West Palermo Village, Excluding the Hospital District” to the Livable Oakville Plan. OPA 34 has been appealed (Case Number: OLT-23-000290) and is not in effect. It is however, highly informative of the planned context for the surrounding community.

The Subject Lands are identified as Urban Centre in OPA 34 Schedule N1 – Palermo Village Land Use (**Figure 16**). The policies for the Special Study Area remain under appeal.

Section 22, Palermo Village, identifies policies to develop a balanced Growth Area (see **Figure 17**) by providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town; prioritize active transportation and transit use; provide a range and mix of uses, including office uses and housing options; and provide parks and open spaces conducive to an urban context.

Section 22.4 includes functional policies that apply specifically to Palermo Village, focusing on transportation policies, density, stormwater management, and housing.

Section 22.5, Urban Design, provides policies for streetscape areas, gateways and enhanced feature areas, parks and urban squares, and built forms.

Section 22.6, provides land use policies for Urban Centres (which applies to the Subject Lands), focusing on residential density and building heights. A minimum density of 100 units per site hectare is to be achieved in the Urban Centre designation. The maximum height in the Urban Centre is 16 storeys.

Section 22.8, Implementation Policies, focus on phasing/transition, landowner agreements and required studies.

Official Plan Amendment 34 Summary:

A full analysis of the relevant OPA 34 policies in relation to the proposed mixed use development can be found in **Appendix C**. In summary:

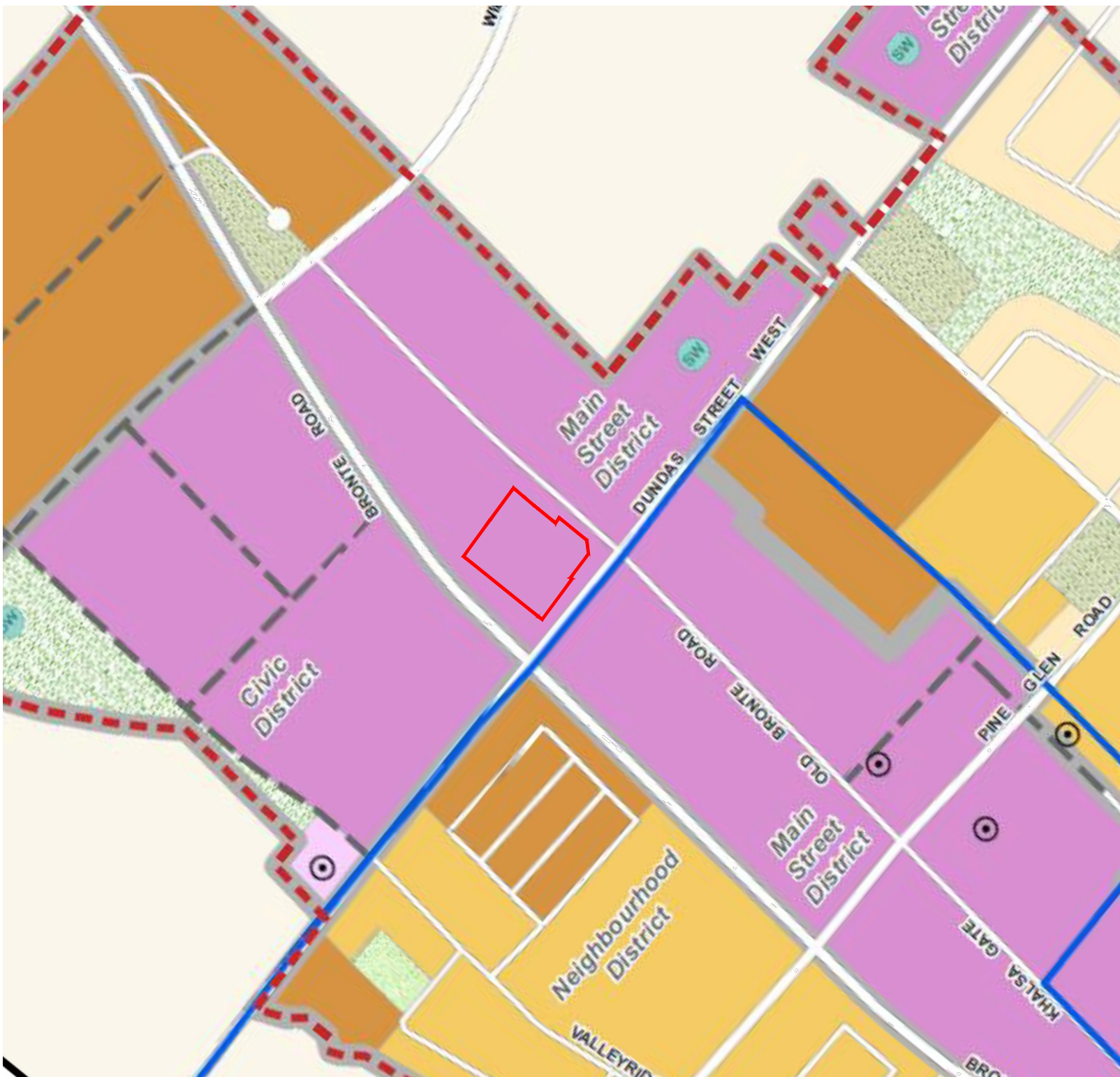


Figure 16
**OAKVILLE OPA
 34**
 Schedule N1:
 Palermo Village
 Land Use

**3005 Dundas St W,
 Oakville, Ontario**

LEGEND

- Subject Lands
- Built Boundary
- Growth Area Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighbourhood Commercial
- Urban Centre
- Natural Area
- Parks and Open Space
- Private Open Space
- District Boundaries
- Stormwater Management Facility
- Proposed Roads
- Refer to Part E, Palermo Village Exceptions

Date: April 26, 2022

Scale: 1:5000



N:\03\03A - 2022\03A ST 16 - OAKVILLE\MAPPING_DRAWINGS_INFORMATION_DRAWINGS - OPA 34 N1.DWG

Data Source: Town of Oakville



Figure 17
**OAKVILLE OPA 34
 PROPOSED**
 Schedule K: North
 West Land Use

**3005 Dundas St W,
 Oakville, Ontario**

LEGEND

- Subject Lands
- Business Employment
- Growth Area
- Natural Heritage System
- Proposed Major Arterial

Date: June 2, 2023

Scale: 1:5000



Data Source: Region of Halton; Town of Oakville

N:\2023\2306 - 3005 DUNDAS ST W, OAKVILLE - MHBC DOCUMENTS\MAPPING, DRAWINGS, INFO\FUR DRAWINGS\4 - OPA 34 PROP SCHEDULE K.DWG

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

204-442 BRANT STREET BURLINGTON, ON, L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

1. The proposed mixed use development is located at a key intersection and gateway within the Palermo Village Strategic Growth Area and serves to contribute to the objectives for the Strategic Growth Area.
2. The Subject Lands are designated as Urban Centre in OPA 34. The proposed development requires an OPA to permit the height and density of the proposed mixed use development, to optimize the development of the Subject Lands and provide for a transit supportive density as a key location within Palermo Village.

A draft OPA and ZBA has been prepared to facilitate the development proposal which will conform to the balance of the OPA 34 policies.

4.12 Town of Oakville Zoning By-law 2009-189

The Subject Lands are zoned **Future Development (FD)** (Figure 18) within the Town of Oakville Zoning By-law 2009-189.

7.13.1 Permitted Uses

(i) The uses permitted in Section 4.3.1

4.3.1 All Zones

The following *uses, buildings* and *structures* shall be permitted in all *zones*:

- i. Fish, wildlife and conservation management *uses*;
- ii. A trail or fence undertaken or maintained by a *public authority*; and,
- iii. Existing *uses, buildings* and *structures* including the use of any land, *building* and *structure*, for any purpose that would otherwise be prohibited by this By-law, provided that such *uses, buildings* and *structures* shall only be permitted if such land, *building* or *structure* was lawfully used for such purpose on the day of the passing of this By-law, and so long as it continues to be used for that purpose.
- iv. *Uses* not subject to Zoning By-laws under Provincial or Federal Legislation.

(ii) Infrastructure for which an Environmental Assessment has been completed of which are required as a condition of approval under the Planning Act, subject to the following provisions:

- a. Notwithstanding any other provisions of this By-law, any building or structure for the purpose of providing or sheltering infrastructure shall not be subject to Section 7.13.2;
- b. Any building or structure used for general office use, public works yard, or warehouse shall not be permitted.

(iii) The use of legally existing buildings and structures by new accessory uses.

7.13.3 Maximum Height

10 metres except for agricultural buildings.

7.13.4 Minimum Yards

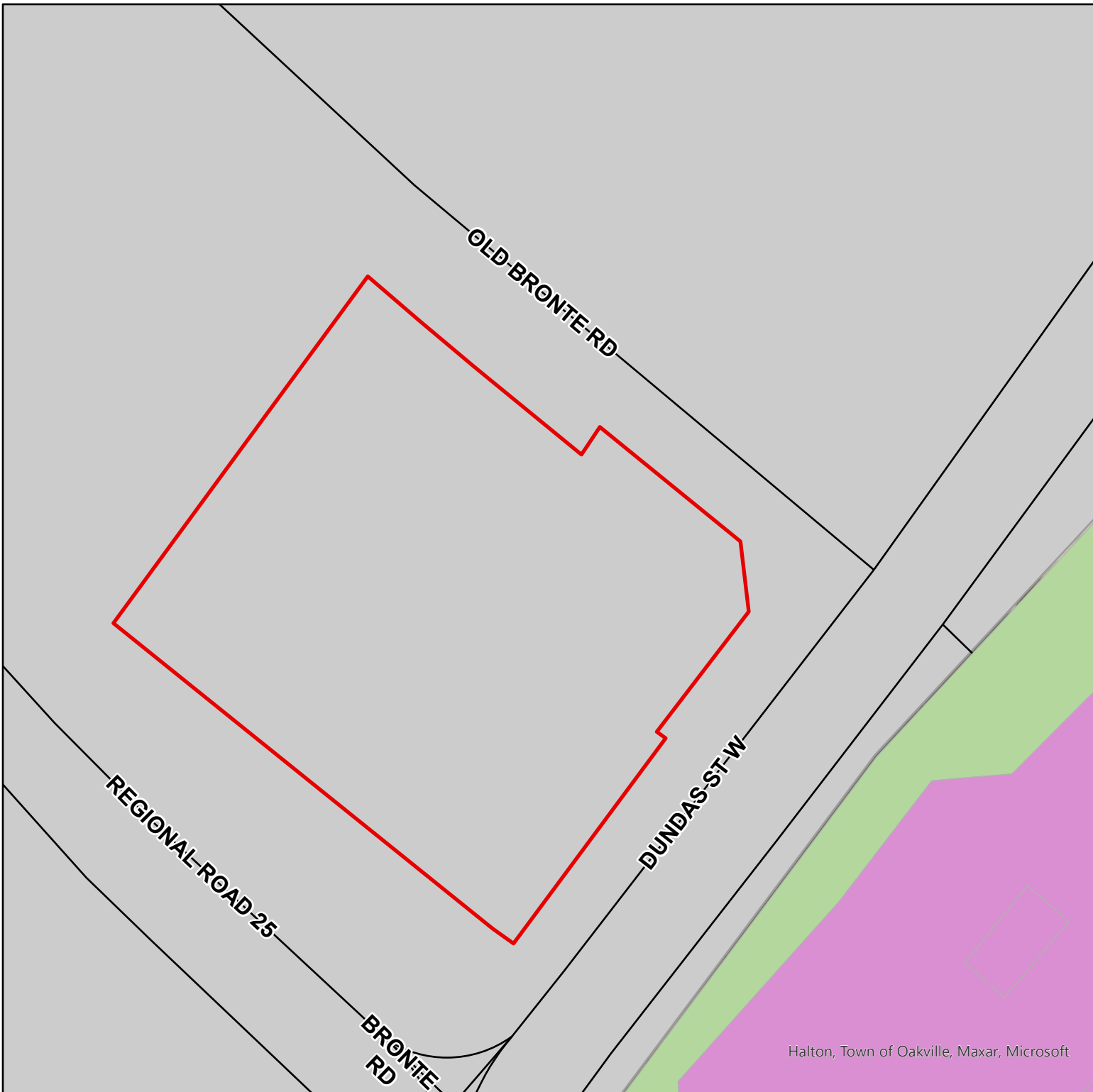
- Front Yard and Flankage – 9 m

Figure 18
ZONING BY-LAW 2009-189

**3005 Dundas St W
Oakville, Ontario**

LEGEND

-  Subject Lands
-  MU3 - Urban Centre
-  O1 - Park
-  FD - Future Development



Date: Apr 04, 2023

File: 22129 - A

Drawn By: R.M.

