

APPENDIX E: Official Plan and Zoning Extracts

Livable Oakville

Part C: Making Oakville Livable (General Policies)

Section 6: Urban Design

Good urban design is an integral part of the planning process, enabling the creation of stimulating, vibrant, and livable places; it is a key component in creating a definable sense of identity. Tangible elements of the urban environment such as the built form, open space, and public realm, and their relationship to one another, should be organized and designed in an attractive, functional and efficient manner.

6.1 General

6.1.1 Objectives

The general objectives for urban design are to provide for:

- a) diversity, comfort, safety and compatibility with the existing community;
- b) attractive, barrier-free, and safe public spaces, such as streetscapes, gateways, vistas and open spaces;
- c) innovative and diverse urban form and excellence in architectural design; and,
- d) the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.

6.1.2 Policies

- a) Development and public realm improvements shall be evaluated in accordance with the urban design direction provided in the Livable by Design Manual, as amended, to ascertain conformity with the urban design policies of this Plan. Alternative design approaches to those found in the Livable by Design Manual may be proposed, with appropriate justification and after consultation with the Town, provided that they meet the intent and purpose of the urban design policies of the Plan.

6.4 Streetscapes

6.4.2 New development should contribute to the creation of a cohesive streetscape by:

- a) placing the principal building entrances towards the street and where applicable, towards corner intersections;
- b) framing the street and creating a sense of enclosure
- c) providing variation in façade articulation and details;
- d) connecting active uses to the public realm to enhance the liveliness and vibrancy of the street, where applicable;
- e) incorporating sustainable design elements, such as trees, plantings, furnishings, lighting, etc.;

- f) coordinating improvements in building setback areas to create transitions from the public to private realms; and,
- g) improving the visibility and prominence of and access to unique natural, heritage, and built features

6.9 Built Form

- 6.9.1 Buildings should be designed to create a sense of identity through massing, form, placement, orientation, scale, architectural features, landscaping and signage.
- 6.9.2 Building design and placement should be compatible with the existing and planned surrounding context and undertaken in a creative and innovative manner.
- 6.9.3 To achieve compatibility between different land uses, development shall be designed to accommodate an appropriate transition through landscape buffering, spatial separation, and compatible built form.
- 6.9.5 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.
- 6.9.6 Main principal entrances to buildings should be oriented to the public sidewalk, onstreet parking and transit facilities for direct and convenient access for pedestrians.
- 6.9.7 Development should be designed with variation in building mass, façade treatment and articulation to avoid sameness.
- 6.9.8 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.
- 6.9.9 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.
- 6.9.10 Continuous streetwalls of identical building height are discouraged. Variety in rooflines should be created through subtle variations in roof form and height.
- 6.9.11 Where appropriate, the first storey of a building shall have a greater floor to ceiling height to accommodate a range of non-residential uses.
- 6.9.12 New development should be fully accessible by incorporating universal design principles to ensure barrier-free pedestrian circulation.
- 6.9.13 Rooftop mechanical equipment shall not be visible from view from the public realm.
- 6.9.14 Outdoor amenity areas on buildings should incorporate setbacks and screening elements to ensure compatibility with the local context.

6.9.15 Buildings should be sited to maximize solar energy, ensure adequate sunlight and skyviews, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows.

Part D: Land Use Designations and Policies



Section 12: Mixed Use

The Mixed Use designations provide areas where residential, commercial and office uses are integrated in a compact urban form at higher development intensities. Mixed Use areas are to be pedestrian-oriented and transit-supportive.

- 12.1.1 The intent of the Mixed Use designations is to allow for a diversity of residential, commercial and office uses which are integrated in buildings to provide for the efficient use of municipal services and *infrastructure*.
- 12.1.2 Mixed use *development* will be focused on lands located within Oakville's Growth Areas and along identified corridors.
- 12.1.3 The Mixed Use designations are intended to create animated streets by providing retail and service commercial uses on the ground floor of mixed use buildings, fronting onto the street and other pedestrian environments. The location and size of any use on upper and/or lower floors within mixed use buildings will be determined through the *development* process and regulated by the implementing zoning.

12.1.4 All *development* within the Mixed Use designations shall be of a high quality design that considers the integration of new and existing buildings, as well as building façade treatment.

12.2 Main Street 2

The Main Street 2 designation shall provide for mixed use development characterized by high quality design standards and appropriately scaled pedestrian environment for emerging Growth Areas such as Kerr Village and the Uptown Core and the gateway areas within Bronte Village.

12.3.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, offices, places of entertainment, indoor sports facilities, hotels, and residential uses, may be permitted in the Main Street 2 designation. The ground floor of buildings in the Main Street 2 designation shall be primarily occupied by retail and service commercial uses. Limited office uses, and ancillary residential uses, may also be permitted on the ground floor of mixed-use buildings.
- b) The requirement for and the size and location of retail, service commercial and office uses on the ground floor of buildings shall be determined through the development process and regulated by the implementing zoning.

12.3.2 Building Heights

- a) Buildings within the Main Street 2 designation shall be a minimum of four storeys in height and a maximum of six storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.3.3 Parking

Surface parking should be provided only within a side and/or rear yard or in areas that can be appropriately screened. Surface parking on corner lots should only be permitted in the rear yard or in areas that can be appropriately screened.

