

Palermo Village Growth Area Review

Final Report



Town of Oakville – November 2020

Prepared by Town of Oakville, Planning Services Department

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REPORT STRUCTURE

The primary focus of this Final Report is to present the draft Official Plan Amendment for Palermo Village, in tracked-change format.

The Final Report is organized as follows:

Introduction: This section of the report provides study background, purpose, and milestones.

Public Engagement: This section of the report provides an overview of public engagement activities. Previous public engagement summaries are found in the [Preliminary Report](#).

Draft Official Plan Amendment: This section of the report provides an overview of the purpose and effect of the Draft Official Plan Amendment including background, basis, and additional planning considerations.

Policy Rationale: This section of the report provides policy rationale for the Draft Official Plan Amendment.

Next Steps and Conclusion: This section of the report provides an overview of implementation items and concludes the study outside of the statutory process under the *Planning Act*.



Image: Air Photo of Palermo Village Area (Source: Google Earth)

INTRODUCTION

Background

Palermo, located at the intersection of Bronte Road and Dundas Street, is the oldest remaining settlement in present-day Oakville. It was first settled in 1806 and was once an important stop on the route between Toronto and Dundas. At its peak in the 1920s, Palermo boasted a post office, community hall, blacksmith shop, brick schoolhouse, doctor's office and places of worship. Given this history, Palermo is home to a number of listed and designated heritage properties (e.g., houses, churches and schoolhouse).

Land use planning to enable the creation of a high-density mixed use node at Palermo dates back to the early 1990s, when it was identified as a 'transit node' by Halton Region, and as a Special Study Area in the town's Official Plan. Plans for Palermo Village have continued to evolve ever since.

Currently, two separate Official Plan documents guide development-related decision making in Palermo Village:

- Livable Oakville Plan (south of Dundas Street); and,
- North Oakville West Secondary Plan (north of Dundas Street) which forms part of the 1984 Oakville Official Plan.

The area referred to as "Palermo Village" in the Livable Oakville Plan – on the south side of Dundas Street – has been undergoing urbanization over the past 15 years. The development is contributing to the creation of a transit-supportive node in accordance with the policies of the Livable Oakville Plan.

North of Dundas Street, the lands in and around the historic village of Palermo have been subject to appeals at the Local Planning Appeals Tribunal (LPAT), for over a decade. Those matters, including appeals to Halton's Regional Official Plan and the town's North Oakville West Secondary Plan, plus a number of other barriers, must be resolved before development can proceed in this area.

Official Plan Review - Urban Structure

As part of the town's ongoing Official Plan Review, Council adopted a new urban structure (Figure 1), which was the first step to bring the North Oakville Secondary Plans and the Livable Oakville Plan together into one Official Plan document. The town's urban structure provides the framework for how the town will accommodate growth while protecting natural heritage, open space and cultural heritage, maintaining the character of residential areas, and directing growth to an identified system of nodes and corridors.

The town's approved urban structure identifies the lands around the intersection of Bronte Road and Dundas Street as "Nodes and Corridors", "Proposed Regional Transit Node" and "Nodes and Corridors for Further Study". Bronte Road and Dundas Street are also identified as "Regional Transit Priority Corridors".

Nodes and corridors comprise the town's growth areas – the focus for transit-supportive mixed use development and intensification.

The Palermo Village Growth Area Review, which forms part of the town's ongoing Official Plan Review, is guided by the town's approved urban structure.

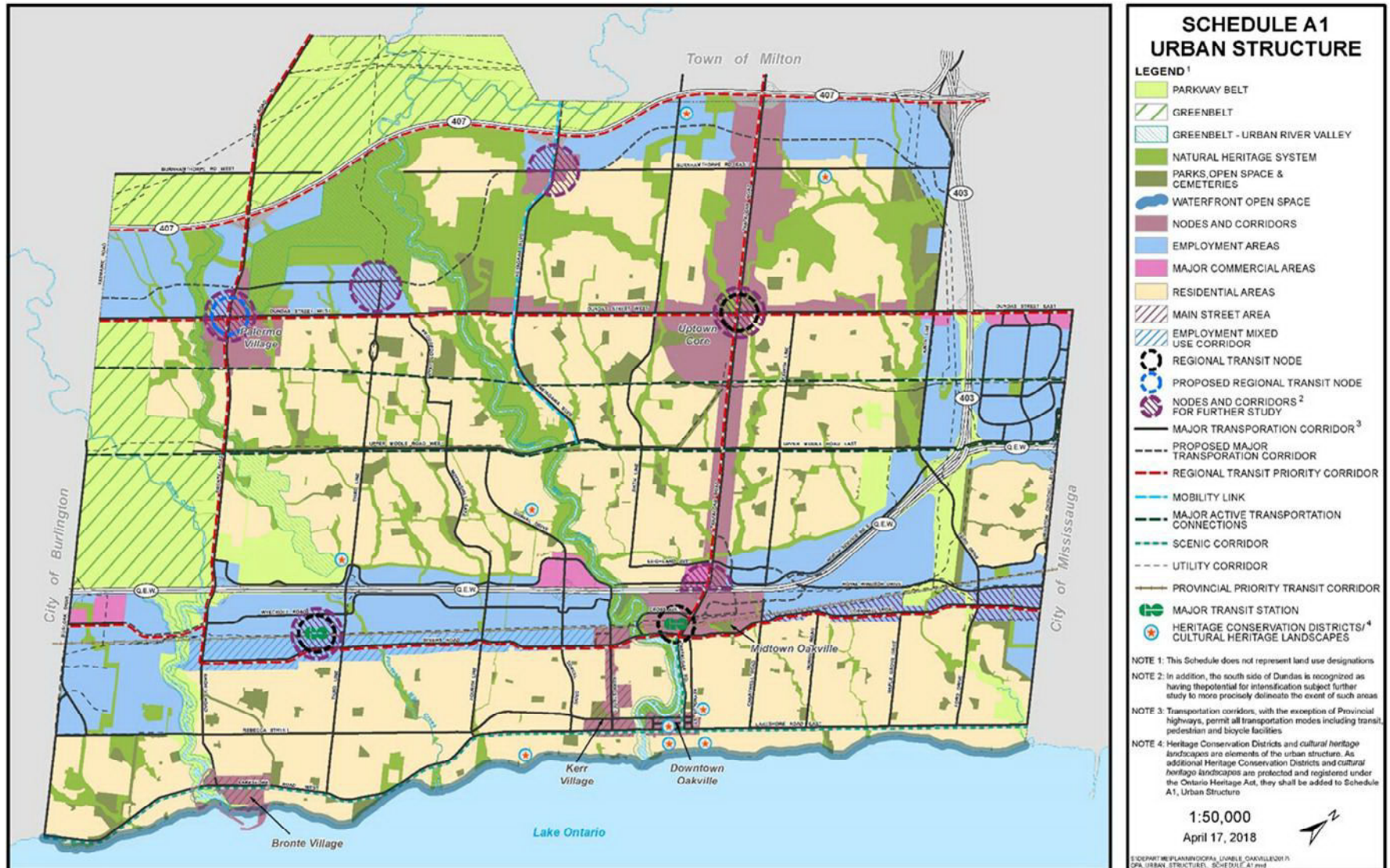


Figure 1: Town-wide Urban Structure (OPA 15)

Study Purpose

The purpose of the Palermo Village Growth Area Review is to recommend updated land use policies to guide development-related decisions in Palermo Village, including lands on the north side of Dundas Street. The updated policies will delineate boundaries, the mix of land uses and the intensity and scale of development. As with the town's other growth areas, Palermo Village is intended to be a pedestrian-oriented, transit-supportive, urban community with a mix of residential, commercial, community and offices uses.

Study Milestones

On January 15, 2018, the Livable Oakville Council Subcommittee received a staff report titled "Growth Area Reviews – Preliminary Directions for Midtown Oakville, the Uptown Core and Palermo Village", providing preliminary directions to be reviewed as part of the Palermo Village Growth Area Review.

On May 29, 2018, the town hosted two public information sessions to provide an overview of the study and solicit input about Palermo Village and ideas for the future of the area.

On October 7, 2019, the Livable Oakville Council Subcommittee received a staff report titled "[Palermo Village Growth Area Review – Preliminary Report](#)" (Preliminary Report). The report included a detailed examination of the history of land use planning for Palermo Village, as well as the history of ongoing appeals at the Local Planning Appeals Tribunal for the lands north of Dundas Street. The report also provided a preliminary land use concept for Palermo Village based on numerous study inputs including a policy review, public engagement, a SWOT analysis, master plans review, development activity review, preliminary directions review, and input by an inter-departmental working group.

On November 25, 2019, a public workshop was held where members of the public shared feedback on a draft land use concept for Palermo Village. Details of this event are contained in the Public Engagement section of this Final Report.

Following the public workshop, staff undertook additional policy review and drafted an official plan amendment. The draft amendment was circulated to an inter-departmental working group and comments were incorporated.

Final Report

Town staff have developed a draft Official Plan Amendment (OPA) for Palermo Village. This Final Report provides an overview and rationale of key considerations for the proposed draft OPA. A tracked-change version showing the effect of the proposed policy changes to the Livable Oakville Plan, Section 22 – Palermo Village, is provided in **Appendix II**.