Scale: 1:1,000



Halton, Town of Oakville, Maxar, Microsoft

Data Source: Town of Oakville

- Side Yard – 2.4 m
- Rear Yard – 7.5 m

The proposed development has been assessed in accordance with the currently applicable zoning. Future Development zones require rezoning applications in order to implement development in accordance with the Official Plan. In order to facilitate the development of the Subject Lands, a Zoning By-law Amendment is required to permit the proposed development, including the proposed apartment use, height, lot coverage, density, number of units, and other site-specific provisions.

The proposed Zoning By-law amendment implements the development to align with Provincial, Regional and OPA 34 policies, as proposed to be further amended. Full details of the proposed ZBA are provided in Section 5.2. The proposed draft ZBA is included in this report as Appendix E.

4.13 Urban Design Considerations

The North Oakville Urban Design and Open Space Guidelines, dated November 23, 2009, establish the physical design concepts that lead to the development of a high quality, sustainable and integrated employment and residential community. It includes a detailed set of objectives, illustrated recommendations and guidelines to expand the Town's capacity for urban living, employment and recreation. Elements of the design including the tower orientations and height, base and podium designs, tower articulation and floor plates, setbacks and stepbacks, angular planes, streetscapes and landscaping are all addressed in detail in the Urban Design Brief prepared by MHBC.

5.0 Proposed Amendments

5.1 Proposed Official Plan Amendment

The proposed Official Plan Amendment ("OPA") seeks to amend the text in the North Oakville West Secondary Plan (through the amendment to Livable Oakville) to permit a high density, mixed-use development. A site specific policy is proposed to redesignate the lands with specific height and density provisions to facilitate the development of the Subject Lands as described in this report.

A draft OPA has been prepared to facilitate this development proposal, and is included in **Appendix D**.

5.2 Proposed Zoning By-law Amendment

The Subject Lands are currently governed by Town of Oakville Zoning By-law 2009-189 and are zoned Future Development (FD). The proposed Zoning By-law Amendment ("ZBA") seeks to amend the mapping and text of the Town of Oakville Zoning By-law 2009-189 to facilitate the development of the Subject Lands as described in this report.

In order to allow for the proposed development, an amendment to Town-Wide Zoning By-law 2009-189, as amended, is required to rezone the Subject Lands from the Future Development (FD) Zone to High Density Residential.

A series of site-specific amendments to the High Density Residential Zone are also required to implement the design of the buildings which, as outlined in the Urban Design Brief, generally comply with the Town's urban design guidelines. The site specific provisions apply to height as well as the maximum floor space index. There are also provisions for the tower floor plate sizes. All of the site specific provisions provide for an optimized, well designed site without creating adverse impacts. The provisions related to reduced parking are addressed and justified in the parking justification included in the Traffic Impact Analysis.

A draft Zoning By-law Amendment has been prepared to facilitate this development proposal, and is included in **Appendix E** of this report.

6.0 Summary of Planning Justification

This section of the PJR provides an overall summary of the planning justification for the proposed development and the OPA and ZBA.

Growth and Housing Needs

The proposed development will contribute to the Town's housing needs through a form of housing that is of an appropriate density for its context within a Primary Regional Node and Strategic Growth Area. Taller buildings with greater density are appropriate along key transit corridors which facilitate transit oriented development as directed by Provincial, Regional, and Town policy.

Land Use – Integration and Compatibility

The proposed development is located at a major intersection between two transit corridors - Bronte Road and Dundas Street West, within the Palermo Village Strategic Growth Area. The proposal introduces a high density, tall building, mixed use development which fully optimizes existing and planned infrastructure opportunities. The proposed development:

- Provides new residential uses with a mix of unit types and sizes;
- New at grade retail and service commercial uses at grade;
- Proposed public open space/green space at the corner of Dundas Street West and Old Bronte Road reinforcing the gateway to the area; and,
- Will support the development of a complete community by providing residential uses, accessible open spaces, connections to the surrounding planned areas and active uses at grade.

The proposed development is located in proximity to existing and planned transit, employment, public service facilities and other institutional uses, recreation, as well as parks and open space. The proposed use will be well integrated and connected to the planned community and has been designed to ensure there are no adverse impacts to the surrounding land use and built form. .

Urban Design

The proposed development has been designed to optimize the key intersection at Bronte and Dundas and incorporates a podium and tower design that is an appropriate height for the intersection and supports transit. The towers are appropriately located and oriented on the site without adverse impacts to the surrounding areas. The site incorporates a POPS and enhanced public realm that will support the active uses at grade.

Transportation

The proposed development will be extremely well serviced by existing and planned transit, including a future local transit terminal, 407 transitway and future 407 transitway station. The proposed development is also well served by the existing and planned active transportation network.

While four levels of underground parking are proposed, a reduced parking rate is justified and appropriate for the location as it is intended to promote more sustainable modes of transportation. The benefits of reduced parking and car reliance include encouraging residents to take other sustainable modes of transportation available in the area such as walking, cycling and public transit; and maximizing transit ridership.

Parks and Open Space

The proposal provides a network of accessible, barrier-free, interconnected and pedestrian-oriented spaces and areas that respond to the need for access to amenities and green spaces within the surrounding area. A proposed POPS has been sited at the intersection of Dundas Street West and Old Bronte Road. This proposed POP opens up views at the intersection and into the site, offering unobstructed visual overlook and ease of public access. It creates a welcoming gateway into the site and into Palermo Village North.

Implementation

The proposed OPA and ZBA represent the first stage of implementation for the proposed development within Palermo Village. The proposed OPA seeks to permit a high density, mixed use residential development. The site specific policy proposed is to redesignate the lands with specific height and density provisions. The ZBA required is to rezone the Subject Lands from Future Development to High Density Residential with specific provisions. These specific provisions are appropriate for the proposed high density mixed use development.

7.0 Summary & Conclusions

As outlined in this report, together with the supporting technical reports, the proposed development and associated OPA and ZBA represent an appropriate development of the Subject Lands in the context of the area.

Based on a review of the existing physical context and surrounding area, a technical assessment of the proposed development concept, and an analysis of the proposal within the current policy and regulatory framework of the Province, Region, and Town, the proposed development and proposed OPA and ZBA:

1. Provide for an appropriate development of the Subject Lands given the existing and planned surrounding context;
2. Are consistent with and conform to the relevant Provincial policies and legislation including the *Planning Act*, Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe (2020);
3. Conform to the Region of Halton Official Plan;
4. Conform to the Livable Oakville Plan;
5. Generally conform to OPA 34;
6. Promote the efficient use of land and will optimize existing and planned infrastructure;
7. Contribute to achieving a complete community; and,
8. Are compatible and will not create any adverse impacts on the existing or planned surrounding community;

The proposed development is appropriate for the Subject Lands and represents good planning and is in the public interest. Based on these conclusions, it is recommended that the proposed OPA and ZBA be approved.

Respectfully submitted,
MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Katherine Rauscher, MCIP, RPP
Associate

APPENDIX A

Pre-Application Consultation Checklist

Pre-consultation Form

Please note pre-consultations are only valid for Six (6) Months from the date of Signing: See Note (a)

Applicant: _____
 Site Location: _____
 Proposal: _____

Official Plan Amendment <input type="checkbox"/>	Plan of Subdivision <input type="checkbox"/>	Site Plan <input type="checkbox"/>
Zoning By-law Amendment <input type="checkbox"/>	Plan of Condominium <input type="checkbox"/>	

Terms of Reference for Listed Studies / Reports can be found here:
<http://www.oakville.ca/business/terms-of-reference.html>

SUBMISSION REQUIREMENTS				
Materials to be Provided:	OPA/ZBA/SUB/ CONDO/SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Plans				
Aerial Photograph(s)	<input type="checkbox"/>	2		XX_Aerial_v1_yyyy-mm-dd
Survey/Legal Plan	<input type="checkbox"/>	2		XX_Survey_v1_yyyy-mm-dd
Concept Plan	<input type="checkbox"/>	2		XX_Concept_v1_yyyy-mm-dd
Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan)	<input type="checkbox"/>	2		XX_DraftSub_v1_yyyy-mm-dd XX_DraftCondo_v1_yyyy-mm-dd
Site Plan & Site Plan Details	<input type="checkbox"/>	2		XX_SitePlan_v1_yyyy-mm-dd XX_SitePlanDetail_v1_yyyy-mm-dd
Park/Open Space Concept Plan	<input type="checkbox"/>	2		XX_ParkConcept_v1_yyyy-mm-dd
Building Elevations & Renderings	<input type="checkbox"/>	2		XX_Elevations_v1_yyyy-mm-dd XX_Renderings_v1_yyyy-mm-dd
Building Floor Plans (including roof Plan)	<input type="checkbox"/>	2		XX_FloorPlans_v1_yyyy-mm-dd XX_RoofPlan_v1_yyyy-mm-dd
Landscape Plan & Details	<input type="checkbox"/>	2		XX_Landscape_v1_yyyy-mm-dd XX_LandsDetails_v1_yyyy-mm-dd
Pedestrian Circulation Plan	<input type="checkbox"/>	2		XX_PedCircPlan_v1_yyyy-mm-dd
Streetscape Plan	<input type="checkbox"/>	2		XX_Streetscape_v1_yyyy-mm-dd
Site Servicing Plan	<input type="checkbox"/>	2		XX_Servicing_v1_yyyy-mm-dd
Grading & Drainage Plan (including topographic information)	<input type="checkbox"/>	2		XX_Grading_v1_yyyy-mm-dd XX_Drainage_v1_yyyy-mm-dd
Erosion and Sediment Control Plan	<input type="checkbox"/>	2		XX_ErosionSed_v1_yyyy-mm-dd
Lighting Plan &/or Photometric Plan	<input type="checkbox"/>	2		XX_Photometric_v1_yyyy-mm-dd
Truck Turning Plan	<input type="checkbox"/>	2		XX_TruckTurning_v1_yyyy-mm-dd
Pavement Markings/Signage Plan	<input type="checkbox"/>	2		XX_MarkingsSign_v1_yyyy-mm-dd
Construction Storage/Staging Plan	<input type="checkbox"/>	2		XX_ConstructSS_v1_yyyy-mm-dd

