

## APPENDIX C



OAKVILLE

DRAFT 11/02/2020

### THE CORPORATION OF THE TOWN OF OAKVILLE

#### BY-LAW NUMBER 2021-###

Official Plan Amendment No.xx

A by-law to repeal the 1984 Oakville Official Plan as it applies to the North Oakville West Secondary Plan Area (excluding the Hospital District) and amend the Livable Oakville Plan to incorporate new policies for that same area and an expanded Palermo Village growth area

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

WHEREAS it is deemed necessary to pass an amendment to repeal the 1984 Oakville Official Plan as it pertains to the North Oakville West Secondary Plan Area, excluding the Hospital District, and amend the Livable Oakville Official Plan to implement recommendations of the North Oakville West Secondary Plan Review and Palermo Village Growth Area Review;

#### COUNCIL ENACTS AS FOLLOWS:

1. For the purposes of this by-law:
  - a. "1984 Oakville Official Plan" means the Official Plan for the Oakville Planning Area adopted by the Council of The Corporation of the Town of Oakville on July 5, 1983 by By-law 1983-114, approved as modified by the Minister of Municipal Affairs and Housing on December 21, 1984 subject to certain referrals and deferrals, and as subsequently amended.
  - b. "North Oakville West Secondary Plan" means OPA 289 to the 1984 Oakville Official Plan, which was adopted by Council on May 25, 2009, and approved by the Ontario Municipal Board (now the Local Planning Appeal Tribunal) on November 21, 2009 subject to outstanding site-specific appeals in LPAT file #PL090614, and as subsequently amended.
  - c. "Livable Oakville Official Plan" and "Livable Oakville Plan" mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with

modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.

- d. “OPA 306” is an amendment to the North Oakville Secondary Plan that was adopted by Council on January 24, 2011 to introduce the Palermo Village North Urban Core, which remains subject to appeals to the Local Planning Appeal Tribunal in LPAT file #PL110155 and has not come into force.
  - e. “OPA 15” means Official Plan Amendment 15, Urban Structure, as adopted by Council on September 27, 2017 and modified by the Region of Halton, which remains subject to appeal to the Local Planning Appeal Tribunal in LPAT file # PL180580 and has not come into force.
2. The 1984 Oakville Official Plan is hereby repealed as it affects the lands identified in **Appendix “A”** to this by-law.
  3. OPA 306, and those portions of the North Oakville West Secondary Plan which remain subject to appeal and not in force are hereby repealed.
  4. The Livable Oakville Official Plan is hereby adopted as the Official Plan for the lands within the Town of Oakville identified in **Appendix “A”** to this by-law.
  5. Official Plan Amendment Number xx to the Livable Oakville Official Plan, attached as **Appendix “B”** to this by-law, is hereby adopted.
  6. Notwithstanding Section 2 of this by-law, the 1984 Oakville Official Plan shall remain in force, in whole or in part, in respect of any lands identified in **Appendix “A”** for which the approval of this Official Plan Amendment has not been granted until such time as the Official Plan Amendment receives approval under Section 17 of the *Planning Act* in respect of such lands.
  7. Pursuant to subsection 17(27) of the Planning Act, R.S.O. 1990, c.P.13, as amended, this Official Plan Amendment comes into effect upon the day after the last day for filing a notice of appeal if no appeal is filed pursuant to subsections 17(24) and (25). Where one or more appeals have been filed under subsection 17(24) and (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of.
  8. Notwithstanding Sections 5 and 7 of this By-law, amendments to the Livable Oakville Plan described in Part 2, Section C, of this amendment shall not come into force until and unless OPA 15 receives approval under Section 17 of the *Planning Act*.

9. That staff be directed to request the Local Planning Appeal Tribunal to dispose of the appeals to OPA 289 (PL#090614) and OPA 306 (PL#110155) and administratively close their files.
  
10. The Regional Municipality of Halton, being the Approval Authority, having declared this Official Plan Amendment to be not exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Official Plan Amendment Number xx.

PASSED this \_\_ day of \_\_\_\_\_, 2021

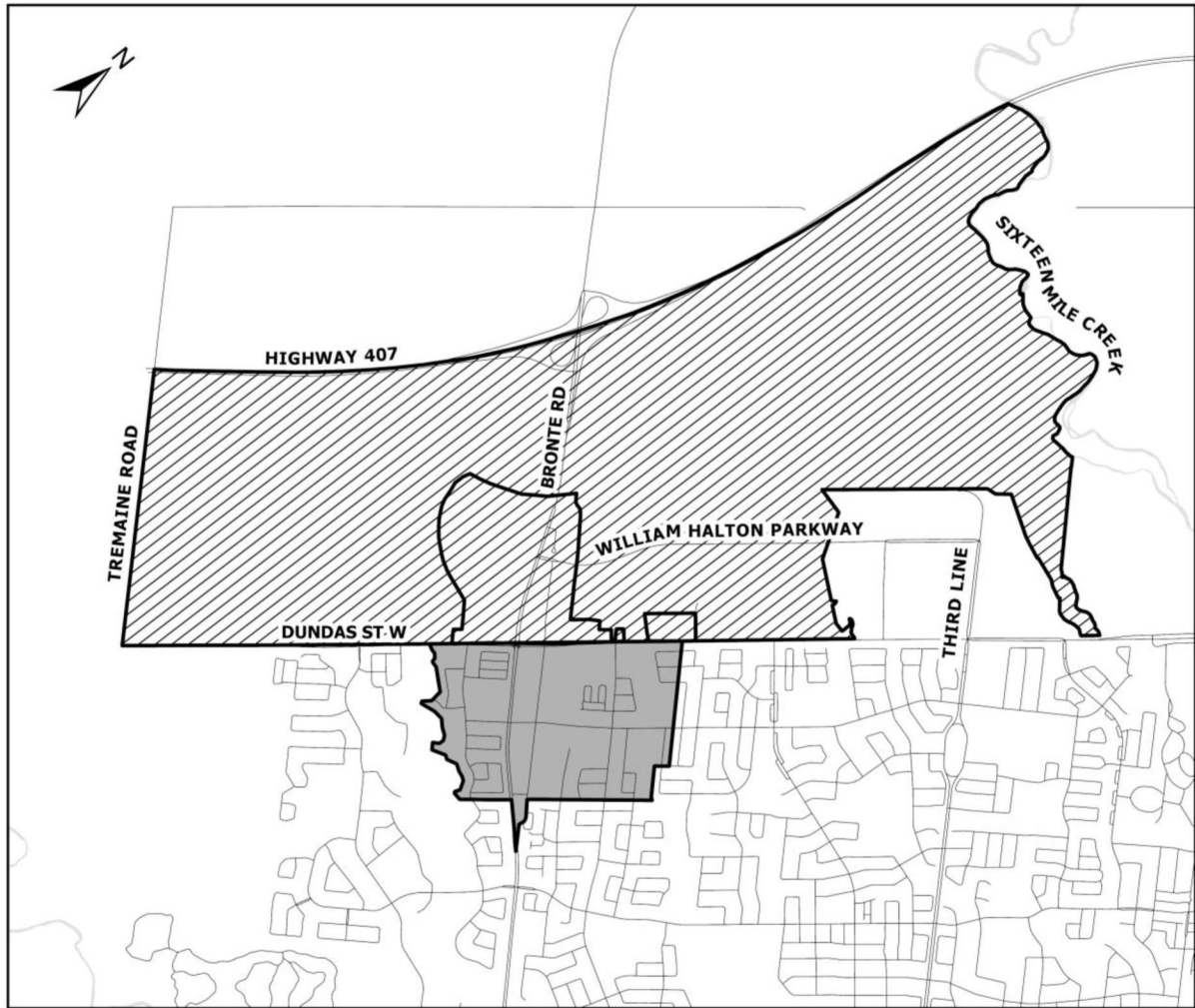
\_\_\_\_\_ MAYOR



\_\_\_\_\_ CLERK

DRAFT

**APPENDIX "A" to By-law 2021-###**

Lands subject to amendments to 1984 Oakville Official Plan and the Livable Oakville Plan



-  Lands to be removed from the 1984 Oakville Official Plan and added to the Livable Oakville Official Plan
-  Lands within the Livable Oakville Official Plan affected by the amendment to the Livable Oakville Official Plan

**APPENDIX “B” to By-law 2021-###**  
Official Plan Amendment Number xx  
to the Town of Oakville’s Livable Oakville Plan

**Constitutional Statement**

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

**Part 1 – Preamble**

**A. Subject Lands**

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

- the lands between Dundas Street and Highway 407, from Tremaine Road to Sixteen Mile Creek, excluding the Hospital District and lands within the North Oakville East Secondary Plan area; and,
- the existing Palermo Village Growth Area south of Dundas Street at Bronte Road, which is proposed to be expanded north of Dundas Street.

**B. Purpose and Effect**

The purpose of the proposed amendment is to move the North Oakville West Secondary Plan area (other than the Hospital District) 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 is to:

- update schedules to include the North Oakville West Secondary Plan area, other than the Hospital District, as part of the Livable Oakville Plan area, based on previously applicable policies and schedules of the North Oakville West Secondary Plan, including a new “Schedule B2, North West Natural Heritage System Key Areas”
- introduce a new “Schedule K, North West Land Use” to apply land use designations from the Livable Oakville Plan including Business Employment, Natural Heritage System, and Parks and Open Space, and identify future roads

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

### **C. Background and Basis**

- The town’s Official Plan Review was launched at a Special Public Meeting on May 15, 2015. At that time, the staff report stated, “The intent of the Official Plan Review is to consolidate and harmonize the town’s official plan documents under the Livable Oakville Plan and to ensure conformity with current and updated provincial legislation, the Halton Region Official Plan and Regional Official Plan Amendment No. 38 (ROPA 38).
- As part of the ongoing Regional Official Plan Review, Halton Region is determining how to accommodate forecasted population and employment growth in the region to 2051. This work is being conducted through the Region’s Integrated Growth Management Strategy (IGMS) project. The

identification of Strategic Growth Areas is an important component of the Region's overall growth management strategy. The work being completed through the town's Official Plan Review provides detailed analysis of local priorities for accommodating future growth in support of Halton Region's Municipal Comprehensive Review (MCR).

- Policy Planning staff has been advancing the Official Plan Review work program (e.g., Urban Structure Review, Employment and Commercial Review, Main Street Growth Area Reviews, North Oakville Secondary Plans Review), while also responding to an evolving Provincial policy regime (e.g., 2017 Growth Plan, 2017 Greenbelt Plan, 2020 Growth Plan (Office Consolidation), Bill 108, Bill 197, 2020 Provincial Policy Statement).
- Council adopted Official Plan Amendments 15, 317 and 318 for a town-wide Urban Structure on September 27, 2017. The town-wide Urban Structure provides for the long-term protection of natural heritage, public open space and cultural heritage resources, maintains the character of residential areas and is the foundation to direct growth to identified nodes and corridors.
- The town-wide Urban Structure is shown on Schedule A1, Urban Structure, in OPA 15 and identifies the North Oakville West Secondary Plan lands broadly as "Natural Heritage System", "Employment Areas" and "Parks and Open Space".
- Palermo Village, at the intersection of Bronte Road (Regional Road 25) and Dundas Street (Regional Road 5), has long been envisioned as a node for employment and residential development. It is intended to develop into a high density, transit supportive, mixed use area and contribute to a complete community. The town-wide Urban Structure in OPA 15 identifies the existing Palermo Village Growth Area on the south side of Dundas Street. It also identifies both Bronte Road and Dundas Street as "Regional Transit Priority Corridor" and all four quadrants of the intersection as "Proposed Regional Transit Node" and "Nodes and Corridors for Further Study".
- The proposed official plan amendment implements the findings of both the Palermo Village Growth Area Review and staff's review of the North Oakville West Secondary Plan by:
  - moving the North Oakville West Secondary Plan area (other than the Hospital District) from the 1984 Oakville Official Plan to the Livable Oakville Plan;
  - incorporating policies for those lands into the Livable Oakville Plan;
  - and,

- establishing modified policies for an expanded Palermo Village Growth Area, including the former OPA 306 lands and additional lands north of Dundas Street West.
- Additional details are provided in the staff report entitled “Public Meeting Report – Town-initiated Official Plan Amendment – The North West Area and Palermo Village, Excluding the Hospital District (File No. 42.24.23)”, which may be found on the Town of Oakville Planning and Development Council agenda for November 23, 2020. The report sets out:
  - relevant background information with respect to the 1984 Oakville Official Plan, the Livable Oakville Plan, and the town’s Official Plan Review; and,
  - the basis for the proposed Official Plan Amendment, including Provincial policy updates, the Regional Official Plan Review (municipal comprehensive review), OPA 15 to the Livable Oakville Plan (Urban Structure), the North Oakville West Secondary Plans Review, and the Palermo Village Growth Area Review.

**Part 2 – The Amendment**

**A. Text Changes – General**

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

Note: This Official Plan Amendment proposes changes that would be subsequent to those proposed through the Hospital District Official Plan Amendment (File No. 42.15.17).