As part of the town's ongoing Official Plan Review, town staff have been able to coordinate and combine the amendments resulting from the Palermo Village Growth Area Review with the North Oakville West Secondary Plan Review. As such, one official plan amendment, which combines both projects, has been developed and is attached to the accompanying staff report.

PUBLIC ENGAGEMENT

Three public engagement events were held as part of the Palermo Village Growth Area Review. Two public information meetings were held in May 2018 to solicit public input to inform a draft land use concept. The May 2018 meetings are discussed in the [Preliminary Report](#).

Following the receipt of the Preliminary Report by the Livable Oakville Council Subcommittee in October 2019, a public workshop was held in November 2019 to solicit feedback on the draft land use concept.

The event was advertised in the Oakville Beaver and via email to the town's Official Plan Review contact list. In addition, the meeting was promoted on the town's website, including the project webpage, events calendar, public notices, and engagement hub.

The public workshop provided information display boards for the public to view, an overview presentation of the study and draft land use concept (as presented in the [Preliminary Report](#)), and a facilitated workshop with discussion questions. A summary of what was heard at the November 2019 workshop is provided in **Appendix I**.

The town has also had correspondence and meetings with individual property owners throughout the study process, which have also informed the proposed Official Plan Amendment.



Image: Looking south down Old Bronte Road from Dundas Street.

DRAFT OFFICIAL PLAN AMENDMENT

The Palermo Village Growth Area Review has culminated in a draft official plan amendment. For convenience purposes, a tracked-change version of Section 22 of the Livable Oakville Plan is attached as **Appendix II** of this report. The tracked-change document demonstrates the proposed changes to the Palermo Village policies in the Livable Oakville Plan.

As part of the ongoing coordination of the Official Plan Review, an opportunity to combine the Palermo Village Growth Area Review with the North Oakville West Secondary Plan Review has arisen. As such, one Official Plan Amendment has been prepared to bring forward the proposed policies resulting from both the Palermo Village Growth Area Review as well as the North Oakville West Secondary Plan Review. The Official Plan Amendment is attached to the staff report.

Notwithstanding the two initiatives being prepared under one Official Plan Amendment, the following sections speak to Palermo Village.

Purpose and Effect

The purpose of the proposed amendment is to move the North Oakville West Secondary Plan, which contains the expanded Palermo Village Growth Area, from the 1984 Oakville Official Plan to the Livable Oakville Plan, incorporate policies for those lands, and establish modified policies for an expanded Palermo Village Growth Area.

The effect of the proposed amendment to the 1984 Oakville Official Plan is to repeal the plan and policies as they apply to lands within the North Oakville West Secondary Plan area, other than the Hospital District. The effect of the proposed amendment to the Livable Oakville Plan, pertaining to Palermo Village, is to:

- update schedules to identify a revised boundary for the Palermo Village Growth Area, including lands north of Dundas Street, and introduce a replacement Palermo Village land use schedule providing for a mix of uses including residential, civic and commercial uses, and future roads, and also a new area-specific urban design schedule;
- update and revise the goal, objectives and development concept for Palermo Village, as well as functional, urban design, land use, exception and implementation policies, to enable redevelopment that is contextually appropriate, including associated development densities and revised building heights;
- update transportation policies for Palermo Village to address the required transit terminal, proposed new roads, and active transportation;
- introduce cultural heritage policies for Palermo Village to support the conservation of its cultural heritage resources
- update stormwater management policies for Palermo Village to address location, design and function;
- update policy language for expressing growth targets for Palermo Village as a minimum planned density to be determined as part of future conformity matters; and,

- introduce housing policies for Palermo Village to encourage a mix of building and unit types and sizes, including features to enhance livability.

Background

Currently, two separate Official Plan documents guide development-related decision making in Palermo Village:

- North Oakville West Secondary Plan (north of Dundas Street) which forms part of the 1984 Oakville Official Plan; and,
- Livable Oakville Plan (south of Dundas Street).

1984 Oakville Official Plan & North Oakville West Secondary Plan

Town Council adopted the 1984 Official Plan on July 5, 1983. It was approved as modified by the Minister of Municipal Affairs and Housing on December 21, 1984, subject to certain referrals and deferrals.

Since 1984, numerous amendments to the 1984 Official Plan have been approved, including Official Plan Amendment Number 289 (OPA 289; North Oakville West Secondary Plan). OPA 289 was approved by Council on May 25, 2009 and is in full force and effect except for a site-specific appeal by Newmark Developments Ltd. in respect of certain lands between Fourteen Mile Creek, Highway 407, Old Bronte Road and Dundas Street West.

OPA 289 identifies certain lands north of Dundas Street and east of Bronte Road as a “Special Study Area” intended to develop as a mixed use area that is pedestrian and transit oriented, but first requiring a special study to address its cultural heritage features and how those features could be integrated with new development. In January 2011, at the conclusion of the original special study, Council adopted Official Plan

Amendment Number 306 (OPA 306; Palermo Village North Urban Core Area) to amend the North Oakville West Secondary Plan, within the 1984 Official Plan. OPA 306 proposed a new policy framework for the Palermo Village North Urban Core area, north of Dundas Street and east of Bronte Road. However, it also remains subject to appeal.

Given the outstanding appeals of OPA 289 and OPA 306, land uses on the affected lands are limited to existing uses until such time that the appeals are withdrawn or finally disposed of and replacement policies come into effect.

The North Oakville West Secondary Plan of the 1984 Oakville Official Plan, as amended, provides policy direction for growth and development to the year 2021. It sets out the ultimate plan for the North Oakville West Secondary Plan Area; build-out will not be achieved within the planning period.

The North Oakville West Secondary Plan of the 1984 Oakville Official Plan, as amended, was prepared to conform to the 2006 Growth Plan and be consistent with the 2005 Provincial Policy Statement.

Livable Oakville Plan

Council adopted the Livable Oakville Plan on June 22, 2009. Halton Region approved the Plan, with modifications, on November 30, 2009, as it was deemed to conform to the 2006 Growth Plan and the Region’s Official Plan, as amended, including the proposed ROPA 38. It was also deemed to be consistent with the 2005 Provincial Policy Statement. The Region’s decision was appealed by a number of parties.

Following the resolution of a majority of the appeals, the Ontario Municipal Board approved the Plan with further modifications on May 10,

2011. Currently, all but one outstanding site-specific appeal have been adjudicated by the Board (OMB Case No. PL100058).

Since 2012, Council has passed a number of by-laws to adopt amendments to the Livable Oakville Plan.

Section 26 of the *Planning Act*, as amended, requires municipalities to review their official plans no less frequently than 10 years after it comes into effect as a new official plan and every five years thereafter, unless the plan has been replaced by another new official plan.

Official Plan Review and Policy Framework

On February 10, 2014, Planning and Development Council received a staff report entitled “*Long Range Planning Work Program*” which signaled the commencement of the Official Plan Review.

On May 11, 2015, Planning and Development Council hosted a Special Public Meeting and received a staff report titled “*Official Plan Review – Special Public Meeting*” launching the Official Plan Review. The report identified that the North Oakville Secondary Plan Review and the Palermo Village Growth Area Review formed part of the Official Plan Review.

Basis

Since the launch of the Official Plan Review, the Provincial Policy Statement has been updated. The 2020 Provincial Policy Statement came into effect on May 1, 2020. The Planning Act requires that all decisions in respect of planning matters shall be consistent with the Provincial Policy Statement.

Since the launch of the Official Plan Review, the Growth Plan has been updated. A Place to Grow, Growth Plan for the Greater Golden Horseshoe, 2019, came into effect May 16, 2019 (“2019 Growth Plan”). It was subsequently amended on August 28, 2020 (“2019 Growth Plan, as amended”). The Planning Act requires that all decisions in respect of planning matters shall conform with any applicable provincial plan, or shall not conflict with it, as the case may be. The Growth Plan now requires municipalities to plan to the year 2051.

Official Plan Review

The Official Plan Review was launched on May 11, 2015, which identified that the Palermo Village Growth Area Review would form part of the overall review. Since that time, several amendments have been adopted by Council and approved by Halton Region, including the town-wide urban structure as part of Official Plan Amendment 15. OPA 15 provides a basis for directing growth and change town-wide, and identifies Palermo Village as a node which is to be further studied.

Palermo Village Growth Area Review

An extensive review and public consultation process were undertaken as part of the Palermo Village Growth Area Review. The study process is described in the introduction section of this report and detailed analysis is contained within the [Preliminary Report](#) and in this Final Report.

The Amendment

The policies for the Palermo Village Growth Area are contained in Section 22 of the Livable Oakville Plan. The revised policies proposed for Palermo Village are shown as track-changes in **Appendix II** of this Final Report, for convenience purposes. The Official Plan Amendment reflects and builds upon the draft land use concept presented in the [Preliminary Report](#).

The formal Official Plan Amendment, which has been coordinated with the broader North Oakville West Secondary Plan Review, is attached to the staff report to Planning and Development Council.