Materials to be Provided:	OPA/ZBA/SUB/CONDO/ SITE PLAN (Paper copies plus 2 usbs)		NOTES:	Digital File Name
	Required	Paper Copies		
Demarcation of limits of natural features (i.e. top-of-bank and/or natural hazards)	<input type="checkbox"/>	2		XX_NaturalLimit_v1_yyyy-mm-dd
Tree Canopy Cover Plan & calculation	<input type="checkbox"/>	2		XX_CanopyCover_v1_yyyy-mm-dd
Waste Management Plan	<input type="checkbox"/>	2		XX_WasteManage_v1_yyyy-mm-dd
Reports and Studies				
Completed Application Form/Fees	<input type="checkbox"/>	2		XX_AppForm_v1_yyyy-mm-dd
Planning Justification Report/Letter	<input type="checkbox"/>	2		XX_PJR_v1_yyyy-mm-dd
Character Impact Analysis	<input type="checkbox"/>	2		XX_CharacterImp_v1_yyyy-mm-dd
Draft Zoning By-law Amendment	<input type="checkbox"/>	2		XX_DraftZBLA_v1_yyyy-mm-dd
Draft Official Plan Amendment	<input type="checkbox"/>	2		XX_DraftOPA_v1_yyyy-mm-dd
Urban Design Brief	<input type="checkbox"/>	2		XX_DesignBrief_v1_yyyy-mm-dd
Tree Vegetation Study/Arborist Report and Tree Protection Plan	<input type="checkbox"/>	2		XX_ArbReport_v1_yyyy-mm-dd XX_TPP_v1_yyyy-mm-dd
Functional Servicing Study/Report	<input type="checkbox"/>	2		XX_FSR_v1_yyyy-mm-dd
Stormwater Management Study/Report	<input type="checkbox"/>	2		XX_SWM_v1_yyyy-mm-dd
Environmental Impact Study/Report	<input type="checkbox"/>	2		XX_EIR_v1_yyyy-mm-dd
Transportation Impact Analysis	<input type="checkbox"/>	2		XX_TIS_v1_yyyy-mm-dd
Heritage Impact Assessment	<input type="checkbox"/>	2		XX_HIA_v1_yyyy-mm-dd
Archaeological Assessment	<input type="checkbox"/>	2		XX_Arch_v1_yyyy-mm-dd
Market Impact Study	<input type="checkbox"/>	2		XX_MarketImpact_v1_yyyy-mm-dd
Capital Impact Study	<input type="checkbox"/>	2		XX_CapitalImpact_v1_yyyy-mm-dd
Noise & Vibration Study	<input type="checkbox"/>	2		XX_NoiseVibration_v1_yyyy-mm-dd
Geotechnical/Soils Report	<input type="checkbox"/>	2		XX_Geotech_v1_yyyy-mm-dd
Environmental Site Assessment (i.e. Phase 1)	<input type="checkbox"/>	2		XX_ESS1_v1_yyyy-mm-dd
ESSQ	<input type="checkbox"/>	2		XX_ESSQ_yyyy-mm-dd
Shadow Impact Analysis	<input type="checkbox"/>	2		XX_Shadow_v1_yyyy-mm-dd
Wind Study/Micro-Climate	<input type="checkbox"/>	2		XX_WindStudy_v1_yyyy-mm-dd
Sample Materials Board/Photos	<input type="checkbox"/>	2		XX_Materials_v1_yyyy-mm-dd
3-D Computer Model (i.e. SketchUp)	<input type="checkbox"/>	1		XX_3DModel_v1_yyyy-mm-dd
Minutes and attendance list of Applicant-initiated "Public Information Meeting" (see Note g)	<input checked="" type="checkbox"/>	2	*not required for site plan	XX_PIMMinutes_yyyy-mm-dd XX_Attendlst_yyyy-mm-dd
North Oakville				
Environmental Implementation Report/Functional Servicing Study	<input type="checkbox"/>	See table below		XX_EIRFSS_v1_yyyy-mm-dd
Map and Accompanying Tables Showing Densities and Designations	<input type="checkbox"/>	2		XX_DensityMap_v1_yyyy-mm-dd XX_DensityTable_v1_yyyy-mm-dd
NOUFSMP/Tree Canopy Cover Plan & Calculation	<input type="checkbox"/>	2		XX_NOUFSMP-TCCP_v1_yyyy-mm-dd
Planning Statistics Spreadsheet	<input type="checkbox"/>	2		XX_PlanningStats_v1_yyyy-mm-dd
Sustainability Checklist	<input type="checkbox"/>	2		XX_SustainCheck_v1_yyyy-mm-dd
Transit Facilities Plan	<input type="checkbox"/>	2		XX_TransitFac_v1_yyyy-mm-dd

Area Design Plan	<input type="checkbox"/>	2	XX_AreaDesign_v1_YYYY-mm-dd
Executed Adhesion Agreement	<input type="checkbox"/>	2	XX_AdhesionAgmt_v1_YYYY-mm-dd
Other			
	<input type="checkbox"/>	2	XX_XXXXX_v1_YYYY-mm-dd
	<input type="checkbox"/>	2	XX_XXXXX_v1_YYYY-mm-dd

EIR/FSS Submission Requirements:

EIR/FSS Submission Requirements		
Agency/Department	# of hard copies	What is required:
Development Engineering - Stormwater	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Development Engineering – Stormwater Binder with full EIR text and figures Do not print appendices USB key with full EIR text, figures and appendices
Development Engineering - Technologist	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Development Engineering – Technologist Binder to include: <ul style="list-style-type: none"> Draft plan of subdivision Grading Plan Drawings (and details) Storm Servicing Plans – major and minor Storm drainage figures Conceptual Water and Wastewater Servicing and related figures Locations of LIDs All drawings/sections/figures related to roads and/or crossings USB key with full EIR text, figures and appendices
Parks and Open Space	1	<ul style="list-style-type: none"> USB to be labelled: POS USB key with full EIR text, figures and appendices
CH	3	<ul style="list-style-type: none"> Binders/USB to be labeled: Conservation Halton Binder with full EIR text, figures and appendices 1 USB key with full EIR text, figures and appendices
Region of Halton	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Region of Halton Binder with full EIR text, figures and appendices USB key with full EIR text, figures and appendices
Planning	1	<ul style="list-style-type: none"> Binder/USB to be labeled: Town Planning Binder with full EIR text and figures Do not print appendices USB key with full EIR text, figures and appendices

1. Conformity with the Regional Official plan land use designation: Yes No

If "NO", an application has been made to amend the Regional Official Plan: Yes No

2. Existing Official Plan Designation: _____

Conformity with the Town's Official Plan land use designation: Yes No

More Information Required

If "No", the nature of the amendment needed: _____

3. Existing Zoning: _____

Conformity with the Town's Zoning By-law: Yes No

More Information Required

If "No", the Proposed zoning is: _____

4. Related File No.: _____

5. Informal Open House: To be held on: _____ Has been held on: _____

6. Additional Agencies/Departments to be contacted: _____

7. Related notes pertinent to the application: _____

8. A site walk is required as a second part of the pre-consultation meeting: Yes No

If "Yes", the site walk is scheduled for (date & time): _____

Notes:

- a) **This agreement expires 6 months from the date of signing or at the discretion of the Director of Planning or his/her designate. In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required.**
- b) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation of the Town of Oakville to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- c) When a formal application is made, the application fee may be processed immediately; however, this does not constitute the application being deemed complete for *Planning Act* purposes. An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- d) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- e) An application submitted without the requisite information and number of copies identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- f) All reports, documents and drawings (including two sets of reduced copies of all plans (11"x17" or 8½"x11")) must be submitted in paper and electronic (i.e. PDF or JPG) form. All submission material must be collated and bundled to each Department and Agency to be circulated, as identified in the provided Agency Circulation spreadsheet.
- g) An applicant is strongly encouraged to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application. The timing of the PIM may be waived at the discretion of the Director of Planning, however, a PIM must take place prior to the Public Statutory Meeting.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 120 metres of the subject property (ies). The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and Town of Oakville planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

- h) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- i) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.



- j) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town’s Site Alteration By-law.
- k) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- l) Where applications may consider potential emissions, please refer to the Town’s Health Protection Air Quality By-law (2010-035) at <http://oakville.ca/environment/health-protection-air-quality.html>

Staff Signatures:

Charles McConnell

Town Planning Staff

Planning Staff (Signature)

Date

Regional Planning Staff

Regional Staff (Signature)

Date

Conservation Authority Staff

Conservation Authority Staff
(Signature)

Date

Proponent Signatures:

By signing this agreement, I/we acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated above must be submitted along with a completed application form, any information or materials prescribed by statute in both paper (including reduced copies) and electronic form, the required planning applications’ fees and this executed Pre-consultation agreement to be considered complete. In addition, I have read, understood, and agreed to the Notes listed above.

Agent (Print)
(I have the authority to bind the Owner)

Agent (Signature)

Date

Owner (Print)

Owner (Signature)

Date

APPENDIX **B**

Public Information Meeting

PIM NOTES

Date: April 18, 2023
Time: 6:30 PM – 7:30 PM
Location: ZOOM Webinar – Virtual Meeting
Re: Public Information Meeting, 3005 Dundas Street West, Oakville

Presenters:

MHBC: Dana Anderson

WZMH: Mohammed Al-Atheri

Panelists:

- MHBC: Katherine Rauscher; Aleksandra Skrzat
- WZMH: XiaoHe Yu; Marcus Poon; Nicola Casciato
- Enirox Group: Arash Kamali

Attendees (7): 1-905-330-0772; CPJ; Garth; Gurinder; Helen; John; Michelle Knoll

Opening Remarks, Overview of the project

Questions:

Michelle (Representing Trafalgar Historical Society): Hager House, Palermo Hotel. Surprised not to have it mentioned at all. Representing Trafalgar Historical Society. Shocked to see all development proposed. Would like to see a placard. Doesn't get three villages – there wasn't three. Study on Palermo done, would like it incorporated. Shout out to significant boundary, Bell from the foundary. Preserve history where you can and support development

MHBC: Would you be open to following up on the Hager House/Palermo Hotel to incorporate it where possible. We have met with staff on this file. Context is from the neighbouring land owner.

Helen: Owner of Montessori school down the road. Timeline of this project? Currently the street is very quiet. How will construction impact children, traffic, etc.

MHBC: Early in the process. Complete a full package to the Town for OPA/ZBA. Public meeting through that process, circulation of materials, etc. Following this is Site Plan process. Regional Allocation is also required, which takes a few years. Construction management plan will be required by the Town. We will keep everyone posted. Presentation will become publicly available once application is made.

Michelle: Archaeology study? Town square doesn't seem large enough for the two towers.

MHBC: Parkland dedication is required and will be provided on site, at the corner of Dundas and Old Bronte.

Q: How can I get copy of the presentation?

A: Contact information to be provided so we can send it along to those that request

7:10 PM Meeting Closed

APPENDIX C

POLICY ASSESSMENT

Appendix C – Policy Assessment

Table 1: Planning Act, R.S.O. 1990 (Planning Act) - Assessment of Provincial Interests

Section	Matters of Provincial Interest	Assessment
2	<p>Provincial Interest</p> <p><i>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,</i></p> <p><i>a) the protection of ecological systems, including natural areas, features and functions;</i></p>	<p>There are no existing natural heritage features on or adjacent to the Subject Lands.</p>
	<p><i>f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i></p>	<p>The proposed development will make efficient use of the existing and planned public transit infrastructure in the area.</p>
	<p><i>h) the orderly development of safe and healthy communities;</i> <i>i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i></p>	<p>It is intended that development will follow all relevant requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act. These matters will be addressed at the Site Plan and the Building Permit stage.</p>
	<p><i>j) The adequate provision of a full range of housing, including affordable housing;</i></p>	<p>The proposed development will provide a range of unit sizes and diversify the housing options available in the area.</p>
	<p><i>k) The adequate provision of employment opportunities</i></p>	<p>The proposal will incorporate uses at grade to create employment opportunities.</p>
	<p><i>p) the appropriate location of growth and development;</i></p>	<p>The Subject Lands are an appropriate location for growth and development as they are an identified Strategic Growth Area within the Town, are contiguous to existing development.</p>
	<p><i>q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i></p>	<p>The Subject Lands are located in close proximity to a frequent transit route. Future residents will have convenient options to utilize existing and planned public transit.</p>

Section	Matters of Provincial Interest	Assessment
	<p><i>r) the promotion of built form that</i></p> <ul style="list-style-type: none"> <i>i. is well-designed,</i> <i>ii. encourages a sense of place, and</i> <i>iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i> 	<p>The proposal embodies a well designed development. Careful consideration has been given to the site's locational context. Elements of the design provide a compatible use and built form that is well integrated into the community, encourages a sense of place, and provides public space that will be of high quality design, safe, accessible, attractive, and vibrant.</p>

Table 2: Provincial Policy Statement (2020) Assessment of Consistency

Section	PPS Policy Section	Assessment
1.1	<i>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</i>	
1.1.1	<p><i>Healthy, liveable and safe communities are sustained by:</i></p> <p><i>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p> <p><i>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;</i></p> <p><i>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p> <p><i>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i></p> <p><i>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;</i></p>	<p>The proposed development provides a mixed use development contained within a compact built form, in an area planned and intended for intensification and growth. The proposed development responds to the increasing demand for residential units.</p> <p>The proposed high-rise residential buildings with ground related commercial uses will contribute to the mix and range of uses within Palermo Village of the Town of Oakville including a range of apartment unit types and sizes. The proposed development will assist the Town in meeting its long-term needs for growth.</p> <p>The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health, or safety concerns.</p> <p>The Subject Lands are located within a settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed development.</p> <p>The proposed development will efficiently utilize planned infrastructure available to the Subject Lands through the Region's Allocation and Servicing Plan, thereby minimizing servicing costs to the Town of Oakville.</p>

Section	PPS Policy Section	Assessment
		The proposed development will support a transit supportive density to optimize the utilization of the Town's proposed new transit terminal and transit station.
	<i>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</i>	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.
	<i>g) ensuring that necessary infrastructure, and public service facilities are or will be available to meet current and projected needs;</i>	The proposed development will take advantage of planned infrastructure available to the Subject Lands.
1.1.3	<i>Settlement Areas</i>	
1.1.3.1	<i>Settlement areas shall be the focus of growth and development</i>	The Subject Lands are located within the Settlement Area of the Town of Oakville.
1.1.3.2	<i>Land use patterns within settlement areas shall be based on densities and a mix of land which:</i> <i>a) Efficiently use land and resources;</i>	The proposed development will provide for the efficient use of land and resources of the site.
	<i>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;</i>	The proposed municipal servicing strategy satisfies the Town's and Region's servicing plans. A Functional Servicing Report, prepared by Schaeffers Associates Ltd., is submitted in support of this application.
	<i>c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;</i> <i>d) prepare for the impacts of a changing climate;</i>	The proposed development achieves sustainable development by providing a mixed use buildings that optimizes the use of an existing grid system, supports existing and planned transit and has no impact on the Natural Heritage System.