Item No.	Section	Description of Change
<b>PART A: INTRODUCTION</b>		
1.	<b>1.1(a)</b> THE LIVABLE OAKVILLE PLAN, Purpose	Delete and replace subsection (a) as follows: a) <u>establishes the desired land use pattern for the lands within the Town, excluding the North Oakville East Secondary Plan Area</u>
2.	<b>1.2.11</b> THE LIVABLE OAKVILLE PLAN, Plan Organization	Delete and replace the first sentence only as follows: <u>The North Oakville East Secondary Plan is not part of this Plan and provides a separate policy framework with a land use pattern and policies for the lands not subject to the Livable Oakville Plan.</u>



Item No.	Section	Description of Change
<b>PART C: MAKING OAKVILLE LIVABLE (GENERAL POLICIES)</b>		
3.	<b>8.3</b> TRANSPORTATION, Functional Road Classifications	Insert rows into Table 4: Functional Classification of Roads as provided in <b>Attachment 2</b> .  Also in Table 4: Functional Classification of Roads, modify the first cell of the last row as follows:  <u>Local Roads, south of Dundas Street</u>
4.	<b>8.8.5 [New]</b> TRANSPORTATION, Environmental Assessments	Insert a new policy in Section 8.8 as follows:  <u>Proposed transportation facilities north of Dundas Street crossing a Core or Linkage Preserve Area, Glenorchy Conservation Area, or a High or Medium Constraint Stream Corridor Area, for which and environmental assessment has not been completed, shall require completion of a study demonstrating that impacts to the natural environment and the function of the facility are appropriately balanced.</u>
5.	<b>8.9.10 [New]</b> TRANSPORTATION, Transit	Insert a new policy in Section 8.9 as follows:  <u>The transit service concept identified on Schedule C for the lands north of Dundas Street shall be used as a basis for the development of the Transit Plan and individual transit facility plans.</u>
6.	<b>8.17 [New]</b> TRANSPORTATION, Roads North of Dundas Street	Insert a new Section 8.17, Roads North of Dundas Street, as provided in <b>Attachment 2</b> .
7.	<b>10.11 [New]</b> SUSTAINABILITY, Natural Heritage System North of Dundas Street	Insert a new Section 10.11, Natural Heritage System North of Dundas Street, as provided in <b>Attachment 2</b> , and renumber the remainder of Section 10 accordingly.
<b>PART E: GROWTH AREAS, SPECIAL POLICY AREAS AND EXCEPTIONS</b>		
8.	<b>27.7.7 [New]</b> SPECIAL POLICY AREAS, North West Area	<i>Note: OPA 27 (Speers Road Corridor) previously modified the policies in Part E, Section 26, Special Policy Areas, of the Livable Oakville Plan. Further, Section 26, Special Policy Areas, is proposed to be renumbered as Section 27 by the Hospital District OPA.</i>  Insert a new Section 27.7.7, North West Area, as provided in <b>Attachment 2</b> to this Official Plan Amendment.
9.	<b>22</b> PALERMO VILLAGE	Delete Part E, Section 22, Palermo Village, in its entirety and replace it with the new Section 22, Palermo Village, policies provided in <b>Attachment 3</b> to this Official Plan Amendment.

Item No.	Section	Description of Change
10.	<b>28.6 [New]</b> EXCEPTIONS, North West Exceptions – Schedule K	<i>Note: Section 27, Exceptions, is proposed to be renumbered as Section 28 by the Hospital District OPA.</i>  Insert a new Section 28.6, North West Exceptions – Schedule K, as provided in <b>Attachment 2</b> to this Official Plan Amendment.
<b>PART F: IMPLEMENTATION AND INTERPRETATION</b>		
11.	<b>29.1.3 [New]</b> IMPLEMENTATION, Zoning By-laws	<i>Note: Section 28, Implementation, is proposed to be renumbered as Section 29 by the Hospital District OPA.</i>  Insert a new policy in Section 29.1 as follows:  <u>A comprehensive zoning by-law shall be implemented, applicable to all lands subject to the Livable Oakville Plan.</u>
<b>OTHER</b>		
12.	Miscellaneous	Replace any references to “Schedule B” throughout the Plan to “Schedule B1”.
13.	Miscellaneous	Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications above.
14.	Miscellaneous	Italicize all defined terms within any new text added to the Livable Oakville Plan through the modifications above.

## B. Schedule Changes

1. This Official Plan Amendment includes the modifications to the schedules to the Livable Oakville Plan as shown in **Attachment 4**.

*Note: The proposed Hospital District OPA proposes that a revised “Schedule K, North West” replace “Schedule K, 407 North”, and that the key maps on all relevant schedules of the Livable Oakville Plan be amended to show the new boundary of “Schedule K, North West.”*

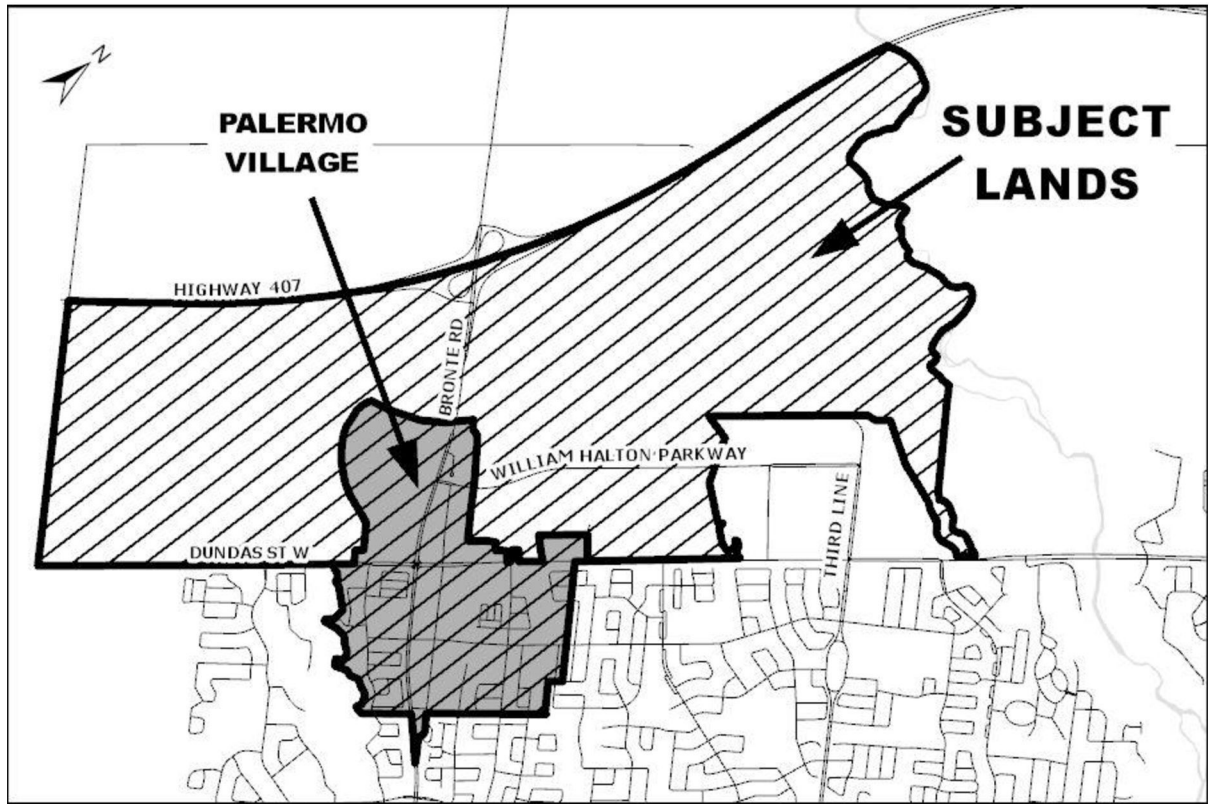
## C. Changes to Livable Oakville Plan as amended by OPA 15, Urban Structure (not in force)

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

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

DRAFT

ATTACHMENT 1 to OPA xx – Subject Lands



## ATTACHMENT 2 to OPA XX – North West Area Policies

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

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

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

**8.17 Roads North of Dundas Street**

8.17.1 Avenue and Connector/Transit Corridors

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

8.17.2 Local Roads

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

8.17.3 Lanes, Hybrid Roads and Service Roads

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

iv) to provide along lanes, where feasible, a varied streetscape.

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

**10.11 Natural Heritage System North of Dundas Street**

10.11.1 The Natural Heritage System shall be implemented in accordance with the overall concept and objectives of the applicable subwatershed study.

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

- a) Core Preserve Areas that include key natural features and areas, required buffers and adjacent lands intended to protect the function of natural features and to ensure the long term sustainability of the Natural Heritage System
- b) Linkage Preserve Areas that include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage System
- c) Glenorchy Conservation Area includes an area which the Province of Ontario has identified for restoration and enhancement and which will be managed by Conservation Halton. This area provides a link between the 16 Mile Creek and the Core Preserve Area to the west of the Creek
- d) High Constraint Stream Corridor Areas that include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas
- e) Medium Constraint Stream Corridor Areas that include certain watercourses and adjacent riparian lands, including buffers measured from the stable top-of-bank or meander belts. These areas are located primarily inside Core and Linkage Preserve Areas, but are also found outside such areas
- f) Other Hydrological Features including Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.

- 10.11.3 The boundaries of the Core and Linkage Preserve Area, Glenorchy Conservation Area, and High Constraint Stream Corridor Area designations shall be maintained generally in accordance with the designations on Schedule B2 and the applicable subwatershed study.
- 10.11.4 The location and boundaries of the Medium Constraint Stream Corridor Area designations on Schedule B2 shall be determined in accordance with the directions established in the applicable subwatershed study and the required
- 10.11.5 In addition to the High and Medium Constraint Stream Corridor Areas of the Natural Heritage System identified in Schedule B2, other hydrological features have also been identified and are shown on Schedule B2. These features are also part of the Natural Heritage System to the extent they are maintained after *development* occurs. They are subject to the following:
- a) The other hydrological features identified on Figure NOW3 include Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.
  - b) These features require protection for hydrological reasons, and their protection will also have ecological benefits. The features shall be managed in accordance with directions established in the applicable subwatershed study. In particular:
    - i) Where watercourses are designated as Low Constraint Stream Corridor Area on Schedule B2, the streams do not need to be maintained, but the function of the watercourse must be maintained in accordance with the directions established in the applicable subwatershed study;
    - ii) Other watercourses do not need to be maintained, although stream density targets established in the applicable subwatershed study must be met;
    - iii) Hydrologic Features A as designated on Schedule B2 form part of High Constraint and Medium Constraint Stream Corridor Areas and serve a key hydrological purpose. If a Medium Constraint Stream Corridor Area in which a Hydrologic Feature A is located is to be moved or rehabilitated, it is intended that the Hydrologic Feature A will be reconstructed in the relocated or rehabilitated stream corridor such that the form and function of the Hydrologic Feature A is retained or enhanced. The reconstruction of the Hydrologic Feature A shall be carefully considered through a detailed hydrological and hydrogeological assessment as part of the Environmental



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

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

10.11.6 Roads and related utilities permitted in the Natural Heritage System shall:

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

4. Insert a new Section 28.6, North West Exceptions – Schedule K, as follows:

**28.6 North West Exceptions – Schedule K**

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

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

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

5. Insert a new Section 27.7, North West Area, as follows:

**27.7 North West Area**

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

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

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

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

27.7.1 Vision

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

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

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

## 27.7.2 Objectives

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

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

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

### 27.7.3 Development Concept

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

#### a) Natural Heritage and Open Space System

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

#### b) Employment Areas

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

### 27.7.4 Functional Policies

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

#### a) Cultural Heritage

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

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

b) Urban Design

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

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

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

- iii) Changes to the number or location of stormwater management facilities in accordance with the applicable subwatershed study may be permitted without amendment to this Plan.
- iv) Stormwater management facility sites and development standards shall be consistent with the policies of this Plan and in accordance with the applicable subwatershed study and any approved Environmental Implementation Report and Functional Servicing Study.

#### 27.7.5 Land Use Policies – General

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

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

Constraint Stream Area designations in conformity with the policies of this Plan.

- Stormwater management ponds shall be discouraged within 100m of Dundas Street.
- ii) educational facilities, day care centres except in employment areas;
- iii) home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;
- iv) public service facilities;
- v) temporary sale pavilion

#### 27.7.6 Land Use Policies – Natural Heritage System

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

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



- vi) roads and related utilities crossings identified on Schedule C and/or Schedule K, provided structures are located outside High Constraint Stream Corridor Areas identified on Schedule B2;
- vii) expansions to existing water and wastewater services;
- viii) passive recreation features such as trails provided they are located adjacent to the boundary of Linkage Preserve Areas identified on Schedule B2, or located within the buffer or feature of Sixteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment;
- ix) stormwater management facilities located outside Core Preserve Areas identified on Schedule B2 and the Glenorchy Conservation Area;
- x) stormwater management facilities located in or adjacent to High and Medium Constraint Stream Corridor Areas, which are not located within Linkage Preserve Areas as identified on Schedule B2, provided they are:
  - outside the 100 year floodline;
  - outside the meander belt allowance;
  - outside the erosion/access allowance;
  - outside the confined valley; and,
  - there is no loss of flood storage or conveyance;
- xi) grading for lots, roads and public facilities adjacent to the Natural Heritage component of the system.