12.4 Urban Centre

The Urban Centre designation shall incorporate a mix of uses including retail and service commercial, major office, offices and residential uses. Development should be oriented to the street and shall contribute to a high quality pedestrian-oriented and transit-supportive environment.

12.4.1 Permitted Uses

- a) A wide range of retail and service commercial uses, including restaurants, commercial schools, *major offices*, offices and residential uses may be permitted in the Urban Centre designation. Retail and service commercial uses shall be provided on the ground floor of mixed use buildings that directly front a public street. These uses may also extend to other floors. Places of entertainment, indoor sports facility, and hotels may also be permitted. Office uses and ancillary

residential uses may be provided on the ground floor and/or above the ground floor.

- b) The size and location of uses shall be determined through the *development* process and regulated by the implementing zoning.

12.4.2 Building Heights

- a) Buildings within the Urban Centre shall be a minimum of six storeys in height and a maximum of eight storeys in height.
- b) Additional building height may be considered in accordance with the applicable bonusing policies in this Plan.

12.4.3 Parking

- a) Underground and/or structured parking shall be encouraged.
- b) Surface parking shall not be permitted in front of or between buildings. However, consideration may be given to limited surface parking within these areas for the purpose of visitor or commercial parking.

Part E: Growth Areas, Special Policy Areas and Exceptions

Section 22: Palermo Village

Palermo Village is to be developed over a number of years with a mix of residential and commercial uses.

While the predominant land uses will be residential, transit-supportive, high density mixed use development is encouraged along Dundas Street, Old Bronte Road and Khalsa Gate. Medium and Low Density Residential uses will provide a transition to the adjacent neighbourhoods.

It is anticipated that Palermo Village will contain a significant civic and public presence with various government, institutional, cultural, recreational and open space uses.

22.1 Goal

Palermo Village will be a transit-supportive, pedestrian-oriented mixed use community.

22.2 Objectives

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

22.2.1 To develop a balanced Growth Area by:

- a) providing a focus and sense of identity for the residential communities in the north-west part of the Town; and,
- b) facilitating *development* and redevelopment in a comprehensive manner.

22.2.2 To ensure high quality urban design by:

- a) encouraging interesting and innovative design and built form;
- b) ensuring new developments are compatible with existing conditions and heritage buildings and features;
- c) providing attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas;
- d) creating a strong coherent urban image and a highly developed civic streetscape appearance at a human scale through the creation of:
 - i. an active urban community;
 - ii. a strong identifiable civic image;
 - iii. pedestrian and vehicular linkages between surrounding communities and Palermo Village;
 - iv. a clearly defined main street with commercial development oriented to Old Bronte Road and Khalsa Gate;
 - v. an accessible park network integrated with other uses, which includes parks, parkettes and squares, all connected by the pedestrian-scaled street system; and,
 - vi. streets and public spaces that have been defined by surrounding built form;
- e) protecting the ecological health and integrity of the existing natural features;
- f) establishing components of the open space system that will connect with the broader area; and,
- g) protecting, conserving and enhancing cultural heritage resources and integrating them into new developments.

22.2.3 To efficiently provide for necessary *infrastructure* to support *development* by:

- a) identifying an appropriate site for the location of a transit terminal facility;
- b) establishing and maintaining a road system that provides high levels of accessibility and mobility to all users;
- c) protecting future major road and transit rights-of-way; and,
- d) encouraging travel demand management practices and increased utilization of public transit facilities and services.

22.3 Development Concept

It is the intent of this Plan to establish a lively and active mixed use corridor along Old Bronte Road and Khalsa Gate, which will function as a main street.

Development on the lands designated Urban Centre will be of high quality pedestrian-oriented design.

The area to the east of Old Bronte Road/Khalsa Gate will transition to Medium and Low Density Residential housing.

The area to the west of Bronte Road will contain a mix of High, Medium and Low Density Residential housing.

22.4 Functional Policies

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

22.4.1 Transportation

- a) A transit terminal facility is required to serve inter-regional connections along Dundas Street and Highway 407, and connect with local transit. The facility may be located between Bronte Road and Old Bronte Road. It is also intended that this site incorporate a variety of commercial and community uses, and become an anchor for the redevelopment of Old Bronte Road as a main street.
- b) Parking – Urban Centre and Main Street 2
 - i. Structured parking is preferred, and additional lot coverage for buildings may be considered if at least 75 percent of the required parking is provided belowgrade or in an above-grade structure.
 - ii. The maximum portion of any lot that may be used for surface parking shall be approximately 50 percent.
 - iii. Properties used primarily for the provision of parking, such as public parking facilities, may use up to 75 percent of the lot for parking and must include appropriate landscaping, to the satisfaction of the Town.
 - iv. Individual driveway access to Bronte Road or Dundas Street shall not be permitted.