Visualizing Palermo Village

A 3D demonstration plan of what Palermo Village North could look like upon the full built-out is provided in Figure 2a-c. The draft policies contained in **Appendix II** provide the framework that would enable this vision.



**Figure 2a: Palermo Village North – 3D Demonstration Plan
Aerial View**



**Figure 2b: Palermo Village North – 3D Demonstration Plan
Looking North across Dundas Street**



*Figure 2c: Palermo Village North – 3D Demonstration Plan
Looking South toward Dundas Street*

Key Considerations

Urban Structure

The approved town-wide Urban Structure (Figure 1 on pg. 3) identifies Palermo Village as a “Node for Further Study”. The underlying area is identified as “Node and Corridor” and “Employment Area,” which reflects current approved and appealed policy frameworks. Nodes and Corridors are to accommodate the majority of the town’s future growth.

The area identified as an “Employment Area” in the northwest quadrant of Palermo Village, north of Dundas Street West and west of Bronte Road, is under appeal in the Halton Region Official Plan (ROPA 38), and the town’s 1984 Oakville Official Plan / North Oakville West Secondary Plan (OPA 289). Given these appeals, there is currently no land use policy framework in-effect for these lands.

As part of the Palermo Village Growth Area Review, all four quadrants of Palermo Village have been identified as forming part of the “Node”, and the growth area boundary is proposed to expand to this area. This is appropriate as it represents an opportunities to create a transit-supportive, complete community within a mixed use context which can accommodate required town facilities, commercial uses, the transit terminal, as well as office and residential uses. Identifying these lands as “Nodes and Corridors” will also assist to resolve ongoing appeals. Figure 3 shows the proposed modifications to the Urban Structure.

The changes to this area as part of the Urban Structure are also being considered as part of the Halton Region Municipal Comprehensive Review (Halton Region Official Plan Review).

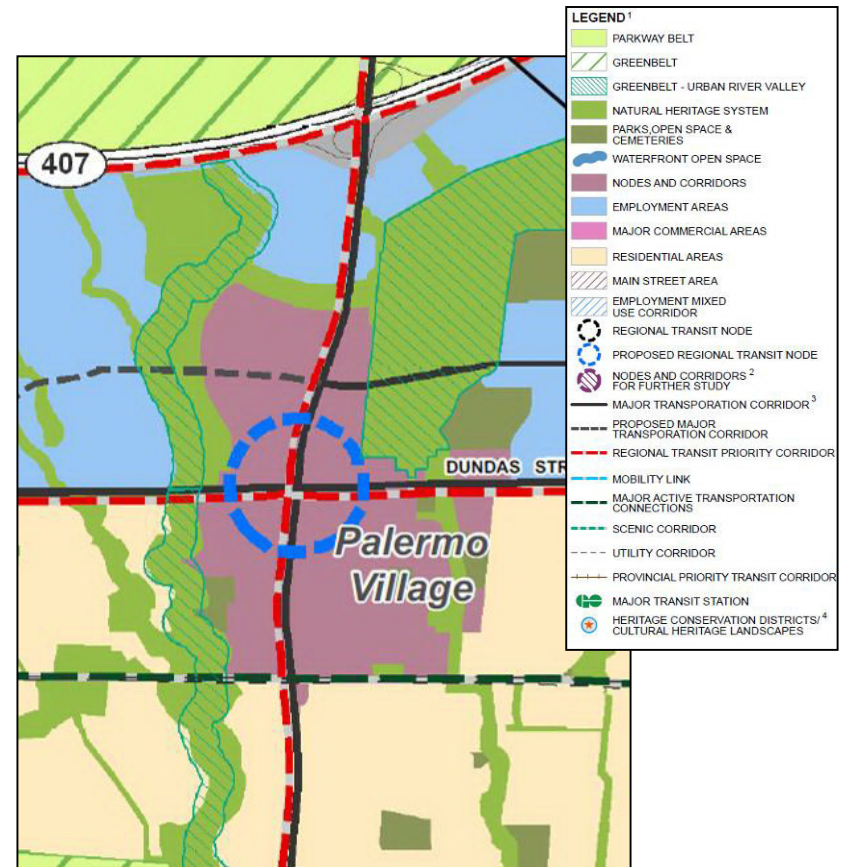


Figure 3: Proposed Modified Urban Structure – Palermo Village

Transit-Supportive Densities and Land Use

Palermo Village is identified as a “Proposed Regional Transit Node” in the approved town-wide Urban Structure (Figure 1), and is located at the intersection of two “Major Transportation Corridors” and “Regional Transit Priority Corridors”, being Dundas Street West and Bronte Road. As such, Palermo Village is planned to be transit-supportive. A transit terminal is also planned within Palermo Village and will connect multiple bus routes and services.

The Metrolinx 2041 Regional Transportation Plan (RTP) provides the long-term transportation vision for the GTHA. The RTP supports (and goes beyond) the provincial Growth Plan. It identifies Dundas Street West as a “project in development” for bus rapid transit (BRT) from Bronte Road in the west to Kipling Subway Station in the east. The plan also contemplates, “priority bus” service for the western segment of Dundas Street West (including within Palermo Village).

The Ministry of Transportation’s Transit-Supportive Guidelines identify suggested minimum densities that would support transit service types. For BRT service, the guidelines suggest the follow minimum density:

- 72 units per hectare / 160 residents and jobs combined

Part D of the Livable Oakville Plan contains the land use designation policies for the residential uses and densities, which apply town-wide including the town’s established residential areas. The policies provide the following density ranges:

- Medium Density Residential: 30 – 50 units per site hectare (e.g., multiple attached dwelling units)
- High Density Residential: 51-185 units per site hectare (e.g., apartment units)

Part E of the Livable Oakville Plan contains the growth area policies, including specific policy direction for Palermo Village. Policies in Part E prevail over policies in Part D.

Palermo Village is a node (i.e. growth area) where higher density development is to be directed. It is also within walking distance of a proposed transit terminal and bus rapid transit network. Given this, higher densities are considered appropriate for Palermo Village than those which apply to town-wide, to ensure transit-supportive densities are achieved, in accordance with provincial guidelines.

The proposed Palermo Village policies outlined in **Appendix II** provide for the following density ranges:

- Medium Density Residential: 35 – 100 units per site hectare (e.g., multiple attached dwelling units)
- High Density Residential: 100-300 units per site hectare (e.g., apartment units)

The proposed medium density range would permit a wide range of multiple attached dwellings forms (e.g. townhouses, back-to-back townhouses, etc.), as well as low-rise apartments to a maximum of five storeys. This density range provides additional opportunity for innovative built form and low-rise housing configurations.

The proposed high density residential range would permit apartment dwellings. The density range is reflective of those seen in other nodes and corridors throughout the town, including the Trafalgar Road Corridor, which is also located along a “Regional Transit Priority Corridor” in the town’s urban structure.

Building Heights

Building heights in the proposed Official Plan Amendment vary based on locational context within Palermo Village. For example, corner sites are permitted to have a maximum building height of 16 storeys north of Dundas Street. This height limit is consistent with height permissions in other nodes and corridors such as:

- Uptown Core, located at Dundas and Trafalgar, which is also a node (i.e. growth area) on two regional priority transit corridors;
- Dundas Urban Core, located along the north side of Dundas Street, as part of council adopted OPA 321 and 322, subject to bonusing;
- North Oakville West Secondary Plan Employment Area, which currently permits 15 storey employment buildings; and,
- Oakville Trafalgar Memorial Hospital, as the current hospital is equivalent to an approximate 15 storey residential building.

Minimum Planning Densities & Population Projections

The proposed policies for Palermo Village provide that a minimum planned density (which informs projected populations) will be established through the Provincial conformity exercise coordinated with Halton Region's Municipal Comprehensive Review (Halton Region Official Plan Review). The Region's Municipal Comprehensive Review is the process that, required by Provincial policy, allocates required forecasted population and employment growth to local municipalities to the year 2051.

The current policies for Palermo Village state that Palermo Village can accommodate approximately 5,200 residents and 3,800 jobs. This target pertains to the lands south of Dundas Street and is no longer reflective of the growth area boundary proposed for Palermo Village.

Based on an analysis completed by town staff, there are approximately 3,229 dwelling units currently built and approved in Palermo Village, south of Dundas Street. This equates to approximately 6,600 residents or approximately 155 people per hectare, which indicates that the current planning framework for south of Dundas Street is achieving transit supportive densities. A detailed examination of jobs was not undertaken, however based on limited commercial and office development realized in Palermo Village to date, staff assume the job target of 3,800 jobs has not been achieved.

The proposed plan and development concept for Palermo Village, north of Dundas Street, provides for a minimum planned density of 160 residents and jobs combined per hectare, which aligns with Ministry of Transportation's Transit-Supportive Guidelines to support BRT service.

The town will continue to work with Halton Region to assist and inform the Municipal Comprehensive Review.

Parks and Open Spaces

Parkland is a vital component of complete communities and is a cornerstone of providing opportunities to live, work and ‘play’. The Palermo Village policies provide for parkland needs appropriate to an urban setting and to ensure a balance of objectives are achieved, including land needs for other town facilities. The town’s Livable Oakville Plan parkland policies, including parkland dedication, would apply to Palermo Village.

