Ontario Land Tribunal
Tribunal ontarien de l'aménagement du territoire

ISSUE DATE: July 16, 2025

CASE NOS.: OLT-23-000290
OLT-23-000292
OLT-23-000293
OLT-22-003186
(Formerly PL090614)
OLT-24-000105
OLT-24-000120

PROCEEDING COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Palermo Village Corporation
Appellant:	819655 Ontario Limited
Subject:	Proposed Official Plan Amendment No. 34 (OPA 34)
Municipality:	Town of Oakville
OLT Case No.:	OLT-23-000290
OLT Lead Case No.:	OLT-23-000290
OLT Case Name:	819655 Ontario Limited v. Halton (Regional Municipality)

PROCEEDING COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Palermo Village Corporation
Subject:	Proposed Official Plan Amendment No. 37 (OPA 37)
Municipality:	Town of Oakville
OLT Case No.:	OLT-23-000292
OLT Lead Case No.:	OLT-23-000292
OLT Case Name:	Palermo Village Corporation v. Halton (Regional Municipality)

PROCEEDING COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Palermo Village Corporation
Subject:	Proposed Official Plan Amendment No. 38 (OPA 38)
Municipality:	Town of Oakville

OLT Case No.:	OLT-23-000293
OLT Lead Case No.:	OLT-23-000293
OLT Case Name:	Palermo Village Corporation v. Halton (Regional Municipality)

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Enirox Dundas 3015 Inc. (formerly Shell Canada Limited and then the Estate of Angus McKellar)
Appellant:	Palermo Village Corporation (formerly Newmark Developments Limited [Rosko/Finer Group])
Subject:	Proposed Official Plan Amendment No. 289 (OPA 289)
Municipality:	Town of Oakville
OLT Case No.:	OLT-22-003186
Legacy Case No.:	PL090614
OLT Lead Case No.:	OLT-22-003186
Legacy Lead Case No.:	PL090614
OLT Case Name:	Enirox Dundas 3015 Inc. (formerly Shell Canada Limited and then the Estate of Angus McKellar) v. Oakville (Town)

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Enirox Dundas 3015 Inc. (formerly Shell Canada Limited and then the Estate of Angus McKellar)
Appellant:	Palermo Village Corporation (formerly Newmark Developments Limited [Rosko/Finer Group])
Appellant:	Enirox Dundas 3015 Inc. (formerly Shell Canada Limited)
Subject:	Proposed Official Plan Amendment No. 306 (OPA 306)
Municipality:	Town of Oakville
OLT Case No.:	OLT-22-003189
Legacy Case No.:	PL110155
OLT Lead Case No.:	OLT-22-003186
Legacy Lead Case No.:	PL090614
OLT Case Name:	Enirox Dundas 3015 Inc. (formerly Shell Canada Limited and then the Estate of Angus McKellar) v. Oakville (Town)

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant/Appellant:	Palermo Village Corporation
Subject:	Application to amend the Zoning By-law – Refusal of the application
Description:	To permit the development of a medium and high density mixed-use master-planned community consisting of a range and mix of residential, institutional, commercial, employment, Natural Heritage System and open space uses on 47 hectares of land containing a total of 6,890 residential units
Reference Number:	Z.1331.02
Property Address:	3069 Dundas Street West and 3278 Regional Road 25
Municipality/UT:	Town of Oakville/ Regional Municipality of Halton
OLT Case No.:	OLT-24-000105
OLT Lead Case No.:	OLT-24-000105
OLT Case Name:	Palermo Village Corporation v. Oakville (Town)

PROCEEDING COMMENCED UNDER subsection 51(39) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Palermo Village Corporation
Subject:	Proposed Plan of Subdivision – Refusal of the application
Description:	To permit the development of a medium and high density mixed-use master-planned community consisting of a range and mix of residential, institutional, commercial, employment, Natural Heritage System and open space uses on 47 hectares of land containing a total of 6,890 residential units
Reference Number:	24T-23002/1331
Property Address:	3069 Dundas Street West and 3278 Regional Road 25
Municipality/UT:	Town of Oakville/ Regional Municipality of Halton
OLT Case No.:	OLT-24-000106
OLT Lead Case No.:	OLT-24-000105

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Enirox Dundas 3015 Inc.

Subject:	Request to amend the Official Plan – Failure to adopt the requested amendment
Description:	To permit the development of 27-storey and 30-storey mixed-use residential buildings on a 3-storey podium consisting of 690 residential units.
Reference Number:	OPA.1331.01
Property Address:	3005 & 3015 Dundas Street West
Municipality/UT:	Town of Oakville/ Regional Municipality of Halton
OLT Case No.:	OLT-24-000120
OLT Lead Case No.:	OLT-24-000120
OLT Case Name:	Enirox Dundas 3015 Inc. v. Oakville (Town)

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant/Appellant:	Enirox Dundas 3015 Inc.
Subject:	Application to amend the Zoning By-law – Neglect to make a decision
Description:	To permit the development of 27-storey and 30-storey mixed-use residential buildings on a 3-storey podium consisting of 690 residential units.
Reference Number:	Z.1331.01
Property Address:	3005 & 3015 Dundas Street West
Municipality/UT:	Town of Oakville/ Regional Municipality of Halton
OLT Case No.:	OLT-24-000121
OLT Lead Case No.:	OLT-24-000120

BEFORE:

K.R. ANDREWS MEMBER	)))	Wednesday, the 16th day of July, 2025

THIS CONSOLIDATED MATTER having been the subject of multiple case management conferences held between January 2024 and April 2025;

AND THE TRIBUNAL having been informed that the parties to this proceeding engaged in successful Tribunal-led mediation between August 2024 and June 2025;

AND THE TRIBUNAL having received the Affidavit of Ruth Victor sworn on July 10, 2025 (contained in the Settlement Motion Record dated July 10, 2025, marked as **Exhibit 1**), whom the Tribunal accepted as an expert qualified to give opinion evidence in the field of land use planning;

AND THE TRIBUNAL having been presented with a revised version of Official Plan Amendment No. 34, which the parties to this proceeding, including Palermo Village Corporation as Appellant, the Town of Oakville as the local planning authority and the Region of Halton as the former approval authority, agree represents good planning and would constitute an appropriate and supportable resolution of the appeals filed in this matter under subsections 17(24) and 17(36) of the *Planning Act*;

AND THE TRIBUNAL having reviewed the Affidavit of Ruth Victor and having received oral testimony from Ms. Victor as part of a virtual settlement hearing conducted on July 11, 2025;

AND THE TRIBUNAL having considered the evidence of Ms. Victor and the submissions of the parties, through which the Tribunal found that the revised version of Official Plan Amendment No. 34 would be consistent with the 2024 Provincial Policy Statement and in conformity with the applicable policies and schedules of the former Halton Region Official Plan and the current Livable Oakville Official Plan;

AND THE TRIBUNAL having been advised by Palermo Village Corporation that the approval of the revised version of Official Plan Amendment No. 34 would resolve its appeals in OLT File Nos. OLT-23-000290 (appeal of OPA 34), OLT-23-000292 (appeal of OPA 37), OLT-23-000293 (appeal of OPA 38), as well as the appeals previously filed by Newmark Developments Limited (Rosko/Finer Group) [a predecessor in title to

Palermo Village Corporation] in OLT-22-003186 (appeal of OPA 289) and OLT-22-003189 (appeal of OPA 306);

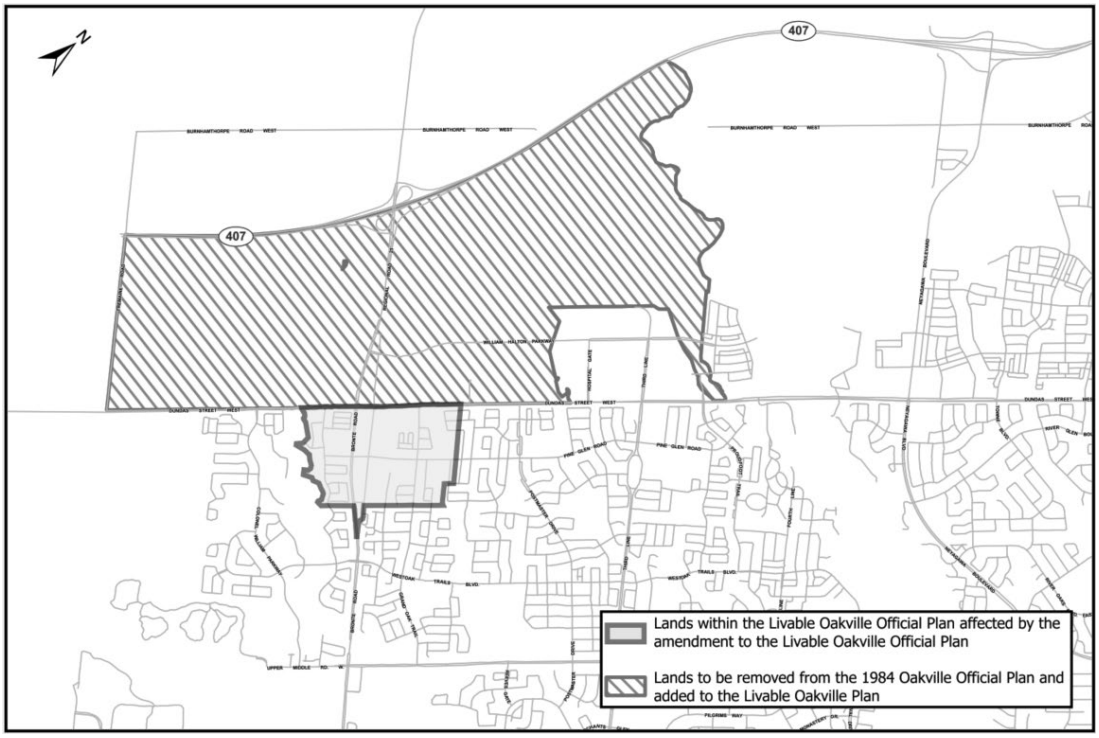
AND THE TRIBUNAL having been advised by Enirox Dundas 3015 Inc. [the successor in title to Shell Canada Limited (formerly the Estate of Angus McKellar)] that the approval of the revised version of Official Plan Amendment No. 34 would resolve its appeals in OLT-22-003186 (appeal of OPA 289) and OLT-22-003189 (appeal of OPA 306), but that Enirox Dudas 3015 Inc. will maintain its appeals in OLT-24-000120 (site-specific OPA) and OLT-24-000121 (site-specific ZBA) concerning its lands known municipally as 3005 and 2015 Dundas Street West;

AND THE TRIBUNAL having been advised by 819655 Ontario Limited that its appeal in OLT-23-000290 (appeal of OPA 34) will be maintained, but scoped to apply only to its lands known municipally as 2483 Dundas Street West;

THE TRIBUNAL ORDERS THAT:

1. The appeals filed by Palermo Village Corporation in OLT File Nos. OLT-23-000290 (appeal of OPA 34), OLT-23-000292 (appeal of OPA 37), OLT-23-000293 (appeal of OPA 38) are hereby allowed in part.

2. Subject to paragraph 4 herein, for to the lands identified below as "*Lands to be removed from the 1984 Official Plan and added to the Livable Oakville Official Plan*":



a. the 1984 Oakville Official Plan as it applies to the aforementioned lands is hereby revoked; and

b. the Livable Oakville Official Plan is hereby approved as the Official Plan applicable to the aforementioned lands.

3. Subject to paragraph 4 herein, the version of Official Plan Amendment No. 34 to the Livable Oakville Plan attached hereto as **Appendix 1** is hereby approved and the lands identified above as "*Lands within the Livable Oakville Plan affected by the amendment to the Livable Oakville Plan"* and replaces the three amendments originally adopted by Oakville Town Council and approved by Halton Regional Council as OPA 34, OPA 37 and OPA 38.

4. Notwithstanding paragraphs 2 and 3 above,

a. the approval of Official Plan Amendment No. 34 as set out in this Order is

withheld and is without prejudice to the appeal filed by 819655 Ontario Limited in OLT-23-000290 (appeal of OPA 34);

b. the appeal of OPA 34 being maintained by 819655 Ontario Limited is hereby scoped to apply only to the lands known municipally as 2483 Dundas Street West;

c. the 1984 Oakville Official Plan is not repealed and shall continue to apply to 2483 Dundas Street West pending a decision on 819655 Ontario Limited's scoped appeal of OPA 34; and

d. this Member is not seized of 819655 Ontario Limited's scoped appeal of OPA 34.

5. The appeals in OLT-22-003186 (appeal of OPA 289) and OLT-22-003189 (appeal of OPA 306) are hereby dismissed as the 1984 Oakville Official Plan that was subject to those amendments has been repealed, and the policies and schedules of those prior amendments are subsumed within and/or are replaced by the version of Official Plan Amendment No. 34 to the Livable Oakville Official Plan being approved by this Order.

6. The appeals filed by Palermo Village Corporation in OLT-24-000105 (private zoning by-law amendment) and OLT-24-000106 (draft plan of subdivision) remain active and shall be addressed through a separate Order of the Tribunal. This Member shall remain seized of the OLT-24-000105 and OLT-24-000106 appeals.

7. The appeals filed by Enirox Dundas 3015 Inc. in OLT-24-000120 (private official plan amendment) and OLT-24-000121 (private zoning by-law amendment) pertaining to lands known municipally as 3005 and 3015 Dundas Street West remain active and shall be addressed through a separate Order of the Tribunal. This Member is not seized of these OLT Files.

8. No costs shall be awarded in respect of this Order.

9. The Tribunal may be spoken to concerning issues arising from the implementation of this Order.

"Matthew D.J. Bryan"

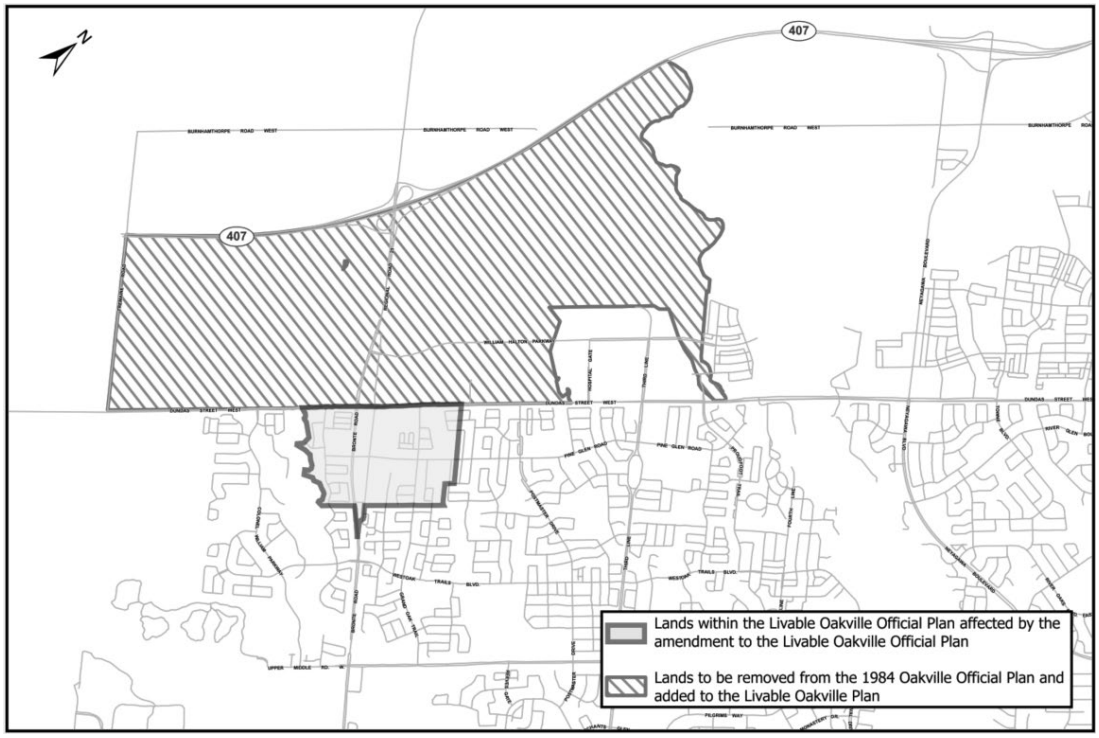
MATTHEW D.J. BRYAN
REGISTRAR

The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

APPENDIX “A”

July 10, 2025

APPENDIX “A” to By-law 2025-XXX
Lands subject to amendments to 1984 Oakville Official Plan and the Livable Oakville Plan



APPENDIX "B" to By-law 2025-XXX
Official Plan Amendment Number 34
to the Town of Oakville's Livable Oakville Plan

Constitutional Statement

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

Part 1 – Preamble

A. Subject Lands

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

- the lands between Dundas Street and Highway 407, from Tremaine Road to Sixteen Mile Creek, excluding:
  - the Hospital District
  - lands within the North Oakville East Secondary Plan area
- 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, 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

- set out natural heritage system policies for the “North West Area” and Palermo Village

- 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 “Schedule N1 Palermo Village Land Use” and a new “Schedule N2 Palermo Village Urban Design” providing for a mix of uses including residential, civic and commercial uses and future roads

- 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

- 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).

- Forecasted population and employment growth in the region to 2051 have been established. The identification of Strategic Growth Areas is an important component of the overall growth management strategy.

- Planning staff advanced 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.

- 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 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.
- On March 22, 2021, Council passed the following resolution with respect to Item 2, “Recommendation Report - Town-initiated Official Plan Amendment - The North West Area and Palermo Village, Excluding the Hospital District (File 42.24.23) - By-law 2021-043”.