22.4.2 Urban Design

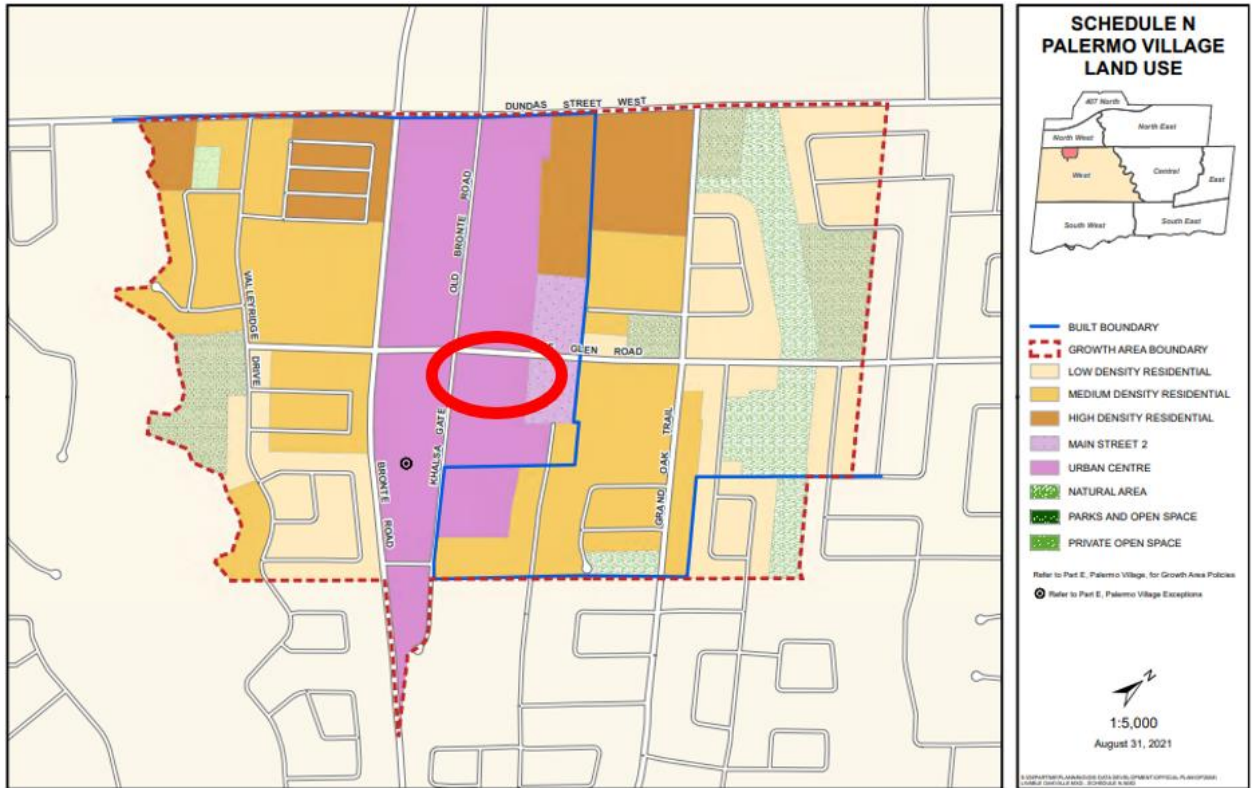
- a) Detailed urban design and streetscape guidelines will be prepared for Palermo Village to establish standards for built form and the treatment of public and private realms.
- b) Old Bronte Road/Khalsa Gate will include streetscape elements that support its planned function as a pedestrian-oriented main street. It is expected that this main street will be improved with a high quality public realm that includes sidewalks on both sides, special paving treatment, pedestrian scaled lighting, street trees and planters
- c) A number of small urban squares shall be located along Old Bronte Road and Khalsa Gate. These should not be less than 0.15 of a hectare in size and will serve as transition areas between the public and private realm

22.4.3 Growth Target

Palermo Village can accommodate approximately 5,200 residents and 3,800 jobs. This target includes existing population and employment, the intensification target of 800 new residential units and proposed greenfield development.

22.5 Land Use Policies

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



22.5.1 The lands designated Urban Centre are subject to the following additional policies:

- a) The minimum residential density shall be 100 units per site hectare.
- b) Mixed use and residential and office developments shall have a maximum floor space index of 4.0.
- c) The minimum building height shall be two storeys. The maximum building height shall be eight storeys, except on corner sites it shall be 10 storeys.
- d) Public parking facilities may also be permitted.
- e) South of Pine Glen Road, the following uses may be permitted:
 - i. multiple-attached dwellings;
 - ii. stand-alone apartment buildings;

- iii. stand-alone office buildings; and,
- iv. stand-alone retail and service commercial buildings, which shall not exceed a gross floor area of 6,000 square metres.

22.5.2 On lands designated Main Street 2:

- a) Street, block and stacked townhouses and stand-alone residential apartment buildings may also be permitted.
- b) The residential density shall be between 50 and 100 units per site hectare.
- c) The minimum building height shall be two storeys and the maximum building height shall be six storeys.

22.6 Palermo Village Exceptions – Schedule N

The following additional policies apply to certain lands on Schedule N, Palermo Village Land Use.

22.6.1 On the lands designated Urban Centre south of Pine Glen Road, a motor vehicle service station may also be permitted.

ATTACHMENT 3 to OPA 34 - Palermo Village Growth Area Policies

22. PALERMO VILLAGE

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

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

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

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

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

22.1 Goal

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

22.2 Objectives

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

22.2.1 To develop a balanced Growth Area by:

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

- c) prioritizing *active transportation* and transit use;
- d) providing a range and mix of uses, including office uses and housing options;
- e) conserving *cultural heritage resources* and integrating them into new developments;
- f) identifying appropriate sites for a transit terminal, a small-scale community centre and a branch library; and,
- g) providing parks and open spaces conducive to an urban context.