Three new open spaces are proposed, north of Dundas Street, comprising approximately three hectares of land. Park and open spaces have been distributed throughout the plan to enhance walkability from surrounding uses and reduce the need for people to have to walk across large arterial roads. Parks and open spaces are envisioned as follows:

Urban Square – Old Bronte Road

- Approximately 0.3 hectares in size;
- Designed and programmed to complement Old Bronte Road main street area

Village Square – North of William Halton Parkway

- Approximately 0.5 hectares in size
- Located adjacent to the NHS to provide trail connections
- Designed and programmed for surrounding urban residential neighbourhood

Park – South of William Halton Parkway

- Approximately 2.2 hectares in size
- Located adjacent to and associated with the proposed community centre and library

- Located across from the stormwater management facility providing visual open space linkages and pedestrian connectivity to the broader NHS system
- Designed and programmed to be commensurate with user needs and in consideration of the community centre and library

Palermo Village is also strategically situated in proximity to a vast Natural Heritage System, including the Glenorchy Conservation Area. These lands will provided large-scale passive recreational opportunities in close proximity, and contribute to an open space character and provide access to greenspace. Furthermore, the town’s Palermo Park and West Oakville Sports Park are in close proximity, east of the Palermo Village node, and provide active recreational opportunities.

Creative placemaking opportunities are also introduced adjacent to the proposed community centre and library with a “flexible street”, providing enhanced public realm opportunities within the streetscape and roadway, such as curbless/flexible streets with unit pavers, to emphasize pedestrian priority areas. This could work to create a unique sense of identity that is distinctive to the Palermo area.



Image: Example of a flexible street contributing to a distinct identity

Regional Roads

There is a large network of Regional Roads, roads owned and operated by Halton Region, which bisect Palermo Village, including Bronte Road, Dundas Street West, and William Halton Parkway (east of Bronte Road).

Throughout the study process, regional roads, primarily Bronte Road and Dundas Street West, were continually identified as barriers that limit the ability to integrate Palermo Village as a comprehensive node. The regional road network creates significant barriers for access and egress to and from local roads, as well as barriers to pedestrian movement.

Regional roads present challenges and competing objectives requiring balance. Regional roads are planned to accommodate significant traffic volumes and have significant rights-of-way. They are also planned for future transit services, with Bronte Road and Dundas Street West planned as regional transit priority corridors.

However, in order to create a more walkable and pedestrian-friendly urban environment, that enables pedestrian activity and transit use, the design of these roads is critical. These roads are within the jurisdiction of Halton Region and as such, the town can only provide policy guidance to the Region on these matters. The proposed official plan amendment seeks opportunities to connect the Main Street District across Dundas Street West (Regional Road 5), including the provision of safe and convenient pedestrian linkages, in coordination with Halton Region.

The policies for Palermo Village provide that the Dundas Street and Bronte Road corridors and the abutting lands be designed to enable a cohesive and connected community, rather than remain a dividing barrier. Design is to 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 will provide input and guidance into the design of roads and boulevards owned by Halton Region.

Operational aspects of regional roads could also be considered. The town offers the following considerations for Halton Region to enable a comfortable urban, pedestrian environment that is supportive of transit. Consider opportunities for:

- pedestrians that may require two-signals to cross the road;
- enhanced medians to provide a safe and comfortable refuge for pedestrians crossing the street;
- lower traffic speeds through the growth nodes; and,
- more signalized intersections with local roads, where possible, to enable more pedestrian crossings, reduce traffic speeds, and enhance walkability.

14 Mile Creek – Road Crossings

The planned road network established in the North Oakville West Secondary Plan provides for:

- the western extension of William Halton Parkway;
- the northern extension of Valleyridge Drive; and,
- a new east-west road immediately north of the proposed growth area boundary extending west from Bronte Road.

Comments provided from the Ministry of Environment as part of the development application west of Palermo Village (3269 and 3271 Dundas Street West, Quadreal Property Group, Employment Plan of Subdivision – under appeal); indicate that the east-west road immediately north of the proposed growth area boundary may not be permitted to extend over the 14 Mile Creek (further west). This is due to habitat protection measures (Redside Dace). Given this, a road network must be

contemplated which can function with or without this proposed road connection crossing 14 Mile Creek.

The proposed plan ensures that, should the east-west road immediately north of the proposed growth area not be permitted to extend over the 14 Mile Creek (further west), that the road could still extend to connect to the northern extension of Valleyridge Drive, providing for necessary circulation through the growth area.

POLICY RATIONALE

Province of Ontario

Planning Act R.S.O 1990

Section 2 of the *Planning Act* sets out matters of provincial interest that decision makers must have regard to when making decisions under the *Planning Act*. These include, among other matters:

- the protection of ecological systems, including natural areas, features and functions;
- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- the adequate provision and efficient use of transportation, sewage and water services;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the co-ordination of planning activities of public bodies;
- the resolution of planning conflicts involving public and private interests;
- the appropriate location of growth and development;
- 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, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposed draft Official Plan Amendment pertaining to Palermo Village has regard to matters of provincial interest.

Section 3 of the *Planning Act* provides the mechanism for provincial policy to lead the land use planning system. It notes that provincial or municipal decision making that affects a planning matter shall be consistent with the provincial policy statement and conform with provincial plans.

Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) sets the policy foundation for land use planning in Ontario, providing policy direction on matters of provincial interest and key land use planning issues. The PPS recognizes that municipal official plans are the most important vehicle to implement the PPS and achieve comprehensive, integrated and long-term planning.

The PPS 2020 is issued under Section 3 of the *Planning Act* and came into effect on May 1, 2020. All planning decisions must be consistent with the PPS.

The draft Official Plan Amendment for Palermo Village sits within a comprehensive policy framework forming part of the Halton Region Official Plan and the town's Livable Oakville Plan. These two plans provide broad region-wide and town-wide policies that address many of the themes in the PPS. Considering Palermo Village specifically, the draft Official Plan Amendment is consistent with the PPS, as provided below.

The policies for Palermo Village manage and direct land use to achieve efficient and resilient development and land use patterns, and ensure a healthy, livable and safe community. They do this by, among other matters:

- directing growth to the settlement area;
- promoting efficient, cost-effective and transit-supportive development and land use patterns;
- providing for a range and mix of residential types, employment opportunities, community uses, recreation, park and open spaces; and,
- avoiding land use patterns that may cause environmental or public health and safety concerns.

In regard to municipal coordination, the policies for Palermo Village have been developed as part of the town's official plan review, and will feed into the Halton Region Municipal Comprehensive Review. The policies assist to implement the town's approved urban structure and to advance appeals currently before the Local Planning Appeals Tribunal.

In regard to land use compatibility, the policies for Palermo Village ensure there is an appropriate buffer, through the established Natural Heritage System, from adjacent lands that are planned as employment areas to the north and to the west of Palermo Village.

In consideration of employment, the policies promote economic development by enabling compact, mixed-use development that incorporates compatible employment uses in the form of offices, major offices, and other commercial development, to support livable and resilient communities.

In regard to housing, the policies provide for a range and mix of housing options and densities, conducive to a transit-supportive environment, which generally facilitate affordable housing options. Housing is directed to Palermo Village because it is planned to support a range of public service facilities, active transportation, and transit options.

The plan for Palermo Village considers the planning of public streets and spaces to meet the needs of pedestrians, foster social interaction and community connectivity. The plan provides for a full range and equitable distribution of publically accessible settings for recreation, parks, open spaces, and trails. The plans also considers the proximity and relationship with the broader natural heritage system and Glenorchy Conservation Area.

In regard to infrastructure, the Plan ensures that required infrastructure will be coordinated as part of the Region’s allocation program, land owners agreements and future development applications.

In regard to public service facilities and the transportation system, the plan includes facilities identified through town-wide master plans and studies (e.g. community centre, library and transit terminal), and the policies provide opportunities to co-locate public service facilities to promote cost effectiveness and access to transit.

The plan for Palermo Village supports long-term economic prosperity as it:

- provides opportunities for economic development and advances community investment-readiness;
- provides a range of housing options for a diverse workforce;
- encourages the creation of a viable main street;
- promotes a sense of place by promoting well-0desgiedn building form and considering features that help define character including built heritage resources
- provides an integrated multimodal transportation system; and,
- considers the benefits of the natural environment.

In regard to energy conservation, improving air quality and preparing for the impacts of a climate change, the plan promotes land use patterns and development that:

- is in a compact urban form at a node planned for intensification;
- promotes active transportation and transit;
- focuses travel-intensive uses to a location that will be well served by transit; and,
- encourages transit-supportive development.

In regard to natural heritage, the plan maintains the existing natural heritage system and seeks to enhance these areas, including co-location of open space areas.

In regard to water, the plan provides for stormwater management facilities to be determined through technical study as part of complete applications, which will ensure water is managed and integrated into long-term planning considerations.

In regard to the area’s cultural heritage resources, the plan provides policies to ensure they are appropriately considered and integrated with future development.

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

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect. It was later amended by Growth Plan Amendment 1, which came into effect on August 28, 2020 (Office Consolidation 2020).