#### 27.7.7 Land Use Policies – Business Employment

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

- a) The following uses may be permitted on lands designated Business Employment that do not abut the Hospital District, Palermo Village, Tremaine Road, Dundas Street, Bronte Road or Highway 407:
  - i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling

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

#### 27.7.8 Land Use Policies – Parks and Open Space

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

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

#### 27.7.9 Implementation Policies

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

- a) Planning applications and supporting technical studies shall have regard for implementation guidelines and terms of reference, including:
  - i) the applicable Zoning By-law;

- ii) Town master plans, including:
    - North Oakville Urban Design and Open Space Guidelines
    - North Oakville Secondary Plan, Transit Plan
    - The Parks, Recreation, Culture and Library Master Plan
    - North Oakville Trails Plan
    - North Oakville Urban Forest Strategic Management Plan
  - iii) the applicable subwatershed study, including the North Oakville Creeks Subwatershed Study Implementation Report;
  - iv) Environmental Implementation Report and Functional Servicing Study, Terms of Reference; and,
  - v) Transportation Impact Studies and Transportation Functional Design Studies, Terms of Reference.
- b) *Development of employment areas* and parkland in the North West Area shall be permitted to proceed unphased subject to the availability of physical services and suitable urban infrastructure such as water, wastewater collection and treatment facilities, fire and ambulance protection and transportation.
- c) Requirement for an Area Design Plan
- i) Prior to the *development* of any sub-area within the *employment area*, the Town shall determine the need for an area design plan as part of a complete application.
  - ii) The need for an area design plan shall be based on whether plans of subdivision or other planning applications for the affected lands are:
    - generally consistent with Schedule K; and
    - after consultation with affected landowners, based on boundaries created by Arterial, or Avenue roads or natural features, provided that a sub-area includes adjacent *employment areas*.
  - iii) Where such plans of subdivision or other planning applications are determined to be generally consistent with Schedule K, planning applications may proceed without the requirement for of an area design plan.
  - iv) Where proposed plans of subdivision or other planning applications for the area are not generally consistent with Schedule K, the Town shall

require the completion of an area design plan, prior to draft plan approval of any plans of subdivision or approval of other planning applications in the sub-area identified.

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

f) Landowner Agreements

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

## ATTACHMENT 3 to OPA XX - Palermo Village Growth Area Policies

### 22. PALERMO VILLAGE

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

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

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

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

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

#### 22.1 Goal

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

#### 22.2 Objectives

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

##### 22.2.1 To develop a balanced Growth Area by:

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

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

22.2.2 To ensure high quality urban design by:

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

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

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

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

### 22.3 Development Concept

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

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

#### 22.3.1 Main Street District

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

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

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



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

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

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

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

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

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

#### 22.4.2 Cultural Heritage

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

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

#### 22.4.3 Minimum Density

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

#### 22.4.4 Stormwater Management

- a) *Development* within Palermo Village shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town and Conservation Authority.
- b) Stormwater management shall not increase risk to downstream flood prone areas.
- c) Stormwater management shall take into consideration the ecological sensitivity of Fourteen Mile Creek.
- d) Best management practices, including low impact *development*, shall be required.
- e) A location for a new stormwater management facility is identified on Schedule N1, west of the Valleyridge Drive extension, on the lands designated Natural Area.
- f) The final type, size and location of stormwater management facilities shall be determined through the *development* process.
- g) Where stormwater management facilities are not required on the lands designated Natural Area, medium density and high density residential uses may be permitted without amendment to this Plan, in accordance with section 22.6.2, 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 north-west of Bronte Road and Dundas Street;
  - ii) a range of building and unit types and sizes to accommodate a variety of households; and,
  - iii) a mix of medium and high density housing.
- b) Residential developments and buildings shall be designed to accommodate various household sizes and include:
  - i) storage for use by the unit occupant;
  - ii) operable windows;
  - iii) balconies or terraces, and common outdoor amenity areas; and,
  - iv) common indoor amenity areas.

### 22.5 Urban Design

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

#### 22.5.1 General

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

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

#### 22.5.2 Visual and Physical Access

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



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

### 22.5.3 Streetscapes

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

### 22.5.4 Pedestrian Access and Circulation

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

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

#### 22.5.5 Gateways and Enhanced Feature Areas

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

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

#### 22.5.6 Parks and Urban Squares

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

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

#### 22.5.7 Built Form

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

### 22.6 Land Use Policies

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

#### 22.6.1 On lands designated Urban Centre:

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

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

22.6.2 On lands designated High Density Residential:

- a) 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.

22.6.3 On lands designated Medium Density Residential:

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

## **22.7 Palermo Village Exceptions – Schedule N1**

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

22.7.1 On the lands designated Neighbourhood Commercial at Dundas Street West and Valleyridge Drive, a motor vehicle service station may also be permitted.

22.7.2 On the lands designated Medium Density Residential, south of Pine Glen Road and east of the Baronwood Drive extension, detached and semi-detached dwellings may also be permitted with a minimum density of 20 units per site hectare.

22.7.3 The lands designated Urban Centre, south of Pine Glen Road and known as 2403 and 2417 Khalsa Gate, are subject to the following additional policies:

- a) Surface parking associated with a place of worship may be permitted on greater than 50 percent of the lot when appropriately sited and screened to minimize the view of the surface parking from the street.
- b) The expansion of the place of worship or surface parking area shall be subject to site plan approval and shall provide for enhanced streetscape improvements along Khalsa Gate as identified on Schedule N2, and the dedication of the proposed road, as shown on Schedule N1, to the Town.

22.7.4 The lands designated Urban Centre, north of Pine Glen Road and known as 2451 Old Bronte Road, are subject to the following additional policies:

- a) Building heights shall transition down in height toward the Neighbourhood District to a maximum building height of four storeys adjacent to the Low Density Residential and Medium Density Residential land use designations.
- b) *Multiple-attached dwellings* may be permitted adjacent to the Neighbourhood District.
- c) Stand-alone residential buildings may be permitted which do not have frontage on Old Bronte Road.

## 22.8 Implementation Policies

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

### 22.8.1 Phasing/Transition

- a) *Development* will likely occur gradually over the long-term and be coordinated with the provision of *infrastructure*, including:
  - i) transit, including a transit terminal;
  - ii) road network capacity;
  - iii) pedestrian and cycling facilities;
  - iv) water and wastewater services;
  - v) stormwater management facilities;
  - vi) streetscape improvements; and,
  - vii) *utilities*.
- b) Initial phases of *development* shall not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form.
- c) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a *development* concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the initial phases of *development*, such as the location of roads, will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required transit and *public service facilities*. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:
  - i) the size and location of parks, village squares, and urban squares;

- ii) the size and location of *public service facilities*, transit terminal and facilities;
  - iii) the location, size and general configuration of stormwater management facilities;
  - iv) the detailed road pattern including on-street parking and streetscape/public realm enhancements;
  - v) the specific boundaries of designations;
  - vi) the location, alignment and boundaries of the natural heritage system including linkage areas;
  - vii) coordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan, and:
  - viii) the density and distribution of built form, building heights, and housing types.
- d) Where the planned scale of *development* is not feasible on an individual property within Palermo Village, property consolidation shall be required.
  - e) The uses and buildings that legally existed prior to the adoption of this Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Plan.

#### 22.8.2 Landowners Agreement(s)

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



22.8.3 Programs and Initiatives

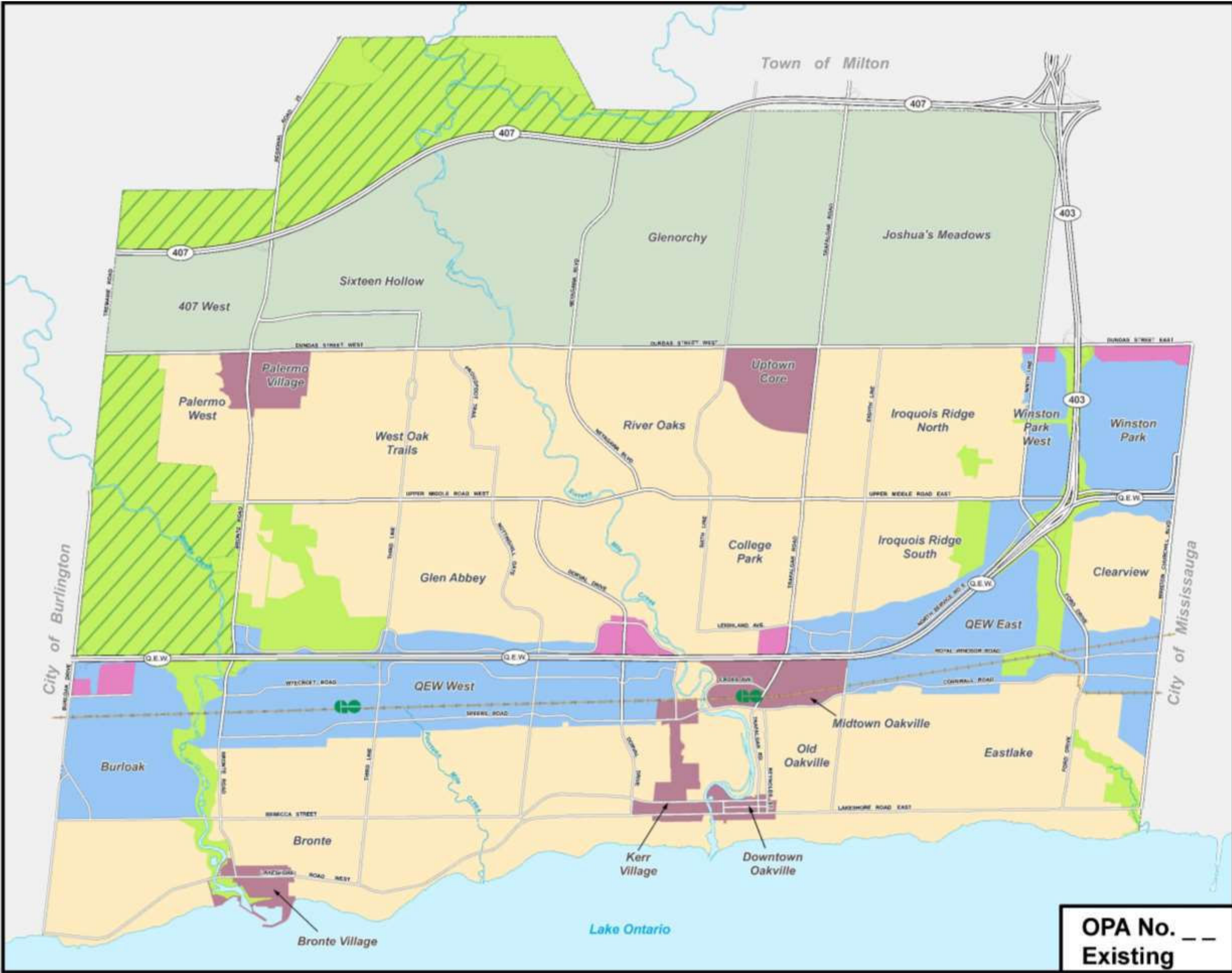
- a) The Town may encourage awareness and appreciation of Palermo Village through such activities as signage programs, tours and brochures, and will seek opportunities to partner with local community groups in these activities.
- b) The Town may develop a land acquisition strategy to confirm the location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

DRAFT

**ATTACHMENT 4 to OPA XX – Schedule Changes**

DRAFT

# SCHEDULE A1 URBAN STRUCTURE



- RESIDENTIAL AREAS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- GROWTH AREAS
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION

NOTE: This Schedule does not represent land use designations



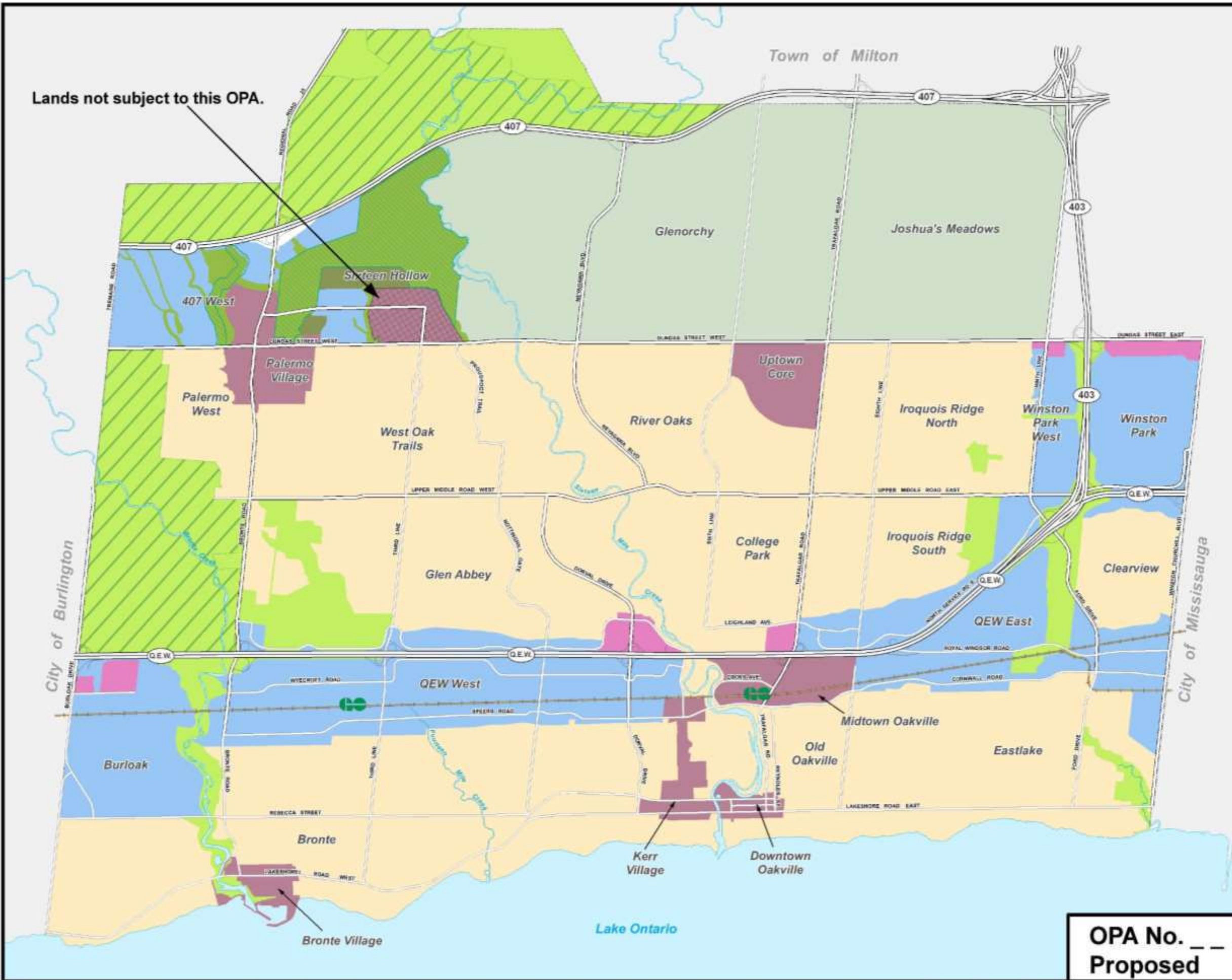
1:50,000  
July 27, 2020

**OPA No. --**  
**Existing**

© DEPARTMENT OF PLANNING AND DEVELOPMENT, LAKESHORE REGION, LAKESHORE OPP REVIEW, NORTHWEST AND PALERMO EXISTING SCHEDULE A1, EASTING, NW, AND PALERMO

# SCHEDULE A1 URBAN STRUCTURE

Lands not subject to this OPA.