22.2.2 To ensure high quality urban design by:

- a) encouraging visually interesting and innovative design of spaces and built form;
- b) ensuring new developments are *compatible with cultural heritage resources*;
- c) providing attractive streetscapes through the comprehensive design of the public realm and built form that establishes a strong relationship between private *development* and public areas;
- d) creating a strong coherent urban image through the creation of:
 - i) an active urban community;
 - ii) a strong identifiable civic image;
 - iii) pedestrian and vehicular linkages with surrounding communities and throughout Palermo Village;
 - iv) a clearly defined main street with commercial *development* oriented to Old Bronte Road and Khalsa Gate; and,
 - v) streets and public spaces that have been defined by surrounding built form.

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

- a) protecting the ecological health and integrity of existing natural features;
- b) establishing new parks and open spaces that connect with the natural heritage system; and,
- c) integrating parks and open spaces, including village squares and urban squares, with other uses and the road network.

- 22.2.4 To efficiently provide for *infrastructure* to support *development* by:
- a) establishing and maintaining a road network for all users;
 - b) protecting future road and transit rights-of-way;
 - c) encouraging *transportation demand management* practices and increased utilization of public transit facilities and services;
 - d) encouraging the elimination of above ground *utilities*, particularly along Old Bronte Road and Khalsa Gate; and,
 - e) coordinating water and wastewater servicing allocation with Halton Region.

22.3 Development Concept

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

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

22.3.1 Main Street District

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

The District will provide for a full range of commercial, office, community and high density residential uses. Mixed use *development* will be predominately located along Old Bronte Road and is also directed to the intersection of Dundas Street West and Palermo Park Drive. High density residential uses may be permitted adjacent to Khalsa Gate and north of William Halton Parkway on Old Bronte Road.

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

22.4 Functional Policies

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

22.4.1 Transportation

- a) A transit terminal is required to serve inter-regional bus connections along Dundas Street, Bronte Road and Highway 407, and connect with local transit. The facility shall be located on the north side of Dundas Street with direct pedestrian access to Dundas Street. It is also intended that this site be integrated with *development*, and become an anchor for the ongoing redevelopment of Palermo Village as a mixed use node.
- b) The incorporation of passenger amenities in buildings adjacent to transit stops, including the transit terminal, should be provided.
- c) New road, transit, and *active transportation infrastructure* as shown on Schedules C, D, N1 and N2, shall be provided to accommodate future growth and *development* in Palermo Village.
- d) The Town may secure rights-of-way for alignments shown on Schedules C, D, N1 and N2 through the planning approval process. Final rights-of-way shall be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.
- e) Subject to section 8.2.3, changes to the requirements, location or alignment of new transit services, roads and pedestrian and cycling facilities, as shown on Schedules C, D, N1 and N2, will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained and *intensification* opportunities are not precluded.
- f) *Development* shall not preclude the following new roads as contemplated in this Plan:

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

Road	From	To	Right-of-Way Width	Function / Criteria
Westerly extension of William Halton Parkway	Bronte Road	West of Palermo Village	26 m	<ul style="list-style-type: none"> ▪ intermediate degree of access control ▪ up to four travel lanes

Road	From	To	Right-of-Way Width	Function / Criteria
Northerly extension of Valleyridge Drive	Dundas Street West	Westerly extension of William Halton Parkway	22 m	
New east-west Road at north end of Palermo Village	Northerly extension of Valleyridge Drive	Bronte Road (outside of Palermo Village)	22 m	
New east-west Road south of William Halton Parkway extension	Bronte Road	Northerly extension of Valleyridge Drive	22 m	
New east-west Road north of William Halton Parkway extension	Bronte Road	Northerly extension of Valleyridge Drive	18 m	▪ local road
Westerly extension of Greenwich Drive	Greenwich Drive	Old Bronte Road	18 m	▪ local road
Northerly extension of Baronwood Drive	Baronwood Drive	Westerly extension of Greenwich Drive	18 m	▪ local road
New north-south Road	Westerly extension of William Halton Parkway	New east-west Road (south of William Halton Parkway extension)	20 m	▪ designed as a flexible street

- g) The following right-of-way widths shall apply to Old Bronte Road and Khalsa Gate:
 - i) Old Bronte Road, north of Dundas Street, shall be a minimum of 27.5 metres;
 - ii) Old Bronte Road, between Dundas Street and Pine Glen Road, shall be a minimum of 21 metres;
 - iii) Khalsa Gate, south of Pine Glen Road, shall be a minimum of 27.5 metres.
- h) Notwithstanding Table 4 in section 8.4, local roads shall have a minimum width of 17 metres, but may be reduced by one metre in width when a sidewalk is not required on both sides of the road in accordance with section 8.10.7 of this Plan.
- i) Vehicular access to properties abutting Bronte Road (Regional Road 25), Dundas Street West (Regional Road 5), and William Halton Parkway (Regional Road 40), should be from other roads or lanes. Any driveway from a Regional Road shall be subject to approval by Halton Region.
- j) *Development* shall provide for a modified grid road pattern and aligned intersections. Cul-de-sacs shall not be permitted.
- k) A local road network shall be established as part of the *development* process, as required.
- l) Public lanes may be required to provide access to properties and are recommended in locations where:
 - i) they eliminate driveway access to developments from Old Bronte Road and Khalsa Gate to support their planned function as pedestrian-oriented main streets;
 - ii) driveway access is not permitted or feasible from an abutting road;
 - iii) they consolidate driveway access to properties that abut the lane; and,
 - iv) they increase the supply of on-street parking.
- m) Single-loaded roads shall be provided abutting the natural heritage system, parks and open spaces.
- n) *Development* shall provide for a complete and connected *active transportation* network.