Section	PPS Policy Section	Assessment
	e) <i>Support active transportation;</i>	Residents will be able to easily access the property given its connectivity to the municipal sidewalks and dedicated access to route 5 and 5A. In the Livable Oakville Plan's Active Transportation Plan – Schedule D, Dundas Street W is identified as an existing multi-use trail, Bronte Road is identified as a proposed facility on a Regional Road, and Old Bronte Road is identified as proposed signed bike route to support active transportation.
	f) <i>Are transit-supportive, where transit is planned, exists or may be developed;</i>	The Subject Lands are located in proximity to transit route 5 and 5A, adjacent to the Town's proposed new transit terminal and in proximity to the new 407 Station.
1.1.3.3	<i>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.</i>	The proposed development will be accessible to the existing and planned public transit and is supportive of active transportation due to its proximity to existing bus routes, future transportation uses, and open space connections. The proposed development will increase housing options for the area and increase the supply of transit supportive housing.
1.1.3.4	<i>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</i>	The proposal represents development in a compact form that will not result in public health and safety issues. The proposed compact built form and site layout are intended to facilitate transit and active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.
1.3	<i>Employment</i>	
1.3.1	<i>Planning authorities shall promote economic development and competitiveness by:</i>	By definition, the Subject Lands are not designated as Employment Areas. The proposal will however

Section	PPS Policy Section	Assessment
	<ul style="list-style-type: none"> a) <i>providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</i> b) <i>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;</i> d) <i>encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,</i> e) <i>ensuring the necessary infrastructure is provided to support current and projected needs.</i> 	<p>include a mix of uses that includes retail uses at grade in both buildings A and B (Building A: 240.7 m²; Building B: 296.6 m²)</p>
1.4	Housing	
1.4.3	<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <ul style="list-style-type: none"> a) <i>establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.</i> 	<p>The proposal is representative of residential development that will provide a range and mix of unit types, and it will add to the mixture and range of housing options in the area.</p>
	<ul style="list-style-type: none"> b) <i>permitting and facilitating:</i> <ol style="list-style-type: none"> 1. <i>all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and</i> 2. <i>all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</i> 	<p>The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards. The proposed residential development will include one bedroom, one bedroom plus den, two bedroom, two bedroom plus den, and three bedroom units.</p>

Section	PPS Policy Section	Assessment
	<p>c) <i>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;</i></p>	<p>The location of the proposed development is within proximity to existing and planned infrastructure public service facilities.</p>
	<p>d) <i>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;</i></p>	<p>The proposal supports active transportation and transit use in the area by providing the opportunity for 150 long-term and 50 short term bicycle parking. There is also a bus stop located at the intersection of Dundas Street West and Bronte Road, and right across the Subject Lands along Dundas Street West servicing route 5 and 5A as well as being adjacent to the newly planned Town transit terminal.</p>
	<p>e) <i>requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</i></p>	<p>The proposed development will support transit through the provision of increased density.</p>
	<p>f) <i>establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</i></p>	<p>The development has been designed to integrate with the surrounding community and will contribute to the range and mix of unit types in the neighbourhood to meet the current and future needs of residents. The proposed density parking reductions will facilitate the minimization of costs and support transit.</p>
1.5	<i>Public Spaces, Recreation, Parks, Trails and Open Space</i>	
1.5.1	<p><i>Healthy, active communities should be promoted by:</i></p> <p>a) <i>planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p>	<p>The proposed development supports a healthy and active community. The Subject Lands are situated in an area well served by existing and planned facilities and park spaces as promoted by the PPS. The proposed open space/park area will be located at the corner of Dundas Street West and Old Bronte Road.</p>

Section	PPS Policy Section	Assessment
	<i>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.</i>	
1.6	<i>Infrastructure and Public Service Facilities</i>	
1.6.3	<i>Before consideration is given to developing new infrastructure and public service facilities:</i> <i>a) the use of existing infrastructure and public service facilities should be optimized; and</i> <i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i>	The proposal will effectively use existing and planned infrastructure, as demonstrated in the FSR prepared by Shaeffer & Associates Ltd.
1.6.6	<i>Sewage, Water and Stormwater</i>	
1.6.6.1	<i>Planning for sewage and water services shall:</i> <i>a) accommodate forecasted growth in a manner that promotes efficient use of existing municipal sewage services and municipal water services.</i> <i>1. municipal sewage services and municipal water services.</i>	The proposed development will operate on full municipal servicing, therefore promoting efficient use and optimization of existing and planned infrastructure. The site is recommended to be serviced via the future 30mmØ watermain on Old Bronte Road as identified in the FSR prepared by Shaeffer & Associates Ltd.
	<i>c) promote water conservation and water use efficiency;</i>	The proposed development is able to be serviced with existing and planned infrastructure, as demonstrated in the Functional Servicing and Stormwater Management Report, prepared by Shaeffer & Associates Ltd.
1.6.6.2	<i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas on existing municipal sewage services and municipal water services intensification and redevelopment shall be promoted, wherever feasible to optimize the use of services.</i>	The proposed development is able to be serviced with planned municipal infrastructure, as demonstrated in the Functional Servicing and Stormwater Management Report, prepared by Shaeffer & Associates Ltd.

Section	PPS Policy Section	Assessment
1.6.6.7	<p><i>Planning for stormwater management shall:</i></p> <p>a.) <i>be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</i></p> <p>b.) <i>minimize, or, where possible, prevent increases in contaminant loads;</i></p> <p>c.) <i>minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</i></p> <p>d.) <i>mitigate risks to human health, safety, property and the environment;</i></p> <p>e.) <i>maximize the extent and function of vegetative and pervious surfaces; and</i></p> <p>f.) <i>promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.</i></p>	<p>The proposed stormwater management plan to service the site has been designed to ensure an optimized, feasible and viable management plan as set out in the FSR and SWM report prepared by Shaeffer & Associates Ltd.</p>
1.6.7	<i>Transportation Systems</i>	
1.6.7.2	<p><i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i></p>	<p>A number of TDM strategies are recommended for the proposed residential development, based on Nextran's TIS:</p> <ul style="list-style-type: none"> • provides direct shared pedestrian/bicycle connections from the proposed development to Dundas Street W and Old Bronte Road; • provides a total of 200 bicycle parking spaces on-site; • provides two bicycle repair stations on-site;

Section	PPS Policy Section	Assessment
		<ul style="list-style-type: none"> provides information package for new residents. The information package will include Mississauga Transit schedules, GO Transit schedules, and community and cycling maps.
1.6.7.4	<i>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</i>	The proposed mixed use development is designed to be transit supportive and support the current and future transit in the area.
1.6.10	<i>Waste Management</i>	
1.6.10.1	<i>Waste management systems need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reductions, reuse and recycling objectives.</i>	The proposal will ensure an appropriate size and type for waste and recycling requirements. As per the Site Plan (A-201), prepared by WZMH, the proposed development includes 145.38 m ² garbage room in Building A and 168.33 m ² garbage room in Building B. Exact details will be finalized through the Site Plan Control application process.
1.7	<i>Long Term Economic Prosperity</i>	
1.7.1	<p><i>Long term economic prosperity should be supported by:</i></p> <p>a.) <i>promoting opportunities for economic development and community investment- readiness;</i></p> <p>b.) <i>encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i></p> <p>e.) <i>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;</i></p>	<p>The proposed development will allow the site to provide a total of 2,591 SF of retail space in Building A and 3,193 SF of retail space in Building B. This will assist in providing opportunities for employment.</p> <p>The proposed development seeks to provide 690 market based residential units, of which 130 are one bedroom, 332 are one bedroom plus den, 214 are two bedroom, 8 are two bedroom plus den, and 6 are three bedroom.</p> <p>The proposed development has been designed in a manner that is compatible with the surrounding built form, utilizing materials that are consistent</p>

Section	PPS Policy Section	Assessment
		with the adjacent developments. An Urban Design Brief, prepared by MHBC in support of the application concludes that the proposal adheres to the vision and design direction for Mixed Use Areas in Palermo Village.
1.8	<i>Energy Conservation, Air Quality and Climate Change</i>	
1.8.1	<p><i>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:</i></p> <p>a.) <i>Promote compact form and a structure of nodes and corridors;</i></p> <p>b.) <i>Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</i></p> <p>e.) <i>encourage transit supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</i></p> <p>f.) <i>Promote design and orientation which maximize energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</i></p>	<p>The proposed development represents compact built form within a node and corridor with proximity to transit.</p> <p>The proposal supports active transportation and transit use in the area by providing the opportunity for 150 long-term and 50 short term bicycle parking. There is also a bus stop located at the intersection of Dundas Street West and Bronte Road, and right across the Subject Lands along Dundas Street West servicing route 5 and 5A.</p> <p>The proposal encourages transit supportive development in an area in proximity to existing and planned infrastructure,</p> <p>The site plan and landscape plan prepared by Adesso promotes a design which maximizes energy efficiency and conservation as incorporating a green roof as outdoor amenity.</p>
4.0	<i>Implementation and Interpretation</i>	

Section	PPS Policy Section	Assessment
4.6	<p><i>The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.</i></p> <p><i>Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.</i></p> <p><i>In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.</i></p>	<p>The ability to optimize development that better achieves provincial policy objectives should be considered through the proposed amendment to the Town's existing Official Plan.</p>

Table 3: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (August 2020) - Assessment of Conformity

Sections	Growth Plan Policy	Assessment
2.2.1	<i>Managing Growth</i>	
2.2.1.2	<p><i>Forecasted growth to the horizon of this Plan will be allocated based on the following:</i></p> <p><i>b) within settlement areas, growth will be focused in:</i></p> <ul style="list-style-type: none"> <i>ii. strategic growth areas;</i> <i>iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</i> <i>iv. areas with existing or planned public service facilities;</i> 	<p>The Subject Lands are located within a delineated built boundary. Full municipal services are available. This proposal provides for an appropriate level of intensification. Further, the Subject Lands are in close proximity to transit and are located along bus route 5 & 5A. The proposed development contributes to the achievement of complete communities by providing new residential uses and retail with a mix of unit types. The proposed development is within a settlement area and planned strategic growth area and planned transit, including a future transit terminal and future transit station.</p>
2.2.1.4	<p><i>Applying the policies of this Plan will support the achievement of complete communities that:</i></p> <p><i>a.) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</i></p>	<p>The proposed development will support the achievement of complete communities through the provision of residential and retail use at grade.</p>
	<p><i>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;</i></p>	<p>A total of 690 units are proposed with a mix of bedroom types including one bed, one bed plus den, two bed, two bed plus den, and three bed, and sizes. These units will provide a diverse range and mix of housing options to accommodate people at all stages of life, and accommodate the needs of all household sizes and incomes.</p>
	<p><i>d.) expand convenient access to:</i></p>	<p>The proposed development will contribute to achieving a complete community by</p>