- RESIDENTIAL AREAS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- GROWTH AREAS
- PARKWAY BELT
- GREENBELT
- REGIONAL NATURAL HERITAGE SYSTEM - NORTHWEST
- GREENBELT - URBAN RIVER VALLEY
- PARKS AND OPEN SPACE - NORTHWEST
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION

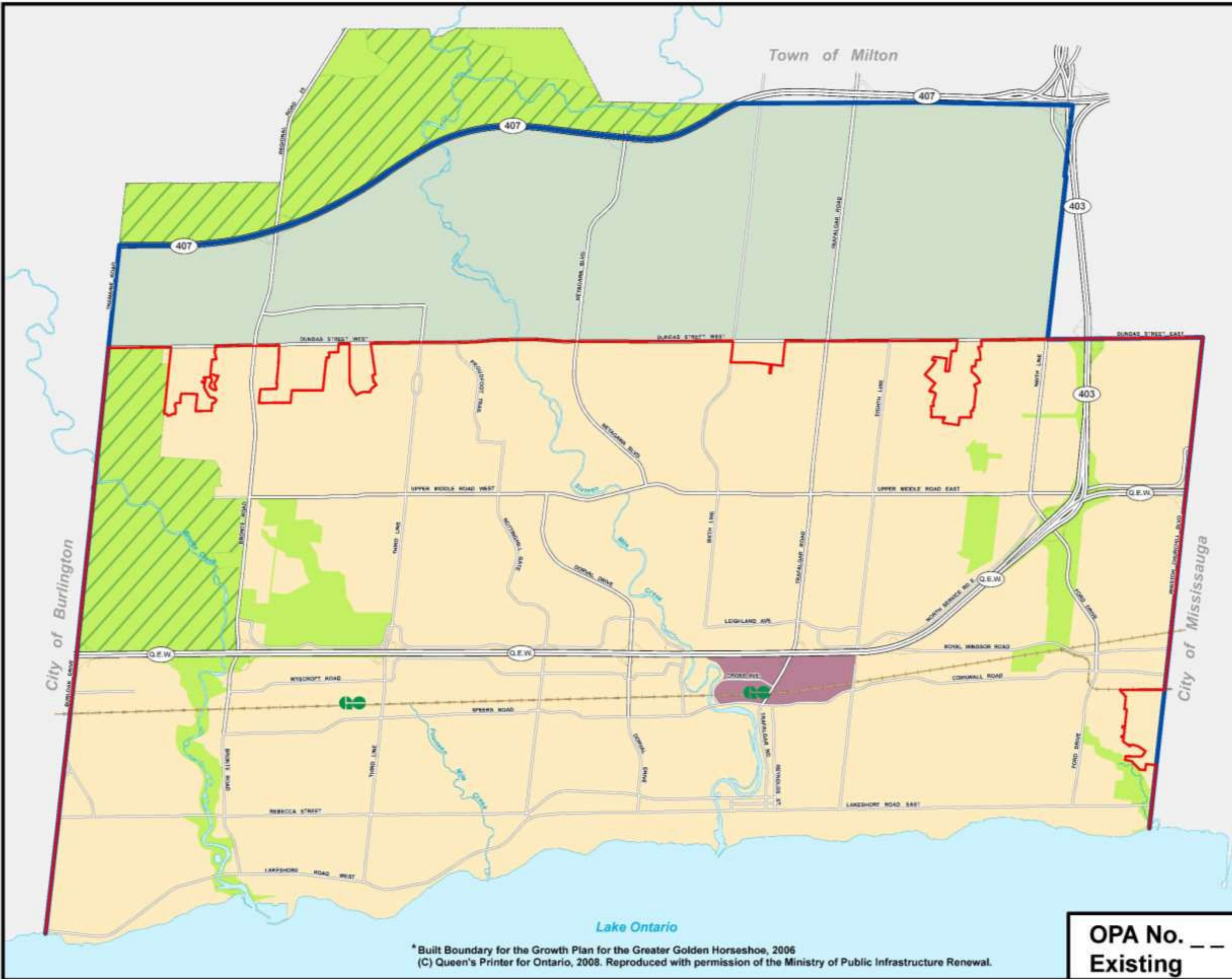
NOTE: This Schedule does not represent land use designations











1:50,000  
October 29, 2020

**OPA No. \_\_**  
**Proposed**

# SCHEDULE A2 BUILT BOUNDARY & URBAN GROWTH CENTRE



-  BUILT BOUNDARY\*
-  URBAN AREA
-  MIDTOWN OAKVILLE URBAN GROWTH CENTRE
-  PARKWAY BELT
-  GREENBELT
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
-  RAILWAY LINE
-  MAJOR TRANSIT STATION

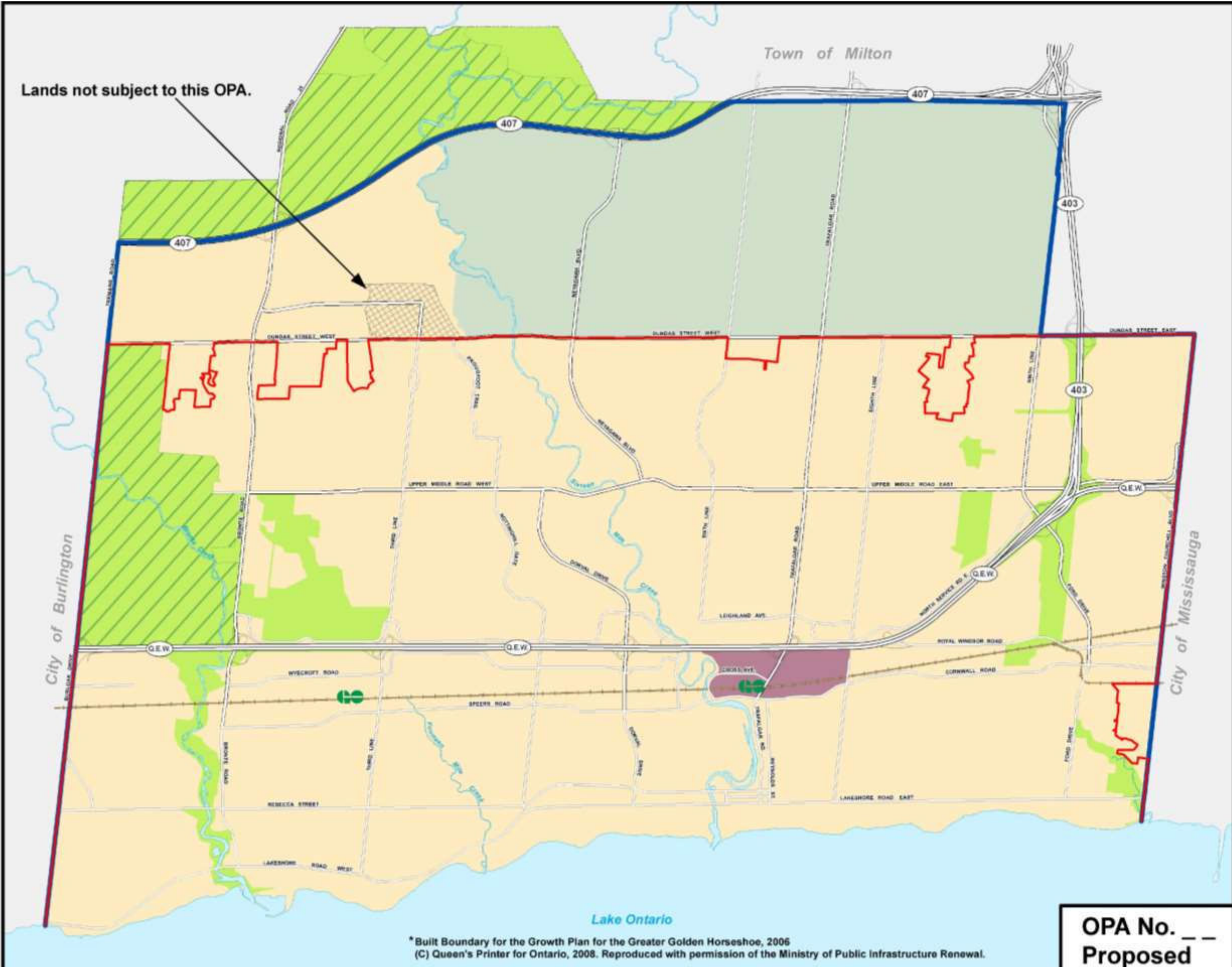


1:50,000  
July 27, 2020

OPA No. \_\_  
Existing

\* Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006  
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry of Public Infrastructure Renewal.

Lands not subject to this OPA.



# SCHEDULE A2 BUILT BOUNDARY & URBAN GROWTH CENTRE

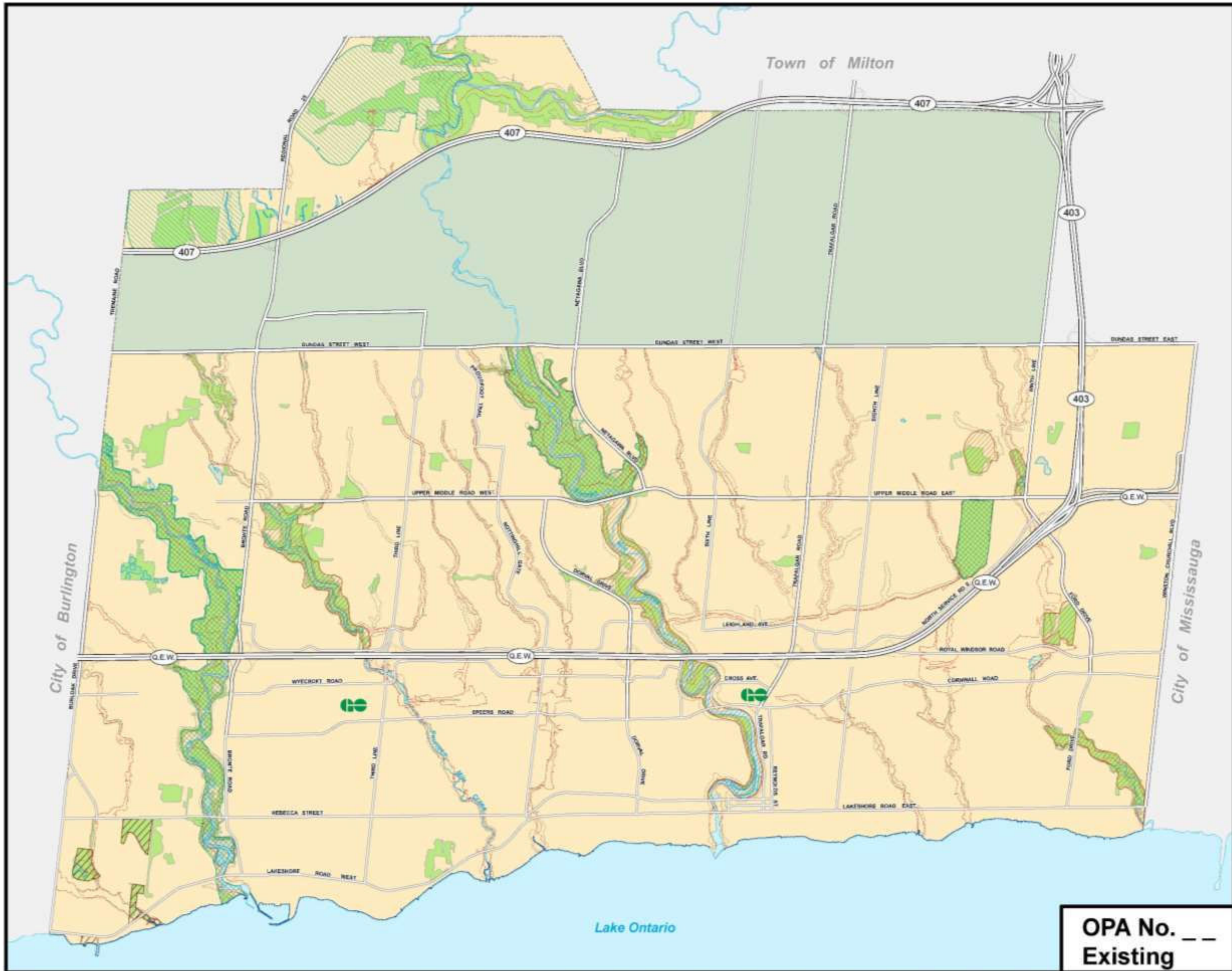
- BUILT BOUNDARY\*
- URBAN AREA
- MIDTOWN OAKVILLE URBAN GROWTH CENTRE
- PARKWAY BELT
- GREENBELT
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
- RAILWAY LINE
- MAJOR TRANSIT STATION



1:50,000  
October 29, 2020

**OPA No. --**  
**Proposed**

\* Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006  
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry of Public Infrastructure Renewal.