- o) A facility to connect the Crosstown Trail across Bronte Road shall be encouraged to link one of the town's major *active transportation* connections.
- p) The Town shall plan for the provision of high frequency, integrated and connected transit service which supports a high degree of transit usage and modal splits to enable *intensification* opportunities within Palermo Village.
- q) Development should occur on public roads. Where it is demonstrated that a public road is not warranted, to the satisfaction of the Town, development through plans of condominium on private roads may be permitted provided all required services are appropriately accommodated and all applicable policies of this Plan are satisfied.
- r) Parking
 - i) Within the Urban Centre and High Density Residential designations, structured parking should be provided. Limited surface parking for commercial and visitor parking may be considered when appropriately sited and screened to minimize the view of the surface parking from the street.
 - ii) The maximum portion of a lot that may be used for surface parking should be approximately 30 percent, except:
 - a maximum of approximately 50 percent of a lot used for community uses may be occupied by surface parking; and,
 - a maximum of approximately 75 percent of a lot used primarily for the provision of parking, such as public parking facilities, may be occupied by surface parking.
 - iii) Aboveground parking structures should be integrated with *development*. The maximum portion of a lot that may be used for a freestanding aboveground parking structure should be 50 percent. Aboveground parking structures shall be appropriately sited and screened, and include appropriate landscaping, to the satisfaction of the Town. Aboveground parking structures that abut a public street shall contain active uses at grade facing the street.
 - iv) Required commercial parking may include on-street parking and the use of public parking facilities, where possible and appropriate, to the satisfaction of the Town.

22.4.2 Cultural Heritage

- a) New *development* shall *conserve* Palermo Village's *cultural heritage resources* by:

- i) maintaining and integrating *cultural heritage resources*;
 - ii) ensuring the prominence of *cultural heritage resources*, particularly in the area northeast of Dundas Street West and Old Bronte Road;
 - iii) employing a combination of measures including but not limited to building setbacks, stepbacks in the built form, and the use of appropriate building materials.
- b) Where all options to *conserve a cultural heritage resource* on its existing site have been exhausted, it shall be relocated to a suitable location within Palermo Village.
 - c) The heritage *character* of Palermo Village should be documented and commemorated through the *development* process.

22.4.3 Minimum Density

A minimum planned density shall be established for Palermo Village through Provincial conformity coordinated with Halton Region.

22.4.4 Stormwater Management

- a) *Development* within Palermo Village shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town and Conservation Authority.
- b) Stormwater management shall not increase risk to downstream flood prone areas.
- c) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek.
- d) Best management practices, including low impact *development*, shall be required.
- e) A location for a new stormwater management facility is identified on Schedule N1, west of the Valleyridge Drive extension, on the lands designated Natural Area.
- f) The final type, size and location of stormwater management facilities shall be determined through the *development* process.
- g) Where stormwater management facilities are not required on the lands designated Natural Area, medium density and high density residential uses may be permitted without amendment to this Plan, in accordance with section 22.6.2, and the policies of this Plan, provided:

- i) natural features are protected to the satisfaction of the Town and Conservation Authority; and,
 - ii) trail connections are provided adjacent to the natural heritage system and to surrounding parkland.
- h) Stormwater management facilities shall be discouraged within 100 metres of Dundas Street West. However, if environmental impact reports and functional servicing studies have been sufficiently advanced and require a stormwater management facility within 100 metres of Dundas Street, it shall be demonstrated that the frontage of the facility on Dundas Street West has been minimized to the greatest extent feasible.

22.4.5 Housing

- a) Within Palermo Village, residential *development* should include:
- i) purpose-built rental housing including at least one rental apartment building north-west of Bronte Road and Dundas Street;
 - ii) a range of building and unit types and sizes to accommodate a variety of households; and,
 - iii) a mix of medium and high density housing.
- b) Residential developments and buildings shall be designed to accommodate various household sizes and include:
- i) storage for use by the unit occupant;
 - ii) operable windows;
 - iii) balconies or terraces, and common outdoor amenity areas; and,
 - iv) common indoor amenity areas.

22.5 Urban Design

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

22.5.1 General

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

- i) the urban design direction provided in the Livable by Design Manual; and,
- ii) other Council-endorsed policies and documents relevant to Palermo Village, such as the Old Bronte Road / Khalsa Gate Streetscape Plan.
- iii) The Dundas Street and Bronte Road corridors and the abutting lands should be designed to enable a cohesive and connected community, rather than remain a dividing barrier. Design shall be used to establish visual and physical links between the north and south, as well as the east and west sides of these major arterials. The Town shall provide input and guidance into the design of roads and boulevards owned by Halton Region.
- iv) The transit terminal location is shown conceptually on Schedule N2 and may be moved without amendment to this Plan.