    “1. That the proposed town-initiated Official Plan Amendment Number 34 (OPA34) (North West Area and Palermo Village, Excluding the Hospital District, File 42.24.23) be adopted on the basis that it is consistent with the Provincial Policy Statement,

conforms or does not conflict with applicable Provincial Plans, the Region of Halton Official Plan and the Livable Oakville Plan, has regard for matters of Provincial interest, and represents good planning for the reasons set out in the report from the Planning Services department save and except the following policies:

i. Items 7a. "Extending the Growth Area North to the 407 Corridor" and 7b. "Shifting the proposed NHS linkage North" be deferred and staff provide further information and research to Council for consideration;

ii. Section 22.4.2 be deferred and staff be directed to report back to Council with enhanced policies on cultural heritage; and

iii. Section 22.4.1(r) Parking be deferred and staff be directed to return the policy upon the completion of the Parking Strategy.

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

3. That notice of Council's decision reflect that Council has fully considered all written and oral submissions relating to this matter and that those comments have been appropriately addressed."

- On April 12, 2021, Town Council passed By-law 2021-043, which formally adopted OPA 34, as revised in accordance with the Council resolution of March 22, 2021, and provided for the repeal of the 1984 Official Plan as it applies to the portion of the North Oakville West Secondary Plan Area covered by OPA 34 as adopted.

- OPA 37 was adopted by Town Council on July 5, 2021, establishing area specific parking and cultural heritage policies for the Palermo Village growth area.

- On July 5, 2021, Town Council passed By-law 2021-097, which adopted OPA 38, amending the Livable Oakville Plan to incorporate new policies for the portion of North Oakville West Secondary Plan Area that was excluded from the approval of OPA 34, as adopted, and providing for the repeal of the 1984 Official Plan for that same area.

- On June 12, 2022, Regional Official Plan Amendment 49 (“ROPA 49”) was adopted by Regional Council and the boundary of the Palermo Village Primary Regional Node was extended up to Highway 407**.**

- ROPA 49 was approved by the Ministry of Municipal Affairs and Housing, with modifications, on November 4, 2022**.**

- OPA 34 was approved by the Region of Halton with modifications, on March 13, 2023.

- Official Plan Amendments 37 and 38 were approved by the Region of Halton on March 13, 2023. Through its modifications and the approval of OPA 38, the Region of Halton expanded the Palermo Village Strategic Growth Area in OPA 34 up to Highway 407, to bring the boundaries of the Palermo Village as set out in OPA 34 in conformity with ROPA 49.

- Regional approvals of Official Plan Amendments 34, 37 and 38 were subsequently appealed to the Ontario Land Tribunal (“OLT”).

- The amendment contains the settlement of these appeals before the Ontario Land Tribunal and consolidates the previous OPA 34, 37 and 38.

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.

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

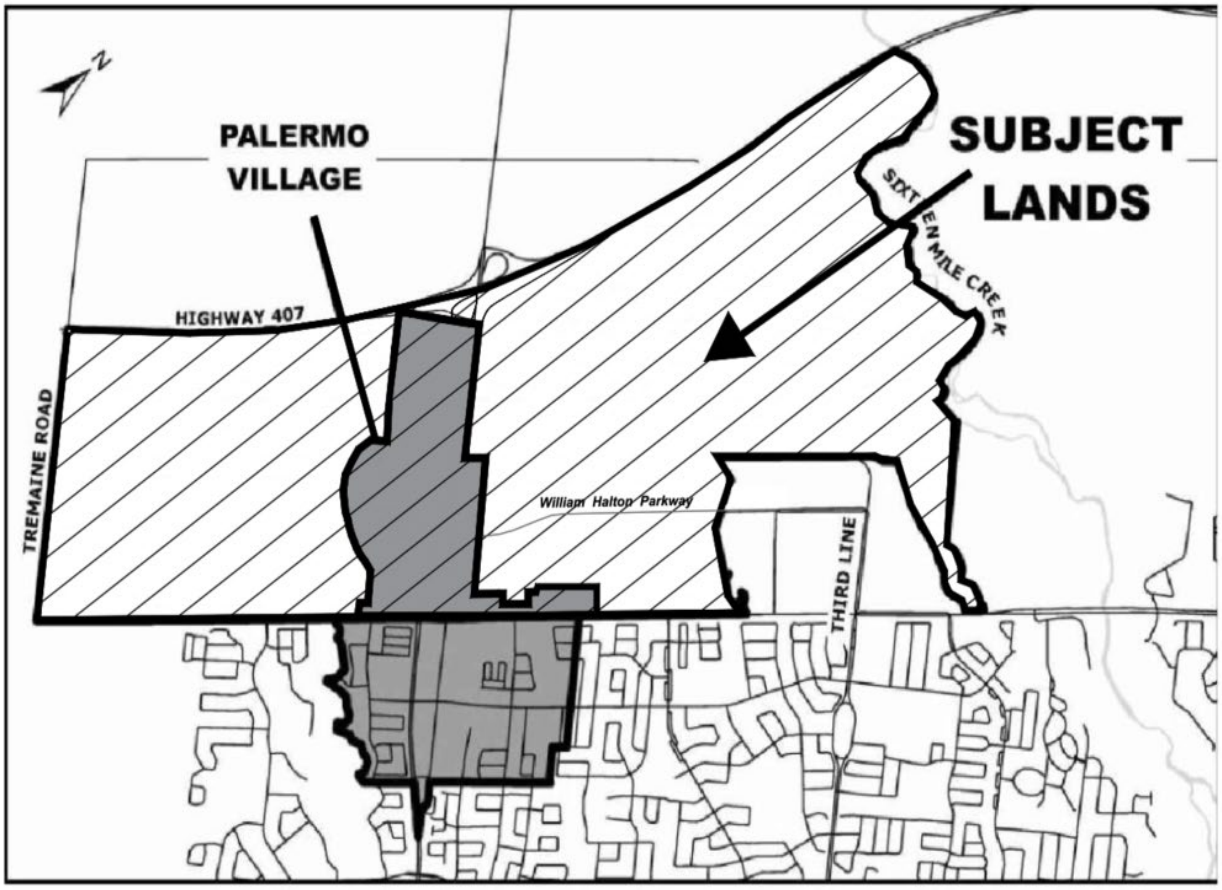
Item No.	Section	Description of Change
6.	**10.11** SUSTAINABILITY, Natural Heritage System North of Dundas Street	Replace Sections 10.11.1 to 10.11.4, Natural Heritage System North of Dundas Street, as provided in **Attachment 2**, and renumber the remainder of Section 10.11 accordingly.
PART E: GROWTH AREAS, SPECIAL POLICY AREAS AND EXCEPTIONS		
7.	**28.7** SPECIAL POLICY AREAS, North West Area	Insert a new Section 28.7, North West Area, as provided in **Attachment 2** to this Official Plan Amendment and renumber the remainder of Section 28 accordingly.
8.	**22** PALERMO VILLAGE	Delete Part E, Section 22, Palermo Village, in its entirety and replace it with the new Section 22, Palermo Village, policies provided in **Attachment 3** to this Official Plan Amendment.
9.	**29.6** *[New]* EXCEPTIONS, North West Exceptions – Schedule K	Insert a new Section 29.6, North West Exceptions – Schedule K, as provided in **Attachment 2** to this Official Plan Amendment.
PART F: IMPLEMENTATION AND INTERPRETATION		
10.	**30.3** *[New]* IMPLEMENTATION, Zoning By-laws	Insert a new policy in Section 30.3.3 as follows: <u>A comprehensive zoning by-law shall be implemented, applicable to all lands subject to the Livable Oakville Plan.</u>
OTHER		
11.	Miscellaneous	Replace any references to “Schedule B” throughout the Plan to “Schedule B1”.
12.	Miscellaneous	Adjust the policy numbering and policy references throughout the Livable Oakville Plan in accordance with the modifications above.
13..	Miscellaneous	Italicize all defined terms within any new text added to the Livable Oakville Plan through the modifications above.

B. Schedule Changes

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

2. All key maps on all relevant schedules to the Livable Oakville Plan will be amended to show the new boundary of “Schedule K, North West.”

ATTACHMENT 1 to OPA 34 – Subject Lands



ATTACHMENT 2 to OPA 34 – North West Area Policies

1. In Section 8.3, revise Table 4: Functional Classification of Roads, in alphabetical order by Facility Type to include the following:

Facility Type	Function	Criteria
Local Roads, North of Dundas Street	• Provides access to individual properties and serves internal residential neighbourhood, core area or employment district • Accommodates local transit service	• Direct access from abutting properties will be permitted • 2 travel lanes • on-street parking shall be provided on one side • right-of-way shall be minimized and should not exceed 17 metres in residential areas, and 20 metres in *employment areas.*
Lanes, North of Dundas Street	• provides rear access to individual properties and connects them to Local and Avenue/Transit Corridors	• Direct access from abutting properties shall be permitted • One or narrow two travel lanes for residential development and two travel lanes for commercial *development* • No on-street parking permitted • Minimum ROW should be 7.5 with a 0.75 metre setback for a residential lane • Minimum ROW should be 12 meters, with a 1.0 metre setback for a commercial lane, • Right of way may be increased to allow for daylighting triangles

2. Replace Section 10.11.1 to 10.11.4, Natural Heritage System North of Dundas Street, as follows and renumber section accordingly:

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, objectives and directions 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.

The Linkage Preserve Area between Core 1 and Bronte Road extends 100m south of the Transitway corridor and shall include a wetland and a 30 metre buffer to the wetland. Details of the design and restoration of this Linkage Preserve Area will be addressed through the finalization of the Environmental Implementation Report (EIR) and *development* application approval process.

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; and,

f) Other Hydrological Features including Hydrological 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 location and boundaries of the Medium Constraint Stream Corridor Area designation on Schedule B2 shall be determined in accordance with the directions established in the applicable subwatershed study and the required Environmental Implementation Report (EIR) in accordance with the policies of this plan.

10.11.4 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 in accordance with the directions established in the applicable subwatershed study and the required Environmental Implementation Report (EIR) in accordance with the policies of this plan.

10.11.5 The Linkage Preserve Area, east of Bronte Road, immediately south of Highway 407, follows the High Constraint Stream corridor. The width and location of the Linkage Preserve Area east of Bronte Road may be further reviewed as part of any future development in accordance with applicable subwatershed directions to the satisfaction of the town to accommodate existing and planned facilities within the area.

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

They are subject to the following:

a) The other hydrological features identified on Schedule B2 include Hydrologic Features A and B and watercourses, with associated riparian lands, and setbacks from top-of-bank and meander belts, located outside the Core and Linkage Preserve Areas and the High and Medium Constraint Stream Corridor Areas.

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

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

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

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

   iv) 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 considered through a detailed hydrological and hydrogeological assessment as part of the Environmental Implementation Report (EIR). This assessment will also include an evaluation of any ecological benefit of the feature.

3. Insert a new Section 29.6, North West Exceptions – Schedule K, as follows:

29.6 North West Exceptions – Schedule K

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

29.6.1 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.

4. Insert a new Section 28.7, North West Area, as follows:

28.7 North West Area

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

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

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

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

28.7.1 Vision

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

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

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

28.7.2 Objectives

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

a) To protect the environment and open space by:

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

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

iii) identifying, protecting and preserving natural heritage features within the natural heritage component of the natural heritage and open space system and ensure that their use respects their functional role as natural areas within the ecosystem;

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

v) preserving and protecting ESAs, ANSIs, 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; and,

iv) ensuring that permitted uses in the *employment areas* are *compatible* with surrounding land uses.

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

28.7.3 Development Concept

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

a) Natural Heritage and Open Space System

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

b) Employment Areas

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

28.7.4 Functional Policies

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

a) Cultural Heritage

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

i) the integration of *cultural heritage resources* into public parkland or other public facilities where feasible and appropriate;

ii) the commemoration of historic persons, families and events in the naming of public buildings, streets, parks and other public places; and,

iii) the use of interpretative plaques and displays.

b) Urban Design

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

i) All *development* shall be designed in accordance with the design direction provided in the Livable by Design Manual.

ii) Community design shall consider public safety, views and

accessibility, both physically and visually, to the Natural Heritage component of the Natural Heritage and Open Space System, and to parks and other natural and civic features. This shall be implemented through a range of approaches including:

- single loaded roads;
- crescent roads;
- combining public open space with other public or institutional facilities such as easements or stormwater ponds adjacent to the Natural Heritage component of the System; and,
- the location of high density employment buildings.

iii) Priority shall be given to maintaining views and accessibility at key trail access points where Arterial, and Avenue roads are adjacent to the System.

iv) Where there is no significant Natural Heritage edge exposed at Arterial or Avenue roads, parks or local roads should 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, Parks 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.

v) Best management practices, including low impact development measures, shall be required.

28.7.5 Land Use Policies – General

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

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

b) The following land uses shall be permitted in all land use designations:

i) accessory uses to the permitted uses;

ii) fish, wildlife and conservation management including forestry management;

iii) legally existing uses, buildings and structures;

iv) replacement of legally existing uses, buildings, and structures;

v) new utilities and infrastructure within road allowances only for Core and Linkage Preserve Areas, Glenorchy Conservation Area and High and Medium Constraint Stream Corridor Areas.

c) The following land uses shall be permitted in all designations except the Core and Linkage Preserve Areas, Glenorchy Conservation Area and High Constraint Stream Corridor Area designations, and relocated Medium Constraint Stream Corridors, as identified on Schedule B2:

i) Stormwater Management Facility

- Stormwater management ponds shall be discouraged within 100m of Dundas Street.

ii) educational facilities, day care centres except in employment areas, except in hazardous lands;

iii) home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;

iv) public service facilities, except institutional or emergency services facilities in hazardous lands; and,

v) temporary sales pavilion.

28.7.6 Land Use Policies – Natural Heritage System

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

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

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

ii) fish, wildlife and conservation management.

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

i) flood and stream bank erosion control;

ii) fish, wildlife and conservation management;

iii) a stormwater outfall;

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

v) roads and related utilities designed to minimize impacts;

vi) roads and related utilities crossings identified on Schedule C and/or Schedule K, provided structures are located outside High Constraint Stream Corridor Areas identified on Schedule B2 to the maximum extent possible or as defined through an Environmental Assessment or an Environmental Implementation Report;

vii) expansions to existing water and wastewater services;

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

ix) stormwater management facilities located outside Core Preserve Areas as identified on Schedule B2 and the Glenorchy Conservation Area;

x) Notwithstanding Section 28.7.6 b) ix) above, the stormwater management pond block as conceptually shown on Schedule N1 may only encroach into the Natural Heritage System (Core Preserve Area associated with the Main Fourteen Mile Creek) provided:
    - the stormwater management pond services primarily all lands west of Bronte Road;
    - the permanent pool of the stormwater management pond is located outside the Natural Heritage System; and,
    - that the stormwater pond block encroachment is located outside the redside dace regulated habitat, and the 7.5m setback measured from the greater of the staked top of bank or stable top of bank.

Details of the design and restoration of the storm water management pond, the temporary construction easement, and outlet works on the low constraint stream will be addressed through the finalization of the Environmental Implementation Report (EIR) and development application approval process.

Works associated with the pond outfalls, including erosion control measures, are permitted within the Core.

xi) stormwater management facilities located in or adjacent to High and Medium Constraint Stream Corridor Areas, which are not located within Linkage Preserve Areas as identified on Schedule B2, provided they are:

- outside the 100 year floodline;
- outside the meander belt allowance;
- outside the erosion/access allowance;
- outside the confined valley; and,
- there is no loss of flood storage or conveyance;

c) *Development* or land disturbance shall generally be prohibited.

d) Grading for facilities outside of, but adjacent to the Natural Heritage System such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the subwatershed study or appropriate Environmental Assessment.

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

28.7.7 Land Use Policies – Business Employment

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

a) The following uses may be permitted on lands designated Business Employment that do not abut the Hospital District, Palermo Village, Tremaine Road, Dundas Street, Bronte Road or Highway 407:

   i) general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling.

b) Motor vehicle related uses may also be permitted on lands designated Business Employment.

c) Permitted service commercial uses shall be located at the intersections of Arterials and Avenues.

d) Building Heights

   i) Buildings within the Business Employment designation in the North West Area shall be a minimum of two storeys in height and a maximum of 15 storeys, except buildings fronting onto Dundas Street, which shall be a minimum of four storeys.

28.7.8 Land Use Policies – Parks and Open Space

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

a) The function of each park is defined through the Parks, Recreation, Culture and Library Master Plan, Parks Plan and similar programs.

b) Parks and Open Space are intended to accommodate the full range of active or passive indoor and outdoor recreational opportunities including the highest intensity level of facility *development*.

c) Parks and Open Space shall be designed to connect to the Natural Heritage System where possible.

d) Permitted uses within the Parks and Open Space designation may include:

i) illuminated and irrigated sports fields, major public facilities and community centres;

ii) limited small scale ancillary retail;

e) Permitted uses in parkland abutting the Glenorchy Conservation Area may include sports fields and similar outdoor recreational opportunities.

28.7.9 Implementation Policies

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

a) Planning applications and supporting technical studies shall have regard for implementation guidelines and terms of reference, including:

i) the applicable Zoning By-law;

ii) Town master plans, including:

- North Oakville Urban Design and Open Space Guidelines
- North Oakville Secondary Plan, Transit Plan
- The Parks, Recreation, Culture and Library Master Plan and Parks 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;

v) Transportation Impact Studies and Transportation Functional Design Studies, Terms of Reference; and,

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 34 - Palermo Village Growth Area Policies

22. PALERMO VILLAGE

Palermo Village is a *strategic growth area* in northwest Oakville where mixed use *development* and *intensification* shall 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, and extending north to Hwy 407.

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

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

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

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

22.1 Goal

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

22.2 Objectives

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

22.2.1 To develop a balanced *Strategic Growth Area* by:

a) providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town;

b) facilitating *development* and redevelopment in a comprehensive manner;

c) prioritizing *active transportation* and transit use;

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

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

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

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

22.2.2 To ensure high quality urban design by:

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

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

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

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

i) an active urban community;

ii) a strong identifiable civic image;

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

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

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

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

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

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

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

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

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

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

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

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

e) coordinating water and wastewater servicing allocation with Halton Region.