# SCHEDULE B NATURAL FEATURES & HAZARD LANDS

- FLOODPLAIN
- SHORELINE FLOOD LIMIT
- VALLEYLANDS
- SIGNIFICANT WILDLIFE HABITAT
- AREA OF NATURAL AND SCIENTIFIC INTEREST
- ENVIRONMENTALLY SENSITIVE AREAS
- WETLANDS
- WOODLANDS
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

NOTE: Natural features and hazard lands are shown conceptually and for reference purposes only.



1:50,000  
July 27, 2020

**OPA No. --**  
**Existing**

© 2020 PLANETREE CONSULTING INC. (PLANETREE) PREPARED FOR THE TOWN OF MILTON. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF PLANETREE CONSULTING INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PLANETREE CONSULTING INC.

Lands not subject to this OPA.



# SCHEDULE B1 NATURAL FEATURES & HAZARD LANDS

- FLOODPLAIN
- SHORELINE FLOOD LIMIT
- VALLEYLANDS
- SIGNIFICANT WILDLIFE HABITAT
- AREA OF NATURAL AND SCIENTIFIC INTEREST
- ENVIRONMENTALLY SENSITIVE AREAS
- WETLANDS
- WOODLANDS
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

NOTE: Natural features and hazard lands are shown conceptually and for reference purposes only.

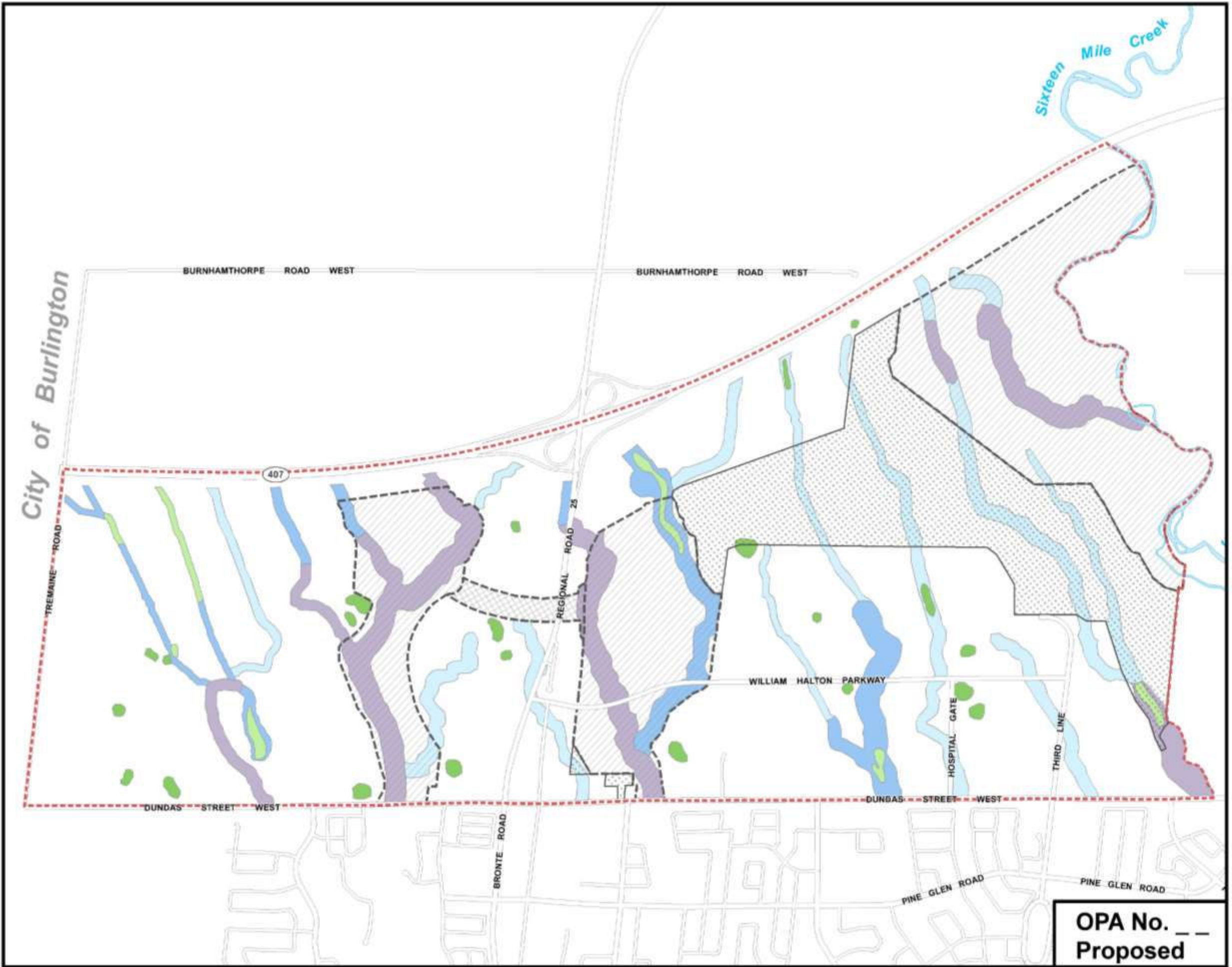


1:50,000  
October 29, 2020

**OPA No. \_ \_**  
**Proposed**

© DEPARTMENT OF PLANNING AND POLICY, PALERMO PROPOSED SCHEDULE B1 PROPOSED HWY 403 AND PALERMO





# SCHEDULE B2 NORTH WEST NATURAL HERITAGE SYSTEM KEY AREAS



- SCHEDULE AREA BOUNDARY
- CORE PRESERVE AREA
- CORE PRESERVE AREA
- LINKAGE PRESERVE AREA
- GLENORCHY CONSERVATION AREA
- HIGH CONSTRAINT STREAM CORRIDORS
- MEDIUM CONSTRAINT STREAM CORRIDORS
- LOW CONSTRAINT STREAM CORRIDORS
- HYDROLOGIC FEATURES "A"
- HYDROLOGIC FEATURES "B"

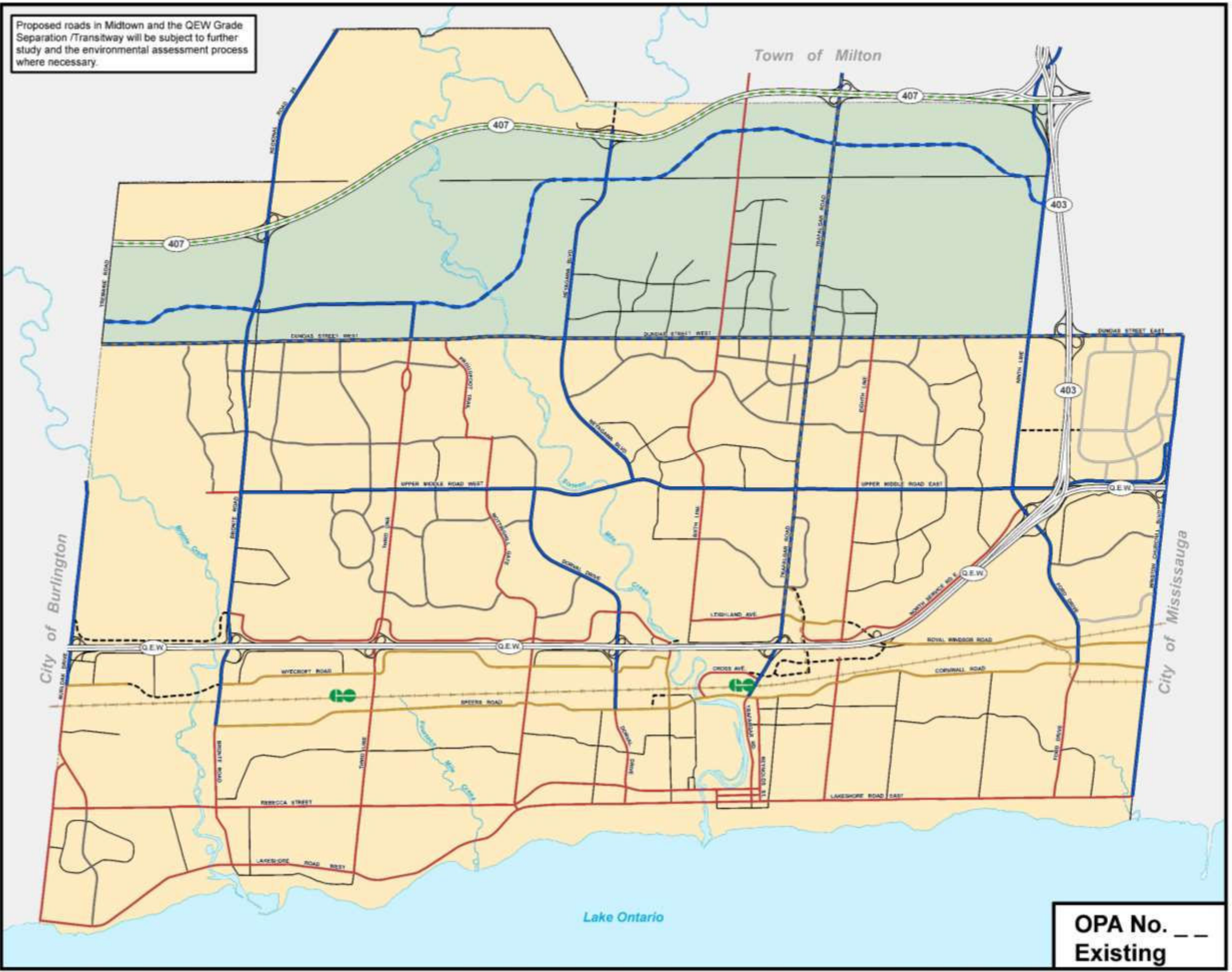
Note 1: Refer to policies in Part C, Sustainability

**OPA No. --**  
**Proposed**

1:15,000  
October 29, 2020

S:\DEPARTMENT\PLANNING\OPAs\_LIVABLE\_GAIVILLE2020\_Livable\_OPA\_Review\NORTHWEST AND PALERMO\PROPOSED\SCHEDULE B2 PROPOSED NATURAL FEATURES.mxd

Proposed roads in Midtown and the QEW Grade Separation / Transitway will be subject to further study and the environmental assessment process where necessary.



# SCHEDULE C TRANSPORTATION PLAN

- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE ROADS
- TRANSITWAY
- BUSWAY CORRIDOR
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN



1:50,000  
July 27, 2020

OPA No. --  
Existing

© COPYRIGHT PLANING OFFICE, L.L.B.E., CARVILLE/2020\_L14616\_OPA\_Review\_NORTH-WEST\_AND\_PALEMONE/STAG/SCHEDULE C, EXISTING\_SW\_AND\_PALEMONE.mxd

Lands not subject to this OPA.



# SCHEDULE C TRANSPORTATION PLAN

- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MULTI-PURPOSE ARTERIAL
- MINOR ARTERIAL
- INDUSTRIAL ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- AVENUE/TRANSIT CORRIDOR\*
- CONNECTOR/TRANSIT CORRIDOR\*
- FUTURE ROADS
- TRANSITWAY
- BUSWAY CORRIDOR
- PRIMARY TRANSIT\* CORRIDOR SERVICE
- SECONDARY TRANSIT\* CORRIDOR SERVICE
- COMMUNITY SERVICE\*
- RAILWAY LINE
- MAJOR TRANSIT STATION
- LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN

\* Refer to Part E. Special Policy Areas



1:50,000

October 29, 2020

**OPA No. \_ \_**  
**Proposed**



**OPA No. \_\_**  
**Existing**

# SCHEDULE D ACTIVE TRANSPORTATION PLAN

- | Existing | Proposed |   |
|----------|----------|---|
|          |          | BIKE LANE   |
|          |          | SIGNED BIKE ROUTE                                 |
|          |          | MULTI-USE TRAIL                                   |
|          |          | BUFFERED BIKE LANE                                |
|          | NA       | PAVED SHOULDER                                    |
|          |          | TOWN TRAIL  |
| NA       |          | FACILITY ON A REGIONAL ROAD                       |
|          |          | ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING |
|          |          | EXISTING GRADE SEPARATED PEDESTRIAN CROSSING      |
|          |          | WATERFRONT TRAIL                                  |
|          |          | POTENTIAL ACTIVE TRANSPORTATION CONNECTION        |
|          |          | RAILWAY LINE                                      |
|          |          | MAJOR TRANSIT STATION                             |



1:50,000  
 July 27, 2020

S:\DEPARTMENT\PLANNING\OPR\Livable\_Oakville\2020\_Livable\_OPA\_Review\NORTHWEST AND PALMER\NORTHWEST\SCHEDULE D EXISTING\_NW AND PALMER.mxd