22.5.2 Visual and Physical Access

- a) Through the *development* process, view corridors as indicated on Schedule N2 shall be provided through the use of public realm elements, open space areas, and appropriate built form.
- b) Other view corridors not shown on Schedule N2 may also be identified as part of the *development* process and shall be created at appropriate locations to highlight and frame:
 - i) civic buildings;
 - ii) cultural heritage resources; and,
 - iii) natural features and open spaces areas.
- c) Visual and physical access to the natural heritage system, parks, and other natural and civic features shall be provided and may be achieved by:
 - i) using single-loaded roads adjacent to the natural heritage system, park, and other natural and civic features;
 - ii) combining public open space areas with other facilities, such as locating stormwater management facilities and parks adjacent to the natural heritage system; and,
 - iii) easements which provide public access.
- d) Maintaining visual and physical access to the natural heritage system shall be prioritized at key trail access points where collector and arterial roads are

adjacent to the system. Where there is no significant natural heritage edge exposed at collector or arterial roads, parks or local roads shall be encouraged to provide access and visibility.

22.5.3 Streetscapes

- a) Enhanced streetscape areas, as indicated on Schedule N2, shall be incorporated in the design of new *development*, streetscapes and open space areas. These areas 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.
- b) Old Bronte Road and Khalsa Gate shall have a strong main street *character* with wide sidewalks, enhanced tree plantings and other design features to reflect its significance as the community's heritage-focused and pedestrian-oriented main street. *Development* on Old Bronte Road / Khalsa Gate shall be guided by the Old Bronte Road / Khalsa Gate Streetscape Plan and other associated design direction documents.
- c) Primary and Secondary streets, as identified on Schedule N2, shall provide for pedestrian-oriented streetscapes through the use of wide sidewalks, landscaping, tree plantings and street furniture. Places for gathering and public art installations shall be encouraged.
- d) Buildings and structures along primary streets shall:
 - i) incorporate a high degree of transparency on the ground floor;
 - ii) provide building openings and principal entrances facing the street;
 - iii) contain commercial, community, cultural or limited office uses adjacent to the street which foster an active main street environment.
- e) A new well-designed flexible street shall be provided, as shown on Schedule N2, designed as an extension of the community centre and library complex, which prioritizes pedestrian and cycling movement and supports special events.

22.5.4 Pedestrian Access and Circulation

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

- i) an east-west mid-block connection between Old Bronte Road and Bronte Road, north of Dundas Street linking to an urban square;
 - ii) a north-south connection through the Urban Neighbourhood District and Civic District, linking the natural heritage system and planned village square, flexible street, community facilities, and commercial uses; and,
 - iii) a north-south connection between the north side of William Halton Parkway and the northerly segment of Old Bronte Road.
- b) Pedestrian connections may include a combination of sidewalks along streets and dedicated pedestrian connections.
- c) Through public actions or the *development* process, the provision of additional pedestrian connections shall be evaluated and implemented where possible, including the connection of:
- i) the east and west sides of Bronte Road and the north and south sides of Dundas Street, to better link the four quadrants of Palermo Village;
 - ii) the Crosstown Trail across Bronte Road, including the gateway at Khalsa Gate;
 - iii) the south end of Khalsa Gate southward to Bronte Road;
 - iv) the Fourteen Mile Creek Trail (east bank) to Dundas Street;
 - v) the Glenorchy Conservation Area trails to adjacent streets; and,
 - vi) the natural heritage system trail network, stormwater management facility and the proposed community centre.
- d) Additional pedestrian connections beyond those shown on Schedule N2 are encouraged at mid-block locations, and to improve access to the future transit terminal and transit stops. Controlled pedestrian crossing locations may be considered as part of the *development* process.

22.5.5 Gateways and Enhanced Feature Areas

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

- i) the intersection of Bronte Road and Old Bronte Road, including the triangular parcels of land created by Old Bronte Road, Bronte Road and William Halton Parkway;
 - ii) the intersection of Bronte Road and Khalsa Gate, and specifically the triangular parcel of land south of the pipeline corridor; and,
 - iii) the intersection of Dundas Street West and Valleyridge Drive.
- c) Through public actions and the *development* process, enhanced feature areas, identified on Schedule N2, shall be provided. These locations shall provide distinct public realm features specific to their context within Palermo Village and may include:
- i) a roundabout with enhanced public realm treatments requiring low maintenance, at Pine Glen Road and Old Bronte Road;
 - ii) an enhanced public realm including trail heads and entry features to the Glenorchy Conversation Area on the north side of Dundas Street in the vicinity of Grand Oak Trail; and,
 - iii) enhanced streetscape treatments, pedestrian facilities and crossings (north-south across Dundas Street and east-west across Bronte Road), and public art, along Dundas Street in the vicinity of Bronte Road and Old Bronte Road.

22.5.6 Parks and Urban Squares

- a) Through the *development* process, a minimum of three new public parks shall be provided, as shown on Schedule N2, with a total area of no less than 3 hectares, including:
- i) an urban square, approximately 0.3 hectares in size, located adjacent to Old Bronte Road south of William Halton Parkway;
 - ii) a village square, approximately 0.5 hectares in size, centrally located within the Urban Neighbourhood District and adjacent to the natural heritage system to the north; and,
 - iii) a park, approximately 2.2 hectares in size, located adjacent to the future community centre and library in the Civic District, with connections to the areas trail network.
- b) Parks, village squares and community uses should have no less than 70% of their perimeter bounded by a combination of roads and open spaces which allow public access and significant views of the feature or facility.