22.3 Development Concept

Palermo Village is comprised of 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 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) and across Bronte Road (Regional Road 25) 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 shall transition from the Civic and Main Street Districts to the surrounding lower-density residential community.

22.3.3 Civic District

The Civic District will become a hub of activity generating uses and a destination for surrounding communities. The District is envisioned to include a mix of commercial, institutional and office uses, a transit terminal, community centre and library, as well as a food store and other commercial uses, offices, *major office* uses as well as high density residential uses.

Development will be provided in a *transit-supportive, compact urban form* and is encouraged to be within mixed-use developments. Building heights and densities will transition down from Dundas Street and Bronte Road to the surrounding community. Retail and service commercial uses throughout the District will be oriented toward public streets and spaces.

The Civic District will also include one urban square to be co-located with another community use such as a community centre and branch library and one village square. Pedestrian connections are to be provided 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. The community centre will 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, medium density and limited low density residential uses. High density residential uses will be directed east of Bronte Road. Retail, service and commercial uses that serve the needs of local residents may be permitted within high density residential buildings. A community park will be provided in a location central to the neighbourhood and may be connected to a school site. In addition, a village square will be located north of William Halton Parkway. The natural heritage system will provide a buffer between the District and future employment uses to the west and Highway 407.

22.3.5 Land Use Policies – General

Land use designations for Palermo Village are provided on Schedule N1. In addition to the policies of Parts C and D of this Plan, the following general land use policies apply to Palermo Village Area.

a) The following land uses shall be permitted in all land use designations:

   i) accessory uses to the permitted uses;

   ii) legally existing uses, buildings and structures;

iii) replacement of legally existing uses, buildings, and structures;

iv) 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.

b) 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 Medium Constraint Stream Corridors, as identified on Schedule B2:

i) Storm water management facilities;
ii) educational facilities, day care centres, except in hazardous lands;

iii) home occupations in any legally established residential unit, subject to the regulations of the Zoning By-law;

iv) public service facilities, except institutional or emergency services facilities in hazardous lands; and,

v) temporary sales pavilion.

22.3.7 Land Use Policies – Natural Heritage System

Land use designations for Palermo Village are provided on Schedule N1. 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 Palermo Village.

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

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

ii) fish, wildlife and conservation management.

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

i) flood and stream bank erosion control;

ii) fish, wildlife and conservation management;

iii) a stormwater outfall;

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

v) roads and related utilities designed to minimize impacts;

vi) roads and related utilities crossings identified on Schedule C and/or Schedule K, provided structures are located outside High Constraint Stream Corridor Areas identified on Schedule B2 to the maximum extent possible or as defined through an Environmental Assessment or an Environmental Implementation Report (EIR);

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 of Fourteen Mile Creek valley or other stream corridors if they are designed to minimize impacts on the natural environment;

c) *Development* or land disturbances shall generally be prohibited.

d) Grading for facilities outside of, but adjacent to the Natural Heritage System such as lots, roads and public facilities, shall be permitted in accordance with the directions established in the subwatershed study or appropriate Environmental Assessment.

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

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 and local bus services and 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) Passenger and operator amenities should be incorporated in the transit terminal, and into the building adjacent to the transit stop.

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	▪ intermediate degree of access control ▪ up to four travel lanes
Northerly extension of Valleyridge Drive	Dundas Street West	New east-west Road north of William Halton Parkway, south of new east-west Road at north end of Palermo Village	22 m	
New east-west Road north of William Halton Parkway	Valleyridge Drive	Bronte Road	22 m	
New east-west and north-south, Street G	Valleyridge Drive	William Halton Parkway	20 m	
New east-west Road at north end of Palermo Village	Bronte Road	New north-south road, west of Bronte Road	17 m	
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

g) Development shall protect for and not preclude a potential east-west street connection over Fourteen Mile Creek north of William Halton Parkway as illustrated in Schedules C, D, K, N1 and N2.

h) 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.

i) 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.

j) 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.

k) *Development* shall provide for a modified grid road pattern and aligned intersections. Culs-de-sac shall not be permitted.

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

m) 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.

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 Core, 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) South of Dundas Street, 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 a 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) South of Dundas Street, above ground 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. Above ground parking structures shall be appropriately sited and screened and include appropriate landscaping, to the satisfaction of the Town. Above ground

parking structures that abut a public street shall contain active uses at grade facing the street.

iv) Parking North of Dundas Street

a) Structured parking, both above and below ground should be provided. Underground parking structures are preferred.

b) Above ground parking structures should be integrated with development, and shall be appropriately sited and screened, including appropriate landscaping, to the satisfaction of the Town. Active uses at-grade should be provided within parking structures that face a public street and/or outdoor pedestrian amenity space.

v) 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 recourses, 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

Palermo Village shall be planned to achieve a minimum density target of 160 residents and jobs combined per hectare. This target is to be achieved beyond the 2051 planning horizon of this Plan.

22.4.4 Stormwater Management

a) *Development* within Palermo Village shall be required to implement stormwater management techniques in accordance with the policies of this Plan, and to the satisfaction of the Town and Conservation Authority.

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

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

d) Best management practices, including low impact *development* measures, shall be required.

e) The location of a portion of a new stormwater management facility to service lands principally west of Bronte Road is identified on Schedule N1, west of 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) Stormwater management facilities shall be discouraged within 100 metres of Dundas Street West. However, if Environmental Implementation 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;

ii) a full range of building and unit types and sizes, including *affordable housing*, to accommodate a variety of households; and,

iii) a mix of medium and high density and limited low density housing.

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

i) storage for use by the unit occupant;

ii) operable windows;

iii) balconies or terraces, and common outdoor amenity areas; and,

iv) common indoor amenity areas.

22.5 Urban Design

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

22.5.1 General

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

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

ii) 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 will 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*, varying setbacks in built form and the creation of additional pedestrian-oriented spaces.

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

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

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 Civic District, linking 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 should 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 public art. Identified gateways include:

i) The intersection of Bronte Road and Dundas Street;

ii) 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;

iii) the intersection of Bronte Road and Khalsa Gate, and specifically the triangular parcel of land south of the pipeline corridor; and,

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

c) Through public actions and the *development* process, enhanced feature areas, identified on Schedule N2, should be provided. These locations shall provide distinct public realm features specific to their context within Palermo Village and may include:

i) a roundabout with enhanced public realm treatments requiring low maintenance, at Pine Glen Road and Old Bronte Road;

ii) an enhanced public realm including trail heads and entry features to the Glenorchy Conversation Area on the north side of Dundas Street in the vicinity of Grand Oak Trail; and,

iii) enhanced streetscape treatments, pedestrian facilities and crossings (north-south across Dundas Street and east-west across Bronte Road), and public art, along Dundas Street in the vicinity of Bronte Road and Old Bronte Road.

22.5.6 Parks and Urban Squares

a) Through the *development* process, a minimum of five new public parks shall be provided, in the general locations as shown on Schedule N2, with a total area of no less than 3.70 hectares, including:

i) Two urban squares, approximately 0.30 hectares in size each, located proximate to the transit station and community centre and one east of Old Bronte Road.

ii) One village square, approximately 0.27 hectares in size, one located within the Urban Neighbourhood District, and one village square, approximately 0.30 hectare in size, in the Civic District; and,

iii) a park, approximately 2.53 hectares in size, located adjacent to the school and bound otherwise by roads in the Urban Neighbourhood District.

b) Through the *development* process, the village square within the Civic District will:

i) be located internal to the Civic District in the area bound by the extension of Valleyridge Drive and the internal public road as shown on Schedule N2;

ii) have frontage along at least one public street, and will not be located adjacent to the extension of Valleyridge Drive;

iii) have a minimum area of 3,000 square metres; and,

iv) be designed and integrated into the surrounding development including pedestrian connections.

c) Underground stormwater storage and/or low impact development measures, such as infiltration trenches, are permitted within public parkland, where determined to be required and feasible to construct, operate and maintain in accordance with an approved EIR/FSS.

d) Publicly accessible private open spaces should be incorporated into individual
development sites. Along Old Bronte Road and Khalsa Gate, these should be integrated with *cultural heritage resources* in new *development* and in locations requiring the accommodation of *utilities*. These publicly accessible private open spaces, should be approximately 0.15 ha in size and serve as a transition area 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 are those taller than 12 storeys in height. Tall building tower spacing and orientation, as well as floorplate control, shall be achieved in accordance with the Livable by Design manual and implementing zoning.

c) The following policies apply to tall buildings designated Urban Core.

i) Tall buildings shall be designed to the highest architectural quality and detail, and shall ensure a pedestrian-oriented built form and environment, provide active façades oriented to the public realm, and contribute to a distinctive skyline.

ii) Multiple towers within a block, development site, or within close proximity to each other on abutting sites should vary in height from one another in order to create a distinctive skyline for Palermo.

iii) Tall buildings facing the public realm should provide a step back between the podium base and tower portion to reinforce the character of the public realm.

iv) The floorplate of tall building towers (the portion of the building above the base or podium) shall provide a slender profile to minimize adverse shadowing, maximize sun exposure and enhance the skyline.

v) To minimize adverse shadowing and privacy impacts, maximize sun access and enhance the skyline, the minimum separation distance between the facing walls of towers should be 30 metres.

vi) The distance between facing walls of podiums, where there are windows on both building faces, should be a minimum of 15 metres.

vii) Setbacks from a building to public streets should be landscaped spaces or extensions of the public boulevard that contributes to the character of an area.

viii) Tall buildings should be designed and sited to maximize solar gain, ensure adequate sunlight and sky views, minimize wind conditions on pedestrian spaces and adjacent properties, and avoid excessive shadows on the public realm.

ix) Tall buildings located along primary or secondary streets shall incorporate strategic setbacks, step-backs, and appropriate podium heights to establish a well-defined streetwall that frames the street and contributes to a comfortable, pedestrian-oriented environment.

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 To support a vibrant and complete community, the following uses shall be accommodated as part of the comprehensive *development* of the Civic District:

i) Transit station;

ii) High density residential and offices;

iii) Community centre and library of approximately 5,100 square metres (55,000 ft^2) in size;

iv) Retail and service commercial uses to serve the daily needs of residents with a total gross floor area of approximately 2,000 square metres; and,

v) In addition to 22.6.1 iv), a food store which is primarily engaged in the sale of food and grocery products and should have a minimum gross floor area of 3,000 square metres.

The targeted gross floor areas indicated in 22.6.1 iv) and v) may be changed without an amendment to the Official Plan if supported by a market study to the satisfaction of the Town.

22.6.2 On lands designated Urban Core:

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

b) The minimum building height shall be six storeys.

c) The maximum building heights shall be:

i) 30 storeys on the northwest corner of the intersection of Bronte Road and Dundas Street West;

ii) 27 storeys on the northeast corner of the intersection of Bronte

Road and Dundas Street West;

iii) 25 storeys for other areas north of Dundas Street West abutting the east and west sides of Bronte Road.

d) The minimum building height shall not apply to:
- building podiums;
- stand alone office on the block abutting the Urban Square at a minimum of four storeys;
- community uses operated by a public authority; and,
- above ground parking structures.

e) Public parking facilities may also be permitted.

22.6.3 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 for blocks abutting the south side of William Halton Parkway.

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) community uses operated by a public authority;

iv) places of worship; and,

v) above ground parking structures.

d) The maximum building heights shall be:

South of Dundas Street West

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; and

iii) 8 storeys on all other locations.

North of Dundas Street West

iv) 16 storeys on all corner sites north of Dundas Street West, except those containing *cultural heritage resources* which shall be 10 storeys; and,

v) 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 in the Civic District, *multiple-attached dwellings* may also be permitted on sites that do not front Dundas Street West and Bronte Road at a residential density of 35 to 100 units per site hectare with a minimum height of 3 stories and may include an apartment building.

i) Retail and service commercial uses including a food store shall also be permitted on the ground floor of apartment buildings oriented to the street. Office use is permitted in conjunction with a development that includes an apartment building for properties fronting Dundas Street West and Bronte Road.

j) 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.

k) The food store should be located proximate to the southwest corner of

William Halton Parkway and Bronte Road and shall ultimately be located in the podium of a mixed-use building with primarily underground or structure parking.

l) The Town may permit an interim one storey stand-alone food store provided the following criteria are met:

i) a block is created as part of the first phase of registration of the plan of subdivision to accommodate the food store;

ii) a phasing plan is completed, to the satisfaction of the Town, demonstrating that the stand-alone food store will not preclude the longer-term achievement of the policies of this Plan including integration of the food store into the podium of a mixed-use building;

iii) the food store is designed in accordance with the urban design policies of this Plan, including orienting the building to street frontages, providing safe and direct pedestrian access along street frontages, and ensuring a built form that supports a pedestrian-oriented public realm that is compatible with existing and planned development;

iv) parking is preferred to be below grade or structured. Surface parking may be permitted provided the parking is screened from the street and demonstrated through the phasing plans to be temporary; and,

v) The maximum number of parking spaces will be implemented through the zoning by-law.

m) The Town may allow for a change in gross floor area of the interim food store without amendment to this Plan, provided the following criteria is met:

i) That the intent of this Plan is maintained to support the achievement of a complete community that offers equitable access to necessities for daily living including the planned focal area of commercial uses within Palermo Village; and,

ii) A market study is completed as appropriate, to the satisfaction of the Town, demonstrating that the food store is appropriately sized

and sited to serve the existing and planned population within Palermo Village;

22.6.4 On lands designated High Density Residential:

a) Located north of William Halton Parkway, east of Bronte Road, or Old Bronte Road:

i) The residential density shall be between 100 and 300 units per *site hectare*.

ii) Minimum height shall be four storeys.

iii) The maximum building height shall be eight storeys, except on corner sites it shall be 16 storeys.

iv) The northeast area created by William Halton Parkway and the Old Bronte Road cul-de-sac shall be considered a corner site when the properties located at 3109, 3113, and 3121 Old Bronte Road are consolidated.

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

b) Located south of Dundas Street West:

i) The residential density shall be between 100 and 300 units per site hectare.

ii) The maximum building height shall be eight storeys, except on sites abutting Dundas Street West where it shall be 10 storeys.

iii) *Multiple-attached dwellings* may be permitted.

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

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

a) The minimum residential density shall be 35 units per site hectare and no maximum residential density shall apply.

b) The maximum building height shall be six storeys.

c) *Multiple-attached dwellings* may be permitted.

d) Single detached dwellings may be permitted to a maximum of 15% of the total residential units within the designation.

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 dwelling*s 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 be coordinated with the provision of *infrastructure*, including:

i) transit, including a transit terminal;

ii) road network capacity;

iii) pedestrian and cycling facilities;

iv) water and wastewater services;

v) stormwater management facilities;

vi) streetscape improvements; and,

vii) *utilities*.

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

c) Where a *development* is proposed to proceed in phases or is required to address coordination issues between landowners, an area design plan, including a *development* concept report and a phasing plan, shall be required from the applicant. The area design plan shall demonstrate how the initial phases of *development*, such as the location of roads, will not preclude the achievement of a compact, pedestrian-oriented and *transit-supportive* urban form, including accommodation of required transit and *public service facilities*. The area design plan will demonstrate conformity with the policies of this Plan and will provide details including:

i) the size and location of parks, village squares, and urban squares;

ii) the size and location of *public service facilities,* transit terminal and facilities;

iii) the location, size and general configuration of stormwater management facilities;

iv) the detailed road pattern including on-street parking and streetscape/public realm enhancements;

v) the specific boundaries of designations;

vi) the location, alignment and boundaries of the natural heritage system including linkage areas;

vii) coordination with land uses and road patterns for lands outside, but adjacent to the lands which are the subject of the area design plan, and:

viii) the density and distribution of built form, building heights, and housing types.

d) Where the planned scale of *development* is not feasible on an individual property within Palermo Village, property consolidation will be encouraged.

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.

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

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

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

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

(iv) An addendum to the Water and Wastewater Area Servicing Plan shall be completed to the satisfaction of the Region prior to registration of a draft plan of subdivision in accordance with an approved Terms of Reference to the satisfaction of the Region:

1. Identify the preferred water and wastewater servicing strategy to support planned population growth located north of Dundas

Street West within the Area Service Plan boundaries;

2. Assess the impact of growth in Palermo on the broader Regional water and wastewater system; and,

3. Identify upgrades and/or improvements that will be required to support development north of Dundas Street West within the Area Service Plan boundaries.

4. Should the results of the Water and Wastewater Area Servicing Plan show that capacity is not available, development may not be permitted until the required improvements to capacity constraints have been implemented or a coordinated staging and monitoring plan has been developed to implement the preferred water and wastewater servicing strategy for the area.