The Growth Plan is a long-term plan to manage growth and build complete communities, providing a horizon year for land use planning to 2051. The Growth Plan builds upon the policy foundation provided by the PPS and provides additional and more specific land use planning policies to address issues facing the Greater Golden Horseshoe, which includes Oakville.

All decisions that affect a planning matter must conform with the Growth Plan. The Official Plan Amendment for Palermo Village conforms, or does not conflict with, the Growth Plan, as discussed below.

In regard to where and how to grow, the policies for Palermo Village conform with the Growth Plan as they direct growth to a settlement area, focused to a strategic growth area, and an area with existing and planned transit and public service facilities. The proposed policies ensure the coordination of managing growth with Region's Municipal Comprehensive Review (Halton Region Official Plan Review), and assist to implement the town's urban structure which provides a hierarchy of settlement areas and an urban form that optimizes infrastructure.

The plan for Palermo Village supports the achievement of complete communities by:

- providing a diverse mix of land uses, including opportunities for residential and employment uses, convenient access to local stores, services and public service facilities;
- providing policies to improve quality of life;
- providing a range of housing options;
- providing convenient access to transportation options, public service facilities, parks, trails and other recreational facilities;
- enabling a compact built form, vibrant public realm and public open spaces;
- enabling transit-supportive development to assist in mitigating the impacts of a changing climate; and,
- supporting low impact development.

In regard to promoting economic development, Palermo Village enables the development of major offices, offices, institutional uses and commercial uses, which are to be provided in a transit supportive built form. An Employment Area conversion will be considered for the lands northwest of Bronte Road and Dundas Street West, through the Halton Region Municipal Comprehensive Review, notwithstanding there are no in-effect policies applying to these lands due to ongoing LPAT appeals.

In regard to housing, Palermo Village provides a plan which would diversify the overall housing stock across the municipality, and incorporates policies encouraging a mix of unit sizes in multi-unit residential developments to accommodate a range of households.

The policies for Palermo Village ensure that an integrated approach to land use planning and infrastructure investment is coordinated as part of future development applications, and includes the consideration of landowner agreements and area design planning. The policies for Palermo Village are predicated on a region-wide and town-wide transportation system, which provides connectivity and transportation

choices, as well as increasing the modal share of active transportation and transit use.

The policies for Palermo Village ensure that stormwater management is a key component of future development. Subwatershed planning as part of the North Oakville West Secondary planning process is maintained.

The plan for Palermo Village envisions public service facilities, which are co-located to create a community hub in the Civic District.

In regard to protecting what is valuable, the policies for Palermo Village ensure that the natural heritage system developed as part of the North Oakville West Secondary Plan is maintained and enhanced with park and open space uses. Policies which consider the conservation of cultural heritage resources have also been introduced.

Region of Halton

Halton's Regional Official Plan

Halton's Regional Official Plan (Regional Plan) provides policy direction for land use planning in Halton Region. Oakville's Official Plan must conform to the Regional Plan.

Halton Region's previous comprehensive official plan review resulted in Regional Official Plan Amendment 38 (ROPA 38). The policies of ROPA 38 are in force with the exception of site-specific matters appealed to the Ontario Municipal Board (OMB), which is now known as the Local Planning Appeal Tribunal (LPAT). An outstanding site-specific appeal of ROPA 38 includes an appeal filed by Newmark Developments Ltd. and Rosko Investment and Development Ltd. ("Newmark"). This appeal affects lands in the northwest quadrant of Dundas Street and Old Bronte Road south of Highway 407 (OMB/LPAT File No. PL110857). Given this appeal, it is planning staff's understanding that, in respect of these lands, the Region's Employment Area and Regional Natural Heritage System designations, as shown on Map 1 (Regional Structure) of the Regional Official Plan, are not in effect. The appeal is ongoing.

Notwithstanding the ongoing appeal, the Regional Plan identifies the lands south of Highway 407 and outside of the Regional Natural Heritage System as Urban Area (Map 1, Regional Structure), where growth is to be directed.

Section 80 of the Regional Plan identifies "Intensification Areas" are part of the Urban Area. Intensification Areas include corridors identified in local official plans along higher order transit corridors, as well as mixed-use nodes identified in local official plans, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit. It is the policy

of the Region to direct higher density development and mixed uses to Intensification Areas.

Map 3, Functional Plan of Major Transportation Facilities, identifies both Bronte Road and Dundas Street as higher order transit corridors.

A Regional Official Plan Review – a required "municipal comprehensive review" (MCR) – is currently underway to update the policies of the Regional Plan to conform to updated Provincial Plans.

The proposed Official Plan Amendment for Palermo Village assists Halton Region with their MCR by providing them with the town's local priorities for the area, informed by the approved town-wide urban structure. Halton Region is the approval authority for the proposed Official Plan Amendment.

Town of Oakville

Town of Oakville Official Plans

The town has two official plans that set out land use policies to accommodate growth over the long-term. The Livable Oakville Plan provides policies for the lands south of Dundas Street and north of Highway 407. The town's 1984 Official Plan, as amended, including the North Oakville East and West Secondary Plans, provides policies for the lands north of Dundas Street and south of Highway 407.

As part of the Official Plan Review, Council adopted a new urban structure in September 2017, which was approved by Halton Region in April 2018. It was appealed to the LPAT. The urban structure was brought forward through amendments to the Livable Oakville Plan (OPA 15), the North Oakville East Secondary Plan (OPA 317), and the North Oakville West Secondary Plan (OPA 318). These amendments were the first step to bring together the Livable Oakville Plan and the North Oakville Secondary Plans under one Official Plan.

The town's adopted urban structure identifies the key structural elements that frame how the town will accommodate required growth over the long term – including natural heritage and open space, as well as residential, commercial, employment and mixed use areas. The intersection of Bronte Road and Dundas Street is identified in the town's urban structure as "Proposed Regional Transit Node" and "Nodes and Corridors for Further Study". Dundas Street and Bronte Road are also identified as "Major Transportation Corridor" and "Regional Transit Priority Corridor".

As described throughout this report, "nodes" are the location where growth is to be directed. The Palermo Village Growth Area Review has been completed to implement the town's approved Urban Structure.



Image: New townhouses under construction on Khalsa Gate

NEXT STEPS

Official Plan Amendment

A draft Official Plan Amendment for Palermo Village will be brought to a statutory Public Meeting of Planning and Development council for discussion and public input. The draft amendment for Palermo Village will form part of a comprehensive amendment which considers the broader North Oakville West area. The objective is to bring the entire area into the Livable Oakville Official Plan.

Comments received at the statutory public meeting will be considered and incorporated into a final Official Plan Amendment, as applicable. A final Official Plan Amendment will be presented to Planning and Development Council with a final recommendation for Council adoption.

Should Council adopt the recommended Official Plan Amendment, the decision will be forward to Halton Region, the town's final approval authority. The amendment would then be considered for approval in coordination with Halton Region's ongoing Municipal Comprehensive Review.

Implementation

To implement this plan and realize development, the following implementation items are necessary. Many of these are also discussed in the [Preliminary Report](#).

1) Resolve Appeals before the LPAT (OMB)

The very nature of completing this study will provide a further opportunity to realize and enable development and redevelopment to

take place in Palermo Village. It is the desired outcome of this review to recommend an Official Plan Amendment to assist in resolving the ongoing appeals at the LPAT (formerly OMB) in regard to the town's North Oakville West Secondary Plan (OPA 289), Palermo Village North Urban Core Area (OPA 306), and appeals to Halton Region's Official Plan (ROPA 38).

2) Develop an Area Servicing Plan and Provide Services

An Area Servicing Plan, or update thereto, is needed for the lands to assess how the area will be serviced with water and wastewater. Coordination with Halton Region is required for Palermo and the lands west of Bronte Road.

3) Create Landowners Group / Cost Sharing Agreement

One of the key implementation items established in the draft Official Plan Amendment is the requirement for landowners to participate in a landowners' cost sharing agreement to ensure the logical extension of roads and services and the equitable distribution of costs. This provides the ability to appropriately and efficiently service the overall area.

4) Enter Regional Allocation Program (Regional Servicing)

Private landowners who wish to develop their properties may be required to subscribe to the regional allocation program to front-end the necessary costs and phasing of servicing their lands. It is staffs' understanding that servicing for this area is not currently within the Region's 10-year capital program. Notwithstanding the foregoing, the Region provides servicing to Employment Areas. As such, this may have coordination/phasing impacts with Palermo Village.

5) *Complete EIR/FSS*

An Environmental Impact Report / Functional Servicing Study (EIR/FSS), or updates thereto, is required and may be a component of work carried out and coordinated by the landowners group.

6) *Land Acquisition Strategy*

A land acquisition strategy will be advantageous to confirm the location and land needs for public service facilities (i.e., transit terminal, parkland, community centre, and library) including the strategy to acquire these lands. To this end, implementation policies in the draft Official Plan Amendment have been provided.

7) *Transportation Impact Assessment*

A transportation impact assessment to review the broader transportation system will be required as part of a future complete applications for development.