Sections	Growth Plan Policy	Assessment
	<ul style="list-style-type: none"> <i>i a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</i> <i>ii public service facilities, co-located and integrated in community hubs;</i> <i>iii an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and</i> 	<p>providing conveniences to the community through a variety of transportation modes, being located on a Regional Intensification Corridor (Dundas Street West and Bronte Road); and provide open space/park to be utilized by residents and the public at the corner of Dundas Street West and Old Bronte Road.</p>
	<p><i>e.) provide for a more compact built form and a vibrant public realm, including public open spaces;</i></p>	<p>The proposed development will provide a high-quality compact built form and will achieve an attractive and vibrant public realm. The proposed development will also provide open space/park to be utilized by residents and the public at the corner of Dundas Street West and Old Bronte Road.</p>
2.2.4	<i>Transit Corridors and Stations Areas</i>	
2.2.4.9	<p><i>Within all major transit station areas, development will be supported, where appropriate, by:</i></p> <ul style="list-style-type: none"> <i>a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;</i> <i>c) providing alternative development standards, such as reduced parking standards; and</i> <i>d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.</i> 	<p>The proposal supports a diverse mix of uses including residential and non-residential retail uses. The proposal provides land uses and a built form that promote transit optimization for both existing and future transit services.</p>
2.2.4.10	<p><i>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.</i></p>	<p>The proposed development is adjacent to the planned transit terminal as identified by the Town Official Plan Amendment 34 (OPA 34) Schedule N2 - Palermo Village Urban Design - shows the proposed transit terminal for the Town located west of Bronte Road, north of Dundas Street.</p>
2.2.5	<i>Employment</i>	

Sections	Growth Plan Policy	Assessment
2.2.5.3	<i>Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.</i>	The proposed concept proposes the following retail uses at grade which will be located adjacent to planned transit: <ul style="list-style-type: none"> • Building A: 2,591 SF of retail space on Old Bronte Road • Building B: 3,193 SF of retail space on Dundas Street West
2.2.6	<i>Housing</i>	
2.2.6.3	<i>To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.</i>	The proposed redevelopment provides for a mix of 1 bedroom, 1 bedroom plus den, two bedroom, 2 bedroom plus den and three bedroom units to accommodate a diverse range of household sizes and incomes. The proposed redevelopment includes 690 residential units which will assist the Town by providing additional residential units to the housing supply.
2.2.7	<i>Designated Greenfield Areas</i>	
2.2.7.1	<i>New development taking place in designated greenfield areas will be planned, designated, zoned and designated in a manner that:</i> <ol style="list-style-type: none"> <i>supports the achievement of complete communities;</i> <i>supports active transportation; and</i> <i>encourages the integration and sustained viability of transit services</i> 	The Palermo Village Growth Area is identified as a Designated Greenfield Area. The proposed development located within this area will support the achievement of complete communities, support active transportation, and encourage the integration of transit services.
2.2.7.2	<i>The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:</i> <ol style="list-style-type: none"> <i>The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Region of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.</i> 	The proposed development will contribute to the minimum density target of 50 residents and jobs combined per hectare.
3.2	<i>Policies for Infrastructure to Support Growth</i>	

Sections	Growth Plan Policy	Assessment
3.2.6.2	<p><i>Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:</i></p> <p><i>b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan.</i></p>	<p>The proposal contributes to the efficient utilization of the existing and planned municipal services to accommodate growth to achieve the minimum density targets for the area.</p>

Table 4: Region of Halton Official Plan (ROPA 49) - Assessment of Conformity

Sections	Region of Halton Official Plan	Assessment										
	Part II – Basic											
51	<i>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</i>	The Subject Lands are designated Urban Area in the Region of Halton Official Plan as indicated on Map 1 – Regional Structure.										
51.3	<i>Within the Urban Area designation as shown on Map , this Plan defines a Regional Urban Structure consisting of the following: (1) Strategic Growth Areas that are subject to policies and/or conditions for development as described in Section 78 to 82.7 of this Plan and which are identified below and shown on Map 1H: d) Primary Regional Nodes f) Regional Intensification Corridors</i>	The Subject Lands are located within the Urban Area and in a Strategic Growth Area and in a Primary Regional Node. Dundas Street West and Bronte Road are identified as Regional Intensification Corridors on Map 1H – Regional Urban Structure										
55.1	<i>The Regional Structure also sets out targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas and Employment Areas, as contained in Table 2. Table 2 Intensification and Density Targets (Oakville): People and Jobs per Hectare in the Designated Greenfield Area: 70</i>	The Subject Lands are located in a Designated Greenfield Area of ROPA 49.										
55.2	<i>The Regional Structure also sets out the Regional phasing to be achieved every five years from 2022 to 2051 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a. Table 2a: Regional Phasing (Oakville)</i> <table border="1" data-bbox="352 1205 1327 1349"> <thead> <tr> <th></th> <th>2022-2026</th> <th>2027-2031</th> <th>2032-2036</th> <th>2037-2041</th> </tr> </thead> <tbody> <tr> <td>Medium & High Density Units</td> <td>4,340</td> <td>4,610</td> <td>3,920</td> <td>4,000</td> </tr> </tbody> </table>		2022-2026	2027-2031	2032-2036	2037-2041	Medium & High Density Units	4,340	4,610	3,920	4,000	The Subject Lands are located in a Designated Greenfield Area. The proposed high density mixed use development is proposed in two phases (Phase 1 Building A and Phase 2 Building B). Phase 1 will introduce 308 units and Phase 2 will introduce 382 units.
	2022-2026	2027-2031	2032-2036	2037-2041								
Medium & High Density Units	4,340	4,610	3,920	4,000								
55.3	<i>The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:</i>	The proposed development is located in a Primary Regional Node, specifically in the										

Sections	Region of Halton Official Plan	Assessment															
	<p><i>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</i></p> <p><i>b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.</i></p> <p><i>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.</i></p> <p><i>Table 2B Strategic Growth Area Targets</i></p> <table border="1" data-bbox="352 755 1331 1105"> <thead> <tr> <th data-bbox="352 755 548 998">Strategic Growth Area Type</th> <th data-bbox="548 755 743 998">Strategic Growth Area</th> <th data-bbox="743 755 938 998">Minimum Density Target (Residents and Jobs Combined Per Hectare)</th> <th colspan="2" data-bbox="938 755 1331 852">General Target Proportion of Residents & Jobs</th> </tr> <tr> <td></td> <td></td> <td></td> <th data-bbox="938 852 1134 998">Residents</th> <th data-bbox="1134 852 1331 998">Jobs</th> </tr> </thead> <tbody> <tr> <td data-bbox="352 998 548 1105">Primary Regional Nodes</td> <td data-bbox="548 998 743 1105">Palermo Village, Oakville</td> <td data-bbox="743 998 938 1105">160</td> <td data-bbox="938 998 1134 1105">~ 85%</td> <td data-bbox="1134 998 1331 1105">~ 15%</td> </tr> </tbody> </table>	Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs					Residents	Jobs	Primary Regional Nodes	Palermo Village, Oakville	160	~ 85%	~ 15%	<p>Palermo Village Strategic Growth Area. The proposed minimum density target is 160.</p>
Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs														
			Residents	Jobs													
Primary Regional Nodes	Palermo Village, Oakville	160	~ 85%	~ 15%													
	<p>Part III – Land Use Designations</p>																
	<p>Urban Area and the Regional Urban Structure</p>																
72.1(2)	<p><i>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.</i></p>	<p>The proposed form of growth is compact and transit supportive as it makes efficient use of space and services, promotes live-work relationships and fosters a competitive economy.</p>															

Sections	Region of Halton Official Plan	Assessment
72.1(6)	<i>To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.</i>	The proposal reflects an appropriate level of development in a Strategic Growth Area.
	Regional Urban Structure	
78.1 (2)	<i>The objectives of the Regional Urban Structure are: 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</i>	The Subject Lands are located within the Urban Area and in a Strategic Growth Area where growth is to be promoted.
	Strategic Growth Areas	
79 (1)	<i>The objectives of the Strategic Growth Area: 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.</i>	The proposed urban form within the Palermo Strategic Growth Area promotes transit and active transportation. The availability of transportation offered around the Subject Lands will reduce travel by private automobiles and assist in the creation of a complete community.
79 (2)	<i>To provide opportunities for more cost-efficient and innovative urban design.</i>	The proposal will provide an urban form that will use space more economically through a high-rise building design, and reflects an innovative urban design.
79 (4)	<i>To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.</i>	The proposal will feature a mix of uses including residential and commercial.
79 (5)	<i>To create a vibrant, diverse and pedestrian-oriented urban environment.</i>	The proposed development will provide open space/park to be utilized by residents and the public at the corner of Dundas Street West and Old Bronte Road as well as pedestrian orientated public realm along Old Bronte Road.

Sections	Region of Halton Official Plan	Assessment
79 (7)	<i>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.</i>	The site will provide an outdoor amenity area located at the corner of Dundas Street West and Old Bronte Road creating an attractive and vibrant public realm.
79 (8)	<i>To support transit and active transportation for everyday activities.</i>	This proposal provides for an appropriate level of development. Further, the Subject Lands are in close proximity to existing and planned transit and are located along bus route 5 & 5A.
79 (9)	<i>To generally achieve higher densities than the surrounding areas.</i>	The Subject Lands are identified as a Primary Regional Node and are planned to accommodate transit-supportive high-density mixed uses.
79 (10)	<i>To achieve an appropriate transition of built form to adjacent areas.</i>	The two towers are located on a 3-storey podium to allow appropriate transition between homes and the adjacent area.
79.1 (3)	<i>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;</i>	The proposed high-rise buildings with ground related commercial uses will contribute to the mix and range of uses within Palermo Village of the Town of Oakville supportive of active transportation and public transit.
79.1 (4)	<i>Regional Intensification Corridors as shown on Map 1H and subject to policies in Sections 82.3 to 82.7, which consist of areas along Higher Order Transit Corridors and selected Arterial Roads within the Urban Area, 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,</i>	In the Regional Official Plan, Bronte Road and Dundas Street are both identified as a Major Arterial Road on a Higher Order Transit Corridor. The proposed development will support transit through the provision of increased density along these corridors.
79.2	<i>The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H: (5) Primary Regional Node;</i>	In ROPA 49, Regional Intensification Corridor is defined as "Strategic Growth Area identified along major roads, arterials or higher order transit corridors that are planned to

Sections	Region of Halton Official Plan	Assessment
	<p><i>(7) Regional Intensification Corridors</i></p> <p><i>The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes and Local Intensification Corridors.</i></p> <p><i>The Strategic Growth Areas are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations. Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.</i></p>	<p>accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects. Dundas Street West and Bronte Road are both Major Arterial Roads as identified on Map 3-Functional Plan of Major Transportation Facilities. The Subject Lands are within a Strategic Growth Area,</p>
79.3 (1)	<p><i>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.</i></p>	<p>The proposed development is for a high density mixed-use development consisting of two towers (27 and 30 storeys) located on a 3-storey podium at a density of 885.</p>
	<p>Regional Nodes</p>	
82 (1)	<p><i>The objectives of the Regional Nodes, as shown on Map 1H, are:</i></p> <p><i>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 a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.</i></p>	<p>As part of a Regional Primary Node, Palermo Strategic Growth Area is transit-supportive and the proposed high-rise buildings with ground related commercial uses will contribute to the mix and range of uses within Palermo Village of the Town of Oakville. The proposed development will assist the Town in meeting its long-term needs for growth.</p>
82 (3)	<p><i>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.</i></p>	<p>The proposed development offers mixed uses contained within a compact built form on planned municipal services, in an area intended for growth. The proposed development supports a pedestrian-orientated environment by providing a range and mix of transit-supportive uses such as residential and office.</p>

Sections	Region of Halton Official Plan	Assessment
82.1 (1)	<p><i>Regional Nodes are shown on Map 1H as follows:</i></p> <p><i>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:</i></p> <p><i>d) Palermo Village, Oakville</i></p>	The proposed development is located within the Primary Regional Node.
82.2 (1)	<p><i>It is the policy of the Region to:</i></p> <p><i>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.</i></p>	The proposed high density mixed-use development will make efficient use of the already existing and planned public transit infrastructure in the area which will support forecasted growth.
82.2 (3)	<p><i>For Primary Regional Nodes, require the Local Municipalities to plan to achieve the applicable minimum density target and the general target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.</i></p>	As identified on Table 2bB – Strategic Growth Area in the ROP, the minimum density target (residents and jobs combined per hectare) for Palermo Village is 160. The proposed development will assist in achieving this growth.
82.3	<i>Regional Intensification Corridors</i>	
82.3 (1)	<p><i>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.</i></p>	In the Regional Official Plan, Bronte Road and Dundas Street are identified as a Major Arterial Road on a Higher Order Transit Corridor. The proposed development will support transit through the provision of increased density along these corridors.
82.3 (2)	<p><i>To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.</i></p>	The proposed mixed use development will support transit through the inclusion of 200 bicycle spaces and 537.4 m ² of commercial uses.