22.8.5 In addition to the matters set out in section 30.4, holding provisions may be used to:

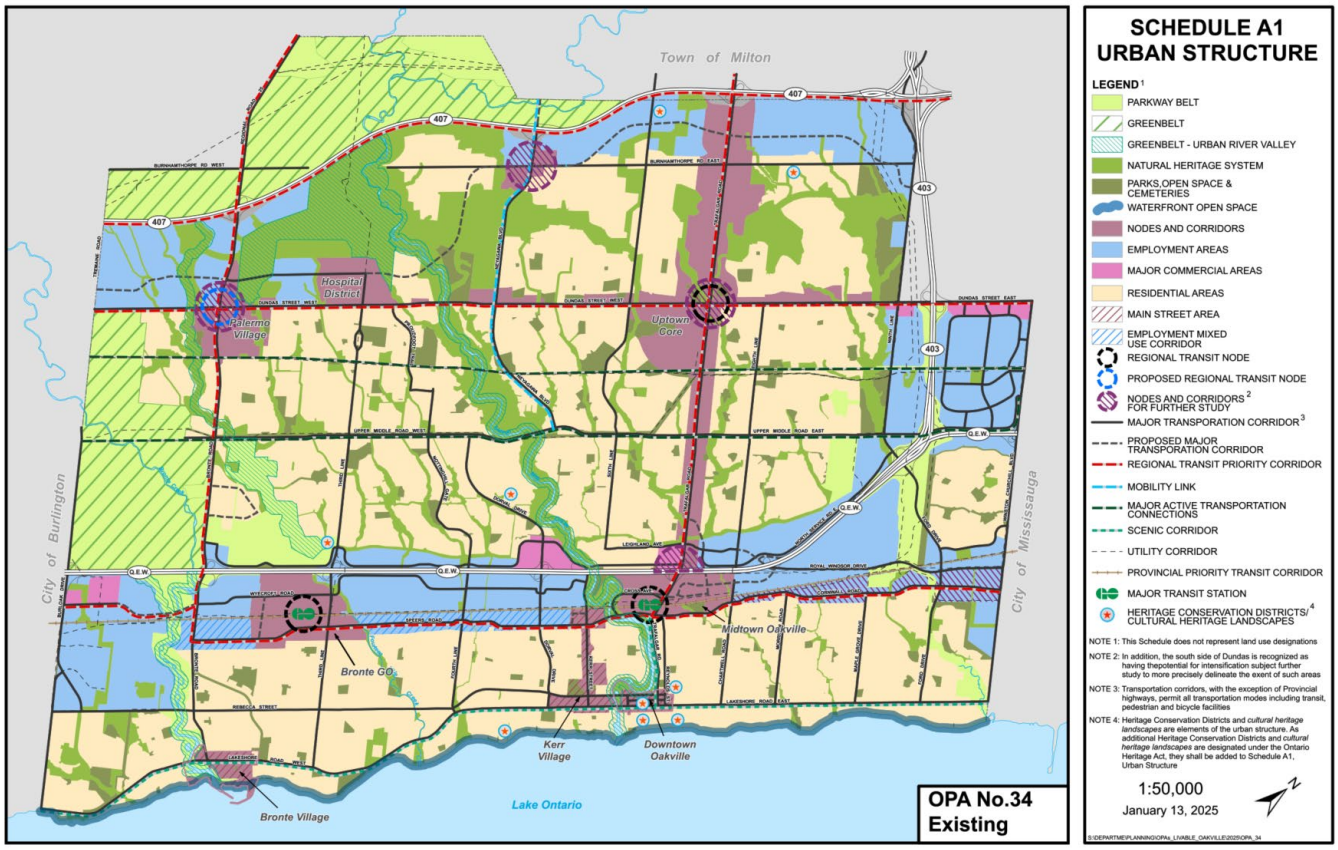
a) manage phasing of development in relation to availability of water and wastewater infrastructure;

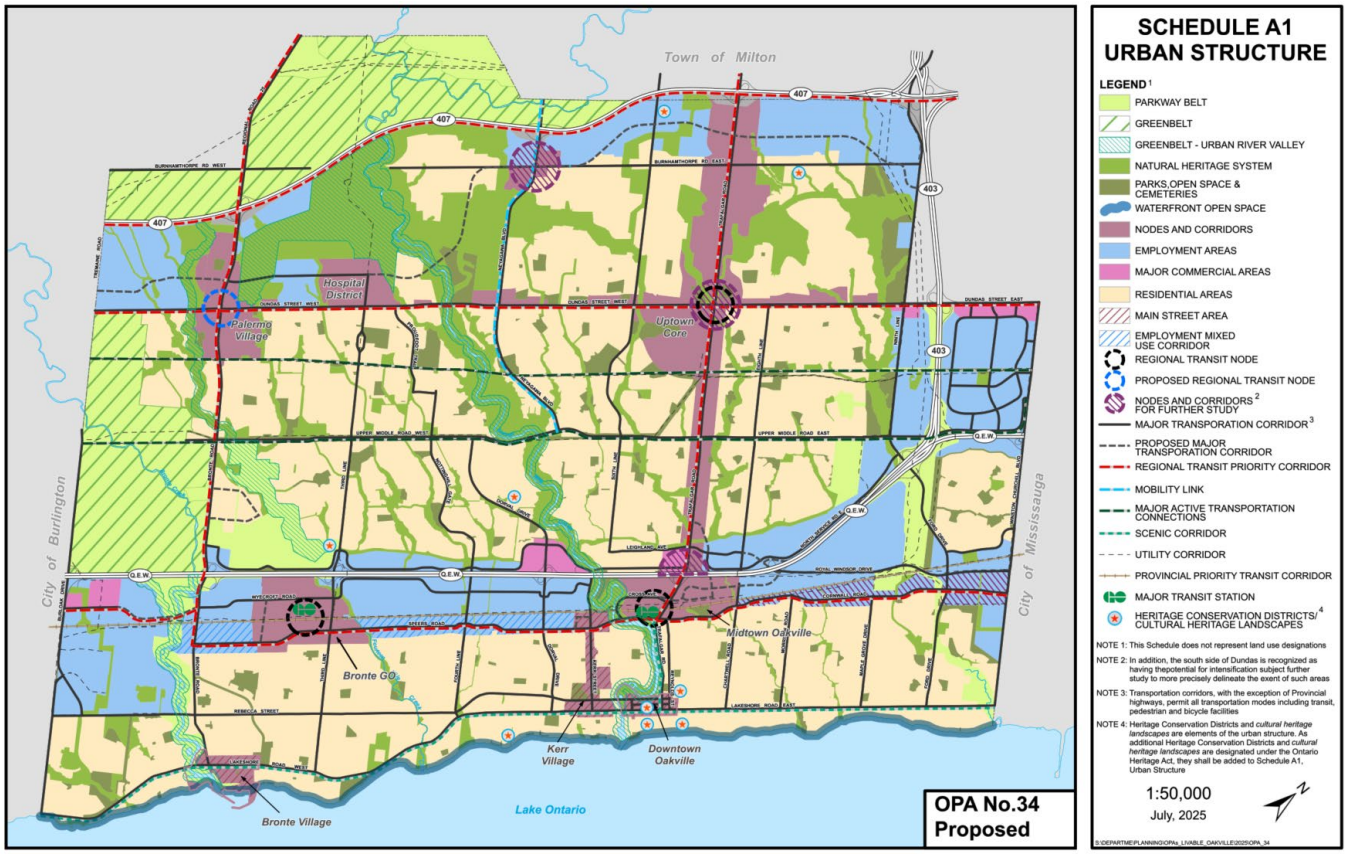
b) secure the future provision of a food store as contemplated by 22.6.1 and/or 22.6.3;

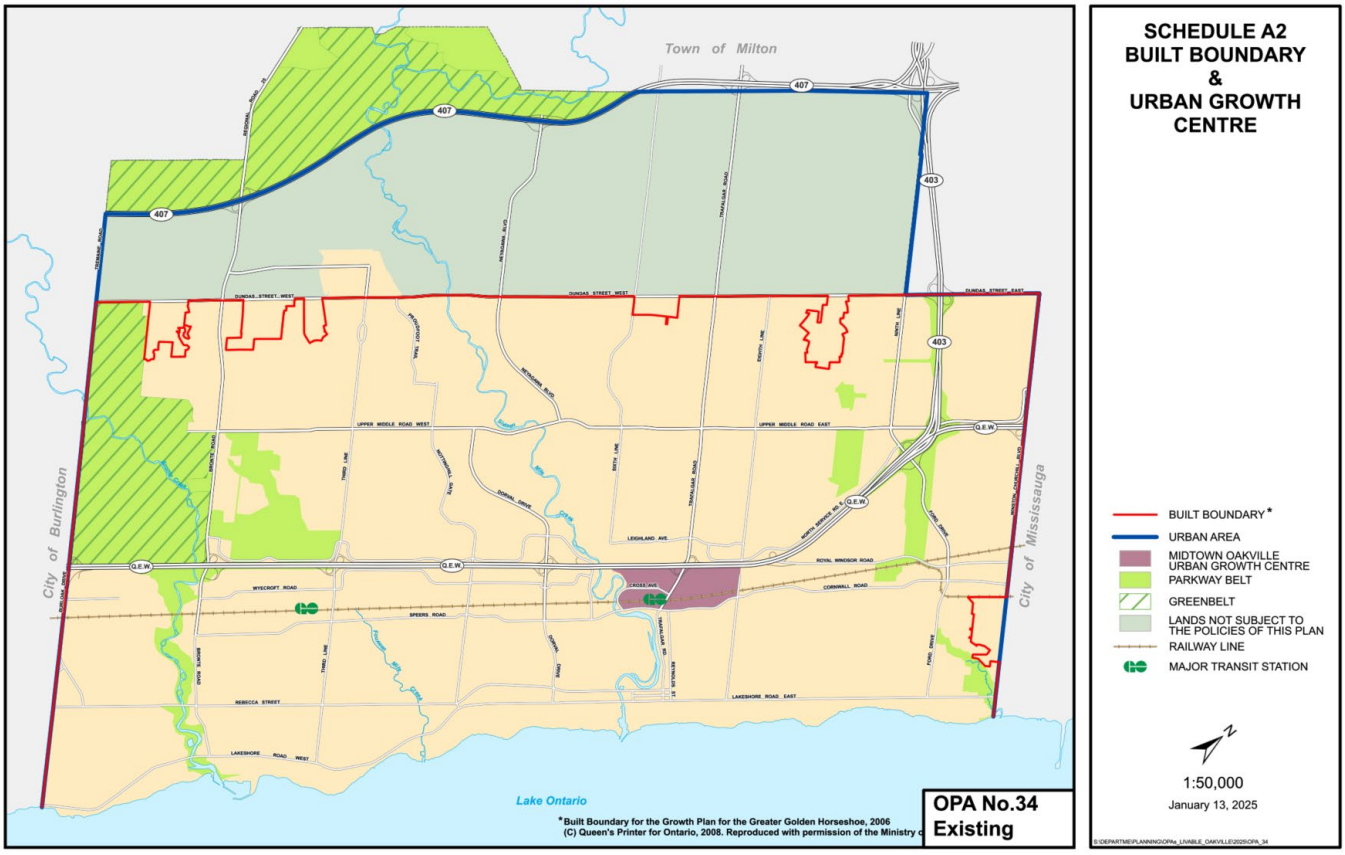
c) provide for the timely construction of the stormwater management pond, including its access and outlet, shown on Schedule N1 located west of the Valleyridge Drive extension;

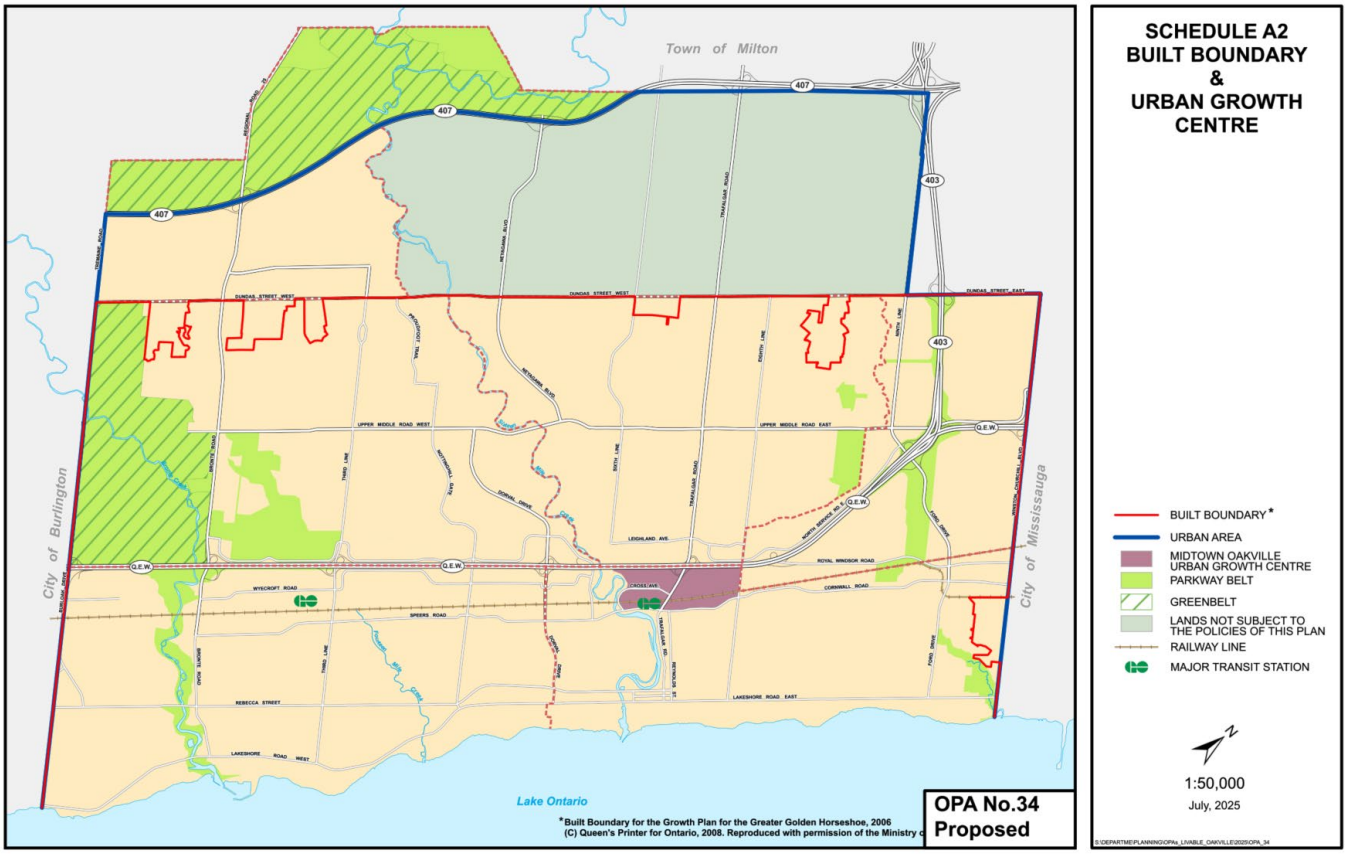
d) for lands east of Bronte Road, the approval and implementation of a storm water management strategy for the relevant area as determined through an EIR/FSS to the satisfaction of the Town.

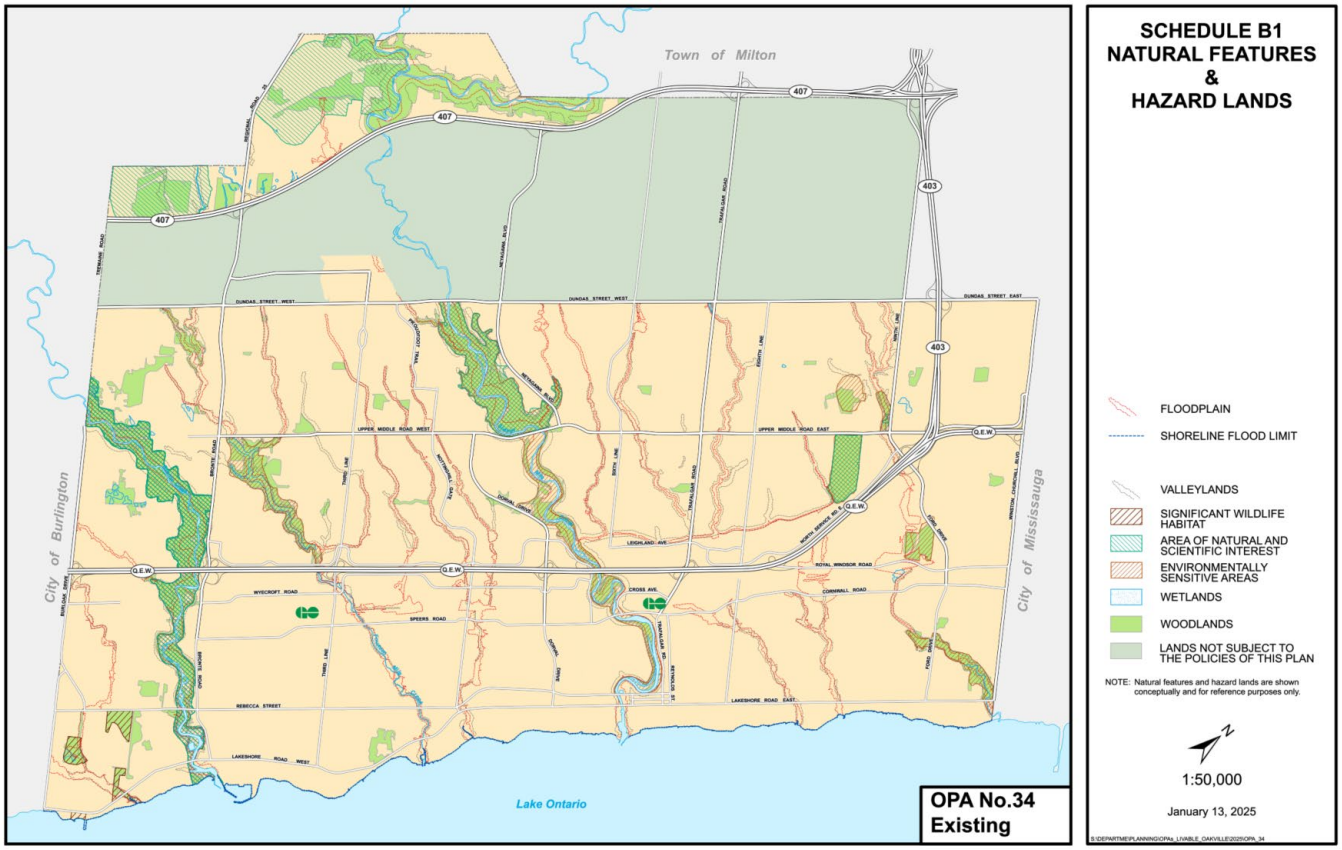
ATTACHMENT 4 to OPA 34 – Schedule Change