8) *Zoning By-laws*

The zoning by-laws applying to Palermo Village will need to be reviewed and may need to be updated to reflect the vision established for the Palermo Village Growth Area, and the relocation of the applicable policies into the Livable Oakville Plan.

APPENDIX I – PUBLIC ENGAGEMENT SUMMARY

The November 2019 public workshop resulted in a number of comments on a series of discussion questions. The comments below are based on what was heard and discussed at the workshop.

1. Is the proposed boundary for the expanded mixed use node appropriate? If not, what changes would you make and why?

- most groups did not comment on the boundary, or said it was appropriate
- one group said northern boundary could be moved farther north; more opportunity for development block and road network; and the employment area (outside of the current area) should be re-examined
- Why don't you go to Tremaine Road? [refer to urban structure / lands designated for employment uses]

2. How would you like Palermo Village North to look or feel in the future? What would “success” look like for this area in the long term?

- destination
- street presence for retail/mixed use buildings
- Uptown Core
- Neyagawa Boulevard and Dundas Street – retail and service commercial, underground parking

- major grocery and other stores similar to Appleby and Dundas Street (Burlington)
- no stand-alone commercial
- integrated community shopping, community centre and transit
- seniors-oriented
- mixed income
- transit – links with GO Transit on Highway 407
- density to support retail
- not very tall buildings along Dundas, taller heights set back from Dundas
- high density residential concentrated along Dundas Street, employment lands in north east quadrant
- agree with some of the precedent images
- improved traffic, people-focused design, more urban road design
- good connections on all sides to the Natural Heritage System
- connections to south
- more connections, especially across Bronte Road
- parks, trails and green spaces
- locate tall buildings along green space
- an approved plan would provide more certainty

3. What do you like about the preliminary land use concept?

- mix and range of uses
- mixed use
- good mix of uses, enables vibrant streetscape
- commercial, incl. grocery store and service commercial uses
- commercial uses on west side of Bronte Road
- no strip plazas
- height along Dundas Street centralized around transit terminal
- transit location
- transit hub and uses that complement that
- community facilities
- community uses
- park space overlooking stormwater management pond
- transitions work to provide the different scales (of buildings)
- opportunity for a range of housing types
- high density

4. What would you change about, or add to, the preliminary land use concept?

- move the boundary further north
- expand the boundary and Old Bronte Road north
- residential north of William Halton Parkway does not make sense
- should the mixed use area to the very east be included in the growth area?
- the triangle/island should have high density residential on the south end, and a park on the north end
- higher densities to support urban retail
- mixed use only along Dundas Street, and shopping centre to the north of the mixed use
- locate tall buildings along green space

- pedestrian connections across Bronte and Dundas (e.g., Red Hill pedestrian bridge, Hamilton)
- improve connections north/south and east/west
- move transit hub to land between Bronte Road and Old Bronte Road
- move transit depot
- school site(s)
- Natural Heritage linkage should/could be more animated; look at this area with a more urban lens
- connect the two parks with a north/south green connection
- make quadrants more self-sufficient; don't bend over backwards to create a village that never was

5. Is the proposed mix of land uses appropriate for this area? What uses would you like the new land use policies to enable or encourage? (“complete community”)

- more recreational facilities, there is nothing in the area
- more mixed use; employment is evolving
- retail to attract (people) as a destination
- small grocery / large convenience store (e.g., Rabba), bank, drug store, coffee shop, restaurants
- hotel
- automotive repair (too few options north of Upper Middle Road)
- City Place type of development (ground floor retail with apartments above)
- if the boundary was moved (and growth area expanded), could maybe increase the density to support the function of the node; more residential uses
- express library
- allow for seniors housing like Glen Abbey Delmanor
- retirement/seniors housing; long-term care/assisted living

6. Are the proposed building heights (max. of 8-10 storeys) in the Mixed Use area appropriate?

- buildings should not be any higher
- keep buildings lower along Dundas Street
- taller buildings would be appropriate
- building heights should be 14-16 stories, even 20+ stories as there is no low-rise residential impacted
- this area should be no different than Trafalgar Urban Core (in the North Oakville East Secondary Plan)
- to accommodate Province-mandated growth, we should explore allowing higher buildings – even up to 30 storeys
- use the hospital's height as a guide
- using the hospital height as a gauge, we may think of about 12 storeys*
- opportunity for increased height, given that the hospital is higher than 10 storeys*

(* Note – The hospital is 8 storeys, plus a mechanical penthouse. However, each storey is taller than a residential floor, and is equivalent to approximately a 15 storey residential building.)

7. Would taller buildings be appropriate in certain locations? If so, where?

- Bronte and Dundas
- near transit terminal
- put taller buildings on Bronte Road and along the south side of William Halton Parkway
- alongside the Natural Heritage System to allow the maximum number of condo residents to enjoy the view (and minimal shadow impacts)
- along Old Bronte Road overlooking the conservation area

8. What improvements or connections would make the broader Palermo Village area more inviting to pedestrians and cyclists? And specifically with respect to Dundas Street and Bronte Road?

- pedestrian connections across Bronte and Dundas
- need 2 pedestrian bridges: 1.) south Palermo to north Palermo @ Old Bronte Rd.; and, 2.) west side of Bronte Rd. to east side of Bronte Rd., north of Dundas Street – link to grocery
- improved connection along Old Bronte Road across Dundas Street
- more stop lights
- pedestrian priority
- something that can allow a person to cross major roads safely – green islands or other ideas
- elevated pedestrian connections
- underpass for pedestrians (wide and well-lit)
- strong cycling connection to the transit terminal
- bike lanes
- on-street cycling lanes that connect to trails
- on-road cycling options
- options for POPs (privately-owned public spaces)
- improved green connections
- placemaking and gathering spaces
- softscaping along the Old Bronte Rd. streetscape
- trees

9. Do you have any other comments or concerns? (e.g., heritage, transit, local roads)

- not realistic to connect with the south
- area is isolated, not reachable, has restricted access
- Bronte Road is a major barrier / problem
- streetscape plan will never work as envisioned
- most important is a connection between north and south
- please ensure sufficient off-street parking to facilitate shopping, restaurants
- concern over isolation of lands east of Bronte Road (north of Dundas Street); major barrier has isolated the east from (future) services to the west
- LPAT should sort out their ruling (re: outstanding appeals) before Town proceeds with their recommendations
- concern about the Natural Heritage System (“NHS”) designation and its basis (2000/2001 assessment, pre-OPA 198; 2006 Natural Heritage Inventory)
- clarify the process of incorporating the heritage buildings (i.e., make it simpler/easier)
- take retail operators’ needs into consideration (i.e., parking, design guidelines)
- provide flexibility in the policies
- preserve green space and plant trees
- church site to the west (ForestView Church) would like to have integrated trails through their site
- development should be sustainable
- look at Dundas Street and Mavis Road area (Mississauga); Home Depot, etc. + 5000 people – different approach
- need to engage younger people somehow
- concern about compatibility with future employment uses

- concern about car circulation – Dundas is very busy; signal timing at Bronte Road and William Halton Parkway is not good
- concern about losing businesses to Burlington



*Image: Looking west down Dundas Street from Grand Oak Trail
(Dundas Street is identified as a barrier for pedestrians)*

APPENDIX II – TRACKED CHANGES: PALERMO VILLAGE

Mark-up of the effect of the proposed Official Plan Amendment (OPA) on the text of section 22, Palermo Village, of the Livable Oakville Plan

Notes:

- This document is provided for information purposes only. It is not a comprehensive annotation of the effect of the proposed OPA on the Livable Oakville Plan. For accurate reference, please refer to the full text of the proposed OPA, which also modifies other sections of the Plan
- Text that is **bold and underlined** is new text to be inserted into the Livable Oakville Plan. Text that is crossed out ("~~strike through~~") is to be deleted from the Plan.

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 ~~is to be~~ will developed over a number of years with a mix of residential, ~~and~~ 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.

~~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 is planned to include an important ~~will contain a significant civic and public~~ presence with various ~~government, institutional, cultural, recreational and open space uses,~~ 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 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;:-
- 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 ~~existing conditions and heritage buildings and features~~ cultural heritage resources;
- c) providing attractive streetscapes through ~~attention to~~ the comprehensive design of the public realm; and built form, ~~and the~~ that establishes a strong 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~~ 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) an accessible park network integrated with other uses, which includes parks, parkettes and squares, all connected by the pedestrian scaled street system; and, (Note: moved to new subsection 22.2.3)~~
- ~~vi) v) streets and public spaces that have been defined by surrounding built form;~~
- ~~e) protecting the ecological health and integrity of the existing natural features; (Note: moved and modified in new subsection 22.2.3)~~
- ~~f) establishing components of the open space system that will connect with the broader area; and, (Note: moved and modified in new subsection 22.2.3)~~
- ~~g) protecting, conserving and enhancing cultural heritage resources and integrating them into new developments. (Note: moved to subsection 22.2.1)~~

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.**

~~22.2.3~~

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

- ~~a) identifying an appropriate site for the location of a transit terminal facility; (Note: moved and modified in subsection 22.2.1)~~
- ~~b) a) establishing and maintaining a road network system that provides high levels of accessibility and mobility to for all users;~~
- ~~c) b) protecting future ~~major~~ road and transit rights-of-way; and,~~
- ~~d) c) encouraging ~~travel~~ 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.