Sections	Region of Halton Official Plan	Assessment
82.3 (3)	<i>To achieve a mix of residential, office, institutional and commercial development, where appropriate.</i>	The proposed mixed use development is transit supportive.
82.4 (7)	<i>The Regional Intensification Corridors are identified conceptually on Map 1H are: Bronte/Regional Road 25 Corridor, Oakville/Milton</i>	In the Regional Official Plan, Bronte Road and Dundas Street are identified as a Major Arterial Road on a Higher Order Transit Corridor.
84	<i>Housing</i>	
85 (4)	<i>To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</i>	The proposal will increase the mix of housing by density and type in the immediate area. The new development will provide residential units of varying sizes ranging from one to three bedroom to accommodate a variety of housing options for future residents. The increased residential density and high rise built form will more efficiently use the lands and increase the overall supply of housing in the area.
85 (8)	<i>To encourage the Local Municipalities and the buildings and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.</i>	The high quality design provides for a sustainable form of development built in accordance with sound engineering and planning principles.
	<i>Transportation</i>	
172 (9.1)	<i>To ensure development is designed to support active transportation and public transit.</i>	The proposed development is designed to support active transportation (provide walkable paths and bicycle storage) as well as to existing and planned public transit
172 (12)	<i>To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.</i>	The proposed mixed use development is in close proximity to existing and planned transit terminals and stations.
	PART IV HEALTHY COMMUNITIES POLICIES	
140	Environmental Quality	The proposal embodies a high quality design. Careful consideration has been given to the

Sections	Region of Halton Official Plan	Assessment
	<p><i>The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.</i></p>	<p>site's locational context. Elements of the design provides a compatible built form that is well integrated into the existing and planned community.</p>
142 (5)	<p>Air and Ambience</p> <p><i>To support urban forms that will reduce long distance trip-making and the use of the private automobile.</i></p>	<p>The proposed development will make efficient use of existing and planned public transit infrastructure in the area, reducing automobile dependency.</p>
143 (4)	<p><i>Promote walking, cycling and public transit over other modes of transportation.</i></p>	<p>As identified in the TIS, prepared by Nextrans, the proposed development provides direct shared pedestrian/bicycle connections which promotes walkability and cycling.</p>
156 (1)	<p><i>It is the policy of the Region to:</i></p> <p><i>Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.</i></p>	<p>The proposed development will be implemented in accordance with all applicable public health and safety requirements.</p>

Table 5: Livable Oakville Plan (August 2021 Office Consolidation) - Assessment of Conformity

Sections	Livable Oakville Plan	Assessment
Part C	General Policies	
3.6	<p><i>Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.</i></p> <p><i>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, 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.</i></p> <p><i>Nodes and Corridors are identified in the North Oakville Plans as the Health Oriented Mixed Use Node as well as urban core areas and include Trafalgar Urban Core Area, Dundas Urban Core Area and Neyagawa Urban Core Area.</i></p> <p><i>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.</i></p> <p><i>Midtown Oakville is identified as an Urban Growth Centre in the Growth Plan and is planned to accommodate a significant portion of Oakville and Halton’s required intensification.</i></p> <p><i>Bronte GO Station is identified as a Major Transit Station Area by the Growth Plan and is intended to accommodate transit-supportive growth and intensification.</i></p> <p><i>The remaining Nodes and Corridors each have a unique existing and planned character, scale and potential to accommodate growth.</i></p> <p><i>Downtown Oakville, Kerr Village and Bronte Village are intended to develop as mixed use centres with viable main streets.</i></p>	<p>In the Livable Oakville Official Plan, the Subject Lands are identified as Nodes and Corridors, Proposed Regional Transit Node and Nodes and Corridors for Further Study on Schedule A1 – Urban Structure. Nodes and Corridors are key areas of the Town identified as the focus for mixed use development and intensification.</p> <p>Palermo Village (north of Dundas) is a Strategic Growth Area recently subject to Official Plan Amendment 34 as part of an update to North Oakville.</p>

Sections	Livable Oakville Plan	Assessment
	<p><i>They are recognized in the urban structure as Main Street Areas for their distinctive character and are intended to accommodate lesser amounts of intensification.</i></p> <p><i>This Plan, along with the North Oakville Plans, provide detailed policies for the development of the identified Nodes and Corridors.</i></p> <p><i>For those areas identified on Schedule A1 – Urban Structure as Nodes and Corridors for Further Study, future review shall provide updated and new policies to delineate boundaries, the mix of land uses and the intensity and scale of development.</i></p>	
3.15	<p>Major Transit Station, Regional Transit Node and Proposed Transit Node</p> <p><i>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.</i></p>	<p>The proposed development is located adjacent to a proposed transit terminal and transit station. The Subject Lands are identified as Proposed Regional Transit Node on Schedule A1 – Urban Structure.</p>
6.9	<i>Built Form</i>	
6.9.1	<i>Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.</i>	<p>The proposed development will be designed to create a sense of identity through massing, form, orientation, scale, architectural features and landscaping.</p>
6.9.2	<i>Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.</i>	<p>The Subject Lands are identified as a Primary Regional Node and are planned to accommodate transit-supportive high-density mixed uses that are compatible with the existing and planned context.</p>
6.9.5	<i>Buildings should present active and visually permeable façades to all adjacent streets, urban squares, and amenity spaces through the use of windows, entry features, and human-scaled elements.</i>	<p>The proposed mixed use development will include visually permeable facades to the surrounding streets. The site layout and building placement includes an urban square to provide various site services and a pedestrian oasis for all users with all needs. The buildings’ massing aims to maximize</p>

Sections	Livable Oakville Plan	Assessment
		views, allow for natural light to reach the ground and promote the use of exterior amenity areas.
6.9.6	<i>Main principal entrances to buildings should be oriented to the public sidewalk, on-street parking and transit facilities for direct and convenient access for pedestrians.</i>	The main entrance for Building A is located along Old Bronte Road with a secondary entrance located internally on the site. The main entrance for Building B is located along Dundas Street West with a secondary entrance located internally from the site. Both buildings are oriented towards the public realm and street.
6.9.8	<i>Buildings located on corner lots shall provide a distinct architectural appearance with a high level of detailing and articulated façades that continue around the corner to address both streets.</i>	The proposed development is located at the corner of Old Bronte Road and Dundas Street West and will provide distinct architectural appearance with high level of detailing and facades to address Old Bronte Road, Dundas Street West and Bronte Road.
6.9.9	<i>New development shall ensure that proposed building heights and form are compatible with adjacent existing development by employing an appropriate transition of height and form from new to existing development, which may include setbacks, façade step backs or terracing in order to reduce adverse impacts on adjacent properties and/or the public realm.</i>	The proposed two towers (27 and 30 storeys) are located on a 3-storey podium and are appropriate transition in terms of height given their corner arterial road location. This design has been completed in accordance with the Town Tall Buildings Guidelines with appropriate setback, stepbacks and separation.
6.9.11	<i>Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.</i>	The ground floor of both buildings has a greater floor to ceiling height of 6.5 m.
6.9.12	<i>New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.</i>	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.

Sections	Livable Oakville Plan	Assessment
6.9.13	<i>Rooftop mechanical equipment shall not be visible from view from the public realm.</i>	The mechanical floor is identified on the elevations prepared by WZMH Architects and is not visible from the public realm.
6.9.14	<i>Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.</i>	Outdoor amenity spaces are proposed for both buildings. A total of 1,380.74 m ² of amenity space is proposed for the whole development. A green roof and community garden is proposed on Building B.
6.10	<i>Landscaping</i>	
6.10.1	<i>Landscaping design and treatments should:</i> <i>a) enhance the visual appeal and human scale of development;</i> <i>b) create an attractive environment for pedestrian movement;</i> <i>c) frame desired views or focal objects;</i> <i>d) define and demarcate various functions within a development; and,</i> <i>e) provide seasonal variation in form, colour, and texture</i>	The Landscape Concept Plan, prepared by Adesso Design Inc., includes a design that enhances the visual appeal of the development, creates an attractive environment for pedestrian movement, which includes pedestrian routes. The proposed landscape will also provide seasonal variation which includes a water feature with seating, curved concrete seat wall, and a pergola with the opportunity to cast pattern below (i.e. shadows or colour).
6.11	<i>Pedestrian Access and Circulation</i>	
6.11.1	Access to pedestrian walkways should be barrier-free.	The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.
6.11.2	<i>Developments should incorporate safe and direct access and circulation routes to and through the site that connect pedestrians to:</i> <i>a) principal entrances of building(s), amenity areas and parking areas;</i> <i>b) the public sidewalk and transit facilities; and,</i> <i>c) adjacent developments, where appropriate.</i>	The main entrances for the Buildings are located along Old Bronte Road and Dundas Street West. Secondary entrances are located internally from the site. Open green space accessible for residents and the public is located at the corner of Dundas Street West and Old Bronte Road.

Sections	Livable Oakville Plan	Assessment
6.12	<i>Vehicular Access and Circulation</i>	
6.12.1	<i>Developments should incorporate safe and direct vehicular access and circulation routes with defined internal driving aisles to direct traffic, establish on-site circulation, and frame parking areas.</i>	As identified in the TIS, prepared by Nextrans, the proposed development access is provided via Old Bronte Road, at the most northerly limit of the site. The proposed development access will have one inbound and one outbound lane for safe and appropriate on site access and orientation.
6.13	<i>Parking</i>	
6.13.1	<i>To provide safe and attractive pedestrian environments, surface parking areas should be organized into appropriately sized areas (parking courts) separated by a combination of built form, landscaping, and pedestrian facilities.</i>	Four levels of underground parking is proposed with no surface parking for both units and visitors.
8.9	<i>Transit</i>	
8.9.2	<i>The Town will encourage transit-supportive development within major transit station areas and around transit terminal facilities.</i>	The proposed development is transit supportive being adjacent to the future transit station for the area.
8.9.8	<i>Development applications along transit corridors within the Growth Areas will be encouraged to incorporate transit waiting areas into buildings located adjacent to transit stops.</i>	The proposed development is located on a Regional Transit Priority Corridor (Bronte Street and Dundas Street West) as well as Proposed Major Transportation Corridor (Bronte Street and Dundas Street West) and will incorporate transit waiting areas into buildings located adjacent to transit stops.
8.10	<i>Active Transportation</i>	
8.10.1	<i>Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system. A complete active transportation system in existing and new development areas will augment and provide connections to the road and transit system.</i>	Nextrans has completed an <i>Active Transportation Mode Assessment</i> in the TIS which confirms <ul style="list-style-type: none"> • Walking – as part of the proposed development, sidewalks will be maintained and provided on Old