# SCHEDULE D ACTIVE TRANSPORTATION PLAN



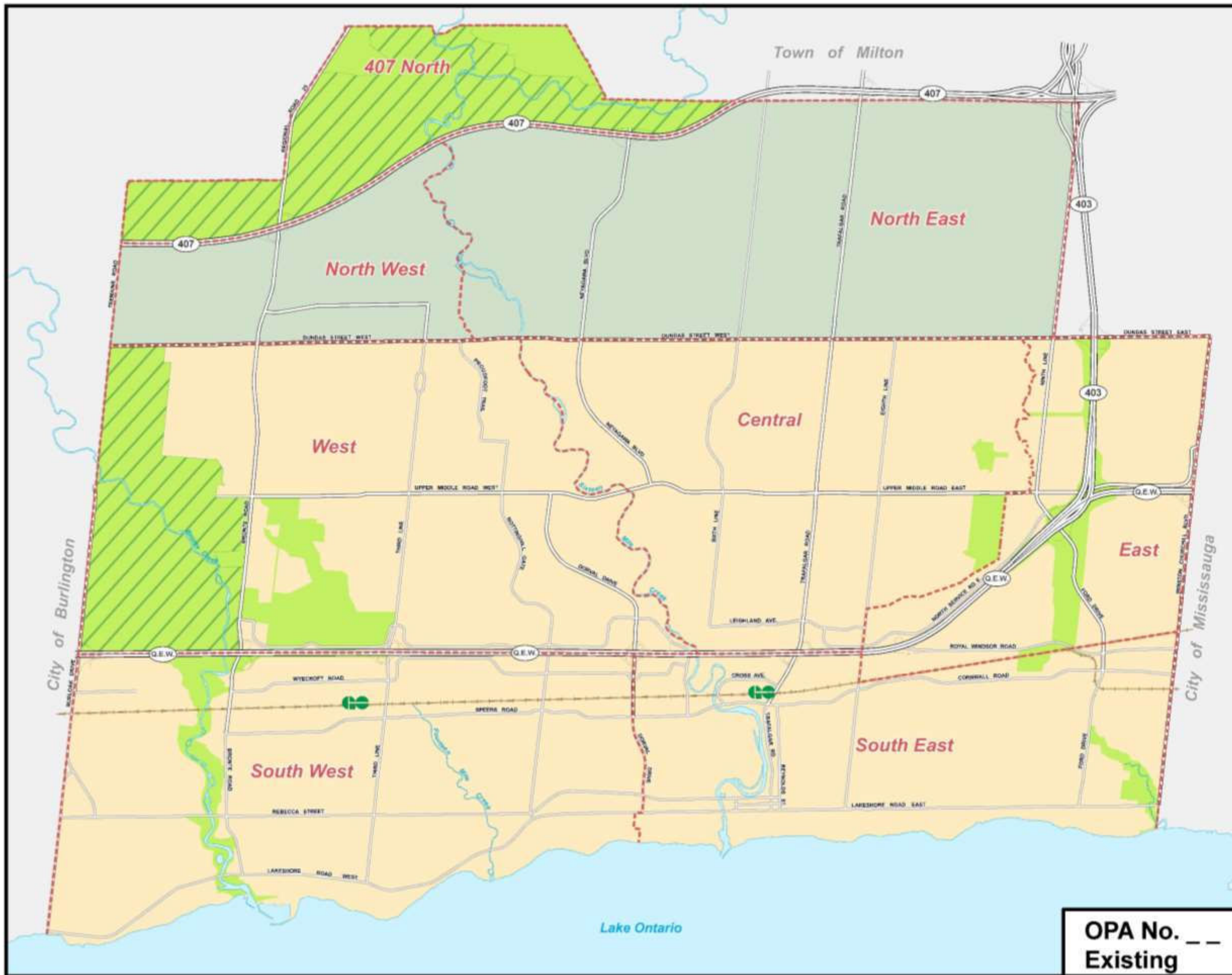
Existing	Proposed	Description
		BIKE LANE
		SIGNED BIKE ROUTE
		MULTI-USE TRAIL
		BUFFERED BIKE LANE
	NA	PAVED SHOULDER
		TOWN TRAIL
NA		FACILITY ON A REGIONAL ROAD
		ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING
		EXISTING GRADE SEPARATED PEDESTRIAN CROSSING
		WATERFRONT TRAIL
		POTENTIAL ACTIVE TRANSPORTATION CONNECTION
		RAILWAY LINE
		MAJOR TRANSIT STATION

OPA No. \_\_  
Proposed




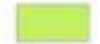



1:50,000  
October 29, 2020

S:\DEPARTMENT\PLANNING\OPAs\1\FILE\_OAKVILLE\2021\milton\_2021\_001.mxd  
NORTHWEST AND PALERMO PROPOSED SCHEDULE D PROPOSED FW AND PALERMO.mxd



OPA No. \_\_  
Existing

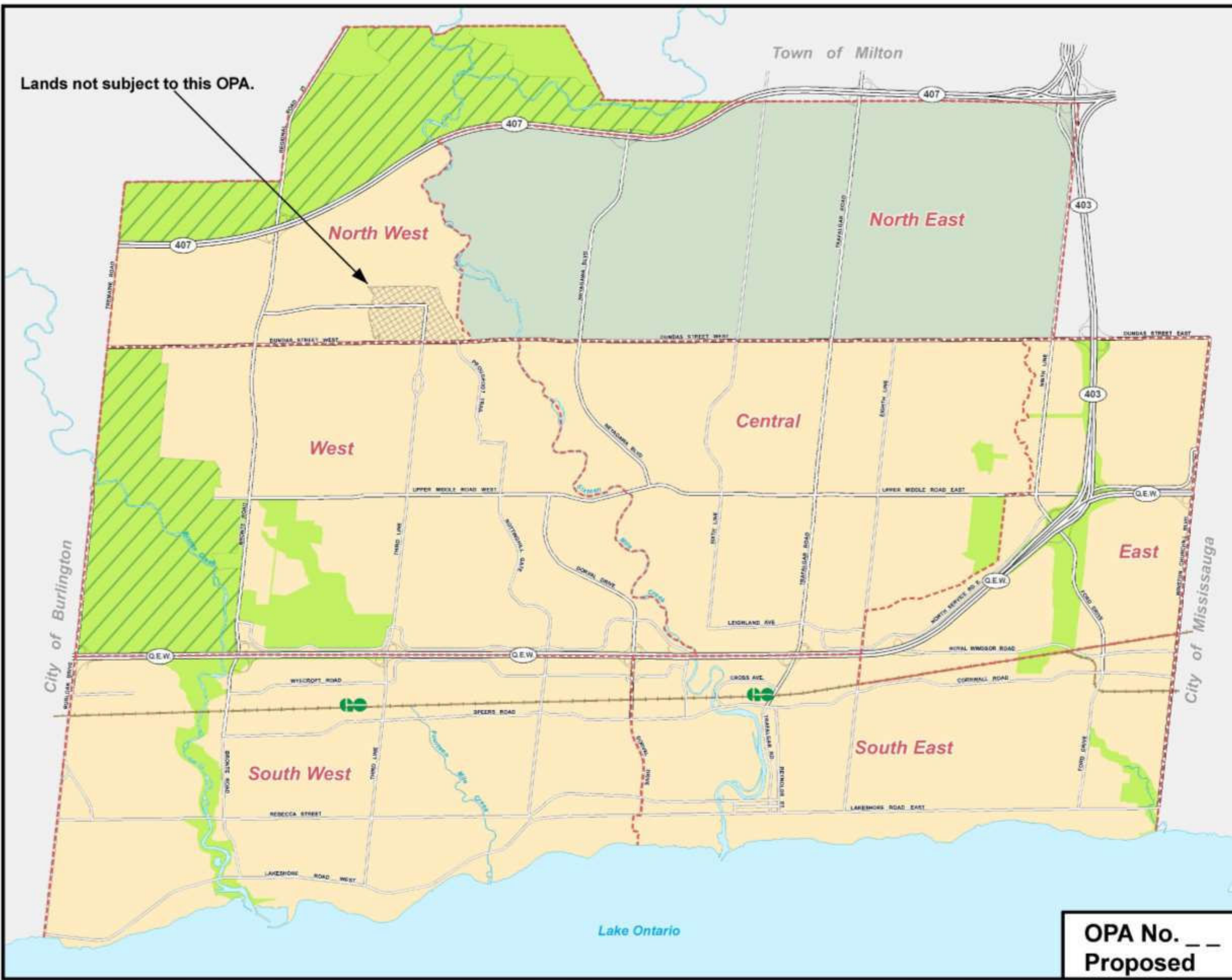
## SCHEDULE E LAND USE SCHEDULE BOUNDARIES

-  SCHEDULE AREA BOUNDARY
-  PARKWAY BELT
-  GREENBELT
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
-  RAILWAY LINE


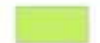





1:50,000  
July 27, 2020

Lands not subject to this OPA.



# SCHEDULE E LAND USE SCHEDULE BOUNDARIES

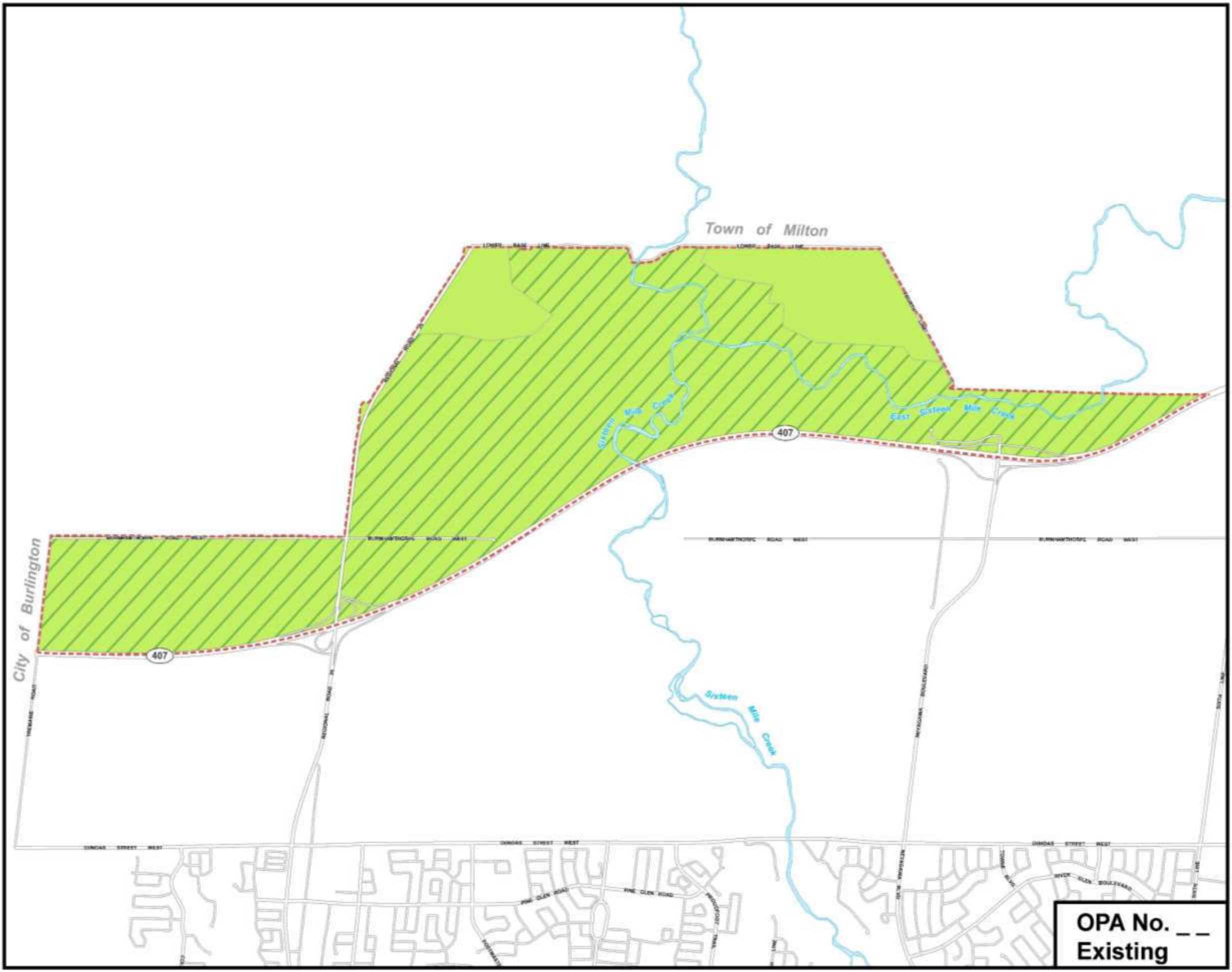
-  SCHEDULE AREA BOUNDARY
-  PARKWAY BELT
-  GREENBELT
-  LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
-  RAILWAY LINE



1:50,000  
October 29, 2020

**OPA No. \_\_**  
**Proposed**

S:\DEPARTMENT\PLANNING\OPAs\_Livable\_Oakville\2020\_Livable\_OPA\_Review\NORTHWEST\_AND\_SOUTHWEST\_PROPOSED\_SCHEDULE\_E\_PROPOSED\_MAP\_AND\_PALENDG.mxd