~~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.~~

22.3.1 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.

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.

22.3.2 Neighbourhood District

The Neighbourhood District is an established residential neighbourhood with a mix of housing forms, schools, parks and open spaces. There are limited

opportunities for physical change, but some *intensification* may occur as permitted by the applicable land use designations. Building heights and densities will provide a transition from the Main Street District to the surrounding lower-density residential communities.

22.3.3 Civic District

The Civic District will become a hub of activity generating uses and a destination for surrounding communities. The District is envisioned to include a transit terminal, community centre and library, as well as a food store and other commercial uses, offices, *major office* uses and high density residential uses. Development will be provided in a *transit-supportive, compact urban form* and should be within mixed use developments. Retail and service commercial uses throughout the District will be oriented toward public streets and spaces.

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

A network of public roads will be established to support the creation of a walkable community. A flexible street is envisioned adjacent to the community centre, which would provide opportunities for public gatherings and community events to enhance the civic function of the District.

22.3.4 Urban Neighbourhood District

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

22.4 Functional Policies

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

22.4.1 Transportation

- a) A transit terminal ~~facility~~ is required to serve inter-regional bus connections along Dundas Street, Bronte Road and Highway 407, and connect with local transit. The facility ~~may~~ shall be located ~~between Bronte Road and Old Bronte Road~~ on the north side of Dundas Street with direct pedestrian access to Dundas Street. It is also intended that this site ~~incorporate a variety of commercial and community uses~~ be integrated with development, and become an anchor for the

ongoing redevelopment of ~~Old Bronte Road as a main street~~ 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

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

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 Region 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.
- ~~b) r)~~ 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 below-grade or in an above-grade structure.~~ 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 ~~any~~ lot that may be used for surface parking ~~shall be approximately 50~~ 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) ~~Properties used primarily for the provision of parking, such as public parking facilities;~~ 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 ~~may use up to 75~~ 50 percent, of the lot for parking and must 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) Individual driveway access to Bronte Road or Dundas Street shall not be permitted.~~
- 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 Urban Design~~ (Note: new urban design section in 22.5)

- ~~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.~~
- ~~e) 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.~~

22.4.2 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, setbacks 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 ~~Growth Target~~ Minimum Density

~~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*.~~ 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 ~~pond will be required in the southeast~~ is identified on Schedule N1, ~~portion of Palermo Village, east of Grand Oak Trail~~ west of the Valleyridge Drive extension, on the lands designated Natural Area.

f) The ~~exact~~ final type, size and location of ~~this stormwater management facilities~~ facility will ~~shall~~ be determined ~~by the Town and Conservation Authority~~ through the ~~review of planning applications~~ *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, 22.6.3, 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 northwest 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.
- b) 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.

- c) 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.
- c) 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, 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.

22.5.1

22.6.1 ~~The~~ On 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.~~
- e) ~~b)~~ The minimum building height shall be ~~two~~ four storeys. ~~The maximum building height shall be eight storeys, except on corner sites it shall be 10 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)~~ e) Public parking facilities may also be permitted.
- e) ~~f)~~ f) South of Pine Glen Road, the following uses may also be permitted:
 - i) *multiple-attached dwellings;*
 - ii) ~~stand-alone~~ apartment buildings; and,

- 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.~~
- 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.

~~22.5.2 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 2 storeys and the maximum building height shall be 6 storeys.~~

22.6.2 On lands designated High Density Residential:

- a) The residential density shall be between 100 and 300 units per site hectare.
- b) South of Dundas Street West, the maximum building height shall be eight storeys, except on sites abutting Dundas Street West where it shall be 10 storeys.
- c) North of Dundas Street West, the maximum building height shall be eight storeys, except on corner sites where it shall be 16 storeys.
- d) *Multiple-attached dwellings* may only be permitted in conjunction with a *development* that includes an apartment building.

e) Retail and service commercial uses may also be permitted on the ground floor of apartment buildings oriented to the street.

~~22.5.3~~

22.6.3

On lands designated Medium Density Residential:

- a) The residential density shall be between 35 and ~~60~~ 100 units per *site hectare*.
- b) The maximum building height shall be ~~four~~ five storeys.

~~22.6~~

22.7

Palermo Village Exceptions – Schedule N₁

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

~~22.6.1~~

22.7.1

On the lands designated ~~Urban Centre south of Pine Glen Road~~ 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.

22.7

22.8

Implementation Policies

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

22.7.1

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.

~~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. (Note: moved to sub section 22.8.1 e)~~

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.

~~22.7.2 Bonusing~~

~~The Town may consider additional building height and/or density through an Official Plan amendment and in accordance with section 28.6.~~

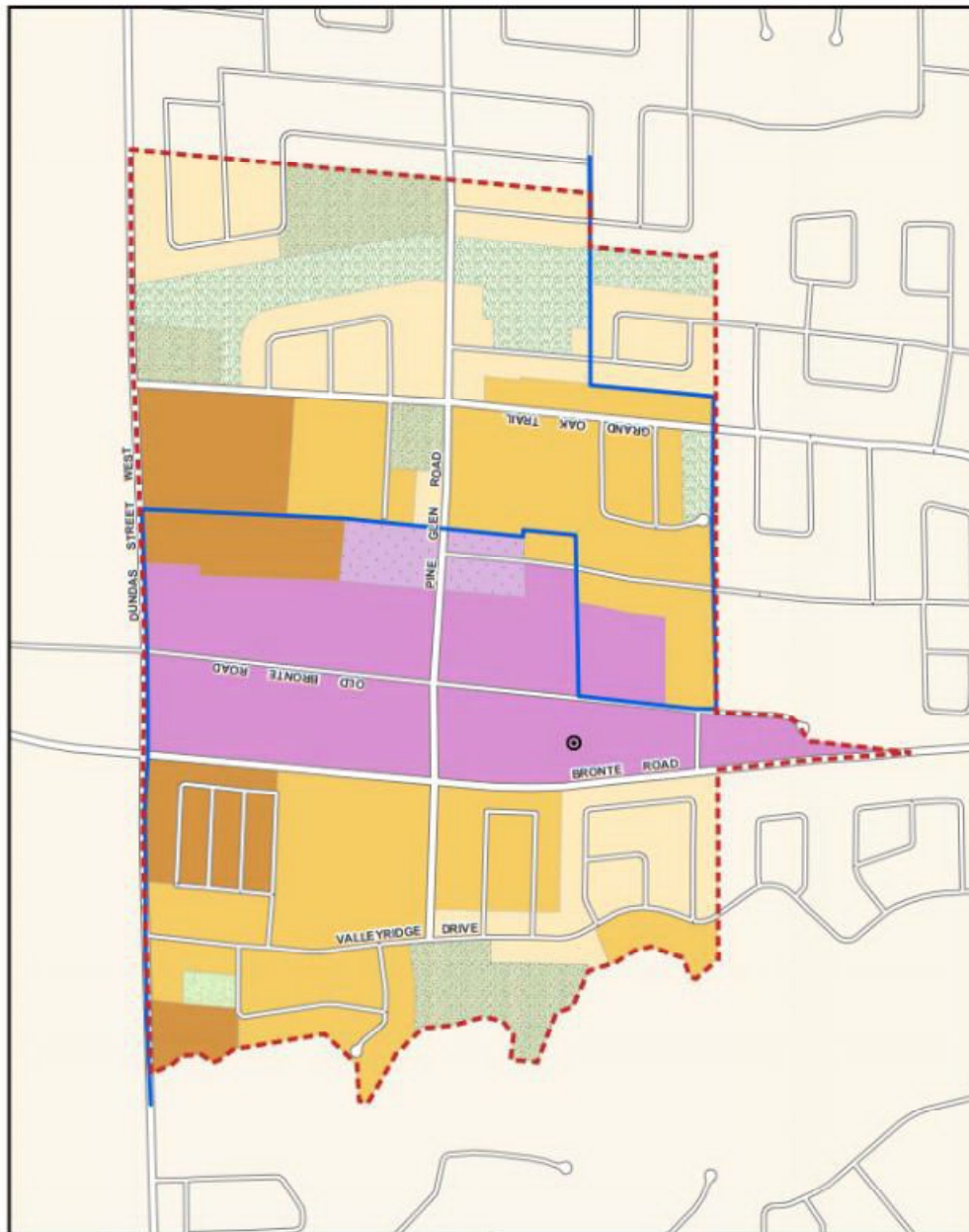
22.8.2 Landowners Agreement(s)

- 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.