- c) If private *development* abuts a public park, village square, or urban square, it shall front onto the open space area, and rear lotting shall not be permitted.
- d) Publicly accessible private open spaces should be incorporated into individual *development* sites along Old Bronte Road and Khalsa Gate, and in particular should be integrated with *cultural heritage resources* in new *development*, and in locations requiring the accommodation of *utilities*. These spaces should be at least 0.15 hectares in size and serve as transition areas between the public and private realms.

22.5.7 Built Form

- a) Building separation and side property setbacks for tall and mid-rise buildings shall be achieved in accordance with the Livable by Design Manual.
- b) Tall building tower spacing and orientation, as well as floorplate control, shall be achieved in accordance with the Livable by Design manual.

22.6 Land Use Policies

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

22.6.1 On lands designated Urban Centre:

- a) The minimum residential density shall be 100 units per *site hectare*.
- b) The minimum building height shall be four storeys.
- c) The minimum building height shall not apply to:
 - i) building podiums;
 - ii) *multiple-attached dwellings* where they are permitted in accordance with this Plan;
 - iii) a food store, which shall be a minimum of two storeys but is encouraged to be located within a mixed use building;
 - iv) community uses operated by a public authority;
 - v) places of worship; and,
 - vi) aboveground parking structures.
- d) The maximum building heights shall be:

- i) 16 storeys adjacent to the south side of Dundas Street West between Bronte Road and Old Bronte Road;
 - ii) 10 storeys on corner sites south of Dundas Street West;
 - iii) 16 storeys on corner sites north of Dundas Street West, except those containing *cultural heritage resources* which shall be 10 storeys; and,
 - iv) eight storeys in all other locations.
- e) Public parking facilities may also be permitted.
- f) South of Pine Glen Road, the following uses may also be permitted:
- i) *multiple-attached dwellings*;
 - ii) apartment buildings; and,
 - iii) office buildings.
- g) North of Dundas Street West in the Main Street District, *multiple-attached dwellings* may also be permitted where they do not abut streets requiring commercial uses at-grade and are part of a comprehensive *development* that includes a mixed use building.
- h) North of Dundas Street West, stand-alone apartment buildings and office buildings may also be permitted where they do not abut public streets requiring commercial uses at-grade.
- i) The following uses shall be accommodated as part of the comprehensive *development* of the Civic District:
- i) a *major office*;
 - ii) community centre and library; and,
 - iii) a food store, not less than approximately 3,000 square metres in size.
- 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.

22.6.2 On lands designated High Density Residential:

- a) Located north of Dundas Street and abutting Bronte Road, Old Bronte Road, or William Halton Parkway:

- i) The residential density shall be between 100 and 300 units per *site hectare*.
 - ii) The maximum building height shall be eight storeys, except on corner sites it shall be 16 storeys.
 - iii) The northeast area created by William Halton Parkway and the Old Bronte Road cul-de-sac shall be considered a corner site when the properties located at 3109, 3113, and 3121 Old Bronte Road are consolidated.
 - iv) *Multiple-attached dwellings* may only be permitted in conjunction with a *development* that includes an apartment building.
- b) Located north of Dundas Street and do not abut Bronte Road, Old Bronte Road, or William Halton Parkway:
- i) The residential density shall be between 35 and 100 units per site hectare.
 - ii) The maximum building height shall be five stories.
 - iii) *Multiple-attached dwellings* may be permitted.
- c) Located south of Dundas Street West:
- i) The residential density shall be between 100 and 300 units per site hectare.
 - ii) The maximum building height shall be eight storeys, except on sites abutting Dundas Street West where it shall be 10 storeys.
 - iii) *Multiple-attached dwellings* may be permitted.
- d) Retail and service commercial uses may also be permitted on the ground floor of apartment buildings oriented to the street.

22.7 Palermo Village Exceptions – Schedule N1

The following additional policies apply to certain lands on Schedule N1, Palermo Village Land Use.

- 22.7.1 On the lands designated Neighbourhood Commercial at Dundas Street West and Valleyridge Drive, a motor vehicle service station may also be permitted.
- 22.7.2 On the lands designated Medium Density Residential, south of Pine Glen Road and east of the Baronwood Drive extension, detached and semi-detached dwellings may also be permitted with a minimum density of 20 units per site hectare.

- 22.7.3 The lands designated Urban Centre, south of Pine Glen Road and known as 2403 and 2417 Khalsa Gate, are subject to the following additional policies:
- a) Surface parking associated with a place of worship may be permitted on greater than 50 percent of the lot when appropriately sited and screened to minimize the view of the surface parking from the street.
 - b) The expansion of the place of worship or surface parking area shall be subject to site plan approval and shall provide for enhanced streetscape improvements along Khalsa Gate as identified on Schedule N2, and the dedication of the proposed road, as shown on Schedule N1, to the Town.
- 22.7.4 The lands designated Urban Centre, north of Pine Glen Road and known as 2451 Old Bronte Road, are subject to the following additional policies:
- a) Building heights shall transition down in height toward the Neighbourhood District to a maximum building height of four storeys adjacent to the Low Density Residential and Medium Density Residential land use designations.
 - b) *Multiple-attached dwellings* may be permitted adjacent to the Neighbourhood District.
 - c) Stand-alone residential buildings may be permitted which do not have frontage on Old Bronte Road.