Sections	Livable Oakville Plan	Assessment
		<p>Bronte Road and Dundas Street W, along the frontage of the site.</p> <ul style="list-style-type: none"> • Cycling – a total of 200 bicycle parking spaces will be provided to encourage future residents from the proposed development to use active modes of transportation to school, to work, and other destinations without driving a private car.
8.10.7	<p><i>In new developments, sidewalks should be required on both sides of all roads with the exception of:</i></p> <p><i>a) residential roads with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the road;</i></p> <p><i>b) lanes, where no sidewalks shall be required; and,</i></p> <p><i>c) a road flanking a natural feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the road.</i></p>	<p>As part of the proposed development, sidewalks will be maintained and provided on Old Bronte Road and Dundas Street W, along the frontage of the site.</p>
10.4	<i>Energy Conservation</i>	
10.4.1	<p><i>The Town shall promote and encourage development which minimizes energy consumption when evaluating planning applications by:</i></p> <p><i>a) seeking a compact urban form</i></p> <p><i>b) encouraging mixed use development where appropriate to minimize motor vehicle trips;</i></p> <p><i>d) encouraging urban design that promotes energy conservation;</i></p> <p><i>e) promoting transit and modes of active transportation</i></p>	<p>The proposed development provides for a mixed use development on a compact built form with a sustainable design intended for intensification and growth. The proposed development promotes transit ridership and active transportation.</p>
10.10	<i>Stormwater Management</i>	
10.10.1	<p><i>Stormwater management techniques shall be used in the design of new developments to control both the quantity and quality of stormwater runoff. In areas where soil types permit, on-site infiltration shall be encouraged to the maximum extent feasible.</i></p>	<p>The SWM Report, prepared by Schaeffers and Associates Inc., states that the site will utilize SWM techniques to control quantity and quality.</p>

Sections	Livable Oakville Plan	Assessment
10.10.9	<i>All development shall follow the current Provincial and Federal guidelines for stormwater management (best management practices). The Town also encourages innovative stormwater management strategies, especially within the Growth Areas.</i>	The FSR & SWM, prepared by Schaeffers and Associates Inc., states the proposed SWM design will capture and control site run-off to the pre-development 5-year frequency flow to the existing Old Bronte Road storm sewer.
10.11	<i>Air Quality</i>	
10.11.1	<i>The Town will work to improve air quality through its land use and transportation decisions including, but not limited to: b) encouraging mixed use development; c) providing a well-connected pedestrian and bicycle network where feasible; d) providing convenient and efficient transit service; e) implementing parking policies, primarily through the Zoning By-law, that do not undermine the encouragement of transit and active modes of transportation</i>	The proposed development encourages a mixed use development contained within a compact built form. The proposed development will encourage walkability and cycle ridership with the provision of sidewalks and 200 bicycle parking spaces. The proposed development will provide transit ridership supply to the existing and future transit system for the area.
Part F	<i>Implementation and Interpretation</i>	
28.2	<i>Site-specific Official Plan Amendments</i>	
28.2.1	<i>The Town shall evaluate site-specific amendments to this Plan within the context of the goals, objectives and policies of this Plan.</i>	A draft OPA and ZBA has been prepared to facilitate this development proposal and is included in Appendix D and E.

Table 6: North Oakville West Secondary Plan (OPA 289) - Assessment of Conformity

Sections	North Oakville West Secondary Plan	Assessment
8.2.3	<i>General Development Objectives</i>	
8.2.3.3	<p>Urban Design</p> <p><i>a) to provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.</i></p> <p><i>d) to promote building design variety that promotes an active, safe pedestrian realm within the streetscape.</i></p> <p><i>g) to create retail and service commercial development that has a strong relationship to streetscapes and major pedestrian ways.</i></p>	<p>The proposed development provides for an integrated design that connects with the street network. The mixed use compact built form creates retail space along Dundas Street West and Old Bronte Road, for a strong relationship to the streetscape.</p>
8.2.3.4	<p>Transportation</p> <p><i>b) to establish an efficient and linked, safe pedestrian movement system (cycleways and walkways) along with an appropriate distribution of land uses so that employees do not need to rely on the automobile to meet the recreational, shopping and commuter needs of daily life.</i></p> <p><i>c) to establish a transportation system that complements and supports the existing and future urban structure and land use pattern.</i></p>	<p>The proposed development will encourage active transportation (walkability and cycling) for employees and residents. The Subject Lands are also located on Dundas Street West with access to transit stops for routes 5 & 5A and adjacent to a future planned local transit terminal and transit station to promote public transit use.</p>
8.2.3.5	<p>Servicing</p> <p><i>a) to provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.</i></p>	<p>The proposed development will be serviced with existing and planned infrastructure, as demonstrated in the Functional Servicing and Stormwater Management Report, prepared by Shaeffer & Associates Ltd.</p>
8.4	<i>Sustainable Development Strategy</i>	
8.4.2	<p>Development Form</p> <p><i>In addition to the general direction implicit to this Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public</i></p>	<p>The proposed development is to be designed based on the principles of sustainable development.</p>

Sections	North Oakville West Secondary Plan	Assessment
	<p>agencies to encourage them to follow these principles. Such development will be designed to:</p> <p>c) create livable, healthy and productive environments; and</p> <p>d) reduce greenhouses gases</p>	
8.4.3	<p>Air/Energy Efficiency</p> <p>The Town will work to improve air quality and energy efficiency in North Oakville West:</p> <p>a) by directing through the Secondary Plan policies, and their implementation, through the evaluation of development application, and through the initiation of municipal programs and works, consideration of the following land use and transportation strategies to minimize the amount of vehicular travel and emissions.</p> <ul style="list-style-type: none"> ii. Encourage increased density near transit stops/stations and along transit routes commensurate with the type and frequency of transit service planed for that area and/or corridor; iii. Provide pedestrian and bicycle facilities; 	<p>The proposal reflects increased density along priority transit routes and supports active transportation and transit use in the area by providing the opportunity for 150 long-term and 50 short term bicycle parking spaces. There is also a bus stop located at the intersection of Dundas Street West and Bronte Road, and right across the Subject Lands along Dundas Street West servicing route 5 and 5A.</p>
8.6.4	<p><i>Special Study Area</i></p>	
	<p><i>The Special Study Area designation reflects an area which is intended to develop as a mixed use area that is pedestrian and transit oriented. The area is subject to a special study to address its cultural heritage features and how these features can be integrated with the proposed new development. New development shall be limited to expansions of existing uses until this Plan is amended to incorporate detailed policy direction for lands in the Special Study Area</i></p>	<p>The Subject Lands, identified in the Special Study Area, which was appealed and has been further studied through OPA 34.</p>
8.7	<p><i>Community Services Strategy</i></p>	
8.7.2.2	<p>Transit</p> <p>c) Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit. In particular, to facilitate the development of a transit supportive urban structure the following measures shall be reflected in all development proposals:</p> <ul style="list-style-type: none"> a.) Development, particularly at transit stops and stations, shall be designed at densities supportive of transit which are commensurate with the type and frequency of transit service planned for the area and/or corridor. 	<p>The proposed development provides for transit supportive density with proximity to the Town's future transit terminal and future transit station.</p>

Sections	North Oakville West Secondary Plan	Assessment
8.7.2.4	<p><i>Pedestrian/Bicycle System</i> <i>The Pedestrian/Bicycle System shall be developed in accordance with the provisions of Section 8.5.5 of this Secondary Plan:</i></p> <p><i>b) <u>Sidewalks</u></i> <i>Sidewalks shall generally be provided on both sides of all streets with the exception of:</i></p> <ul style="list-style-type: none"> <i>i) lanes, where no sidewalks shall be required; and,</i> <i>ii) a road flanking the Natural Heritage and Open Space System, where sidewalks shall be provided on the developed site only, subject to the availability of a trail facility on the other side of the street</i> 	<p>As part of the proposed development, sidewalks will be maintained and provided on Old Bronte Road and Dundas Street W, along the frontage of the site.</p>

Table 7: Official Plan Amendment (OPA 34) - Assessment of Conformity

Sections	Official Plan Amendment (OPA 34)	Assessment
22	<i>Palermo Village</i>	
22.2.1	<p><i>To develop a balanced Growth Area by:</i></p> <ul style="list-style-type: none"> <i>a) providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town;</i> <i>b) facilitating development and redevelopment in a comprehensive manner;</i> <i>c) prioritizing active transportation and transit use;</i> <i>d) providing a range and mix of uses, including office uses and housing options;</i> <i>g) providing parks and open spaces conducive to an urban context.</i> 	<p>The proposed mixed use development is located at a key intersection within the Palermo Village Strategic Growth Area. It serves to contribute to the objectives for the Strategic Growth Area.</p>
22.3.1	<p>Main Street District</p> <p><i>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.</i></p> <p><i>The District will provide for a full range of commercial, office, community and high density residential uses. Mixed use development will be predominantly 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.</i></p> <p><i>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.</i></p> <p><i>Opportunities to connect the Main Street District across Dundas Street West (Regional Road 5) will be pursued, including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.</i></p>	<p>The Subject Lands fall under the Main Street District of OPA 34. The proposed mixed use development is located at Old Bronte Road to the east, Dundas Street West to the south and Bronte Road to the West and will provide both residential uses and retails uses at grade.</p>
22.4	Functional Policies	

Sections	Official Plan Amendment (OPA 34)	Assessment
22.4.1	<p>Transportation</p> <p><i>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 ongoing redevelopment of Palermo Village as a mixed used node.</i></p>	<p>The proposed development is adjacent to the Town proposed transit terminal and transit station.</p>
	<p><i>c) New road, transit, and active transportation infrastructure as shown on Schedules C, D, N1 and N2, shall be provided to accommodate future growth and development in Palermo Village.</i></p>	<p>On Schedule C, Bronte and Dundas Street West are identified as Major Arterial Road and Primary Transit Corridor Service. Schedule N2 shows a Transit terminal to be located west of Bronte Road along Dundas Street West.</p>
	<p><i>i) 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.</i></p>	<p>The proposed development access will be provided via Old Bronte Road, at the most northerly limit of the site.</p>
	<p><i>r) Parking</i></p> <p><i>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.</i></p>	<p>Four levels of underground parking is proposed with no surface parking for both residential units and visitors.</p>
22.4.3	<p>Minimum Density</p> <p><i>A minimum planned density shall be established for Palermo Village through Provincial conformity coordinated with Halton Region.</i></p>	<p>A total of 690 residential units are proposed for a density of 885.</p>
22.4.4	<p>Stormwater Management</p> <p><i>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 and Conservation Authority.</i></p>	<p>The proposed stormwater management plan to service the site within Palermo Village has been designed to ensure an optimized, feasible and viable management plan as set out in the FSR and SWM report prepared by Shaeffers & Associates Ltd.</p>

Sections	Official Plan Amendment (OPA 34)	Assessment
	<p>d) Best management practices, including low impact development, shall be required.</p> <p>f) The final type, size and location of stormwater management facilities shall be determined through the development process.</p>	
22.4.5	<p>Housing</p> <p>a) Within Palermo Village, residential development should include:</p> <p>i. Purpose-built rental housing including at least one rental apartment building north-west of Bronte Road and Dundas Street;</p> <p>ii. A range of building and unit types and sizes to accommodate a variety of households; and,</p> <p>iii. A mix of medium and high density housing.</p>	<p>The proposed mixed use development includes a total of 690 units with a mix of bedroom types and sizes.</p>
	<p>b) Residential developments and buildings shall be designed to accommodate various household sizes and include:</p> <p>i. Storage for use by the unit occupant;</p> <p>ii. Operable windows;</p> <p>iii. Balconies or terraces, and common outdoor amenity areas; and,</p> <p>iv. Common indoor amenity areas.</p>	<p>The proposed development will include the following:</p> <ul style="list-style-type: none"> • Ground Floor of Buildings A & B: Bulk storage; Lobby/Indoor Amenities; • Balconies; and • Outdoor amenities in the form of a green roof.
22.5	Urban Design	
22.5.3	<p>Streetscapes</p> <p>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 shall 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, generous setbacks in built form and the creation of additional pedestrian-oriented spaces.</p>	<p>The proposed development provides for an integrated design that connects with the street network. The mixed use compact built form creates retail space along Dundas Street West and Old Bronte Road, for a strong relationship to the streetscape.</p>