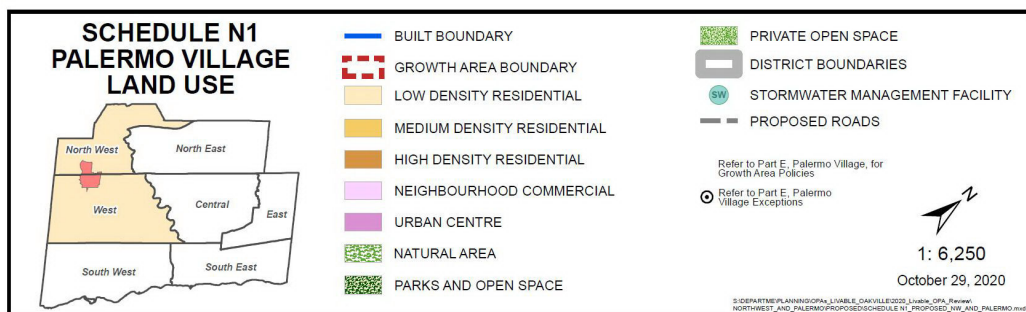
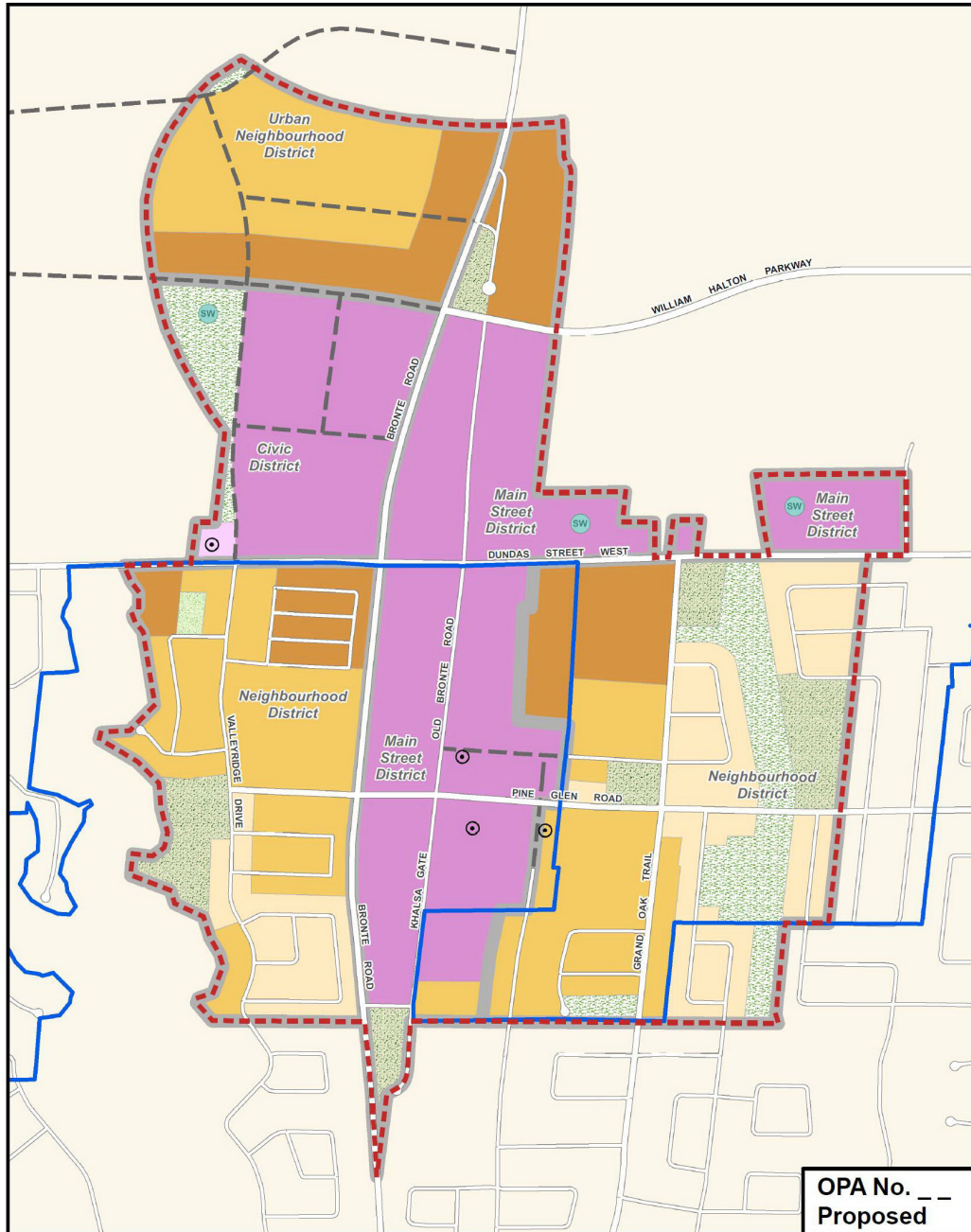
22.8.3 Programs and Initiatives

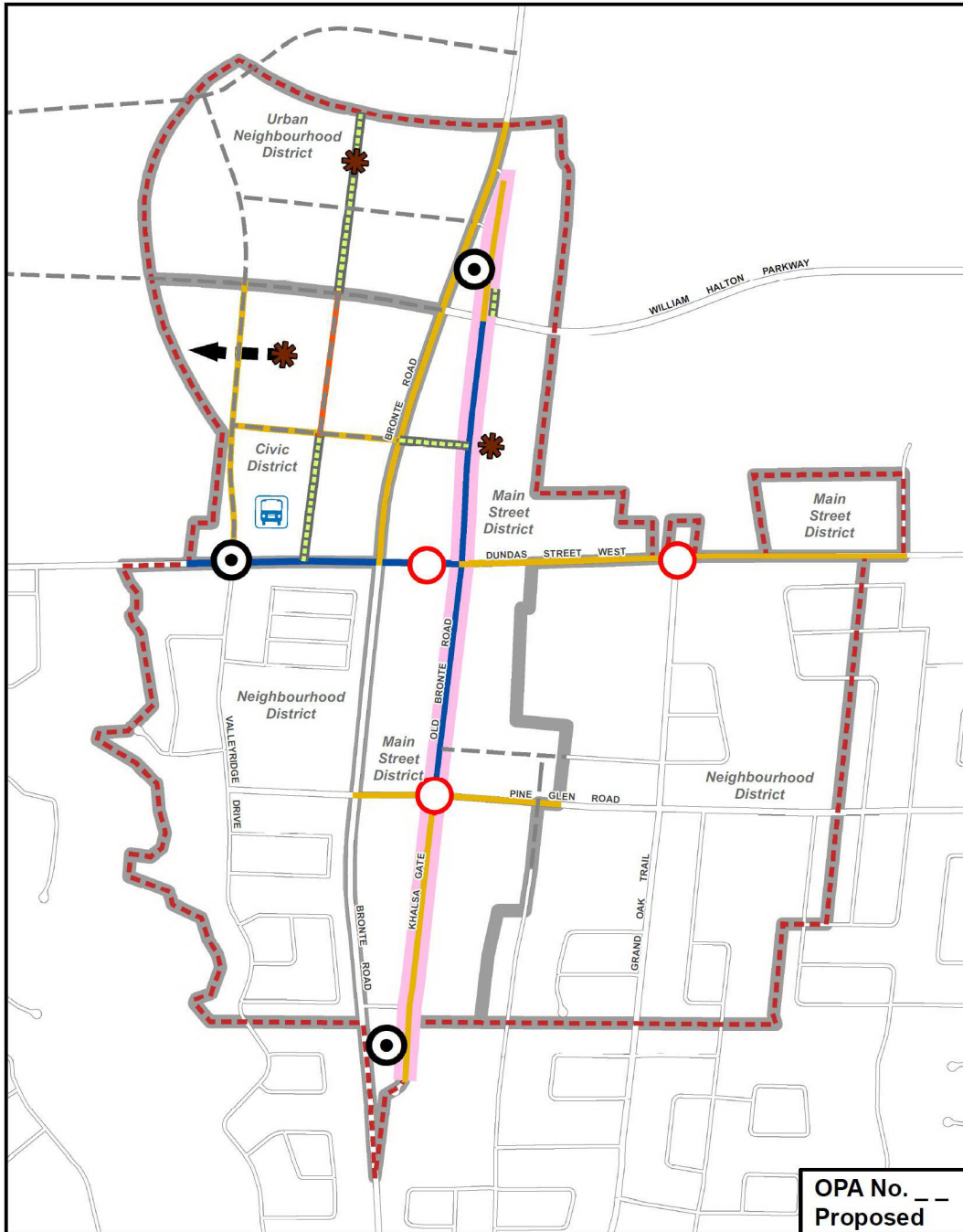
- a) The Town may encourage awareness and appreciation of Palermo Village through such activities as signage programs, tours and brochures, and will seek opportunities to partner with local community groups in these activities.
- b) The Town may develop a land acquisition strategy to confirm the location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

Existing Land Use Schedule



Proposed Schedules





OPA No. ---
Proposed

SCHEDULE N2 PALERMO VILLAGE URBAN DESIGN

	GROWTH AREA BOUNDARY		TRANSIT TERMINAL
	PRIMARY STREET		PEDESTRIAN CONNECTIONS
	SECONDARY STREET		VIEW CORRIDOR
	FLEXIBLE STREET		DISTRICT BOUNDARIES
	ENHANCED STREETSCAPE AREA		PROPOSED ROADS
	PARKS AND URBAN SQUARES		
	GATEWAY		
	ENHANCED FEATURE AREA		

1: 6,250
 October 29, 2020

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