22.8 Implementation Policies

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

22.8.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be coordinated with the provision of *infrastructure*, including:
 - i) transit, including a transit terminal;
 - ii) road network capacity;
 - iii) pedestrian and cycling facilities;
 - iv) water and wastewater services;
 - v) stormwater management facilities;
 - vi) streetscape improvements; and,
 - vii) *utilities*.

- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form.
- c) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a *development* concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the initial phases of *development*, such as the location of roads, will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required transit and *public service facilities*. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:
 - i) the size and location of parks, village squares, and urban squares;
 - ii) the size and location of *public service facilities*, transit terminal and facilities;
 - iii) the location, size and general configuration of stormwater management facilities;
 - iv) the detailed road pattern including on-street parking and streetscape/public realm enhancements;
 - v) the specific boundaries of designations;
 - vi) the location, alignment and boundaries of the natural heritage system including linkage areas;
 - vii) coordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan, and;
 - viii) the density and distribution of built form, building heights, and housing types.
- d) Where the planned scale of *development* is not feasible on an individual property within Palermo Village, property consolidation shall be required.
- e) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

22.8.2 Landowners Agreement(s)

- a) In order to ensure the appropriate and orderly *development* of lands within Palermo Village north of Dundas Street, and to ensure the costs associated with *development* are equitably distributed among landowners, *development*

shall only be permitted to proceed when landowners representing a significant proportion of the respective Palermo Village area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with *development* in a fair and equitable manner.

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

22.8.3 Programs and Initiatives

- a) The Town may encourage awareness and appreciation of Palermo Village through such activities as signage programs, tours and brochures, and will seek opportunities to partner with local community groups in these activities.
- b) The Town may develop a land acquisition strategy to confirm the location and land need requirements for *public service facilities* and the transit terminal, including how to acquire these lands.

Zoning By-law 2014-014

Part 14

Other Zones

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

14.1 List of Applicable Zones

Utility	U
Future Development (2023-024)	FD
Stormwater Management Facility	SMF

Be sure to refer to all Parts of this By-law to ensure that you have reviewed all regulations that may apply to your lot. Contact staff in the zoning section of the Building Services department to confirm the applicable zoning.

14.2 Permitted Uses

Uses permitted in the Other Zones are denoted by the symbol “✓” in the column applicable to that Zone and corresponding with the row for a specific permitted use in Table 14.2, below.

	U	FD	SMF
<i>Conservation use</i>	✓	✓	✓
<i>Emergency service facility</i>		✓	
Legal uses of land existing on the lot as of the effective date of this By-law		✓ (1)	
<i>Major transit station (2017-025)</i>	✓ (2)		
<i>Park, private</i>			✓
<i>Park, public</i>		✓	✓
<i>Stormwater management facility</i>	✓	✓	✓

Additional Regulations for Permitted Uses Table 14.2

1.
 - a) Only *buildings* and *structures* legally existing on the effective date of this By-law and one *accessory building* or *structure* constructed after the effective date of this By-law are permitted.
 - b) If the use is a *dwelling*, the *uses* listed under *accessory residential uses* in Table 6.2.1 of this By-law are additionally permitted, subject to the additional regulations of that Table, and Section 6.5 of this By-law shall apply to permit *accessory buildings* and *structures*.
2.
 - a) Only permitted within and adjacent to a *railway corridor* at locations designated by an operator of a passenger rail service.
 - b) *Accessory uses* to a *major transit station*
 - i) shall be limited to *restaurants, retail stores, dry cleaning/laundry* and *service commercial establishments*;
 - ii) may be stand-alone or within shared *premises*;
 - iii) shall have a maximum total *net floor area* of 500.0 square metres; and,
 - iv) shall be exempt from the parking and *yard* regulations of this By-law (2017-025)

The Utility (U) Zone applies to most significant infrastructure facilities in Oakville. Infrastructure is permitted broadly across Oakville in Section 4.10 of this By-law and not in the Permitted Use Tables.

Other Zones

14.3 Regulations

The regulations for the Other Zones are set out in Table 14.3, below.

	U	FD	SMF
Minimum <i>lot area</i>	n/a	n/a	n/a
Minimum <i>lot frontage</i>	n/a	n/a	n/a
Minimum <i>front yard</i>	7.5 m	9.0 m	n/a
Minimum <i>flankage yard</i>	6.0 m	2.4 m	n/a
Minimum <i>interior side yard</i>	6.0 m	2.4 m	n/a
Minimum <i>rear yard</i>	7.5 m	7.5 m	n/a
Maximum <i>height</i>	n/a	10.0 m	n/a
Maximum <i>lot coverage</i>	n/a	(1)	n/a

Additional Regulations for Zone Regulations Table 14.3

1.
 - a) The maximum *lot coverage* and *floor area* shall be the *lot coverage* and *floor area* that legally existed on the effective date of this By-law, and may be increased by a maximum of 10% at the location of the *building* only.
 - b) For *accessory buildings or structures*, the regulations of Section 6.5 shall apply.