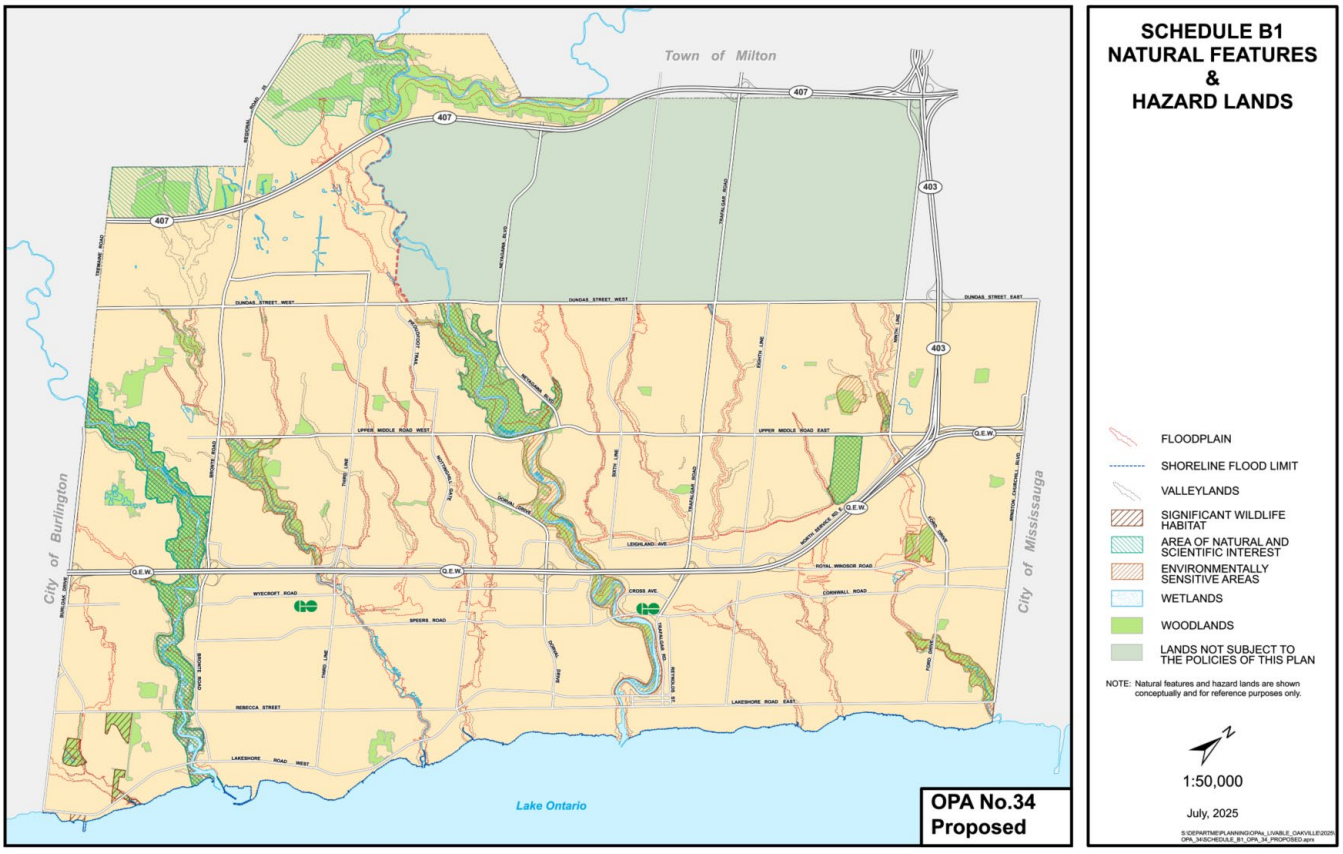


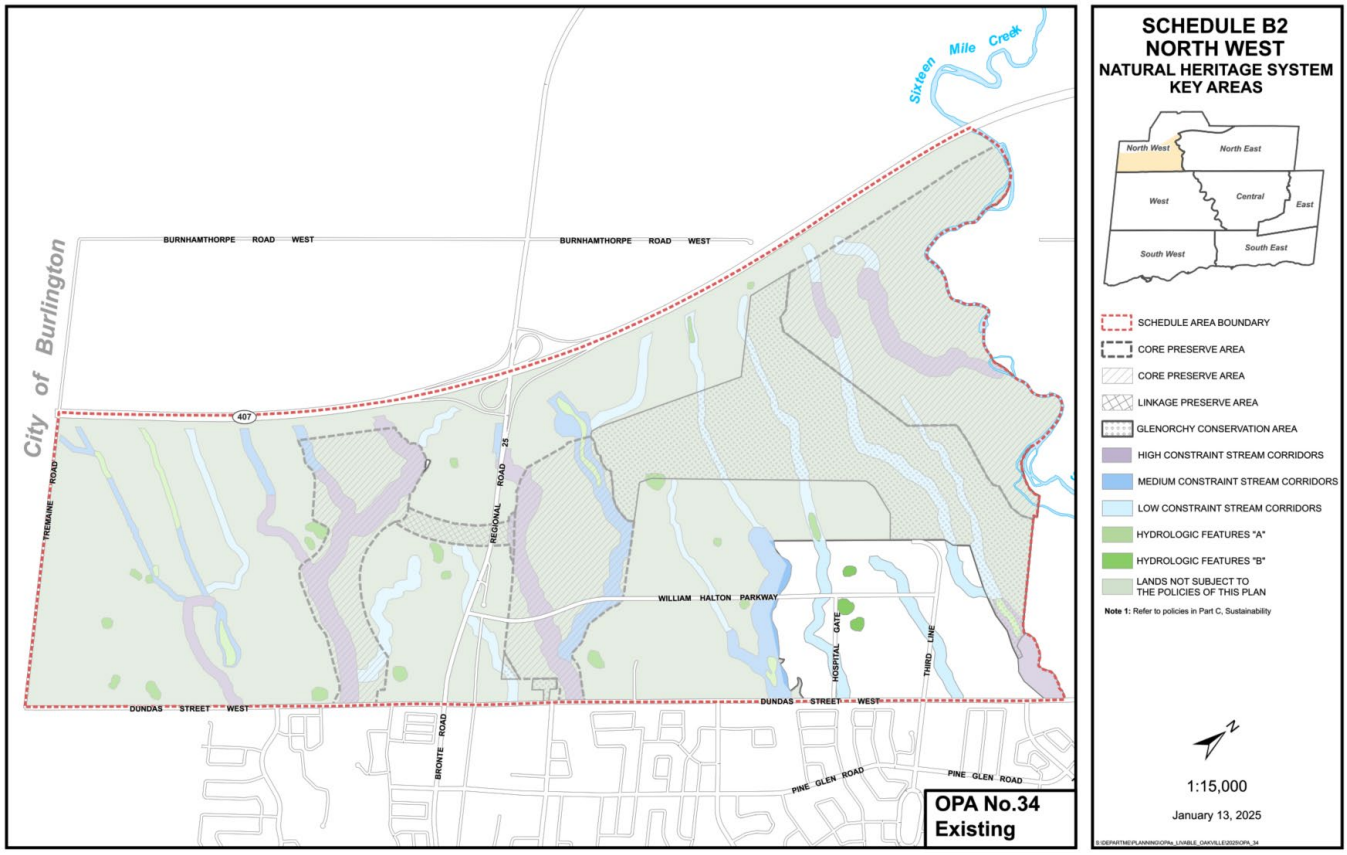

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
Hospital District
Palermo Village
Uptown Core
Midtown Oakville
Bronte GO
Bronte Village
Kerr Village
Downtown Oakville
OPA No.34
Proposed
SCHEDULE A1
URBAN STRUCTURE
LEGEND 1
PARKWAY BELT
GREENBELT
GREENBELT - URBAN RIVER VALLEY
NATURAL 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 2 FOR FURTHER STUDY
MAJOR TRANSPORATION CORRIDOR 3
PROPOSED MAJOR TRANSPORATION CORRIDOR
REGIONAL TRANSIT PRIORITY CORRIDOR
MOBILITY LINK
MAJOR ACTIVE TRANSPORTATION CONNECTIONS
SCENIC CORRIDOR
UTILITY CORRIDOR
PROVINCIAL PRIORITY TRANSIT CORRIDOR
MAJOR TRANSIT STATION
HERITAGE CONSERVATION DISTRICTS/ 4 CULTURAL HERITAGE LANDSCAPES
NOTE 1: This Schedule does not represent land use designations
NOTE 2: In addition, the south side of Dundas is recognized as having thepotential for intensification subject further study to more precisely delineate the exent 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 designated under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure
1:50,000
July, 2025

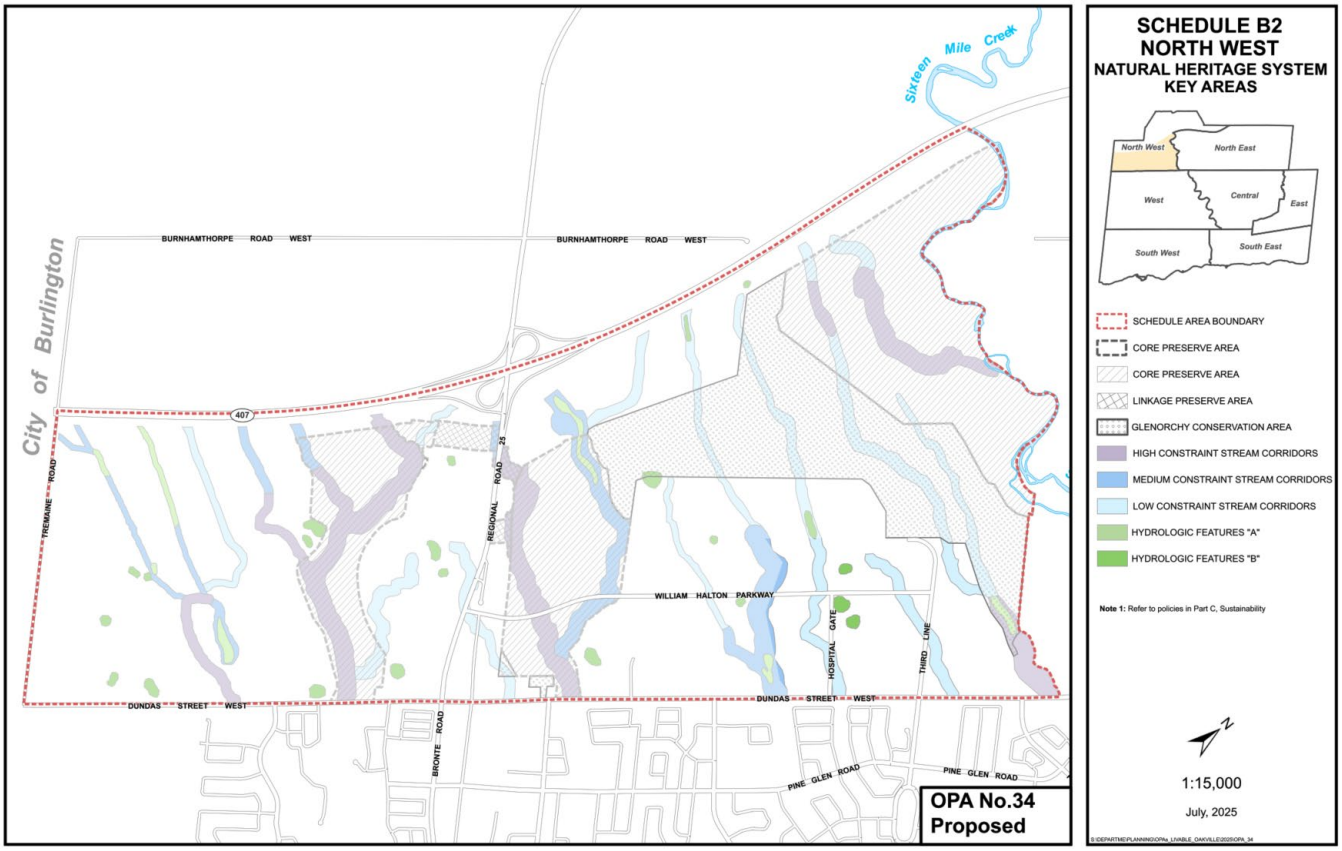

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Existing
*Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry
SCHEDULE A2
BUILT BOUNDARY
&
URBAN GROWTH
CENTRE
BUILT BOUNDARY*
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
January 13, 2025

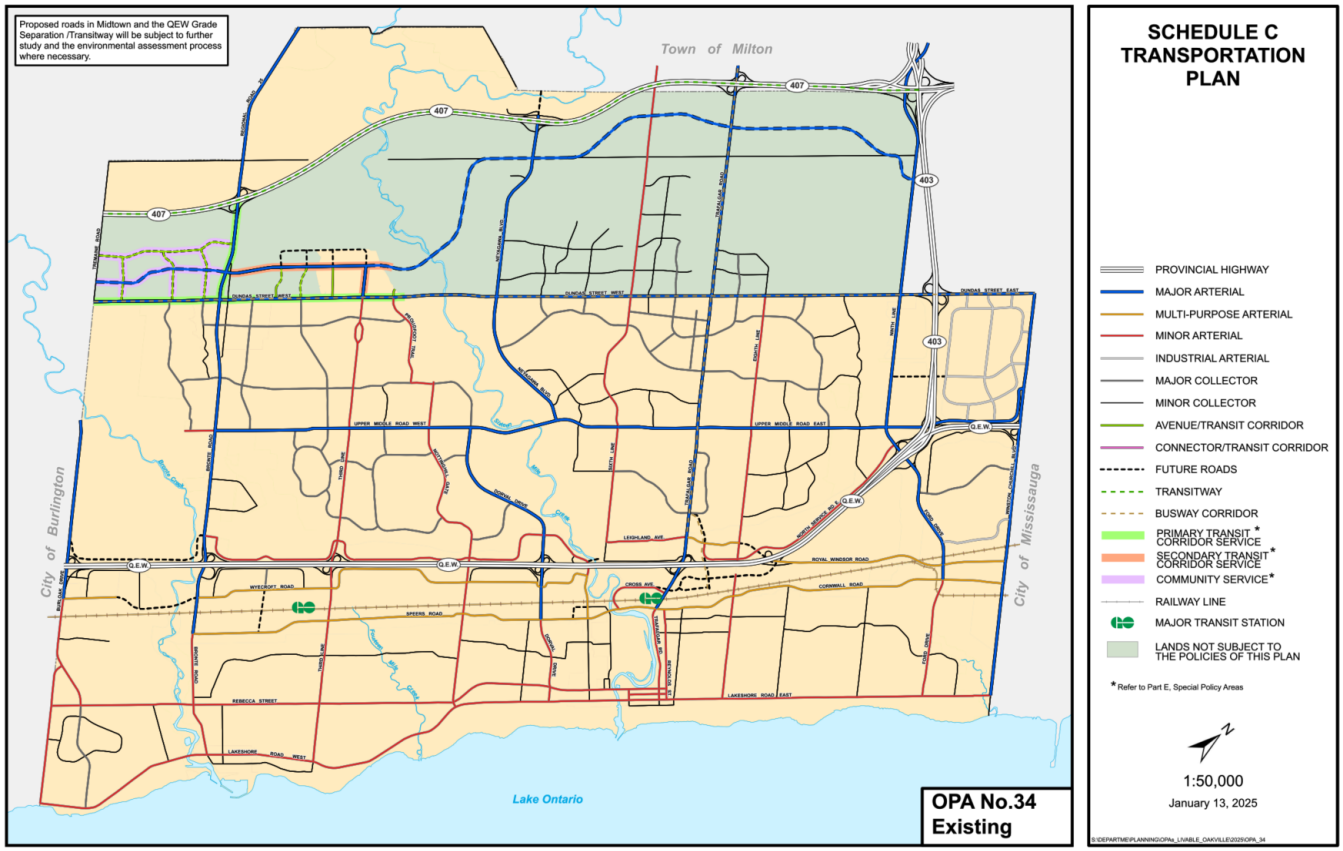

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Proposed
*Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006
(C) Queen's Printer for Ontario, 2008. Reproduced with permission of the Ministry
SCHEDULE A2
BUILT BOUNDARY
&
URBAN GROWTH
CENTRE
BUILT BOUNDARY*
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, 2025