Sections	Official Plan Amendment (OPA 34)	Assessment
	<p><i>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.</i></p> <p><i>d) Buildings and structures along primary streets shall:</i></p> <ul style="list-style-type: none"> <i>i. Incorporate a high degree of transparency on the ground floor;</i> <i>ii. Provide building openings and principal entrances facing the street;</i> <i>iii. Contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment</i> 	<p>On Schedule N2 Palermo Village N2, Dundas Street West and Old Bronte Road are identified as Primary Streets and Bronte Road is identified as a Secondary Street. Old Bronte Road is also identified as an Enhanced Streetscape Area.</p> <p>Retail units are proposed on the ground floor in both Buildings A and B. The main entrance to Building A is on Old Bronte Road, identified as a Primary Street and enhanced streetscape area. Entrance to Building B is on Dundas Street West, also a Primary Street.</p>
22.5.5	<p><i>Gateways and Enhanced Feature Areas</i></p> <p><i>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></p> <ul style="list-style-type: none"> <i>i. The intersection of Bronte and Old Bronte Road, including the triangular parcels of land created by Old Bronte Road, Bronte Road and William Halton Parkway</i> <p><i>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></p> <ul style="list-style-type: none"> <i>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.</i> 	<p>An enhanced feature area is identified on Dundas Street West on Schedule N2. The proposed development will provide open space/park to be utilized by residents and the public at the corner of Old Bronte Road and Dundas Street West.</p>
22.5.6	<p><i>Parks and Urban Squares</i></p> <p><i>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</i></p>	<p>The proposed development will provide open space/park to be utilized by residents and will allow public access and significant views at</p>

Sections	Official Plan Amendment (OPA 34)	Assessment
	<p><i>and significant views of the feature or facility</i></p> <p><i>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.</i></p>	<p>the corner of Dundas Street West and Old Bronte Road.</p>
22.5.7	<p><i>Built Form</i></p> <p><i>a) Building separation and side property setbacks for tall and mid-rise buildings shall be achieved in accordance with the Livable by Design Manual.</i></p> <p><i>b) Tall building tower spacing and orientation, as well as floorplate control, shall be achieved in accordance with the Livable by Design manual.</i></p>	<p>The proposed two towers (27 and 30 storeys) are located on a 3-storey podium and are appropriate transition in terms of height given their corner arterial road location. This design has been completed in accordance with the Town Tall Buildings Guidelines with appropriate setback, stepbacks and separation.</p>
22.6	<p><i>Land Use Policies</i></p>	
22.6.1	<p><i>On lands designated Urban Centre</i></p> <p><i>a) the minimum residential density shall be 100 units per site hectare</i></p> <p><i>b) the minimum building height shall be four storeys</i></p> <p><i>c) the minimum building height shall not apply to:</i></p> <ul style="list-style-type: none"> <i>i. Building podiums;</i> <i>ii. Multiple-attached dwellings where they are permitted in accordance with this Plan;</i> <p><i>d) the maximum building height shall be:</i></p> <ul style="list-style-type: none"> <i>iii. 16 storeys on corner sites north of Dundas Street West, except those containing cultural heritage resources which shall be 10 storeys;</i> <p><i>h) North of Dundas Street West, stand-alone apartment building and office building may also be permitted where they do not abut public street requiring commercial uses at-grade.</i></p>	<p>The Subject Lands are designated Urban Centre in OPA 34. The proposed development requires an A draft Official Plan Amendment and Zoning By-law Amendment to permit building heights of 27 and 30 storeys which provides for a transit supportive density as a key location within Palermo Village.</p> <p>The proposed mixed use development will be located north of Dundas Street West between Bronte and Old Bronte Road. Commercial uses will be provided at grade for both Buildings A and B.</p>

Sections	Official Plan Amendment (OPA 34)	Assessment
	<p><i>j) a transit terminal shall be provided adjacent to the north side of Dundas Street, and should be located in the Civic District, as demonstrated in an area design plan.</i></p>	<p>The proposed development is adjacent to the proposed transit terminal which will encourage public transit usage.</p>
22.8	<p><i>Implementation Policies</i></p>	
22.8.1	<p><i>Phasing/Transition</i></p> <p><i>a) Development will likely occur gradually over the long-term and be coordinated with the provision of infrastructure, including:</i></p> <ul style="list-style-type: none"> <i>i. Transit, including a transit terminal;</i> <i>ii. Road and network capacity;</i> <i>iii. Pedestrian and cycling facilities;</i> <i>iv. Water and wastewater services;</i> <i>v. Stormwater management facilities;</i> <i>vi. Streetscape improvements; and,</i> <i>vii. Utilities</i> <p><i>b) Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form.</i></p> <p><i>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></p>	<p>The proposed mixed use development will be adjacent to the proposed transit terminal. Long term and short term bicycle parking spots are proposed in the development and will encourage active transportation. The proposed development will be serviced with existing and planned infrastructure (water and wastewater services and storm water management facilities), as demonstrated in the Functional Servicing and Stormwater Management Report, prepared by Shaeffer & Associates Ltd. The built form creates retail space along Dundas Street West and Old Bronte Road, for a strong relationship to the streetscape.</p> <p>The proposed high density mixed use development is proposed in two phases and will achieve compact, pedestrian-oriented and transit-supportive urban form.</p> <p>In the architectural package prepared by WZMH, it is identified that the proposed development will be in two phases.</p>

Sections	Official Plan Amendment (OPA 34)	Assessment
	<ul style="list-style-type: none"> i. <i>The size and location of parks, village squares, and urban squares</i> ii. <i>The size and location of public service facilities, transit terminal and facilities;</i> iii. <i>The location, size and general configuration of stormwater management facilities;</i> iv. <i>The detailed road pattern including on-street parking and streetscape/public realm enhancements;</i> v. <i>The specific boundaries of designations;</i> vi. <i>The location, alignment and boundaries of the natural heritage system including linkage areas;</i> vii. <i>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</i> viii. <i>The density and distribution of built form, building heights, and housing types.</i> 	
22.8.4	<p>New policy added to OPA – modified from the Minister</p> <p><i>Prior to development on the lands located north of Dundas Street West the following additional policies shall apply:</i></p> <ul style="list-style-type: none"> <i>i) a detailed, intersection level, Transportation Study shall be completed in accordance with an approved Terms of Reference, to the satisfaction to 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 areas</i> <i>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.</i> <i>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.</i> <i>iv) a Water and Wastewater Area Servicing Plan shall be completed in accordance with an approved Terms of Reference, to the satisfaction of the Region to:</i> 	<p>A Transportation Impact Study has been prepared in accordance with an approved Terms of Reference by Nextrans in support of this application.</p> <p>A Functional Servicing Report and Stormwater Management Report has been prepared by Shaeffers and Associates Ltd. In support of this application. The FSR and SWM concludes that the proposed municipal servicing strategy satisfies the Town's and Region's criteria.</p>

Sections	Official Plan Amendment (OPA 34)	Assessment
	<ol style="list-style-type: none"> 1. <i>Identify the preferred water and wastewater servicing strategy to support planned population growth for the lands located north of Dundas Street West;</i> 2. <i>Assess the impact of growth in Palermo on the broader Regional water and wastewater system;</i> 3. <i>Identify upgrades and/or improvements that will be required to support development north of Dundas Street West</i> 4. <i>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 development to implement the preferred water and wastewater servicing strategy for the area.</i> 	

APPENDIX D

DRAFT OFFICIAL PLAN AMENDMENT

Proposed Official Plan Amendment _____
To the Town of Oakville's North Oakville West Secondary Plan

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number _____ to the North Oakville West Secondary Plan.

Part 1 – The Preamble

1.0 Location:

The lands affected by this Amendment are located on the west side of Old Bronte Road and east of Bronte Road, north of Dundas Street West, known as 3005 Dundas Street West, Part of Lot 31, Concession 1.

2.0 Purpose and Effect:

The purpose of this Amendment is to amend the text in the North Oakville West Secondary Plan to permit a high density, mixed use development. A site specific policy is proposed to redesignate the lands as Urban Centre with specific height and density provisions.

3.0 Basis:

The basis for permitting this Amendment is as follows:

- The addition of high density mixed use land uses on the lands is consistent with the Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe;
- The proposed amendment is in keeping with the policies of the Halton Region Official Plan; and,
- The revision will provide high density mixed-use residential development, contributing to the formation of a complete community, supporting the existing and future transit network in the area.

Part 2 – The Amendment

1.0 Text Changes

Section 8.6.4 Special Study Area is amended to add the following policy:

Notwithstanding the above-noted policies, the lands located at 3005 Dundas Street West shall be developed in accordance with the Urban Centre policies of Section 12.4 of the Livable Oakville Plan. A maximum height of 30 storeys and a maximum Floor Space Index of 6.2 shall be permitted.

2.0 Map Change

This Official Plan Amendment shall include a modification to the North Oakville West Secondary Plan by adding an exception on each Figure (Figures NOW 1-4) to illustrate OPA No. XXX.

APPENDIX **E**

DRAFT 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 to permit the use of the lands described as 3005 Dundas Street West, Town of Oakville (Enirox Group File No.: Z.XXXX-XX)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(2) of By-law 2009-189 is further amended by rezoning the lands as depicted on Schedule 'A' to this By-law from "FD – Future Development" Zone to "HDR-XX - High Density Residential – Special Provision".
2. Part 8, Special Provisions, of By-law 2009-189 is further amended by adding a new Section 8.XX as follows:

XX	3005 Dundas Street W	Parent Zone: HDR
Map 12(2)	(Part of Lot 31, Conc. 1, N.D.S)	(2023-XXX)
8.XX.1 Zone Provisions		
The following regulations apply:		
a)	For the purpose of this By-law, the <i>lot line abutting</i> Dundas Street West shall be deemed the front lot line.	
b)	Maximum <i>Floor Space Index</i>	6.2
c)	<i>Minimum front yard</i>	2.0 m
d)	<i>Maximum front yard</i>	7.0 m
e)	<i>Minimum easterly yard setback</i>	2.5 m
f)	<i>Minimum westerly yard setback</i>	1.0 m
g)	<i>Minimum northerly yard setback</i>	4.0 m
h)	Minimum <i>height</i> of the <i>first storey</i> for <i>non-residential uses</i> and ancillary <i>residential uses</i>	4.5 m

i)	Maximum podium <i>height</i> for an <i>apartment building</i> or <i>mixed use building</i>	15.0 m
j)	Maximum floorplate area of a <i>building</i> tower measured from the exterior of the outside walls, above 13.1 m <i>height</i>	785 m ²
l)	Minimum separation distances between <i>building</i> towers above 13.1 m <i>height</i>	28.0 m
m)	Maximum height North Building South Building	27 storeys (88.9 m) 30 storeys (97.9 m)
n)	Maximum height of mechanical penthouse	7 m
8.XX.2 Parking Regulations		
The following parking regulations apply:		
a)	Minimum number of <i>parking spaces</i> for an <i>apartment building</i> or <i>mixed use building</i>	0.8 <i>parking spaces</i> per <i>dwelling unit</i> , plus 0.2 <i>parking spaces</i> per <i>dwelling unit</i> for visitors

3. Section 9, Holding Provisions, of By-law 2009-189 is amended by adding a new Section 9.3.XX as follows:

“HXX	3005 Dundas Street W (Part of Lot 31, Conc. 1, N.D.S)	Parent Zone: HDR
Map 12(2)		(2023-XXX)
9.3.XX.1 Only Permitted Uses Prior to Removal of the “H”		
For such time as the “H” symbol is in place, these lands shall only be <i>used</i> for the following:		
a)	Legal uses, <i>buildings</i> and <i>structures</i> existing on the <i>lot</i> .	
9.3.XX.2 Conditions for Removal of the “H”		
The “H” symbol shall, upon application by the landowner, be removed by <i>Town Council</i> passing a By-law under Section 36 of the <u>Planning Act</u> . The following condition(s) shall first be completed to the satisfaction of the <i>Town of Oakville</i> :		

4. 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 xx day of xxxx, 2023

MAYOR

CLERK

**SCHEDULE "A"
TO BY-LAW 2021-032**



AMENDMENT TO BY-LAW 2009-189



**Rezoned from Future Development (FD) to High Density Residential –
Special Provision (HDR sp: XX)**

Excerpt from Map 12(2)