# SCHEDULE K 407 NORTH LAND USE



-  SCHEDULE AREA BOUNDARY
-  PARKWAY BELT
-  GREENBELT\*

\*Refer to Part E, Special Policy Areas

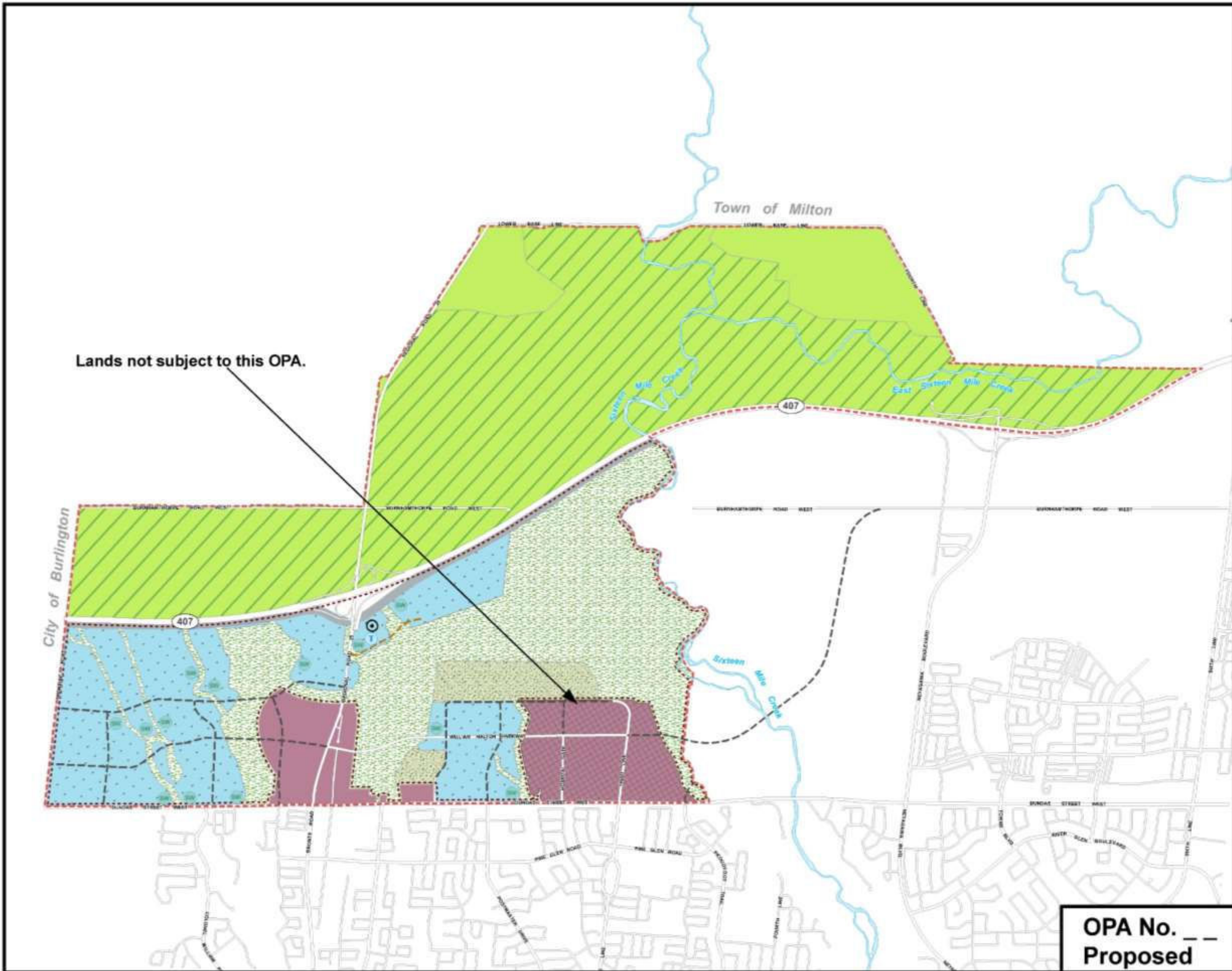


1:26,000

July 27, 2020

**OPA No. --  
Existing**





### SCHEDULE K NORTH WEST LAND USE

- SCHEDULE AREA BOUNDARY
- BUSINESS EMPLOYMENT
- NATURAL HERITAGE SYSTEM
- PARKWAY BELT
- PARKS AND OPEN SPACE
- TRANSITWAY
- GREENBELT\*
- GROWTH AREA\*\*
- S STORMWATER MANAGEMENT FACILITY
- T TRANSIT TERMINAL
- PRIVATE ACCESS ROAD
- PROPOSED ROADS

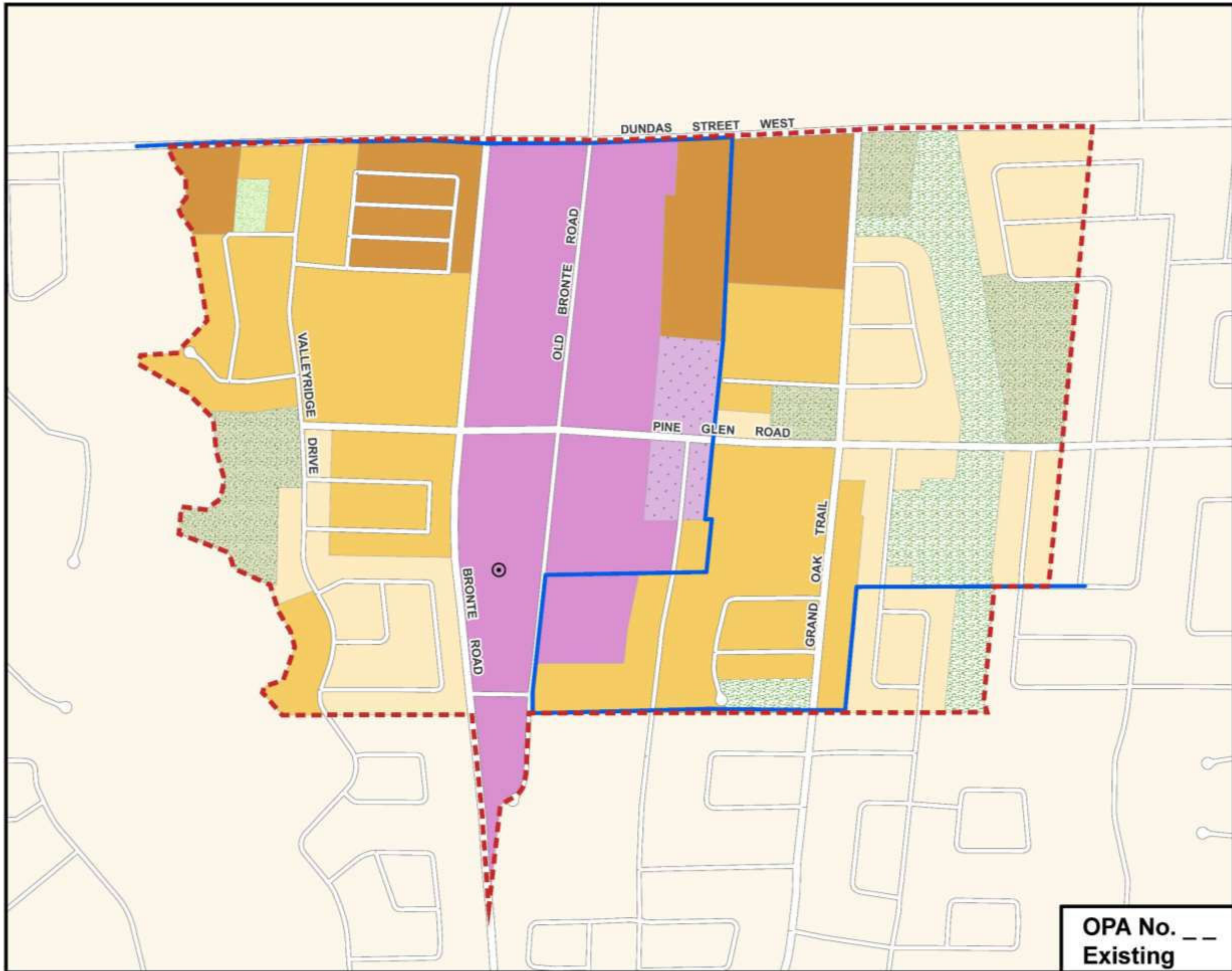
\* Refer to Part E, Special Policy Areas, Greenbelt Plan Areas  
 \*\* Refer to Part E, Growth Area Policies  
 Refer to Part E, Special Policy Areas, North West Area.  
S Refer to Part E, Exceptions

1:26,000

October 29, 2020

**OPA No. --**  
**Proposed**

S:\DEPARTMENT\PLANNING\OPAs\_LIVABLE\_DAKVILLE\020\_Livable\_OPA\_Review\NORTHWEST AND DALLERMOOR\PROPOSED\SCHEDULE K, PROPOSED MAP AREA\_PALERM02.mxd



**OPA No. --**  
**Existing**

### SCHEDULE N PALERMO VILLAGE LAND USE

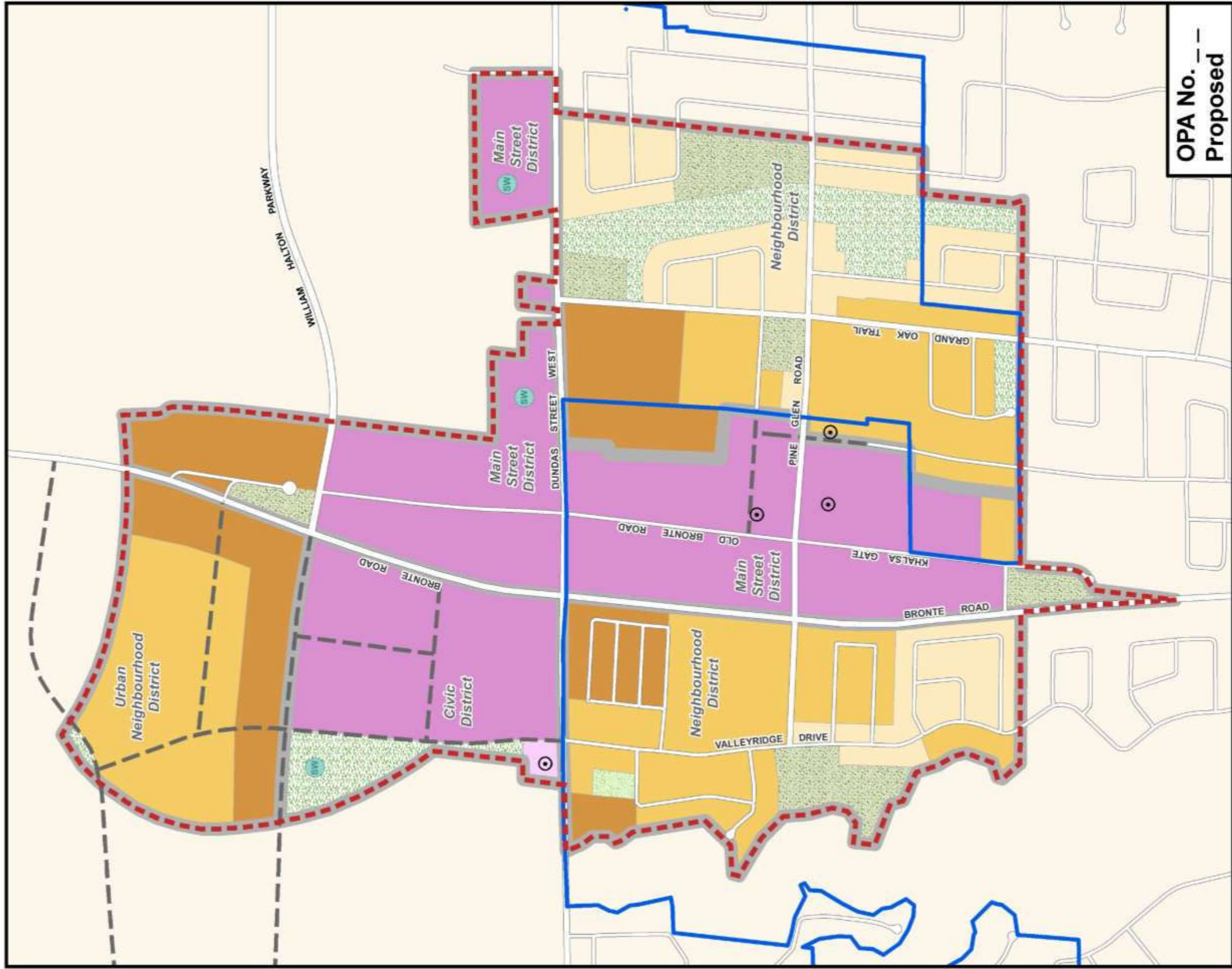


- BUILT BOUNDARY
- GROWTH AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MAIN STREET 2
- URBAN CENTRE
- NATURAL AREA
- PARKS AND OPEN SPACE
- PRIVATE OPEN SPACE

Refer to Part E, Palermo Village, for Growth Area Policies  
 Refer to Part E, Palermo Village Exceptions



1:5,000  
 July 27, 2020



OPA No. ---  
Proposed

**SCHEDULE N1  
PALERMO VILLAGE  
LAND USE**



- BUILT BOUNDARY
- GROWTH AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD COMMERCIAL
- URBAN CENTRE
- NATURAL AREA
- PARKS AND OPEN SPACE