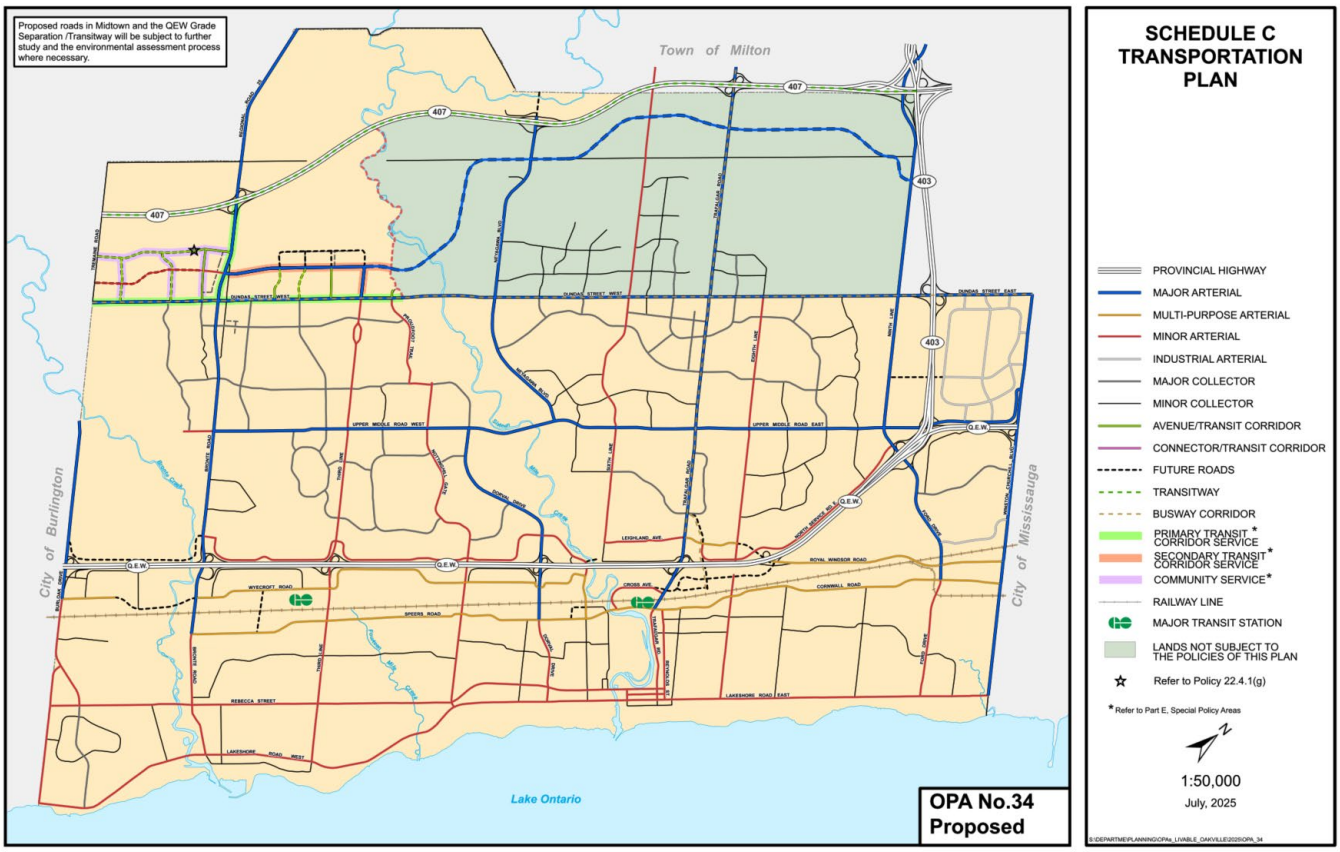

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Existing
SCHEDULE B1
NATURAL FEATURES
&
HAZARD LANDS
FLOODPLAIN
SHORELINE FLOOD LIMIT
VALLEYLANDS
SIGNIFICANT WILDLIFE HABITAT
AREA OF NATURAL AND SCIENTIFIC INTEREST
ENVIRONMENTALLY SENSITIVE AREAS
WETLANDS
WOODLANDS
LANDS 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
January 13, 2025

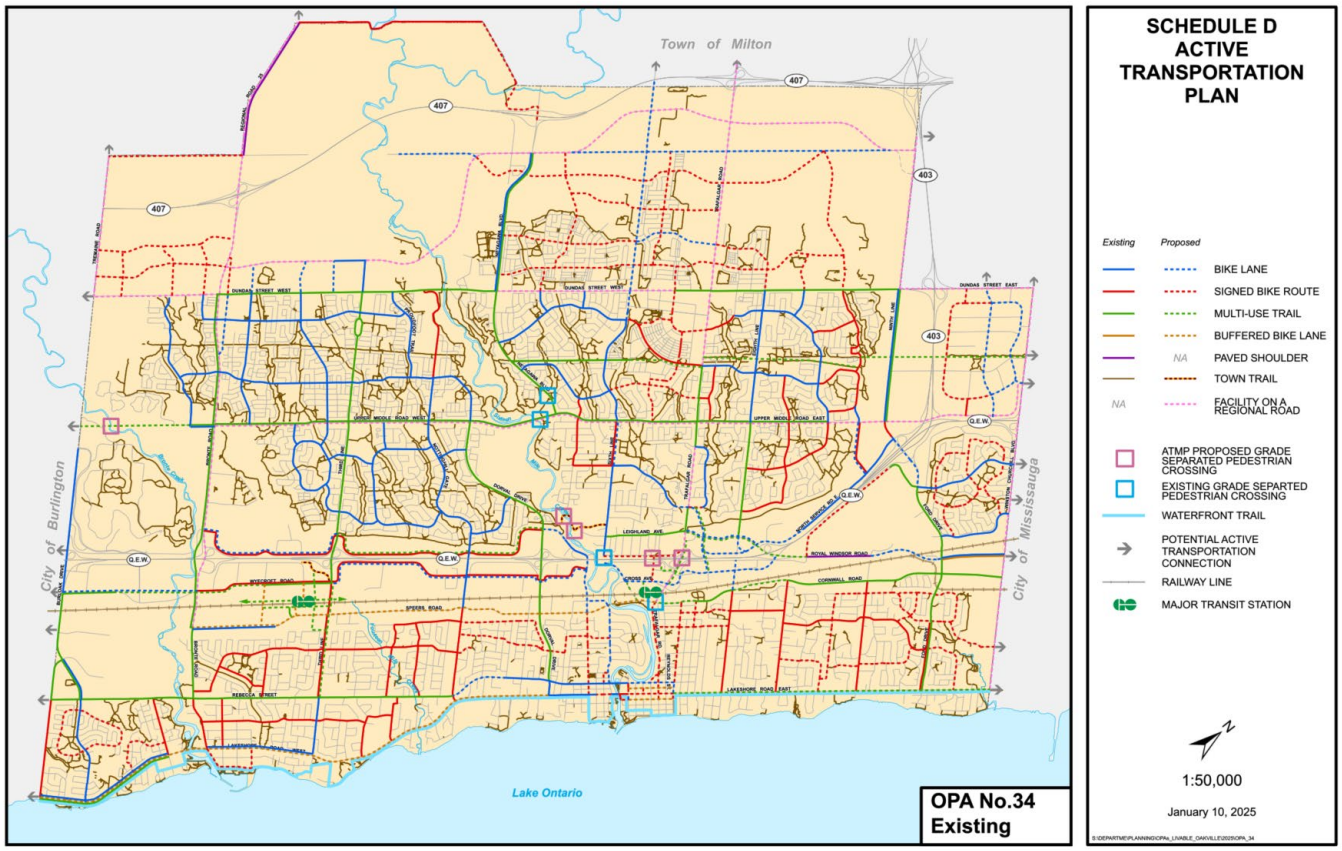

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Proposed
SCHEDULE B1
NATURAL FEATURES
&
HAZARD LANDS
FLOODPLAIN
SHORELINE FLOOD LIMIT
VALLEYLANDS
SIGNIFICANT WILDLIFE HABITAT
AREA OF NATURAL AND SCIENTIFIC INTEREST
ENVIRONMENTALLY SENSITIVE AREAS
WETLANDS
WOODLANDS
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NOTE: Natural features and hazard lands are shown conceptually and for reference purposes only.
1:50,000
July, 2025

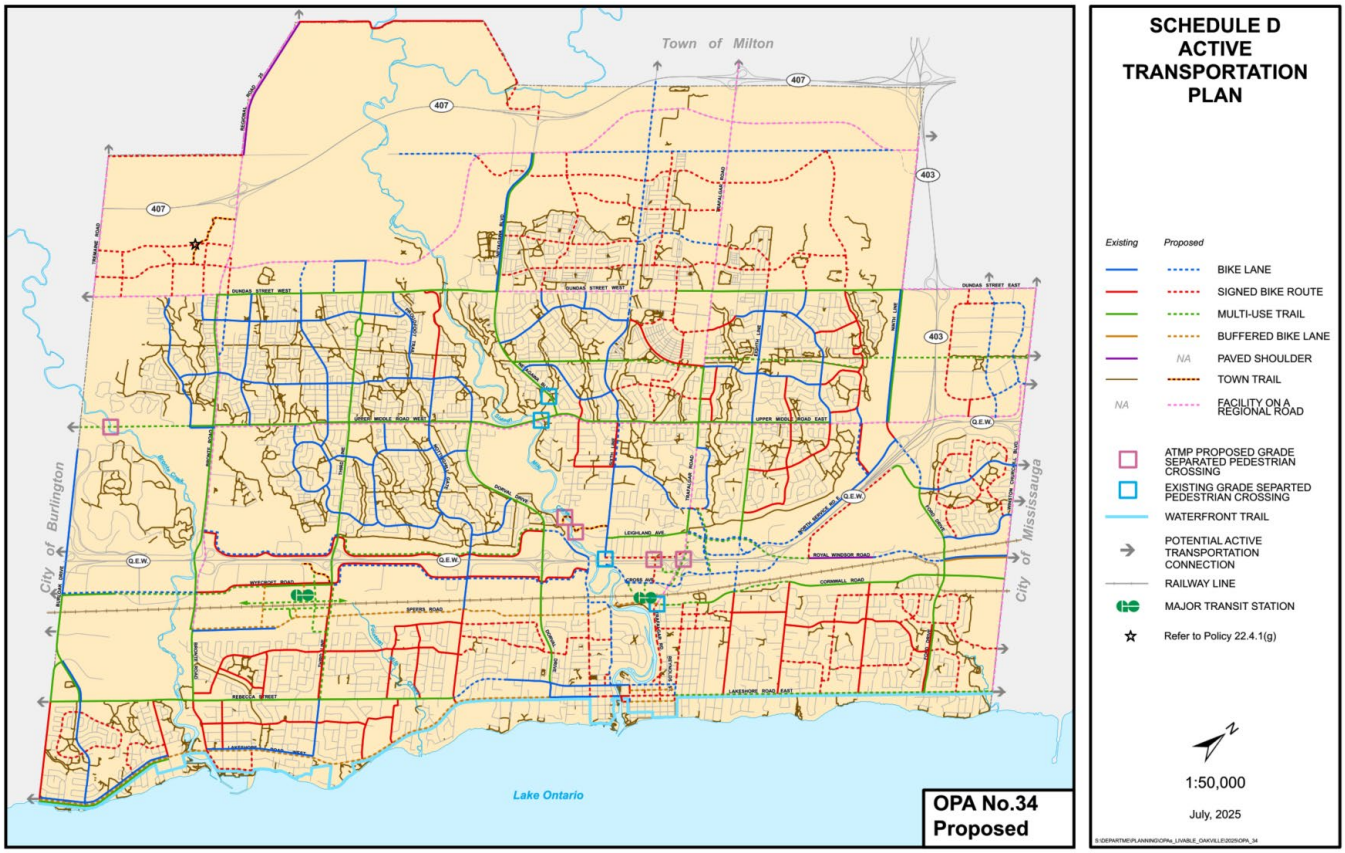

Sixteen Mile Creek
City of Burlington
BURNHAMTHORPE ROAD WEST
BURNHAMTHORPE ROAD WEST
407
TREMAINE ROAD
REGIONAL ROAD 25
WILLIAM HALTON PARKWAY
HOSPITAL GATE
THIRD LINE
DUNDAS STREET WEST
DUNDAS STREET WEST
BRONTE ROAD
PINE GLEN ROAD
PINE GLEN ROAD
OPA No.34
Existing
SCHEDULE B2
NORTH WEST
NATURAL HERITAGE SYSTEM
KEY AREAS
North West
North East
West
Central
East
South West
South East
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"
LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
Note 1: Refer to policies in Part C, Sustainability
1:15,000
January 13, 2025

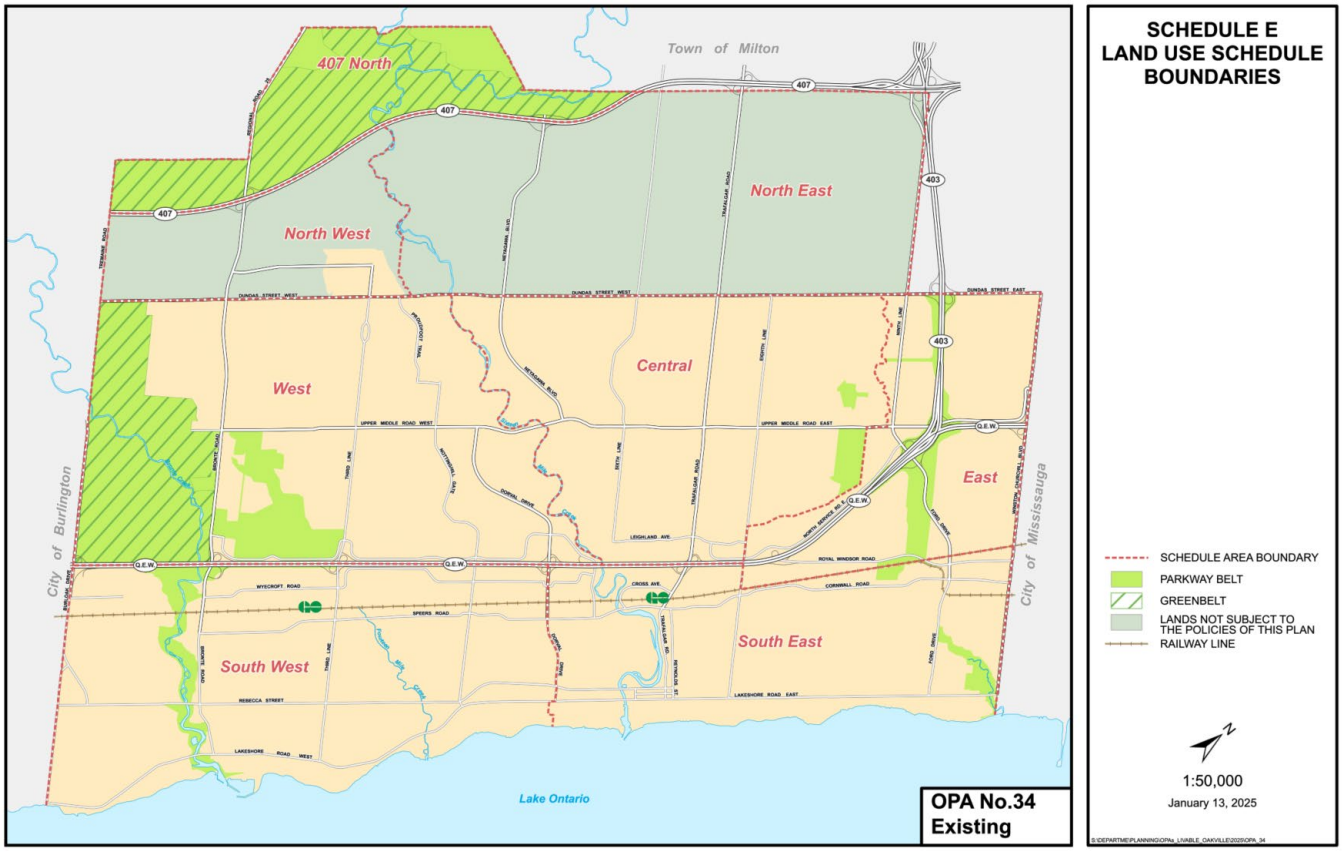

Sixteen Mile Creek
City of Burlington
BURNHAMTHORPE ROAD WEST
BURNHAMTHORPE ROAD WEST
407
TREMAINE ROAD
REGIONAL ROAD 25
WILLIAM HALTON PARKWAY
HOSPITAL GATE
THIRD LINE
DUNDAS STREET WEST
DUNDAS STREET WEST
BRONTE ROAD
PINE GLEN ROAD
PINE GLEN ROAD
OPA No.34
Proposed
SCHEDULE B2
NORTH WEST
NATURAL HERITAGE SYSTEM
KEY AREAS
North West
North East
West
Central
East
South West
South East
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
1:15,000
July, 2025

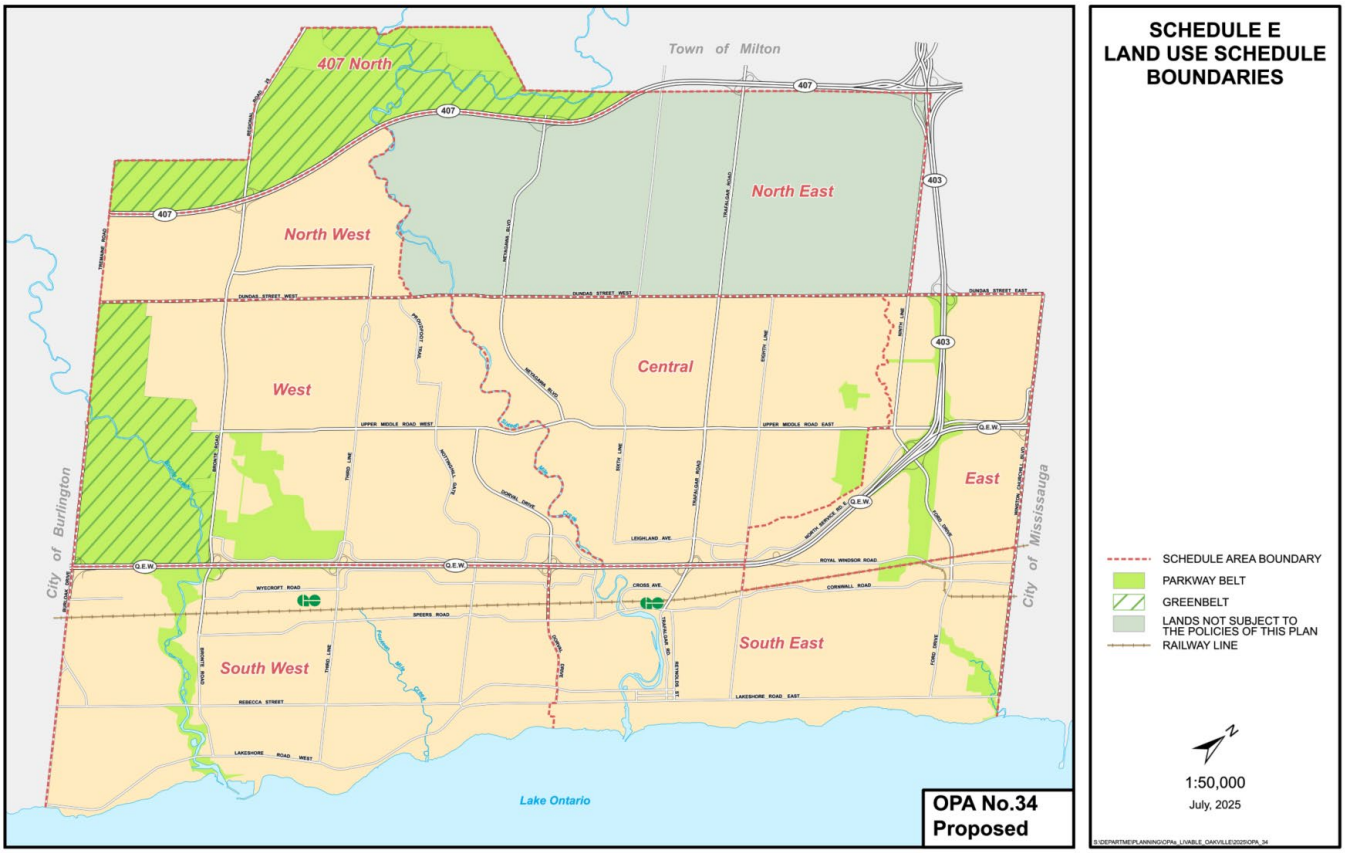

Proposed roads in Midtown and the QEW Grade Separation /Transitway will be subject to further study and the environmental assessment process where necessary.
Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Existing
SCHEDULE C
TRANSPORTATION
PLAN
PROVINCIAL HIGHWAY
MAJOR ARTERIAL
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
January 13, 2025

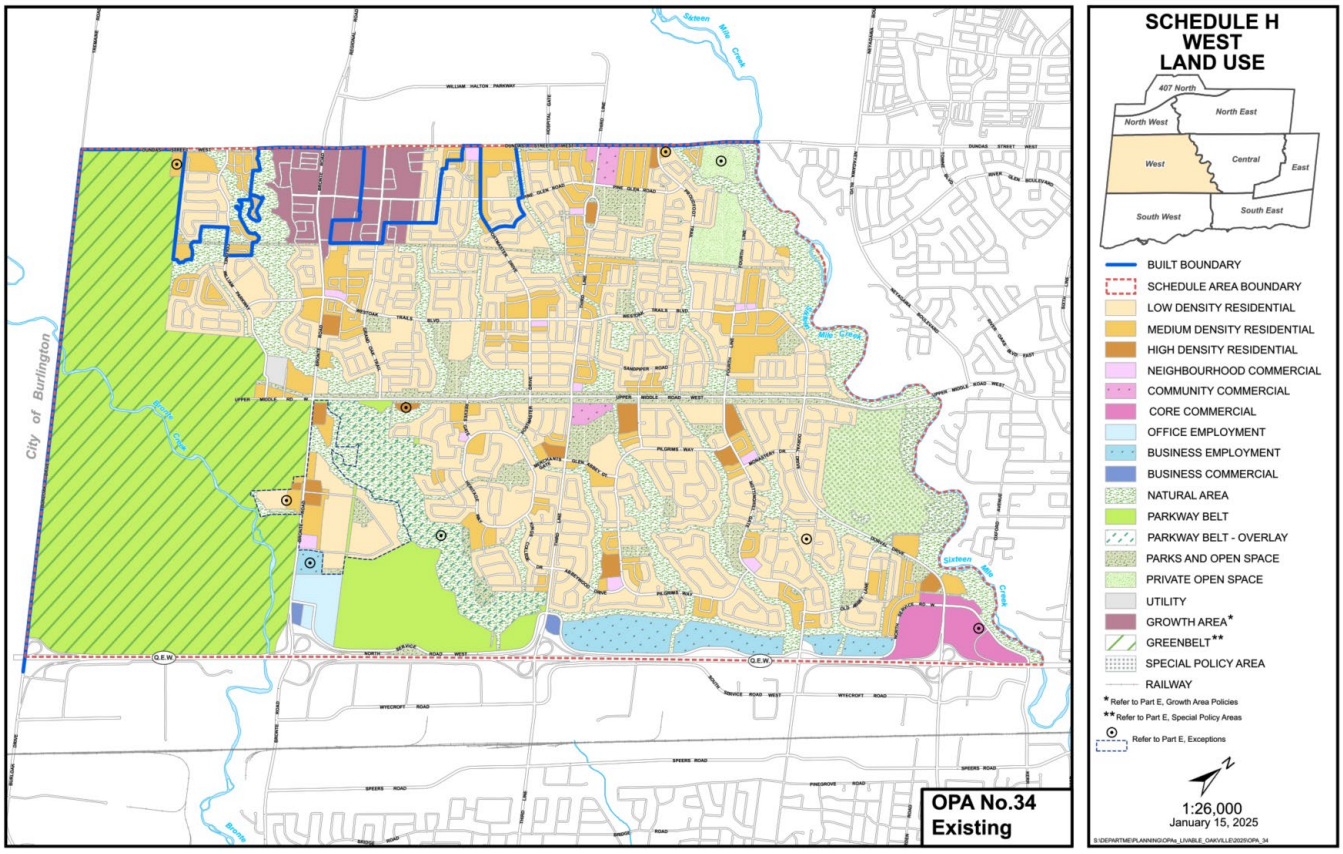

Proposed roads in Midtown and the QEW Grade Separation /Transitway will be subject to further study and the environmental assessment process where necessary.
Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Proposed
SCHEDULE C
TRANSPORTATION PLAN
PROVINCIAL HIGHWAY
MAJOR ARTERIAL
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 Policy 22.4.1(g)
* Refer to Part E, Special Policy Areas
1:50,000
July, 2025

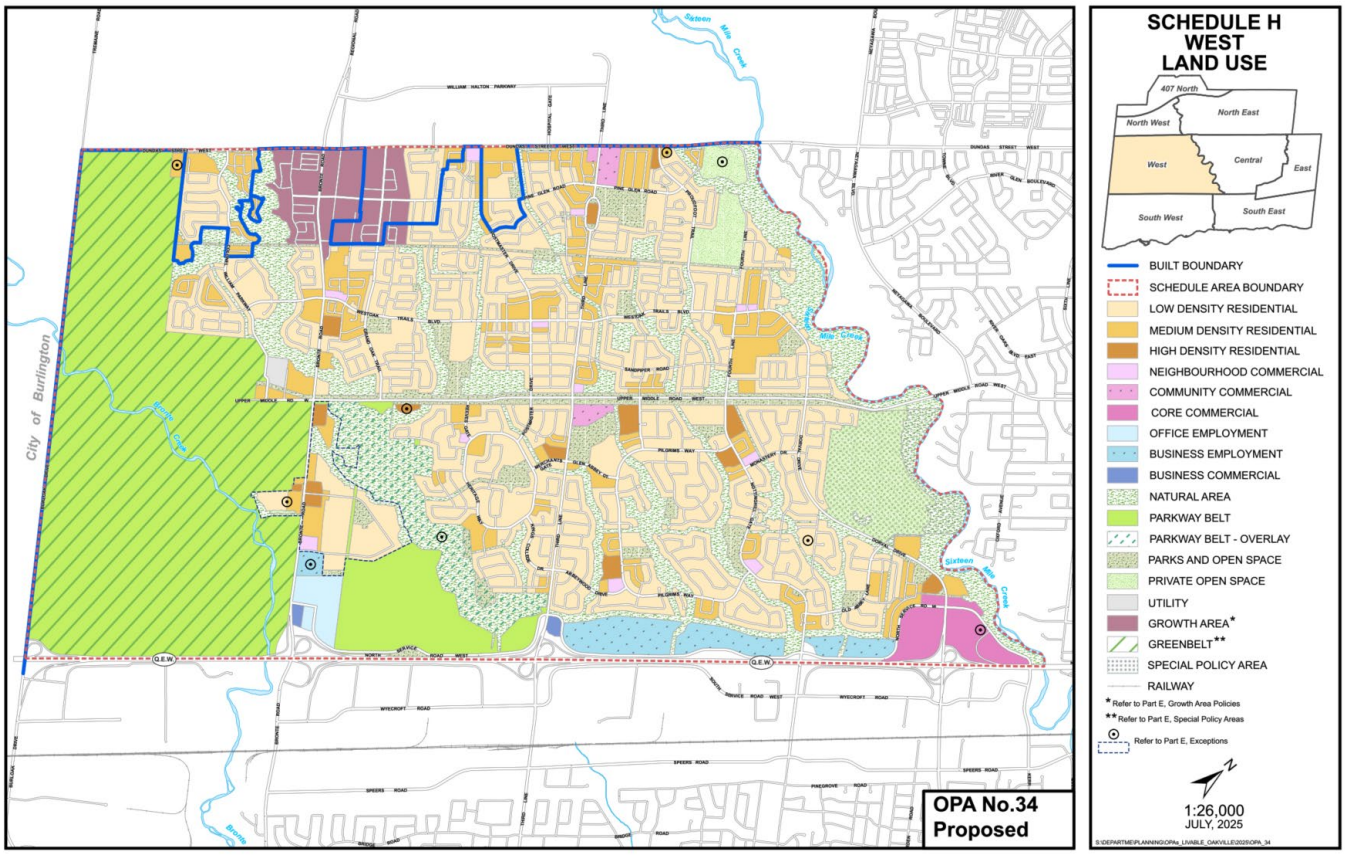

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Existing
SCHEDULE D
ACTIVE
TRANSPORTATION
PLAN
Existing
Proposed
BIKE LANE
SIGNED BIKE ROUTE
MULTI-USE TRAIL
BUFFERED BIKE LANE
PAVED SHOULDER
TOWN TRAIL
FACILITY ON A REGIONAL ROAD
ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING
EXISTING GRADE SEPARTED PEDESTRIAN CROSSING
WATERFRONT TRAIL
POTENTIAL ACTIVE TRANSPORTATION CONNECTION
RAILWAY LINE
MAJOR TRANSIT STATION
1:50,000
January 10, 2025

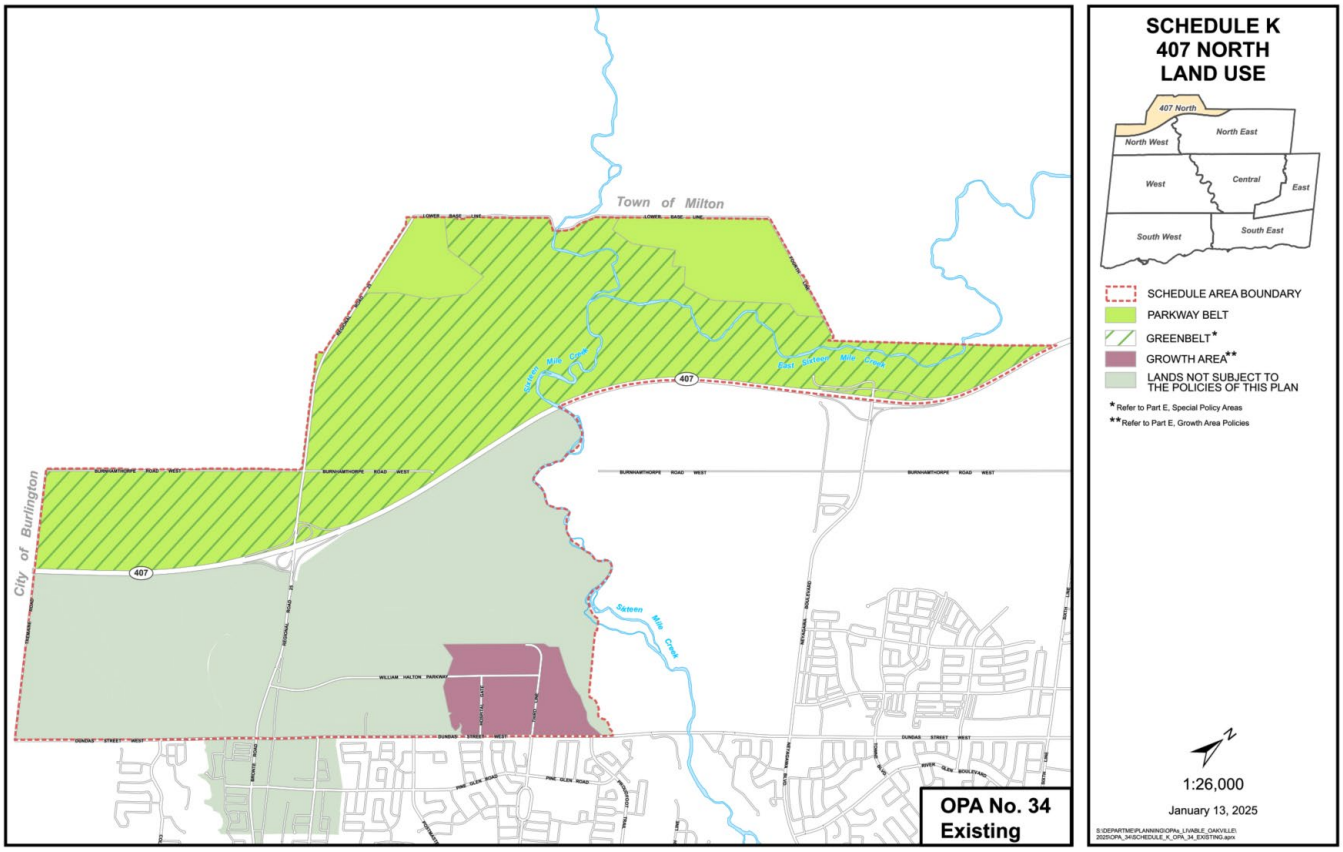

Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Proposed
SCHEDULE D
ACTIVE
TRANSPORTATION
PLAN
Existing
Proposed
BIKE LANE
SIGNED BIKE ROUTE
MULTI-USE TRAIL
BUFFERED BIKE LANE
PAVED SHOULDER
TOWN TRAIL
FACILITY ON A REGIONAL ROAD
ATMP PROPOSED GRADE SEPARATED PEDESTRIAN CROSSING
EXISTING GRADE SEPARTED PEDESTRIAN CROSSING
WATERFRONT TRAIL
POTENTIAL ACTIVE TRANSPORTATION CONNECTION
RAILWAY LINE
MAJOR TRANSIT STATION
Refer to Policy 22.4.1(g)
1:50,000
July, 2025

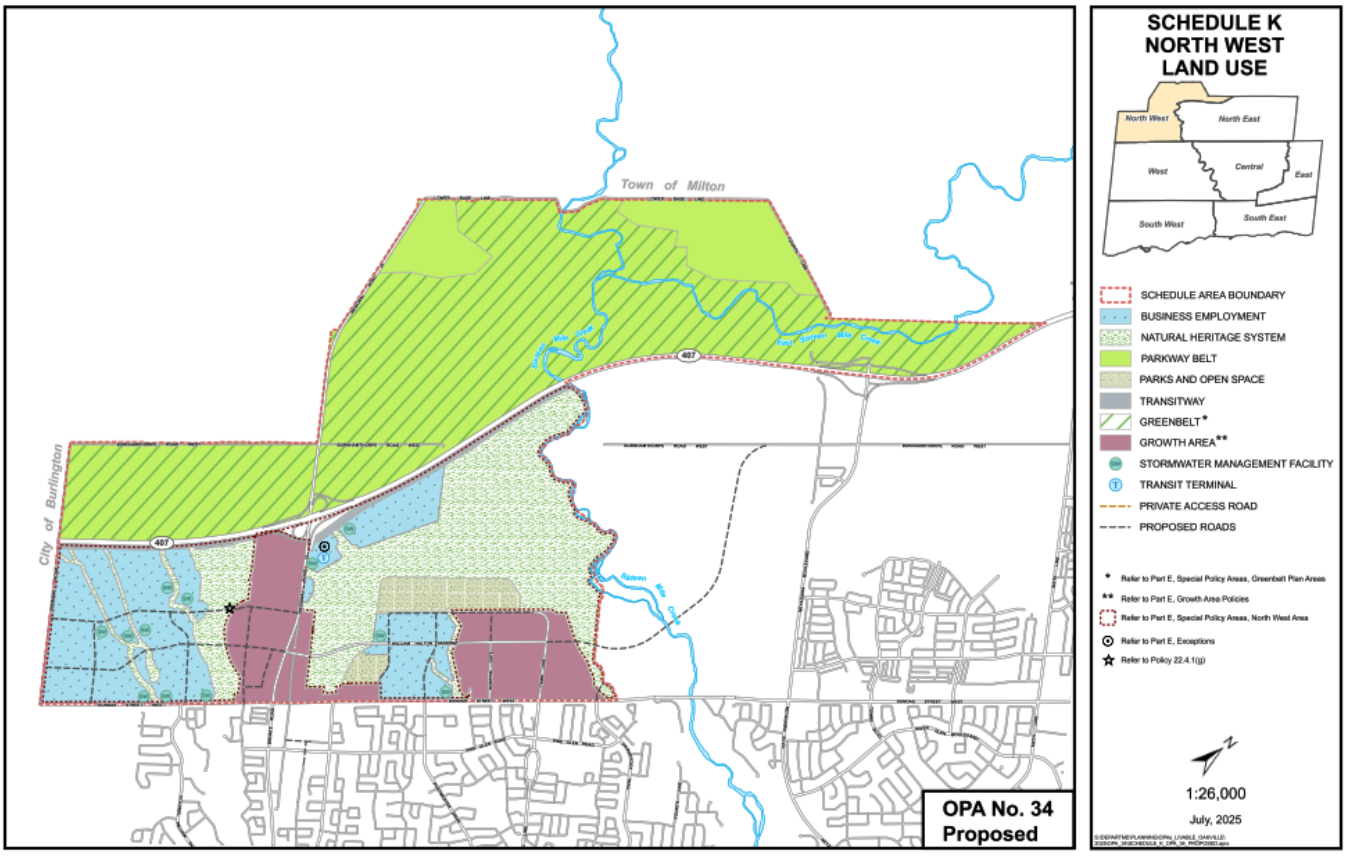

407 North
Town of Milton
North East
North West
West
Central
East
South West
South East
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Existing
SCHEDULE E
LAND USE SCHEDULE
BOUNDARIES
SCHEDULE AREA BOUNDARY
PARKWAY BELT
GREENBELT
LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
RAILWAY LINE
1:50,000
January 13, 2025