- PRIVATE OPEN SPACE
- DISTRICT BOUNDARIES
- STORMWATER MANAGEMENT FACILITY
- PROPOSED ROADS

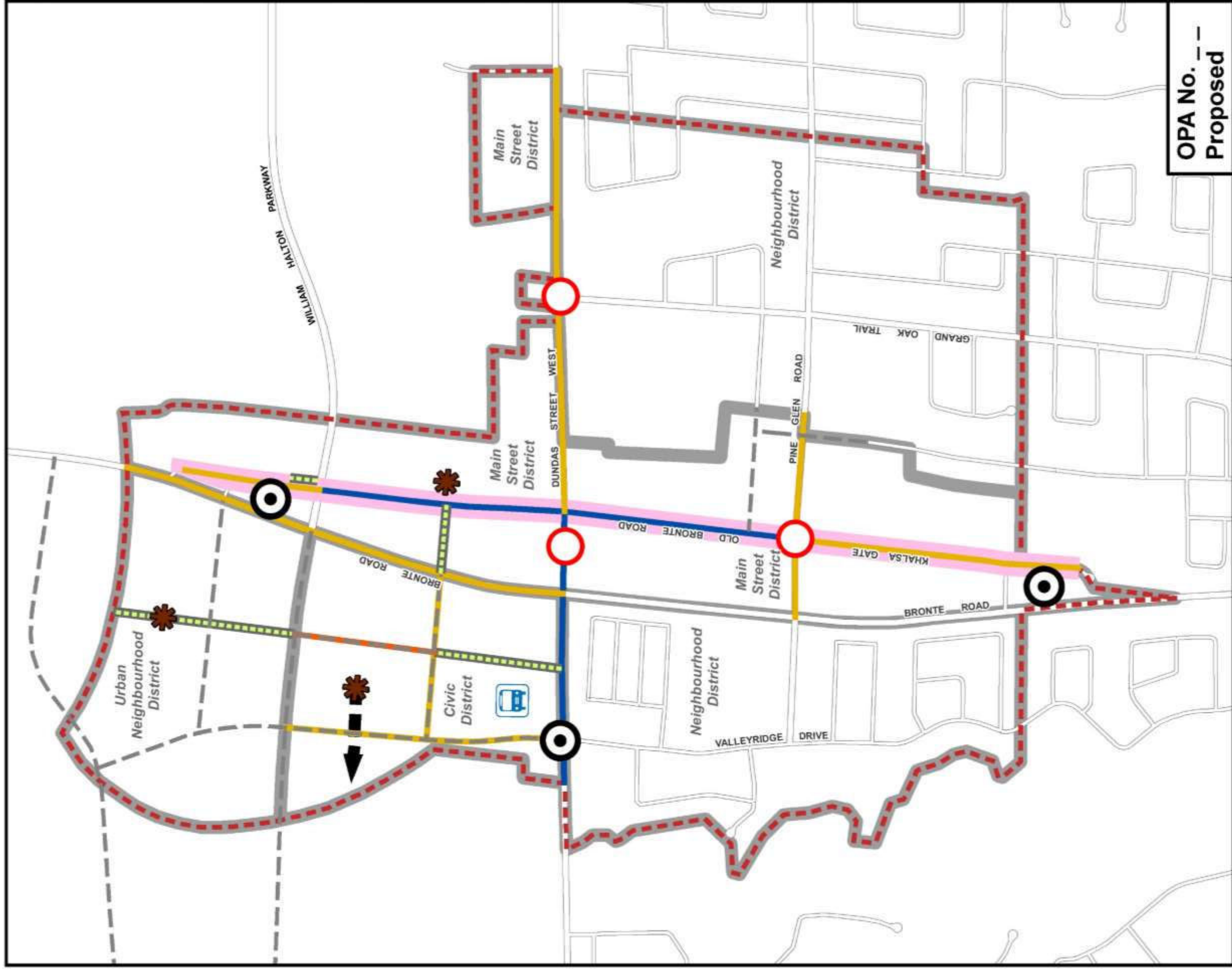
Refer to Part E, Palermo Village, for Growth Area Policies

Refer to Part E, Palermo Village Exceptions



1: 6,250

October 29, 2020



**SCHEDULE N2  
PALERMO VILLAGE  
URBAN DESIGN**



-  GROWTH AREA BOUNDARY
-  PRIMARY STREET
-  SECONDARY STREET
-  FLEXIBLE STREET
-  ENHANCED STREETSCAPE AREA
-  PARKS AND URBAN SQUARES
-  GATEWAY
-  ENHANCED FEATURE AREA

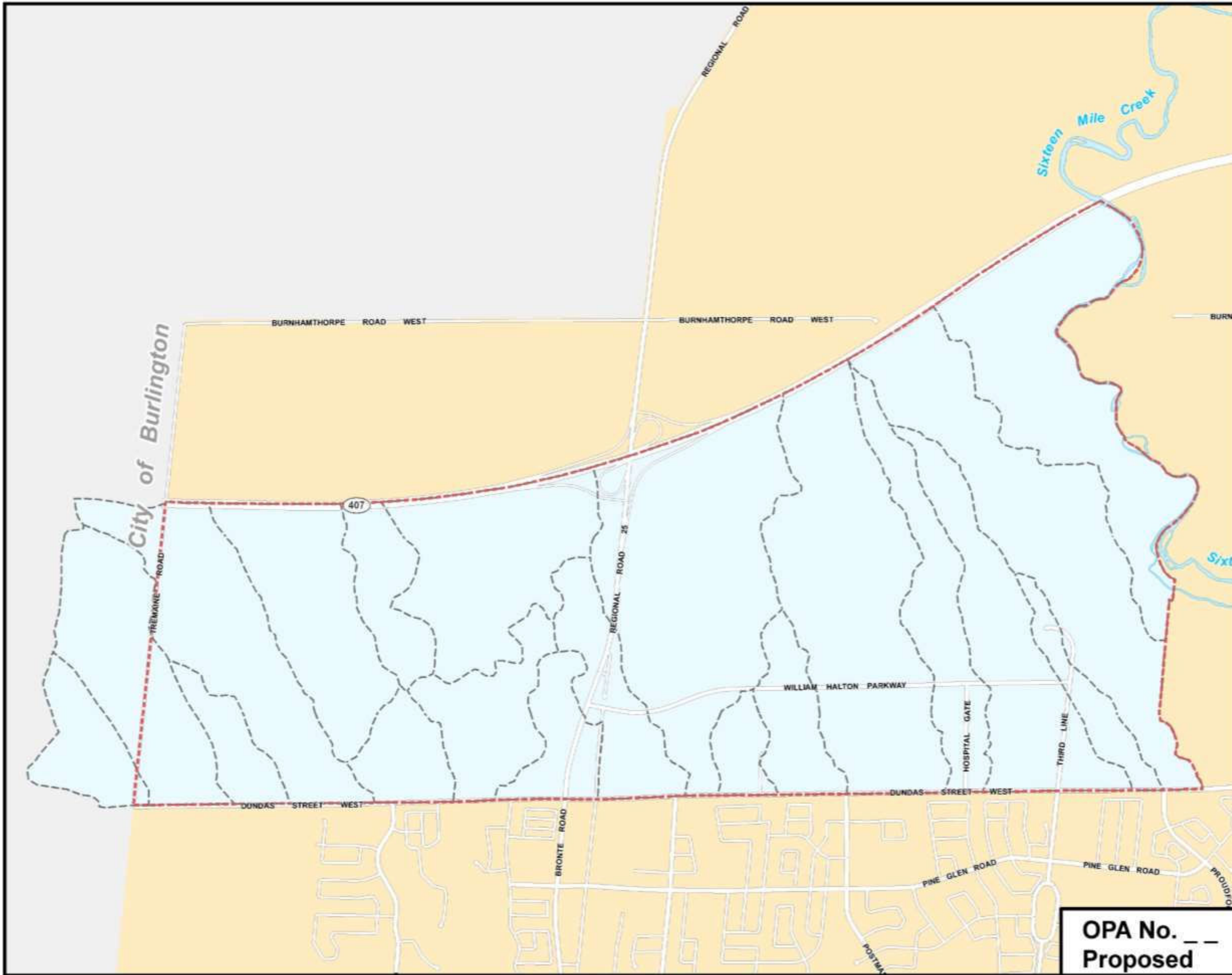
-  TRANSIT TERMINAL
-  PEDESTRIAN CONNECTIONS
-  VIEW CORRIDOR
-  DISTRICT BOUNDARIES
-  PROPOSED ROADS



1: 6,250

October 29, 2020



DESIGNED BY PLANIMORPH, URS, E. CARROLL & ASSOCIATES, URS, ERM, BURNS & MCDONNELL, AND PALERMO VILLAGE DEVELOPERS (C/O PALERMO INC.)



**OPA No. --  
Proposed**

**APPENDIX 5  
NORTH WEST  
SUBCATCHMENT AREAS**



-  APPENDIX BOUNDARY
-  SUBCATCHMENT AREAS

Refer also to Schedule B2 North West Natural Heritage System Key Areas




















1:17,000

October 29, 2020

**DRAFT**

# SCHEDULE A1 URBAN STRUCTURE

## LEGEND<sup>1</sup>

-  PARKWAY BELT
-  GREENBELT
-  GREENBELT - URBAN RIVER VALLEY
-  NATURAL HERITAGE SYSTEM
-  PARKS, OPEN SPACE & CEMETERIES
-  WATERFRONT OPEN SPACE
-  NODES AND CORRIDORS
-  EMPLOYMENT AREAS
-  MAJOR COMMERCIAL AREAS
-  RESIDENTIAL AREAS
-  MAIN STREET AREA
-  EMPLOYMENT MIXED USE CORRIDOR
-  REGIONAL TRANSIT NODE
-  PROPOSED REGIONAL TRANSIT NODE
-  NODES AND CORRIDORS<sup>2</sup> FOR FURTHER STUDY
-  MAJOR TRANSPORTATION CORRIDOR<sup>3</sup>
-  PROPOSED MAJOR TRANSPORTATION CORRIDOR
-  REGIONAL TRANSIT PRIORITY CORRIDOR
-  MOBILITY LINK
-  MAJOR ACTIVE TRANSPORTATION CONNECTIONS
-  SCENIC CORRIDOR
-  UTILITY CORRIDOR
-  PROVINCIAL PRIORITY TRANSIT CORRIDOR
-  MAJOR TRANSIT STATION
-  HERITAGE CONSERVATION DISTRICTS/<sup>4</sup> CULTURAL HERITAGE LANDSCAPES

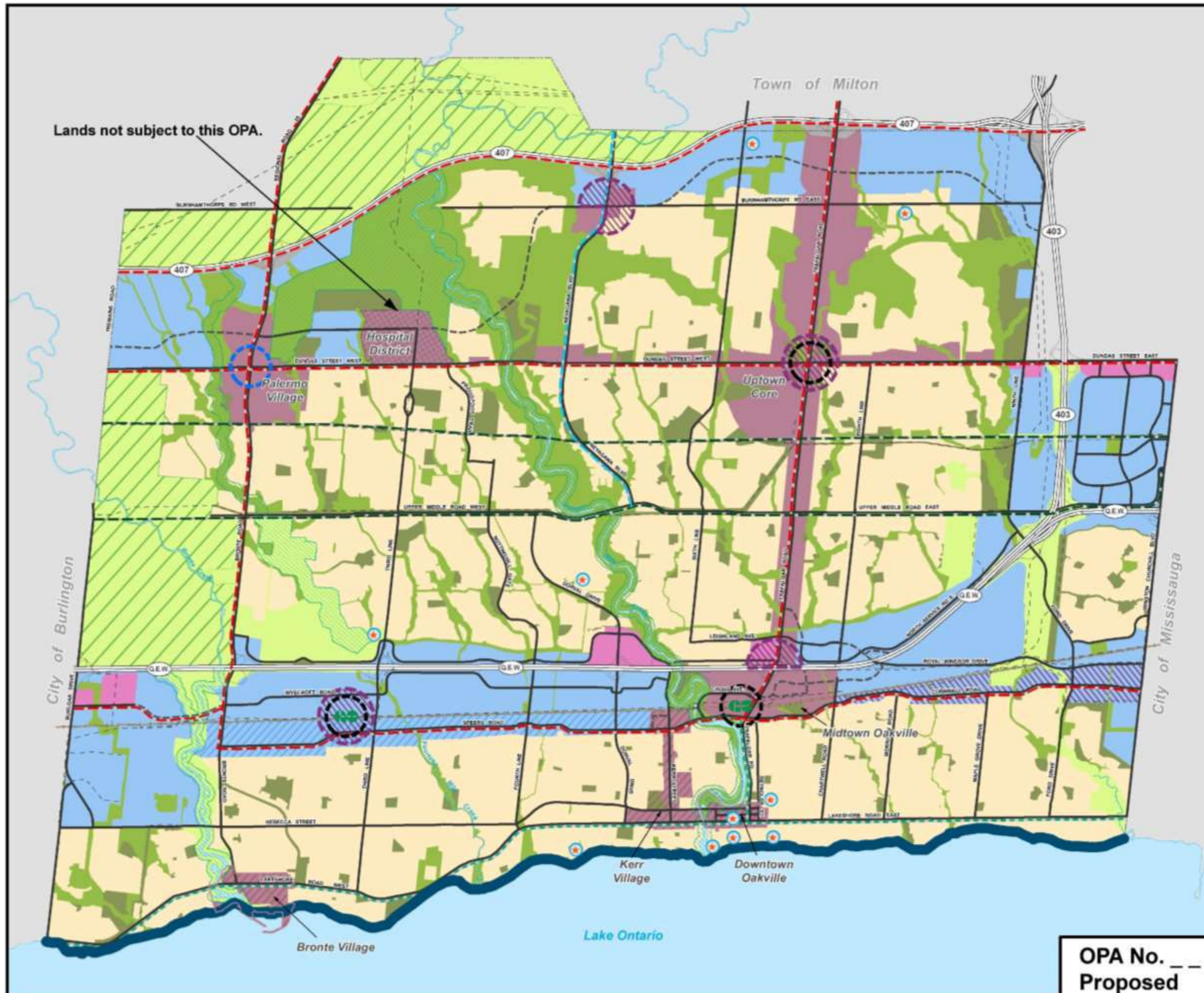
- NOTE 1: This Schedule does not represent land use designations
- NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas
- NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities
- NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are protected and registered under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

1:50,000

October 29, 2020



OPA No. \_\_\_  
Proposed



Lands not subject to this OPA.

City of Burlington

City of Mississauga

Town of Milton

Lake Ontario