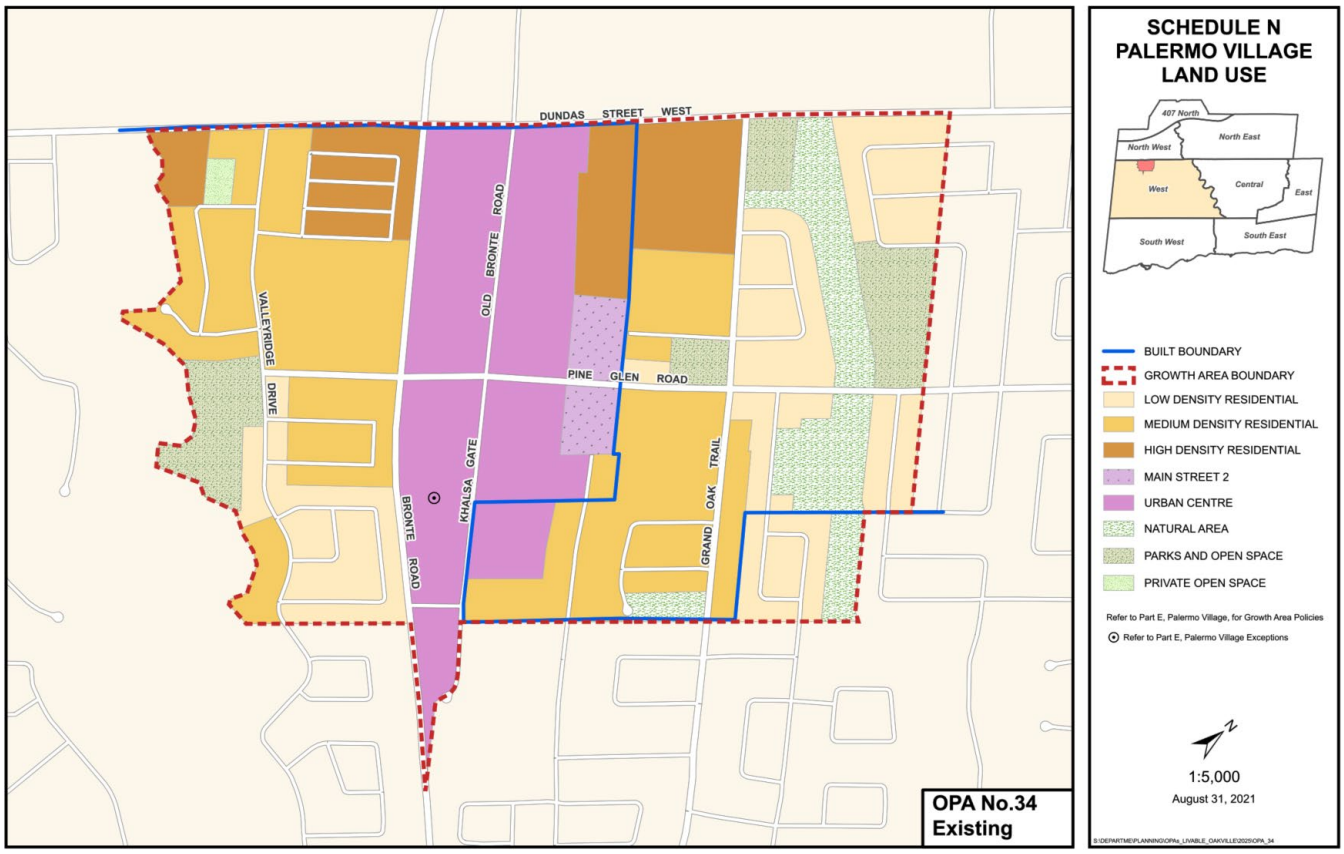

407 North
Town of Milton
North West
North East
West
Central
East
South West
South East
City of Burlington
City of Mississauga
Lake Ontario
OPA No.34
Proposed
SCHEDULE E
LAND USE SCHEDULE
BOUNDARIES
SCHEDULE AREA BOUNDARY
PARKWAY BELT
GREENBELT
LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
RAILWAY LINE
1:50,000
July, 2025

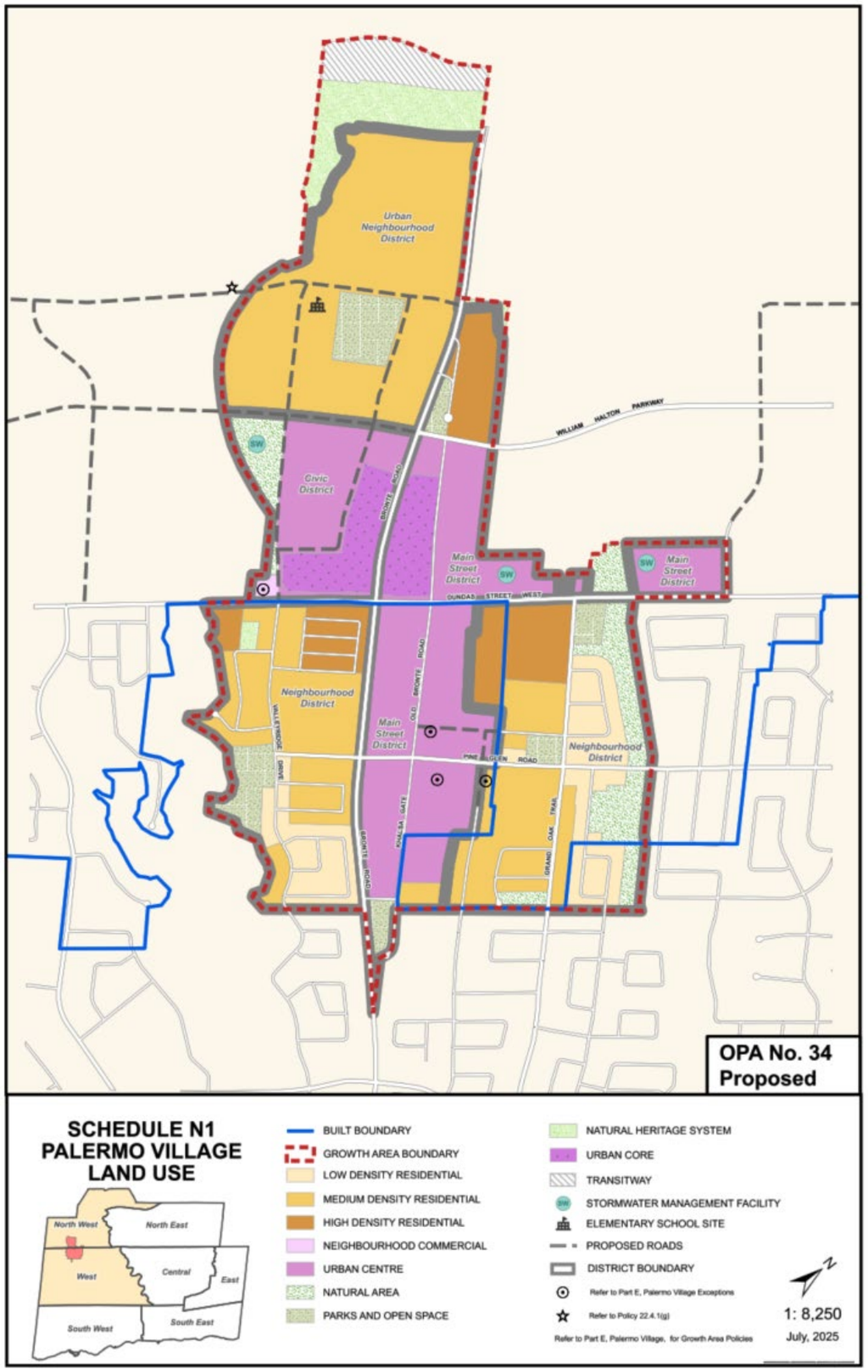

SCHEDULE H
WEST
LAND USE
407 North
North West
North East
West
Central
East
South West
South East
BUILT BOUNDARY
SCHEDULE AREA BOUNDARY
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
NEIGHBOURHOOD COMMERCIAL
COMMUNITY COMMERCIAL
CORE COMMERCIAL
OFFICE EMPLOYMENT
BUSINESS EMPLOYMENT
BUSINESS COMMERCIAL
NATURAL AREA
PARKWAY BELT
PARKWAY BELT - OVERLAY
PARKS AND OPEN SPACE
PRIVATE OPEN SPACE
UTILITY
GROWTH AREA*
GREENBELT**
SPECIAL POLICY AREA
RAILWAY
* Refer to Part E, Growth Area Policies
** Refer to Part E, Special Policy Areas
Refer to Part E, Exceptions
1:26,000
January 15, 2025
S:\DEPARTME\PLANNING\OPAs_LIVABLE_OAKVILLE\2025\OPA_34
OPA No.34
Existing
City of Burlington
Bronte Creek
Sixteen Mile Creek
WILLIAM HALTON PARKWAY
DUNDAS STREET WEST
UPPER MIDDLE ROAD WEST
SPEERS ROAD
WYECROFT ROAD
Q.E.W.

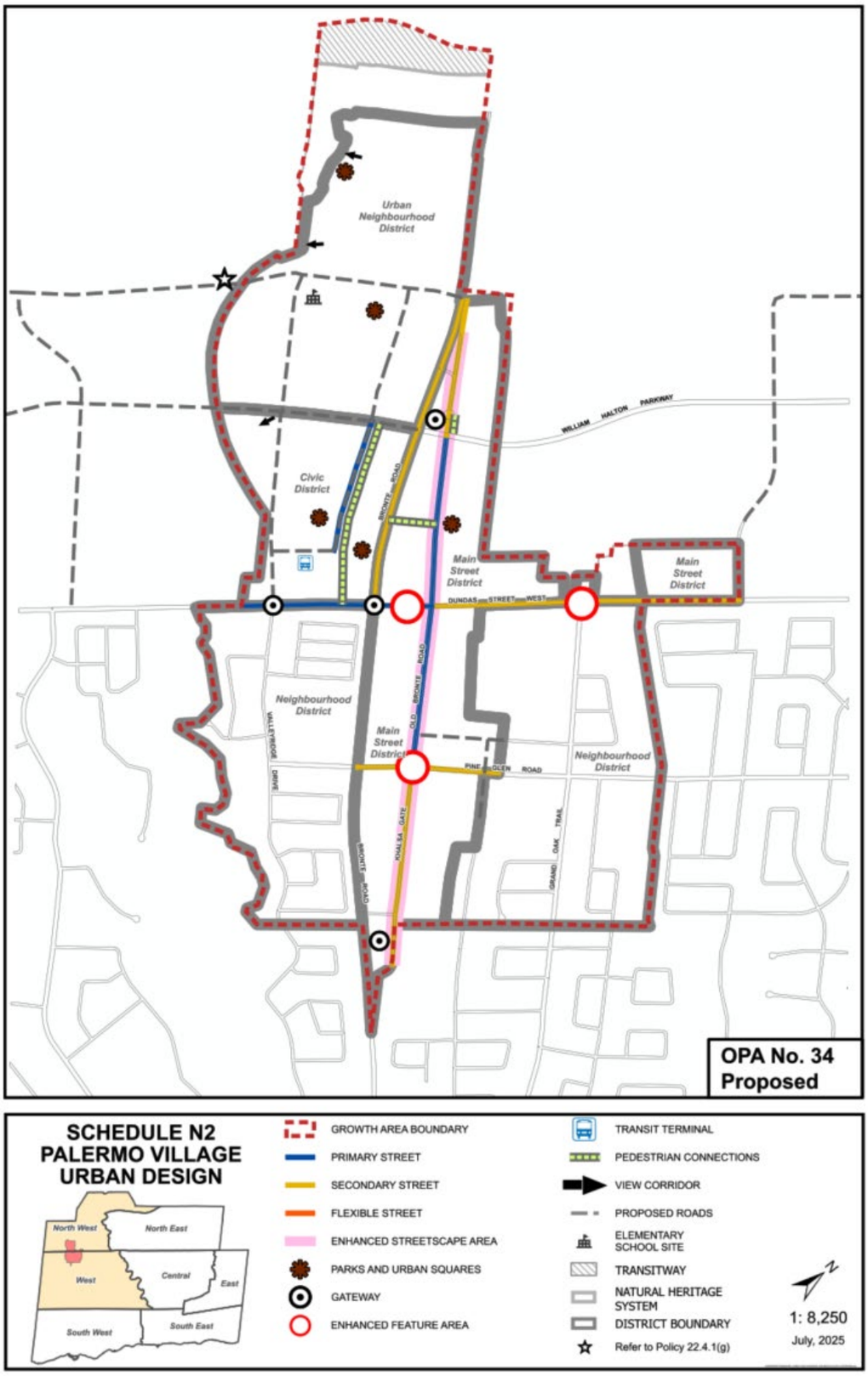

SCHEDULE H
WEST
LAND USE
407 North
North West
North East
West
Central
East
South West
South East
BUILT BOUNDARY
SCHEDULE AREA BOUNDARY
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
NEIGHBOURHOOD COMMERCIAL
COMMUNITY COMMERCIAL
CORE COMMERCIAL
OFFICE EMPLOYMENT
BUSINESS EMPLOYMENT
BUSINESS COMMERCIAL
NATURAL AREA
PARKWAY BELT
PARKWAY BELT - OVERLAY
PARKS AND OPEN SPACE
PRIVATE OPEN SPACE
UTILITY
GROWTH AREA*
GREENBELT**
SPECIAL POLICY AREA
RAILWAY
*Refer to Part E, Growth Area Policies
**Refer to Part E, Special Policy Areas
Refer to Part E, Exceptions
1:26,000
JULY, 2025
OPA No.34
Proposed
City of Burlington
Sixteen Mile Creek
Bronte Creek
Q.E.W.


Town of Milton
City of Burlington
407
Sixteen Mile Creek
East Sixteen Mile Creek
BURNHAMTHORPE ROAD WEST
DUNDAS STREET WEST
OPA No. 34
Existing
SCHEDULE K
407 NORTH
LAND USE
407 North
North East
North West
West
Central
East
South West
South East
SCHEDULE AREA BOUNDARY
PARKWAY BELT
GREENBELT*
GROWTH AREA**
LANDS NOT SUBJECT TO THE POLICIES OF THIS PLAN
*Refer to Part E, Special Policy Areas
**Refer to Part E, Growth Area Policies
1:26,000
January 13, 2025


Town of Milton
City of Burlington
407
OPA No. 34
Proposed
SCHEDULE K
NORTH WEST
LAND USE
North West
North East
West
Central
East
South West
South East
SCHEDULE AREA BOUNDARY
BUSINESS EMPLOYMENT
NATURAL HERITAGE SYSTEM
PARKWAY BELT
PARKS AND OPEN SPACE
TRANSITWAY
GREENBELT*
GROWTH AREA**
STORMWATER MANAGEMENT FACILITY
TRANSIT TERMINAL
PRIVATE ACCESS ROAD
PROPOSED ROADS
* Refer to Part E, Special Policy Areas, Greenbelt Plan Areas
** Refer to Part E, Growth Area Policies
Refer to Part E, Special Policy Areas, North West Area
Refer to Part E, Exceptions
Refer to Policy 22.4.1(g)
1:26,000
July, 2025


DUNDAS STREET WEST
OLD BRONTE ROAD
VALLEYRIDGE DRIVE
PINE GLEN ROAD
KHALSA GATE
BRONTE ROAD
OAK TRAIL
GRAND
OPA No.34
Existing
SCHEDULE N
PALERMO VILLAGE
LAND USE
407 North
North West
North East
West
Central
East
South West
South East
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
August 31, 2021


Urban Neighbourhood District
Civic District
Main Street District
Main Street District
Neighbourhood District
Main Street District
Neighbourhood District
WILLIAM HALTON PARKWAY
DUNDAS STREET WEST
PINE GLEN ROAD
OPA No. 34
Proposed
SCHEDULE N1
PALERMO VILLAGE
LAND USE
North West
North East
West
Central
East
South West
South East
BUILT BOUNDARY
GROWTH AREA BOUNDARY
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
NEIGHBOURHOOD COMMERCIAL
URBAN CENTRE
NATURAL AREA
PARKS AND OPEN SPACE
NATURAL HERITAGE SYSTEM
URBAN CORE
TRANSITWAY
STORMWATER MANAGEMENT FACILITY
ELEMENTARY SCHOOL SITE
PROPOSED ROADS
DISTRICT BOUNDARY
Refer to Part E, Palermo Village Exceptions
Refer to Policy 22.4.1(g)
Refer to Part E, Palermo Village, for Growth Area Policies
1: 8,250
July, 2025


Urban Neighbourhood District
Civic District
Main Street District
Main Street District
Main Street District
Neighbourhood District
Neighbourhood District
WILLIAM HALTON PARKWAY
DUNDAS STREET WEST
PINE GLEN ROAD
OPA No. 34
Proposed
SCHEDULE N2
PALERMO VILLAGE
URBAN DESIGN
North West
North East
West
Central
East
South West
South East
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
PROPOSED ROADS
ELEMENTARY SCHOOL SITE
TRANSITWAY
NATURAL HERITAGE SYSTEM
DISTRICT BOUNDARY
Refer to Policy 22.4.1(g)
1: 8,250
July, 2025